

Historic Rural and Urban Architectural Resources: Chicago to St. Louis High Speed Rail

IDOT Sequence #17337 & #17337A

DRAFT

Prepared for:

- Illinois Department of Transportation
- Parsons Brinckerhoff

Prepared by:

Heritage Research, Ltd.
Historical & Environmental Consultants
Menomonee Falls, WI 53051

17 December 2014

TABLE OF CONTENTS

Methodology	2
Chapter 1: Historical/Background Information	4
Cook County	7
Will County	8
Grundy County	15
Livingston County	18
McLean County	22
Logan County	29
Sangamon County	32
Macoupin County	37
Jersey County	43
Madison County	44
St. Clair County	52
St. Louis, MO	55
Chapter 2: Architectural Styles and Forms	59
Chapter 3: Resource Types	68
Chapter 4: Recommendations	74
Bibliography	86
Appendix A: Maps	91
Appendix B: Chicago to Joliet Resources	106
Appendix C: Springfield Resources	117

METHODOLOGY

This architecture/history reconnaissance survey focuses on the proposed High Speed Rail corridor between Chicago and St. Louis. It concentrates on those cultural resources not affiliated with either the existing rail line (i.e. depots, railroad bridges, etc.) or with U.S. Route 66 (i.e. roadbed, gas stations, etc.). Such resources were discussed along within their appropriate contexts in two companion surveys.

Fieldwork in 2013 concentrated on that portion of the corridor between Laraway Road south of Joliet to Lincoln. The survey area was 250 feet to either side of the existing rail line and every structure estimated to have been constructed before 1970 was photographed. The initial survey between Laraway Road to the outskirts of Normal found 428 properties consisting of a diverse mix of residential, agricultural, commercial, civic and industrial resources representing a wide variety of architectural styles. A significant number of these buildings were heavily modified to the point that their estimated age was the only factor that mandated that they be photographed – they simply offered no architectural or historical significance. These initial findings were discussed with IDOT and revised survey criteria were prepared for consideration by IHPA, which was approved.

The modified criteria were used for the Normal to East St. Louis portion of the HSR corridor, which was surveyed in fall 2013 and summer 2014. Structures were photographed under the following criteria:

- *Residential:* Buildings were surveyed if estimated to have been built before 1970 and they presented their original mass and form along with exhibiting a minimal sense of their historic appearance. Buildings could present several modifications such as replacement siding, fenestration, porch alterations and additions and still merit surveying. Those buildings that had been modified to the point where their appearance was ahistorical and sterile were not surveyed. Also, those residential structures that were severely dilapidated and offered no architectural detail were not surveyed.
- *Commercial:* Most commercial buildings within the survey corridor were located in traditional downtown commercial districts. Survey criteria included retention of original form, mass and scale along with limited architectural and stylistic details. Those buildings that have had all original materials, ornamentation and fenestration replaced, downsized or removed, as well as demonstrating no sense of an historic-era appearance were not surveyed. In general, those buildings not surveyed would be classified as non-contributing elements of downtown commercial historic district.
- *Industrial:* Industrial buildings to include warehouses and storage structures were surveyed if they displayed a minimal identification of their activity and sense of integrity. Austere ancillary buildings such as metal-sided, pole buildings and grain bins that are the only remnants of a larger, non-extant industrial complex were not surveyed if they presented no individual architectural or historical merit.

With regard to the segment from Chicago to north of Laraway Road, the survey area was limited to 125 feet to either side of the proposed rail line. Historic-period buildings within that portion of the corridor had been photographed in 2007-2008 by the engineering consultant. That series of photographs was reviewed and those properties that exhibited a reasonable degree of architectural or historical significance were noted and examined via Google or Bing streetview functions. A field review of all properties in this portion of the project is planned for early 2015.

Those properties located along the proposed HSR corridor in Springfield have been previously surveyed and initially were not part of this survey effort. Project plans evolved for their inclusion in this survey and properties along the railine were examined via Google and Bing streetview functions. A field review of all properties in this portion of the project is planned for early 2015.

As a result of this survey effort, 1,219 properties¹ throughout the project corridor were photographed. An Excel database organized by county and city was prepared that detailed the address and a brief description of each property. Those properties surveyed under the original criteria that did not meet the revised survey criteria were culled and their respective database entries highlighted in red. All digital photographs were labeled and organized on a CD-R by county and city. No printed photographs were provided.

This report is organized into four chapters. Chapter 1 provides a brief historic context of all of the communities along the proposed HSR route. These contexts were developed as part of a 1998 survey document prepared by Heritage Research that concentrated only on those properties immediately adjacent to street crossings. The original contexts were reviewed and updated as necessary. Chapter 2 details the significant architectural styles found throughout the corridor and provides photographs of representative examples. Residential, religious and civic buildings were organized in this document primarily within the context of their architectural style; however, they were also considered for their historical potential. Chapter 3 provides a contextual overview of the major non-residential resource types found along the project corridor. These types include agriculture, commercial, grain storage and industrial. And finally, Chapter 4 identifies those properties already listed in the National Register, as well as those 45 individual properties and two historic districts that may merit additional research for the potential eligibility for the National Register should project plans warrant.² Maps citing the locations of the properties detailed in Chapter 4 are found in Appendix A. And finally, Appendices B and C provide images of properties in the Chicago and Springfield areas that possess a reasonable level of architectural or historical interest. These two appendices are included to provide a beginning point of discussion regarding project activities and will be integrated into the main body of the final report once fieldwork is complete.

¹ Excluded from this resource count at this point are those properties located between Chicago and Laraway Road and in Springfield.

² The National Register list includes those listed properties in Springfield and Chicago to Laraway Road portions of the corridor. At this time, the list of 45 additional properties recommended for further study do not include resources in the Chicago to Laraway Road and Springfield portions of the HSR corridor. They will be included in the final draft of this report.

CHAPTER 1

HISTORICAL/BACKGROUND INFORMATION³

The following historical background narrative discusses the general development of the corridor within which the High Speed Rail project will be operating. The study details the general historical evolution of the counties, townships and communities along the designated route. It begins with Chicago and follows the Rock Island line to Joliet. Between Joliet and St. Louis, the route follows the alignment of the historic Chicago & Alton Railroad—a line now operated by the Union Pacific Railroad. Between the anchor cities of Chicago and St. Louis, the project corridor passes through some very productive farmland. Additionally, the region includes fairly extensive coal deposits and, to a lesser extent, quarries. It is within this context that the unrelated rail resources within the survey corridor were observed.

Chicago

The largest city in Cook County, Chicago, is truly a “nature’s metropolis.” Few cities have so effectively capitalized on nature’s bounty to become an industrial and commercial giant, as well as the hub of a vast transportation network.

To some early American settlers, the area’s geographic configuration failed to inspire visions of future greatness. A low, flat, grassy expanse of land known as the Chicago Plain stretched westward from Lake Michigan. About one mile inland, the northern and southern branches of the Chicago River intermingled. From that point, the river flowed sluggishly eastward. Sand often clogged the river’s mouth and, indeed, a sand bar paralleling the lakeshore forced the river southward for roughly a half-mile before it emptied into the lake. The plain itself was dotted with “patches of thin and scrubby woods” and also had large areas of swamp-like ground. The land rose gradually until a low line of ridges, about eight miles inland, severed connections with the waterways flowing toward the Mississippi river. An observer thought in 1823 that the area around Chicago offered “but a few features upon which the eye . . . can dwell with pleasure.”⁴

That disparaging remake notwithstanding, the area’s importance regarding transportation was manifest long before the city was established. Indian trails traversed the region and, for many years, Native Americans used the portage between the Chicago and Des Plaines rivers as a link between Lake Michigan and the Mississippi River Valley. French explorers likewise took advantage of the inland water route. In 1673, Jacques Marquette and Louis Jolliet briefly stopped at the mouth of the Chicago River on the return leg of their exploration of the Mississippi. Marquette returned the following

³ This chapter is adapted from material originally presented in HRL’s final report, *Literature Search and Preliminary Historic Resource Survey – High Speed Rail: Chicago to St. Louis*, which was submitted on 20 October 1998. In addition to Dr. Vogel, authors that contributed to that original report included Laura Abing, Ph.D., Traci E. Schnell, M.A., Kevin Abing, Ph.D., Bill Clark, M.A., John Savagian, M.A., Lena L. Sweeten, M.A., and Barbara Maciejewski, B.A.

⁴ Quote in Harold M. Mayer & Richard C. Wade, *Chicago: Growth of a Metropolis* (Chicago: The University of Chicago Press, 1969), 2; Bessie Louise Pierce, *A History of Chicago*, 3 vols. (Chicago: Alfred A. Knopf, 1937, 1940, 1957): 1:3-4.

winter and became the first white man to live in the area for an extended period. Traders followed Marquette's lead and the portage route became a vital thoroughfare for the flow of people, fur and other goods from French Canada to the Mississippi River Valley. The French controlled the trade along this route until 1763, when France lost the struggle with England for a North American empire. British hegemony, however, was short-lived. After the American Revolution, the British ceded control of the Old Northwest to the fledgling United States but continued to maintain posts in the region until 1794.⁵

Americans recognized the importance of the Chicago area as a transportation route, but Native American strength forcibly prevented white occupation. That strength was broken in 1794 when General "Mad Anthony" Wayne defeated a multi-tribal force at the Battle of Fallen Timbers. The following year, the Indians ceded a huge territory, including a six square-mile tract at the mouth of the Chicago River. Soon thereafter, the U.S. took steps to cement its control of the region. In 1803, a small military force erected Fort Dearborn along the river's south bank. But this was not the start of permanent settlement in what became known as Chicago. When soldiers arrived, they found a sprinkling of fur traders, Indians and settlers in the area. Jean Baptiste Point du Sable initiated the nascent community in the 1770s when he established a trading post near the mouth of the river. A small contingent of traders soon clustered around the post. Du Sable left in 1800, but others remained. The presence of Fort Dearborn augmented the surrounding community with discharged soldiers, additional traders and farmers. There were about forty residents in the area by 1812. The outbreak of the War of 1812 and the threat of Indian attacks prompted the abandonment of the fort. Once hostilities ended, the military and other settlers returned, but Chicago grew very little throughout the 1820s, numbering only fifty people at the end of the decade.⁶

The 1830s marked Chicago's take-off point. Several factors account for this rapid growth, with the Black Hawk War of 1832 playing an important role. As a result of the conflict, not only was the Indian threat removed, but soldiers returning home spread news of the region's economic potential. In addition, the completion of the Erie Canal in 1825 diverted the flow of western immigration from the Ohio River Valley to the Great Lakes region. Hoping to lure prospective settlers and speculators to Chicago, town boosters improved the harbor at the river's mouth. Lastly, state officials thought a proposed canal linking the Chicago and Des Plaines rivers would enhance the region's development. The Illinois legislature appointed in 1829 a commission to chart the canal's course and dispose of the lands along the route. The following year, the commissioners directed surveyor James Thompson to lay out the town of Chicago, which totaled 350 residents in 1833 when it was incorporated. The town expanded rapidly thereafter. Work on the canal began in 1836 and settlers flocked to Chicago, which sparked a speculating frenzy and building boom. Chicago was incorporated the following year as a city with 4,170 people. The Panic of 1837 slowed Chicago's population growth for several years, but it revived once more in the 1840s. At the start of the decade, the city had 4,470 people, but by 1850, it claimed nearly thirty thousand residents.

⁵ Mayer & Wade, *Chicago: Growth of a Metropolis*, 4-8, 12-18, 22; Pierce, *A History of Chicago*, 1:3-13, 33-48, 55-66; Henry Justin Smith, *Chicago's Great Century, 1833-1933* (Chicago: Consolidated Publishers, 1933), 1-4, 13-19.

⁶ Mayer & Wade, *Chicago: Growth of a Metropolis*, 8-12, 16; Pierce, *A History of Chicago*, 12-31.

From its inception, Chicago was an agricultural support center and the focus of western commerce. In addition, it emerged as an industrial center. The city's superb location, its rapidly expanding population and the bountiful natural resources of the surrounding area, facilitated the exchange of goods and services. The burgeoning city provided a receptive market for agricultural goods produced in the region, and Chicago merchants funneled eastern commodities to consumers as far away as west-central Indiana, St. Louis and Galena. Although the Panic of 1837 stalled Chicago's economic development, several industries emerged to dominate the city's economic landscape for decades to come. Chicago's agricultural hinterland, for example, had been settled to the extent that it facilitated the export trade. Indeed, the first surplus wheat was shipped to the East in 1839. By 1842, Chicago exported 586,907 bushels of wheat. That figure almost quadrupled by 1847. Similar to wheat exporting, meat-packing was yet another industry that drew upon the region's agricultural production. Archibald Clybourn and George Dole operated plants in the early 1830s. The supply soon outstripped local demand, and the city's packers began exporting meat to the rest of the country and even abroad. Meat-packing also spawned related industries such as tanning and soap making, which used animal by-products. The lumber trade was another prominent venture. The city's position on Lake Michigan afforded merchants access to the pine forests of Wisconsin and Michigan. Most imported lumber was used locally in the 1830s. But eventually Chicago merchants exported lumber to settlers in outlying areas. The lumber trade increased dramatically. Chicago imported in 1843 over seven million board feet of lumber, but in 1847, over thirty-two million board feet were imported. The development of the iron industry and the manufacturing of agricultural implements further illustrated the city's exploitation of the region's abundant mineral resources.⁷

Improved transportation facilities both accompanied and spurred Chicago's spectacular industrial growth. To accommodate the growing traffic on the Great Lakes, authorities made persistent efforts to improve the city's harbor. Steps were also taken to improve inland routes to Chicago. Several plank roads were built in the 1840s, and the canal linking the Chicago and Des Plaines rivers was finally completed in 1848, facilitating the flow of goods between Chicago, south-central Illinois and St. Louis. Thus, by the mid-nineteenth century, Chicago's destiny was already in place. In a very short time, it had evolved from a small, frontier outpost into a flourishing city. Chicago's influence radiated outward a considerable distance, due in large part to an ever-improving transportation network. The city's future appeared limitless.⁸

Chicago's growth in the latter nineteenth century exceeded the most sanguine expectations. The railroad superseded all other interior modes of transportation and was most responsible for Chicago's evolution. As early as 1829, a proposal was made to build a railroad between Chicago and Galena, but that project—and several others—never came to fruition. Only one line was in operation by 1850, but four more were added by 1852. Chicago had ten trunk lines with almost three thousand miles of track four years later. Fifty-eight passenger and thirty-eight freight trains arrived and departed daily. Chicago's railroad network continued to expand and, in 1869, reached the Pacific Coast with the

⁷ Mayer & Wade, *Chicago: Growth of a Metropolis*, 20, 24; Pierce, *A History of Chicago*, 1:75-99, 108-13, 118-22.

⁸ Mayer & Wade, *Chicago: Growth of a Metropolis*, 24-28; Pierce, *A History of Chicago*, 2:40-61; Smith, *Chicago's Great Century*, 29-30.

completion of the Union Pacific line.⁹

Fueled in part by the railroads, Chicago experienced a phenomenal geographic and economic expansion in the late nineteenth century. Not only did the city's physical dimensions grow during this period, but its population exploded from just under thirty thousand in 1850 to 298,977 in 1870. In the 1890s, Chicago topped the one million mark. The city's economic development was equally dramatic. Chicago had already become during the 1850s the country's primary wheat and corn market. Although Minneapolis eventually became the leading wheat center, Chicago retained its prominence in the corn market, receiving in 1890 well over seventy-five million bushels. Similarly, Chicago maintained its position as the country's dominant lumber center. Over one billion board feet were shipped to Chicago in 1872. And men such as Philip Armor, Gustavus Swift and Nelson Morris led Chicago to the top of the country's meat-packing industry. In addition to these industries, Chicago became the leading producer of a vast array of goods. Iron and steel manufacturers increased their production tremendously, as did the city's brewers and distillers. Chicago entrepreneurs turned out tremendous quantities of agricultural implements, railroad equipment, furniture and clothing.¹⁰

Since the turn-of-the-century, Chicago has continued to grow and evolve, but it has largely retained its fundamental nature as it remains one of the country's leading industrial and commercial centers and a vital transportation hub.

Cook County

Although the City of Chicago has cast a large, urban shadow over the history of Cook County, large portions of the county remained rural and agriculturally oriented throughout the nineteenth century.¹¹ The county's first settlement, Chicago, as already noted, evolved near the mouth of the Chicago River. As the community developed, area residents petitioned for more effective local government. Thus was Cook County separated from Peoria County on 15 January 1831. By that time, pioneers had already fanned out into Lyons Township. Shortly after Cook County was formed, a steady stream of settlers made their way to the neighboring townships. There were 5,731 people living by 1840 in Cook County outside the Chicago area. That figure rose to 13,428 one decade later. That number more than doubled in the following decade. It reached 104,339 by 1880.¹²

Much of Cook County was blessed with fertile soil, and county residents were quick to take advantage of it. The county ranked by 1850 second in the state with 154,090 acres under cultivation. The 1,857

⁹ Mayer & Wade, *Chicago: Growth of a Metropolis*, 35-42; Pierce, *A History of Chicago*, 1: 113-118, 2:40-61; Smith, *Chicago's Great Century*, 32-36.

¹⁰ Mayer & Wade, *Chicago: Growth of a Metropolis*, 42-54; Pierce, *A History of Chicago*, 1: 113-118, 2:67-71, 77, 90-116, 3:65-74, 92-191; Smith, *Chicago's Great Century*, 75-76, 85.

¹¹ Most of the histories of Cook County focus primarily on Chicago and overlook events in the rest of the county. See, for example, Andreas 1884:46-338, 358-416; Goodspeed and Healy 1909:1:81-318; Johnson 1960.

¹² Weston A. Goodspeed & Daniel D. Healy, eds., *History of Cook County Illinois*, 2 vols. (Chicago: The Goodspeed Historical Assn, 1909), 1:58-69, 507, 2:251-364; A.T. Andreas, *History of Cook County Illinois* (Chicago: A.T. Andreas, 1884), 341-42, 346.

farms in the county produced 238,952 bushels of wheat, 429,513 bushels of corn, 403,234 bushels of oats and 48,449 tons of hay. A large portion of these crops found a ready market in Chicago, but, undoubtedly, some of them were used to feed a large number of livestock. Cook County farmers raised 13,496 sheep, 9,398 swine and 11,155 other cattle. Moreover, Cook County was the state's leading dairy producer. The county not only had the most milk cows, which numbered 8,596, it lead in butter production with 656,690 pounds and ranked second in cheese production with 78,062 pounds. Although Cook County became increasingly urbanized and industrialized in the late nineteenth century, its agricultural production continued to grow. Cook County still had the most farms in the state with 5,827 by the turn-of-the-century, but its crop production failed to keep pace with other Illinois counties. In 1900, Cook County ranked in the middle of the pack, yielding 2,316,500 bushels of corn and 2,818,350 bushels of oats, yet it remained one of the leading dairy-producing areas in the state. The county ranked third in the total number of milk cows at 32,978 and the gallons of milk produced with 17,793,170. The continuing urban sprawl of the twentieth century has eroded Cook County's agricultural production, but it cannot completely obscure the county's agricultural heritage.¹³

Will County

Will County was separated from Cook County in 1836. The first settler was Virginian Jesse Walker, a Methodist preacher. Around 1829, he established a mission to the Indians at Walker's Grove. His son-in-law, James Walker, settled in the area and built a gristmill and sawmill, the latter allegedly providing lumber for Chicago's first frame structure. Among other early Will County residents were Methodist preacher Stephen Beggs, Vermont native Reuben Flagg and his family and the Thomas Clovel and Timothy Clark families, both from New England. Settlement halted with the Black Hawk War in 1832. Although actual fighting occurred largely in present-day northwestern Illinois and southern Wisconsin, a general Indian panic broke out in Will County. Settlers at Walker's Grove constructed a blockade, which they temporarily abandoned to seek refuge at the larger Fort Dearborn in Chicago.¹⁴

Settlement not only resumed but intensified after the war. Indeed, by 1840, Will County had a population of 10,167. The number of inhabitants increased steadily, reaching 43,013 by 1870 and 62,007 by 1890. At this time, Will had largely become an agricultural community. County farmers harvested in 1850 230,885 bushels of wheat, 527,903 bushels of corn and 334,360 bushels of oats. The county's production included by 1870 195,286 bushels of spring wheat and a substantial 1,131,458 bushels of corn. And Will County ranked first in the state in oats production harvesting 1,868,682 bushels. By the turn-of-the-century, Will County's wheat production had declined to a scant 3,280 bushels, but yields of corn and oats mushroomed to 5,957,400 and 5,416,690 bushels, respectively. Livestock raising was another important component of Will County Agricultural

¹³ A.T. Andreas, *History of Cook County Illinois*, 344; United States, Department of the Interior, Bureau of the Census (USDI.BC), *The Seventh Census of the United States: 1850* (Washington, D.C.: Robert Armstrong, 1853), 728, 730, 733; Idem., *Twelfth Census of the United States Taken in the Year 1900, Vols. 5 and 6: Agriculture, Parts 1 and 2* (Washington, D.C.: Government Printing Office, 1902), 5:430-31, 597-98, 6:160-61.

¹⁴ William LeBaron, Jr., *The History of Will County, Illinois* (Chicago: William LeBaron, Jr., 1878), 232-37; Robert E. Sterling, *A Pictorial History of Will County*, Vol. 1 (Joliet, IL: Will County Historical Publications, 1975), nonpaginated.

production. In 1850, local farmers raised 5,868 milk cows, 21,703 sheep, 8,650 hogs and 9,628 other cattle. There were 24,297 milk cows on Will County farms by 1900, as well as 5,322 sheep, 47,181 swine and 25,204 other cattle.¹⁵

In addition to farming, coal mining was prevalent in Will County, which, in conjunction with Grundy and Kankakee counties, constituted the Wilmington District. This northern field was significant among the state's various coal regions because of its proximity to the Chicago market. This fact rendered the Will County City of Braidwood "the most important coal mining town in northeastern Illinois." The community mined 228,000 tons of coal in 1870, with the bulk of it being sent to Chicago.¹⁶

This is the larger, county-wide context in which the following emerged: Frankfort Township and its Village of Mokena, New Lenox Township and its Hamlet of Gillette and Village of New Lenox, the City of Joliet in Joliet Township; the Village of Elwood in Jackson township, the City of Wilmington in Wilmington Township, the City of Braidwood in Reed Township, and the Village of Godley, contained in both Reed Township and the Grundy County Township of Braceville.

Frankfort Township

The first permanent, white settler in the Town of Frankfort was most likely John McGovney, who arrived near the current Village of Mokena during the spring of 1831. Around the same time, William Rice, William Moore and another man referred to simply as "Osborne," settled in the same area. These Yankee pioneers briefly left in 1832, due to increasing fear of Native American reprisals stemming from the Black hawk War. Once the threat subsided, settlers returned, attracted to the area's timber sections along Hickory Creek. At least two sawmills were developed, including Matthey Van Horne's enterprise established in 1835. When the Chicago, Rock Island & Pacific Railroad was built through the town in 1852, Frankfort's first freight consisted of lumber. But given the region's rolling prairie, many of Frankfort's 1,920 inhabitants in 1870 were farmers—most of whom emigrated from Germany in the 1850s. Primary agricultural production in the area 1877 included 188,900 bushels of corn, 175,170 bushels of oats and 15,170 bushels of Irish potatoes. Dairy farming was also evident, with 835 cows producing 25,780 pounds of butter and 185,150 gallons of milk. Cheese production averaged nearly ten thousand dollars annually after construction of Baumgartner & Co.'s Cheese Factory in 1875. Agriculture retains a prominent presence in the township today.¹⁷

•Village of Mokena

Prior to the arrival of the Chicago, Rock Island & Pacific Railroad in 1852, Allen Denny platted the

¹⁵ LeBaron, Jr., *The History of Will County*, 186; USDI.BC, *The Seventh Census of the United States*, 729, 731; Idem., *Report on Population of the United States at the Eleventh Census, 1890* (Washington, D.C.: Government Printing Office, 1895), 17; Idem., *Twelfth Census of the United States Taken in the Year 1900*, 5:432-33, 6:161.

¹⁶Herbert G. Gutman, "The Braidwood Lockout of 1874," *Journal of the Illinois State Historical Society* (Spring 1960), 6.

¹⁷ Frankfort Area Historical Society, *Frankfort Lore* (Frankfort, IL: Frankfort Area Historical Society, 1973?), 11-14; LeBaron, Jr., *The History of Will County*, 506-13.

Village of Mokena, situated nearly ten miles east of the City of Joliet. Soon after completion of the line, the village emerged as a bustling trading and shipping center for the surrounding agricultural community. For example, the first building was constructed by Knapp & Smith and used for both a residence and a store. Cross & Jones built in 1855 a steam-driven mill, which was replaced by the Mokena Grain Elevator. Further indicative of Mokena's agricultural orientation was the presence of Noble Jones, a local grain speculator who traded on the Chicago Board of Trade. The business of the village consisted in 1878 of "five general stores, two hardware stores, two drug stores, two blacksmith-shops, two wagon-shops, two harness-shops, two hardware stores, two drug stores, three hotels, one furniture store, three millinery stores, two butcher-shops, and seven lager-beer saloons, grain buyers, etc." The population of the unincorporated village reached by 1878 about six hundred, with the majority consisting of German-born residents. The Village of Mokena maintained its agricultural support function throughout the twentieth century (Frankfort Area Historical Society).¹⁸

New Lenox Township

Pioneers in New Lenox Township included Joseph Brown and Aaron Friend, who arrived sometime around 1829. Settlement increased after the Black Hawk War. Early settlers discovered that almost one-quarter of the township consisted of timber. This prompted Col. Sayre to erect a sawmill in nearby Joliet Township, and, in 1833-1834, Joseph Norman built the first sawmill in New Lenox, along Hickory Creek. Nevertheless, similar to Frankfort Township, the remainder of the terrain encompassed rolling prairie which dictated an agricultural orientation for the region. Corn and oats ranked among the primary crops produced, while livestock raising constituted a principal concern. Organization of the township probably occurred around the time of the establishment in 1832 of the post office and school. New Lenox was initially referred to as the Hickory Creek settlement, which was subsequently renamed Van Horne's Point. The town earned its current name from J. Van Dusen, a resident who was a native of Lenox, New York. The town's 1,120 inhabitants in 1870 lived in what was considered to be one of the "wealthy towns of Will County." The agricultural wealth of New Lenox continued into the twentieth century.¹⁹

- Hamlet of Gillett

No information was found regarding the historical development of this community. All that was noted is that, in 1893, an individual by the name of A.C. Gillett owned roughly all of the NW quarter of Section 14 in New Lenox Township.²⁰

- Village of New Lenox

Platted in 1858 by George Gaylord, the Village of New Lenox is located along the banks of Hickory Creek, at a point about six miles east of the City of Joliet. The community is along the Chicago, Rock

¹⁸ Frankfort Area Historical Society, *Frankfort Lore* (Frankfort, IL: Frankfort Area Historical Society, 1973?), 1-16; LeBaron, Jr., *The History of Will County*, 513-14.

¹⁹ LeBaron, Jr., *The History of Will County*, 494-504.

²⁰ *Plat Book of Will County, Illinois* (Chicago: Geo. A. Ogle & Co., 1893).

Island & Pacific Railroad and was initially known as the Village of Tracy, in honor of the local railroad superintendent. Although the name was subsequently changed, the village's function as a trade and shipping center for the surrounding agricultural region remained constant. Samuel Woodward constructed a grain warehouse during the late 1850s, and, by 1878, the village's main enterprises consisted of three blacksmith shops, two wagon shops and one butter factory.²¹

Joliet Township

Early settlers in Joliet Township capitalized upon the numerous natural resources in the area. Its several waterways afforded abundant water power and excellent transportation facilities. The town also contained fertile soil and plentiful mineral resources. Reason Zarley is generally regarded as the first American to reside permanently in Joliet. But he was just the beginning of a flood of pioneers into the area. The town had 2,659 inhabitants by 1850. Twenty years later, that figure reached 10,203—7,263 of which lived within the City of Joliet. As that figure indicates, the City of Joliet dominates the history of Joliet Township and, thus, characterized the area's economic development.²²

•City of Joliet

Only thirty-eight miles from Chicago, the City of Joliet developed transportation links to the commercial hub, including railroads and access to the Illinois & Michigan Canal. This network helped facilitate Joliet's growth as a substantial industrial center during the latter nineteenth and throughout the twentieth centuries.²³

The potential for industry attracted the area's first permanent, white settler. Located in a valley occupying both sides of the Des Plaines River, Joliet inspired Charles Reed to tap the water power. Consequently, he staked in 1835 a claim in the original city limits and began to build a mill.²⁴ The following year, the area was officially platted as Juliet, named after the daughter of James Campbell, another early settler. Following his tour of the West, President Van Buren urged the name be changed to Joliet to correspond with nearby Joliet Mound. Before the change was inaugurated in 1845, the fledgling community had become "a place of considerable business." In the mid-to-latter 1830s, Rodney House and J. Beaumont each established the first carriage making concerns on the east and west sides of the river, respectively. M.H. Demmond operated one of the earliest stores. Clement & Clark established a sawmill. W.R. Atwell and William Blair became the first blacksmith and tinsmith, respectively. And a stone block known as "Merchants' Row" existed along with a number of frame

²¹ LeBaron, Jr., *The History of Will County*, 504-5.

²² LeBaron, Jr., *The History of Will County*, 367-78; USDI.BC, *The Seventh Census of the United State*, 716; Idem., *A Compendium of the Ninth Census* (Washington, D.C.: Government Printing Office, 1872), 121.

²³ LeBaron, Jr., *The History of Will County*, 379.

²⁴ In approximately 1830, David Maggard built a house in what is the present city limit of Joliet. But Reed is considered the first permanent, white settler since it was long after the establishment of the City of Joliet that the area containing Maggard's cabin was considered within the city limits. See LeBaron 1878b:380.

stores.²⁵

Those businesses notwithstanding, the grain industry was one of the cornerstones of Joliet's early business community. This is not surprising, given the region's agricultural nature and the city's water power. Utilizing the latter, William Adam built the City Mill on the site of a former operation known as Havens' Mills.²⁶ Renamed the William Adam & Co., the former City Mills were destroyed by fire in 1877. Nevertheless, several other grain businesses existed to fill the void, including G.W. Hyde's mills (formerly owned by Houck & Preston). Aside from mills, elevators became more prevalent. There were at least four major railroads passing through Joliet by 1878, thereby rendering the city an ideal grain storage and shipment point. Indeed, the city offered comparatively inexpensive shipping rates to the East since the Michigan Central Railroad through the city by-passed Chicago, thereby reducing overall travel time and cost. There were five "able firms" conducting the grain trade, including A. Cagin & Co., E.R. Knowlton, H.C. Teed, Wheeler & Co., J.E. Bush and Carpenter & Marsh. The latter was the busiest dealer, having an elevator capacity of thirty thousand bushels while shipping an annual average of 3.5 million bushels. This was staggering in comparison to the business of Joliet's first grain merchants, John Wilson and Charles Clement, who made a nine dollar profit in their first and only ear of handling grain.²⁷

But the grain industry was not unrivaled in significance. Built on a rock surface, Joliet—aptly named "Stone City"—successfully developed quarrying. It is uncertain who was the first to develop a quarry in Joliet, but early settler/storekeeper M.H. Demmond built the first stone house, which he erected in 1835. By 1878, there were many, prosperous, quarrying ventures within and around the city, offering employment to an average of over five hundred men. Among the bigger concerns at that time were W.A. Steel, Bruce & Co., Joliet Stone Company (established in 1877) and William Davidson & Bro. (opened in 1845). Aside from shipping stone throughout the state, many of these businesses transported their goods to other parts of the country. This was a testament to the stone's quality. When the War Department and Treasury Department compared it to fine stone throughout the U.S., the Joliet product was deemed superior and thereby ordered in vast amounts for the construction of numerous public buildings nationwide.²⁸

Further bolstering Joliet's image as an industrial center was an array of businesses evolving in the latter half of the nineteenth century. Most notable was the Joliet Iron and Steel Company (simply known as the Rolling Mills), which was built in the early 1870s. By 1878, this was the largest manufacturer of its kind in the world, promoting Joliet as the principal manufacturing center in Will County. With two blast furnaces, the Joliet Iron and Steel Company reached a monthly capacity as great as seven thousand tons. Other leading manufacturers included the following: Solar Store Works (founded 1871), Joliet Agricultural Works and the Adam Manufacturing Company (the latter produced

²⁵ LeBaron, Jr., *The History of Will County*, 380, 382, 385.

²⁶ No specific date was found for the erection of these mills.

²⁷ LeBaron, Jr., *The History of Will County*, 379, 386-87, 403; *Combination Atlas of Will County Illinois* (Elgin, IL: Thompson Bros. and Burr, 1873), 8. No date was found indicating when these first grain traders operated.

²⁸ LeBaron, Jr., *The History of Will County*, 387-89.

barbed wire fencing and staples). A number of fence manufacturer existed such as the Lock Stitch Fence Company and the Joliet Wire Fence Company. Perhaps the prevalence of fence suppliers can be correlated with the agricultural nature of the region in general and the growth of livestock raising in particular. Additional agricultural-related industries in Joliet included the Houck & Brown Tannery (established after 1863), several livestock dealers and the Columbia and Eagle Breweries, the latter having been established by E. Porter as early as 1858.²⁹

Jackson Township

Jackson Township was organized in 1850, although Charles Reed established the town's first settlement, Reed's Grove, on 2 March 1831. Several other pioneers followed, but the panic arising from the Black Hawk War in 1832 temporarily halted immigration to this area. Once the situation quieted, settlement resumed. From its inception, the township was a prosperous agricultural region. As such, Jackson's total population was rather small. Only 456 people resided in the town by 1850. Twenty years later, that figure rose only to 1,485.³⁰

•Village of Elwood

One of the few communities within Jackson Township is the Village of Elwood. Its origins are directly linked to the completion of the Chicago & Mississippi Railroad in 1854. Once the line was finished, a station was established at the site of the present village. As a result, the locale became a desirable trading center. Later in 1854, Messrs. Spencer, Gardner and Myers surveyed and platted a village around the station and offered the lots for sale. William Turner erected the village's first house, and George Blair operated the first blacksmith shop. Soon, several other stores were put into operation, and the village was incorporated in 1869. Despite a disastrous 1874 fire, Elwood numbered 312 residents by 1880. Despite Elwood's promising start, its proximity to larger urban areas prevented it from evolving beyond a small, agricultural support center. Its population diminished to 243 in 1890 and to 211 in 1910.³¹

Wilmington Township

The early history of the area encompassing present-day Wilmington Township is somewhat murky. An 1878 history notes that Americans "doubtless" lived in the area prior to 1836, but their time in Wilmington was very short. Thomas Cox is considered the town's first permanent, white settler. He arrived in 1836 and laid out the Village of Winchester (later known as Wilmington) along the banks of

²⁹ LeBaron, Jr., *The History of Will County*, 404-07; John H. Keiser, *The Sesquicentennial History of Illinois Series: Building for the Centuries: Illinois, 1865-1898*, 6 Vols (Urbana: University of Illinois Press, 1977), 4:202.

³⁰ LeBaron, Jr., *The History of Will County*, 540-48; USDI.BC, *The Seventh Census of the United States*, 716; Idem., *A Compendium of the Ninth Census*, 121.

³¹ LeBaron, Jr., *The History of Will County*, 551-52; August Maue, *History of Will County Illinois*, 2 vols. (Indianapolis: Historical Publishing Company, 1928), 1:249-52; USDI.BC, *Statistics of the Population of the United States at the Tenth Census* (Washington, D.C.: Government Printing Office, 1883), 144; Idem., *Thirteenth Census of the United States taken in the Year 1910: Statistics for Illinois* (Washington, D.C.: Government Printing Office, 1913), 598.

the Kankakee River. Soon thereafter, he erected a sawmill, a gristmill and a carding machine. About that same time, another of Wilmington's most prominent citizens, Peter Steward, arrived in the village. Cox's mills formed the nucleus of a growing community. The township, with a population of 1,346, was officially organized in 1850. That figure climbed to 2,766 by 1870. The town had a mixed economy. Not only did many people engage in farming, but the town included some very productive quarries and extensive coal deposits.³²

•City of Wilmington

As noted, Thomas Cox founded the Village of Wilmington in 1836 and provided the impetus for further settlement. The following year, Henry Brown built Wilmington's first hotel. Similarly did James Young commence the first blacksmith shop and Archibald McIntyre open the first store in 1837. The Village of Wilmington was incorporated in 1854, while the City of Wilmington was incorporated in 1865. Five years later, the city's population reached 1,828. Wilmington served as an agricultural support center for the vicinity. In addition to the Chicago & Alton railroad line, which transported produce, Wilmington offered a variety of farm-related services that, by 1878, included the following: E. Allen's Wilmington Butter and Cheese Factory, William McIntosh's Farm Wagon Works, two flour mills under the ownership of J.C. Fisher & Company and McIntyre & Company, respectively and H.C. Castle's business, which bred and shipped Poland-China hogs. The city also had two coal dealers and an iron foundry. Despite the economic prosperity, the city's population declined from its 1870 total, tallying 1,576 in 1890 and 1,450 in 1910.³³

Reed Township

Reed Township claimed a population of only 183 when it was organized in 1850. Even that small figure, however, was deceiving. Reed included all of the territory of present-day Custer Township at that time, and nearly all of Reed's settlers lived in that portion. The area encompassing present Reed Township has a level surface, little timber and no streams crossing it. Those factors delayed settlement until James Curmea ventured onto the prairie sometime before 1850. To his dismay, Curmea discovered that the soil in Reed Township was poorly suited for agricultural production. Only a few others followed Curmea, even after the railroad passed through in 1854. By 1860, 781 people lived in Reed, but, again, most were clustered in the eastern portion. Curmea's and the town's economic fortunes brightened considerably in 1865, when coal was discovered in the area. Land that was once thought to be worthless increased in value considerably. Not surprisingly, the town's population also increased. Reed counted 5,208 inhabitants by 1890. (Custer Township was separated in 1875 from Reed.) Since reaching that peak, however, Reed's population declined steadily to 2,841 in 1910.³⁴

³² LeBaron, Jr., *The History of Will County*, 443-49; USDI.BC, *The Seventh Census of the United States*, 717; Idem., *The Statistics of the Population of the United States: Ninth Census*, 121.

³³ LeBaron, Jr., *The History of Will County*, 444, 446-47, 453-57, 987-89; USDI.BC, *The Statistics of the Population of the United States: Ninth Census*, 121; Idem., *Thirteenth Census of the United States taken in the Year 1910: Statistics for Illinois* (Washington, D.C.: Government Printing Office, 1913), 599.

³⁴ LeBaron, Jr., *The History of Will County*, 464-66; USDI.BC, *The Seventh Census of the United States*, 716; Idem.,

•City of Braidwood

Platted in 1865 and organized as a city in 1873, Braidwood constituted the overwhelming majority of Reed Township's population, having 5,800 inhabitants by 1885. The area likely would not have been developed, if not for the efforts of William Henneberry in 1864. Digging a well among the tall grasses of the otherwise desolate land, he discovered the first of several coal veins in the region. Subsequently, entrepreneurs, such as Scotsman James Braidwood, began sinking shafts. The mining community of Braidwood suddenly emerged, based upon large, successful mining ventures including the Wilmington and Vermilion Coal Company and the Eureka Mining Company (initially the Rhodes Coal Company), which was opened in 1865. Other businesses in the flourishing city reflected by 1878 its mining orientation. I. Barker & Co., for example, operated a foundry manufacturing coal carts. Hommes & Cady sold general hardware as well as mining tools. And several individuals catered to miners through the operation of saloons. Braidwood's early success, however, could not be sustained. The city suffered from the fact that, "unlike other western towns of similar size, Braidwood had no 'agricultural neighborhood' to give it support." Thus did the city's population dwindle steadily from 4,641 in 1890 to 3,279 in 1900 and to 1,958 in 1910.³⁵

•Village of Godley

One portion of the Village of Godley lies in Reed Township and the other in Braceville Township, Grundy County (see the following entry). Very little historical information pertaining to Godley was found. It is known that the population of the Reed Township portion declined from 296 in 1890 to 167 in 1910.³⁶

Grundy County

With only 432 square miles, Grundy County was separated from LaSalle County in 1841. Grundy's name is derived from Felix Grundy, purported to be "the best criminal lawyer" of Tennessee. The French trader William Marquis was the first white man to enter the county in 1828, while William Hoge holds the distinction of being Grundy's first permanent, white settler, making in 1831 his home on Nettle Creek. Subsequent settlement occurred in various locations throughout the county. Col. Sayers established in 1833 his residence in the present township of Wauponsee, while Alex K. Owen and John Taylor constructed cabins in Mazon Township that same year. Other settlement locations included an area north of the Kankakee River, the City of Morris and the Township of Aux Sable, all

Population of the United States in 1860: Compiled from the Original Returns of the Eighth Census (Washington, D.C.: Government Printing Office, 1864), 101; *Idem., Thirteenth Census of the United States taken in the Year 1910*, 598.

³⁵ LeBaron, Jr., *The History of Will County*, 466-70; Sanborn Map Company, *Sanborn Fire Insurance Maps—Braidwood, Ill.* (New York: Sanborn Map Company, 1885, 1892, 1898, 1907); USDI.BC, *Thirteenth Census of the United States taken in the Year 1910*, 598; Gutman, "The Braidwood Lockout of 1874," 7.

³⁶ USDI.BC, *Thirteenth Census of the United States taken in the Year 1910*, 598.

of which were occupied within the following year.³⁷

Grundy's industrial history began as early as 1836, when George W. Armstrong erected a sawmill on Waupecan Creek. Little else developed until the county's plentiful coal beds were discovered. Shafts were sunk as early as 1857, and mining soon became one of the region's main economic pursuits. As a direct result of the growing industry, railroad tracks were laid to transport coal from the new mining towns emerging in the county. Grundy's population growth paralleled that of its industrial and transportation development. Between 1850 and 1860, county numbers tripled, increasing from 3,023 to 10,379. After coal production had peaked, growth was not nearly as rapid over the following decades, reaching a population of 16,732 in 1880. Besides mining, the remainder of the region was favorable for farming. Because of the small area of Grundy County, agricultural production is not fairly comparable to that of its sizable neighbors, LaSalle and Livingston counties. That notwithstanding, Grundy's 1870 yields indicate that the county was more than self-sufficient, producing 295,971 bushels of corn and 269,332 bushels of oats.³⁸

It is in this larger, county-wide context that the following emerged: the Village of Braceville in the Township of Braceville, the Village of Gardner in Garfield Township and Goodfarm Township.

Braceville Township

Braceville was officially created in 1848, and its name originates from the township's first supervisor, D.R. Dowd, who hailed from Braceville, Ohio. Despite that, the first resident in the town was Methodist minister L.S. Robbins, who settled at Sulphur Springs in 1834. Two components lured subsequent settlers to Braceville Township—fertile soil and coal deposits. The former has enabled Braceville to produce abundant crops on a consistent basis. The latter sparked a relatively short-lived boom period in the late nineteenth century.³⁹

•Village of Braceville

Within the borders of Braceville Township lies the Village of Braceville, which Nathan Cotton platted in 1861. It is not clear who the earliest settlers were, but the village's population was comprised mostly of men engaged in coal mining. Indeed, the county's first shaft was sunk in the Village of Braceville. Numerous mines were opened in the vicinity and, by 1870, Braceville was the center of that mining region. Between 1880 and 1890, an influx of largely Welsh and English immigrants increased the village's numbers to approximately thirty-five hundred, making it the county's second largest city. Peak population was reported in 1907, reaching four thousand inhabitants. Workers of the Braceville Coal Company went on strike in 1910. Ultimately, the company decided not to reopen the mines, forcing the workers to seek employment elsewhere. This decision resulted in the village's

³⁷ Helen Stine Ulrich, *This is Grundy County: Its History from Beginning to 1968* (Dixon, IL: Grundy County Board of Supervisors, 1968), 5, 25, 41, 44.

³⁸ Ulrich, *This is Grundy County*, 109; W.R. Brink, *History of Madison County, Illinois* (Edwardsville, IL: W.R. Brink, 1882), 43.

³⁹ Ulrich, *This is Grundy County*, 141, 171.

rapid decline. In the course of the next fifty years, the village's population dwindled to a mere 790 inhabitants as reported in 1963.⁴⁰

Garfield Township

Garfield is the most recently designated township in Grundy County. It was not established until 1902, after being separated from Greenfield Township. Garfield has historically been a prosperous agricultural region, though inhabitants in the Village of Gardner initially had other aspirations.⁴¹

•Village of Gardner

The Village of Gardner came into being after the Chicago & Alton Railroad was completed in 1854. Henry A. Gardner, J.C. Spencer and C.H. Goold owned the property upon which the village developed. Gardner, the community's namesake, was the chief engineer of the new rail line and was responsible for the village's survey. One of the community's first buildings was known as "the barracks," which included the area's first post office, a store, a dwelling and a paint shop. Only one year later, the village had its own hotel, "The Eagle," and yet another store, this one owned by Charles and William Royal. Despite these developments, notable growth did not occur until 1864, when James Congdon and William Odell sunk the Gardner coal shaft. The village was incorporated in 1867, when its population numbered approximately four hundred. Gardner never evolved into a thriving mining town and its shaft was closed in 1874. Since that time, the village concentrated on supporting the surrounding agricultural community. Indeed, by the 1890s, two substantial grain elevators were in operation. The village's population peaked at fourteen hundred inhabitants in 1892 and decreased slightly over the next century, totaling one thousand in 1967.⁴²

Goodfarm Township

James McKean was the first permanent, white settler in Goodfarm Township. He arrived in 1841 and encountered an area of rolling prairie with some timber, though little woodland remains at present. Settlement remained sparse until 1850, when an influx of German immigrants occurred. Many were Bavarian farmers, including Leonard Fisher, J. Meier and Hoffman Hoag. The tide of German migration to Goodfarm was such that Germans ultimately represented nearly half of the town's population. Although the Chicago & Alton Railroad ran through a portion of the township, no major trading centers evolved in Goodfarm to meet the needs of this agricultural community. Consequently, residents traveled to Dwight in nearby Livingston County, or to centers throughout Grundy County. Currently, Goodfarm remains a small agricultural region.⁴³

⁴⁰ Ibid., 158, 171-72.

⁴¹ Ibid., 186.

⁴² Ulrich, *This is Grundy County*, 189-90; O.L. Baskin, *History of Grundy County, Illinois* (Chicago: O.L. Baskin, 1882), 275-78; Sanborn Map Company, *Sanborn Fire Insurance Maps—Gardner, Ill.* (1892).

⁴³ Ulrich, *This is Grundy County*, 191-95.

Livingston County

Settled principally by pioneers from Indiana and Ohio, Livingston County contains 1,035 square miles of land. V.M. Darnall and Frederick Rook were the first white men to enter the county, each locating at different sites. Darnall put up a cabin at Indian Grove in the fall of 1829, while Rook made his home approximately five miles west of the present City of Pontiac, along Rook's Creek. Soon thereafter, Isaac Jordan also settled along the creek. The county was organized in 1837 and was named after Edward Livingston—jurist, statesman and brother of statesman Robert R. Livingston. Because the region constituting Livingston County consisted mostly of prairie lands, rapid development did not occur until after 1854 and the advent of the area's first railroad—the Chicago & Mississippi. (This was later sold to the proprietors of the Chicago & Alton.) Transportation improvements affected the population, which soared from a mere 1,552 to 11,637 between 1850 and 1860. The number of residents tallied 31,471 in 1870. Livingston County was initially notable as an agricultural area. In 1870, county farmers produced 120,206 bushels of spring wheat and 659,300 bushels of oats. Corn yields amounted to 1,182,696 bushels, ranking Livingston within the top forty percent of Illinois corn-producing counties that year.⁴⁴

It is within this larger, county-wide context that the following developed: the Village of Dwight in the Township of Dwight, Nevada Township, the villages of Odell and Cayuga, both located in Odell Township, the City of Pontiac in Pontiac Township and the Hamlet of Ocoya in the Township of Eppard's Point.

Dwight Township

John Conant, a native of Ohio, became the first permanent, white settler in Dwight when he arrived in 1854. He and subsequent settlers, such as James McIllduff and James Spencer, found a prairie land, which they developed into a town of flourishing farms. The advent of the Chicago & Alton rail line during the 1850s attracted other farmers to the area, while the natural resources of the region compelled the Prince of Wales in 1860 to spend a few days hunting in Dwight while enroute from Chicago to St. Louis. More notable historical significance regards the township's main center, the Village of Dwight.⁴⁵

•Village of Dwight

The Village of Dwight exists along the former Chicago, Alton & St. Louis Railroad, seventy miles from Chicago and twenty miles from the county seat of Pontiac. In the fall of 1853, the land survey was prepared for landowners, R.P. Morgan, Jr., Jason C. Spencer, John Lathrop and J. and K.W. Fell. The city's namesake was New Yorker Henry Dwight, who, in 1854, supplied the capital needed for constructing the rail line between Joliet and Bloomington. The investor apparently lost a large sum of money concerning this enterprise, and the city bears his name in recognition of his loss. The first

⁴⁴ William LeBaron, Jr., *The History of Livingston County, Illinois* (Chicago: William LeBaron, Jr., 1878), 2, 10, 58; John Drury, *This is Livingston County, Illinois* (Chicago: The Loree Company, 1955), 4.

⁴⁵ LeBaron, Jr., *The History of Livingston County*, 257-63.

building in the fledgling Village of Dwight was a store erected for railroad workers in 1853. Augustus West, who arrived in 1854, built Dwight's first residence. John Campbell began a restaurant that same year, which was soon taken over by Hiram Cornell of New York. He later built the "Dwight House," the village's earliest hotel. The Western Division of the Chicago & Alton Railroad was added in 1869, with trains in operation by 1870. Repair shops and the round house for the line were located at Dwight, and a large percentage of the village's nearly two thousand residents in 1878 were railroad hands. In addition to the railroad, Dwight included the Keeley Institute, which Dr. Leslie E. Keeley established in 1879. It became the county's center for the treatment of alcoholism.⁴⁶

Nevada Township

An 1878 history likens Nevada Township to the Garden of Eden, noting how Nevada possessed "natural beauty and agricultural advantages." The rich soil constituting the undulating terrain was watered by a stream known as Mazon, which was bordered by a fine grove of timber. The natural resources of the area undoubtedly attracted the first permanent, white settler, James Funk. He began raising cattle in the town shortly after claiming a tract in 1848. Subsequent settlers arrived, including James Martin and Andrew Cotrel. By the time the township was formally organized in 1858, construction of the Chicago & Alton Railroad through the region had prompted substantial settlement. Residents were successful in raising large quantities of corn, oats and rye. Nevada township presently retains an agricultural character.⁴⁷

Odell Township

Until the Chicago & Alton was completed in 1854, there were virtually no settlers at all in the present Township of Odell. But shortly after plans for the line were announced in 1851, speculators grabbed nearly all of the township land. Actual settlement proceeded slowly, and the first pioneers naturally located close to the train station at the site of the present Village of Odell. Gradually, however, individuals began establishing farms throughout the region. By 1858, nearly one hundred people resided in the township, which was officially organized that year. The once near-empty plains of the town had been converted by 1878 into a "series of well-cultivated farms and gardens."⁴⁸

•Village of Odell

The Village of Odell did not exist until after the Chicago & Alton Railroad was extended through an expanse of land owned by James C. Spencer and Henry A. Gardner. Spencer sold in 1853 his northern portion to William H. Odell, the namesake of the township and village. The village was surveyed and platted in 1856, two years following the first running of the passenger train on the tracks of the Chicago & Alton. Early inhabitants included Daniel Smith, S.S. Morgan and J.H. Link, all of whom were primarily interested in the railroad business. S.W. Curtiss established a general store in the railroad company's warehouse and employed S.P. Lundgren to run it. Joseph French and Hiram

⁴⁶ LeBaron, Jr., *The History of Livingston County*, 263-65; Drury, *This is Livingston County*, 9.

⁴⁷ LeBaron, Jr., *The History of Livingston County*, 206-11.

⁴⁸ Ibid., 136-41.

Vanderlip of Bennington, Vermont, arrived soon thereafter and engaged in farming. Joseph Baldwin opened a boarding house to accommodate the growing number of immigrants, and A.A. Streator arrived in 1857 and built the first hotel. The following year, the village's population was estimated at one hundred inhabitants, with a sizable colony of French Waldensians near Odell, along the rail line. The railroad and the agricultural nature of the region were paramount for this growing population. Through the efforts of village residents, Odell, consequently, became the greatest grain market in the country. Indeed, a number of grain elevators were erected along the rail line, including that which J. & W. Hossack built in 1866 at a cost of \$23,000.⁴⁹

•Village of Cayuga

The Village of Cayuga is located further south along the former Chicago, Alton & St. Louis Railroad. Carpenters Edwin and James Chapman from Lisbon, Illinois, entered the area in 1855, when it was surveyed and platted. Within their first five years of residence, they either built or helped erect nearly every house in the village. New Yorkers J.H. Coe and Samuel and Charles Packwood also arrived in 1855. The former began farming on the south side of the village, while the latter settled and farmed a tract to the north. That same year, Eli Pearson, Hanford Kerr and Moses Pearson engaged in farming as well. David J. Evans began the first store in 1857, and John F. Pickering succeeded him in 1856. D. Hunt and L.E. Kent each opened a warehouse in 1862 and 1868, respectively. Cayuga apparently became primarily an agricultural support center for the surrounding farm community.⁵⁰

Pontiac Township

The first township established in Livingston County, Pontiac was platted in 1837. Permanent white settlement began as early as 1833, however, with the arrival of Henry Weed and Lucius and Seth Young, natives of New York. C.H. Perry operated a store by 1836 and erected a sawmill with James McKee. Agriculture became the mainstay of the township, which housed the county court house as early as 1842 (see City of Pontiac). Despite the location of this civic facility, the population remained small, numbering seventy-eight by 1849. A cholera epidemic killed about sixteen percent of this number. But the Chicago & Alton Railroad infused new life into the waning community when it entered the region in 1854. The line helped boost by 1858 the population to nine hindered. Moreover, it facilitated the development of the present-day City of Pontiac, which constituted nearly eighty percent of this figure.⁵¹

•City of Pontiac

The state legislature appointed a commission to locate the county seat as part of the 1837 enabling act for the organization of Livingston County. As a result, William B. Peck, James Piatt and Thompson S. Flint explored the county for a suitable site. They chose a location in the center of Livingston on land

⁴⁹ Ibid., 137-38, 140-42, 145; Arthur Charles Cole, *The Sesquicentennial History of Illinois Series: The Era of the Civil War, 1848-1870*, 6 vols. (Springfield, IL.: Illinois Centennial Commission, 1919, Reprinted 1987), 3:18.

⁵⁰ LeBaron, Jr., *The History of Livingston County*, 151-52.

⁵¹ Ibid., 69-88.

owned by Lucius Young, Seth Young and Henry Weed. Weed and the others had laid out a townsite. Undoubtedly thrilled at the prospect of winning the county seat, they promised to contribute three thousand dollars to the county for public buildings, to donate two hundred square feet of land for a public square and one acre for a jail and to build a bridge across the Vermillion River within two years. County officials accepted the offer, and the public square was deeded to the county on 27 July 1837. Jesse Fell, a lawyer and land developer, suggested naming the area Pontiac, in honor of the famous Indian chief.⁵²

John Foster was the first official settler. He built Pontiac's first hotel and also erected the first county courthouse. The Village of Pontiac was incorporated on 12 February 1856, while the City of Pontiac was incorporated in 1872. The city thrived and evolved into an important support center for the surrounding agricultural community. Pontiac had six livestock dealers by 1878, as well as four grain merchants, two agricultural implement dealers, a flour mill and a feed yard. The city's agricultural orientation endured well into the twentieth century. By the 1950s, Pontiac numbered 8,990 residents, many of whom still largely served agricultural needs. A number of manufacturing plants were also developed, including the Johnson Press Company, the Brockton Heel Company, the Fashion-Hilt Shoe Company and the Morton Printing Company.⁵³

Eppard's Point Township

The first pioneers in Eppard's Point primarily settled along the several creeks throughout the township. The abundant timber stands along the creeks not only supplied the wood for cabins, but also prompted the establishment of lumber mills. The Eppard, Hayes, Brock, Suttle and Anderson families were among the earliest settlers, arriving in 1834 or 1835. The advent of the Chicago & Alton sparked a wave of migration to this part of the state, and the township rapidly developed. As a result, Eppard's Point numbered 350 inhabitants in 1858, when it was officially organized.⁵⁴

•Village of Ocoya

Ocoya represented the final station along the Chicago & Alton within the limits of Livingston County. Peter A. Badeau entered the area in 1854 following the completion of the rail line through that point. Eventually, Charles Roadnight, General Freight Agent of the Chicago & Alton Railroad, purchased the land. He subsequently erected a small warehouse and depot and leased them to D.S. Shireman and E.M. Babbitt. Although the encompassing Township of Eppard's Point was organized in 1858, it was not until 1869 that Jonathan Duff and A.W. Cowan of Pontiac laid out Ocoya. The community has historically been very small, numbering only forty residents as late as 1955.⁵⁵

⁵² Drury, *This is Livingston County*, 4-6.

⁵³ LeBaron, Jr., *The History of Livingston County*, 655-58; Drury, *This is Livingston County*, 7, 17.

⁵⁴ LeBaron, Jr., *The History of Livingston County*, 290-94.

⁵⁵ LeBaron, Jr., *The History of Livingston County*, 292, 294-95; Drury, *This is Livingston County*, 171.

McLean County

Named in honor of John McLean, former Illinois state representative and senator, McLean County was carved in 1831 from Tazewell County. The first permanent, white settlers in the area arrived in 1822, when John Dawson, John Hendrix and their families left nearby Sangamon County and settled at Keg Grove. The Orendorff family joined them in 1823, and, in 1824, the Rhodes family, William H. Hodge and William Goodheart ventured into the region. That same year, Keg Grove was renamed Blooming Grove. Early industry included the hand mill that Ebenezer Rhodes built in 1824 and Isaac Baker's horse-powered mill, erected in 1830. Previously, the closest milling facilities were more than twenty miles away in Tazewell County. In addition to Rhodes' and Baker's mills, James Allin opened a store in 1829. Concurrent with the founding of the original Blooming Grove settlement, nearby Randolph Grove emerged with the arrival of Sangamon County residents Gardner Randolph and Alfred Stringfield in 1822 and 1823, respectively. By 1832, the population of the fledgling county numbered approximately two thousand and expanded to 10,163 by 1850. McLean's growth continued over the next decade, undoubtedly a result of the railroad's advent. The number of McLean County inhabitants totaled 28,772 by 1860. That figure more than doubled by 1880, resulting in a population of 60,115. Consequently, McLean had become the largest county in the State of Illinois, counting nine railroads within its borders.⁵⁶

The land in McLean County is very conducive to agricultural pursuits. About nine-tenths of the county is well-watered prairie land, while timber groves are scattered about the southern, western and central portions. County farmers capitalized on McLean's rich soil. By 1870, staple crops, including wheat, corn and oats were produced in quantities rivaling any other Illinois county. Of the state's 102 counties, McLean ranked fourth in corn production (3,723,379 bushels), sixth in oats (911,127 bushels) and within the top twenty for its yield of spring wheat (211,800 bushels). McLean farmers also devoted much attention to raising livestock, as many cattle, sheep and swine were imported directly from England. The county's agricultural orientation continued into the twentieth century. County farmers raised in 1854 17,440,000 bushels of corn. They also raised 101,900 head of cattle and 159,500 hogs.⁵⁷

It is in this larger, county-wide context that the following developed: the City of Chenoa in Chenoa Township, the Village of Lexington in the Township of Lexington, Money Creek Township, the Village of Towanda in Towanda Township, the cities of Normal and Bloomington in the townships of the same names, respectively, the Village of Shirley in Dale Township, the Village of Funk's Grove in Funk's Grove Township and the Village of McLean in the Township of Mount Hope.

Chenoa Township

Chenoa Township owes its development to the Chicago & Alton Railroad, for when the line crossed into the town in 1854, not one person was known to have lived there. The railroad facilities and the

⁵⁶ William LeBaron, Jr., *The History of McLean County, Illinois* (Chicago: William LeBaron, Jr., 1879), 189, 211, 226, 247, 309-310, 315; John Drury, *This is McLean County, Illinois* (Chicago: The Loree Company, 1955), 4-7.

⁵⁷ LeBaron, Jr., *The History of McLean County*, 186, 189-90; Drury, *This is McLean County*, 17-18.

rich soil, however, soon attracted immigrant farmers from Ohio, Kentucky, Pennsylvania and New York. Sizable contingents from Ireland and Germany also settled in Chenoa. On 6 April 1858, area residents voted to organize the Town of Chenoa, which was primarily agricultural. Consequently, its population growth has been rather limited. The town's population totaled in 1910 only 2,117, and that included the City of Chenoa.⁵⁸

•City of Chenoa

Similar to Chenoa Township, the City of Chenoa owes its existence to the railroad. Native Kentuckians Matthew T. Scott and W.M. Hamilton each held partial title to the lands along the Chicago & Alton and encompassing the present city. A heated rivalry developed between the two, as each vied to attract settlers to their respective holdings. The "father of the town," however, was J.B. Lenney, who came in 1855 from Pennsylvania. Lenney thought the locale offered an attractive economic opportunity. Before Chenoa was laid out, he and his brother-in-law, John Bush, Jr., erected a building known as the Farmer's Store. It was located at the railroad crossing. This was the first building in Chenoa, which was known as Peoria Junction at the time. John Bush, Sr., built that same year the "Bush House," a residence and boarding house adjacent to the Farmer's Store. Shortly thereafter, a hotel, two stores, a drug store, a blacksmith and a wagon shop were opened in the area. The rail depot was built in 1857, designed with provisions for yet another hotel. This was necessary as Chenoa was evolving into a notable grain trading center. Chenoa was organized as a village in 1864 and a city in 1872. There were nearly thirty businesses with more than sixty owners in 1879. Most of these enterprises catered to local needs, but meeting fuel demands—namely wood and coal—was not easy in this treeless prairie region. For timber, Chenoa residents depended on the reserves along Rook's Creek, five miles away. Although efforts were made to sink two coal shafts near the railroad, Chenoa relied on mines in Peoria, LaSalle and Bloomington. Despite the railroad, it is perhaps because of the city's relative lack of natural fuel resources that Chenoa has mustered only a modest population throughout its existence. By the turn-of-the-century, there were 1,512 residents, and in 1955, the figure fell to 1,452.⁵⁹

Lexington Township

The first permanent, white settlers in Lexington Township were from Ohio and included the Conrad Flesher family, John Haner and his sons and Isaac and Joseph Brumhead. When these pioneers arrived in 1828, they found many Kickapoo and Delaware Indians living in the area. Immigration to the area proceeded steadily until the Black Hawk War in 1832 temporarily stemmed the tide. Settlement resumed in 1834, once fear of an Indian attack had subsided. The area's fertile soil attracted most settlers, who established productive farms. But the township did not really become prosperous until the Chicago & Alton passed through in 1854 and proved farmers with a convenient means to transport their produce to market. The prosperity of the town assured, residents organized

⁵⁸ LeBaron, Jr., *The History of McLean County*, 498-500, 504; Jacob L. Hasbrouck, *History of McLean County Illinois*, 2 vols. (Indianapolis: Historical Publishing Co., 1924), 1:91-92, 391.

⁵⁹ LeBaron, Jr., *The History of McLean County*, 498-505, 507-8; Hasbrouck, *History of McLean County*, 1:91-93, 391; Newton Bateman & Paul Selby, eds., *Historical Encyclopedia of Illinois and History of McLean County* (Chicago: Munsell Publishing Company, 1880), 902.

Lexington Township in 1857. The township's population, including that of the Village of Lexington, had reached 2,211 by 1910.⁶⁰

•Village of Lexington

James Brown and Ashael Gridley platted the Village of Lexington in 1836, shortly after which Gridley and C. Carpenter erected a store. Jacob Spawr, previously of nearby Money Creek Township, built the village's first dwelling, which also served as a post office and tavern. The tavern catered to travelers, lawyers, judges and municipal/public officials making the trek between Pontiac and Bloomington. Allegedly, Abraham Lincoln and Stephen Douglas stopped at Spawr's establishment. All of that notwithstanding, Lexington seemed destined to be a small, backwater village. The arrival of the railroad in 1854, however, facilitated Lexington's development. During that year, the community's population approached two hundred residents. By the following year, the village was incorporated. The railroad had brought with it a number of laborers to work on the line. Once the work was completed, they remained in Lexington, doubling its population. Additional stores, shops and hotels were soon built to accommodate the expanding village. The railroad also established Lexington as a vital grain market along the rail line. Although Lexington's economy fluctuated over the next two decades, its population was solid, estimated by 1879 at two thousand. Shortly thereafter, the village's fortunes seemed to take a substantial downturn as Lexington's population fell by 1900 to 1,415. Since that time, Lexington's population has changed only slightly, totaling 1,181 by 1950. But the village has maintained its historical role as a support center for the surrounding agricultural community.⁶¹

Money Creek Township

Money Creek was established relatively early, compared to settlement dates throughout the surrounding area. The earliest white pioneer was "Old Louis Soward," who may have arrived as early as 1825. He was followed shortly thereafter by his brother-in-law, Jacob Harness. Substantial numbers of arrivals continued until the mid-1830s, but then gradually leveled off. The majority of the township consisted of "rich and productive" prairies. There were also a number of stands of fine timber along Money Creek. Although the Chicago, Alton & St. Louis Railroad was constructed through the southern portion of the township, no villages or communities were extant on the prairie of Money Creek Township by 1880. The township presently retains an agricultural character.⁶²

Towanda Township

The majority of Towanda Township consists of prairie, which the earliest settlers avoided. Instead, they located near the two timber groves in the northern and central portions of the township. In 1826, John Trimmer and his family were the first to settle in what was later called Smith's Grove, located in the central part of Towanda along Money Creek. Subsequent pioneers steadily filtered into the

⁶⁰ LeBaron, Jr., *The History of McLean County*, 483-89; Hasbrouck, *History of McLean County*, 1:107, 392.

⁶¹ LeBaron, Jr., *The History of McLean County*, 483-84, 489-91; Hasbrouck, *History of McLean County*, 1:107-08, 391; Drury, *This is McLean County*, 493.

⁶² LeBaron, Jr., *The History of McLean County*, 695-97.

township, but it was not until 1849-1850 that anyone ventured out on the open prairie. Undoubtedly, the prairie's fertile soil lured others to this heretofore overlooked land and, subsequently, agriculture dominated throughout Towanda. The arrival of the Chicago, Alton & St. Louis line in the 1850s greatly stimulated both Towanda's general development and its agricultural growth. Not only did this sway even more people to settle in the township, but it encouraged area farmers to expand their operations. As a result, an 1879 history notes that the "amount of corn and oats annually produced [was] immense."⁶³

- Village of Towanda

William D. Moore of Ohio became in 1853 the first inhabitant in the present-day Village of Towanda. Again, the arrival of the railroad actually created the village. Jesse Fell and Charles Holder laid out a part of the village in 1854 and the remainder in the following year. Several other pioneers soon arrived in Towanda to enter into business along the rail line. These included David S. Kinnan, James Alexander and Wesley Fletcher Bishop. Kinnan built the first house in the village, while Alexander and Bishop established the first warehouse and the first grocery, respectively. At the same time, Charles Roadnight and a Mr. Strothers erected the first flour mill, and Frank Henderson established a dry good store in 1857. With a population of approximately five hundred in 1879, Towanda listed two drug stores, one dry goods store, four groceries, three grain dealers, two blacksmiths and two wagon shops—although no hotels existed. Because of its proximity to Bloomington, Towanda never evolved beyond a small, agricultural community. Thus, its population in 1950 totaled only four hundred.⁶⁴

Normal Township

Robert Peebles staked in 1830 the first claim within the limits of present-day Normal Township. At that time, the area was part of the Bloomington precinct, and Normal's early history is intrinsically linked with that of the latter. Normal Township was officially separated from Bloomington in 1858. Previously, the township was primarily an agricultural district. The advent of the railroad in the 1850s spurred increasing urban development within the township. Since that time, the township's history has been increasingly dominated by the City of Normal.⁶⁵

- City of Normal

The early history of the City of Normal was closely tied to that of the City of Bloomington. Indeed, in 1854, Normal was known as North Bloomington or "the Junction." Most of the township at that time was an agricultural district, but plans for another crossing along the Chicago & Alton line fostered additional development in what eventually became Normal. Prior to 1855, "the Junction" had one resident—Railroad Agent William McCambridge. He lived in a dwelling located at the crossing of the Illinois Central and the Chicago & Alton lines. But the individual primarily responsible for the

⁶³ LeBaron, Jr., *The History of McLean County*, 589-92; Hasbrouck, *History of McLean County*, 1:117-18.

⁶⁴ LeBaron, Jr., *The History of McLean County*, 596-97; Hasbrouck, *History of McLean County*, 1:118; Drury, *This is McLean County*, 667.

⁶⁵ LeBaron, Jr., *The History of McLean County*, 442-44; Hasbrouck, *History of McLean County*, 1:113-15.

evolution of North Bloomington into Normal was Jesse W. Fell who, in 1856, settled in North Bloomington and set his sights on establishing a college at that location. The state legislature approved in 1857 an act creating the State Normal University. The following year, Fell laid out the village and changed its name to Normal. It was incorporated by 1865. The university and other resources attracted a growing number of settlers. Between 1860 and 1870, the population of Normal Township increased from a mere 660 inhabitants to 4,732, with the city accounting for a substantial portion. Included among the city's busier locales were the Chicago & Alton depot, built in 1864, and the Normal Hotel, which Jesse Fell and W.A. Pennell built in 1867 near the depot. In the latter nineteenth century, the city contained the usual retail and trade businesses, but was somewhat deficient in manufacturing, having only a woolen factory and a paper mill. Even more vital, the railroad enabled the city to become an important center for marketing grain and shipping livestock. The city's function as an agricultural support center undoubtedly accounted for its population of 3,795 by the turn-of-the-century. And despite little manufacturing development during the twentieth century, the city continued to grow, totaling 9,772 residents in 1950.⁶⁶

Bloomington Township

The history of Bloomington Township is virtually inseparable from that of the City of Bloomington.

•City of Bloomington

The most populous entity in McLean County is its county seat, the City of Bloomington, the history of which began in 1822 with the county's first settlement at Blooming Grove. James Allin opened a store and purchased in 1829 160 acres on the north side of Blooming Grove. About that time, area residents were agitating for the formation of a new county, and Allin successfully maneuvered to have his tract declared the site for the seat of McLean County. Allin immediately laid out a town and commenced selling lots on 4 July 1831, the formal founding date of Bloomington. Those families living within the present city limits of Bloomington in 1831 included the Rev. James Latta, Drs. David Wheeler and Isaac Baker, William Evans, David Trimmer and James Allin. After one year of the settlement's existence, Bloomington's population reached eighty. Bloomington was an established community in 1838. Armstrong & Palmer, S. Baker & Co., Covel & Weed and James Allin were the most notable merchants of dry goods, and Ashael Gridley ran the thirty-bed Bloomington Hotel. Despite these developments, Bloomington grew fairly slowly, numbering only six hundred inhabitants in 1840. Several factors hindered its progress. Available timber barely met fuel purposes. Unlike many surrounding communities, Bloomington had no coal, no stone and no navigable waterway. And, until farming implements were improved, farmers were unable to plow the tough prairie sod efficiently. Thus was the area suitable for stock raising only.⁶⁷

Bloomington's future brightened over the next few decades. A number of innovations helped the local agricultural economy. Bunn, Ellsworth & Brokaw of Bloomington manufactured improved plows,

⁶⁶ LeBaron, Jr., *The History of McLean County*, 426-27; Drury, *This is McLean County*, 11, 22, 583; Bateman & Paul Selby, eds., *Historical Encyclopedia of Illinois and History of McLean County*, 902.

⁶⁷ LeBaron, Jr., *The History of McLean County*, 300-19, 324-30, 334-36; Drury, *This is McLean County*, 4-7.

and W.F. Flagg and J.W. Ewing revamped the reaper, which they manufactured late in the 1840s. Bloomington was organized by 1850 as a city. The subsequent establishment of the Illinois Central and the Chicago & Alton rail lines allowed Bloomington to prosper even further. The city's population grew from 1,611 in 1850 to a reported eight thousand in 1860, including an influx of Irish and German immigrants. Numbers nearly doubled over the next decade, resulting in a population of fifteen thousand. New railroad lines and branches thereof continued to pass through the city, further augmenting Bloomington's prosperity. By 1880, Bloomington claimed forty wholesale firms that sold their goods throughout six to seven states. The city's development persisted during the twentieth century. Bloomington had expanded by 1950 to include 34,163 residents and contained several prominent industries, such as Funk Brother Seed Company, Ralston-Purina Company, Eureka-Williams Corporation and General Electric.⁶⁸

Dale Township

Dale contains some of the most agriculturally productive land in the county. That fact has forcefully shaped the township's history. Tennesseans Stephen Webb and William McCord were the first to settle at Twin Grove in 1827. By 1850, the settlement around Twin Grove had 252 residents. Four years later, the Chicago, Alton & St. Louis passed through the town. The new line provided an outlet for area farmers and spurred even more settlement. Dale was organized in 1858 and, in 1910, the township totaled 1,022 inhabitants.⁶⁹

•Village of Shirley

As noted previously, most early settlers generally avoided the prairie. Yet the Village of Shirley was established on the prairie. Shirley was not established; however, until well after the railroad had been completed. A railroad switch was located at Shirley when the line first ran through in 1854, but the village itself was not laid off into lots until 1859. Indeed, this small, farming community was not platted until 1866. The fact that Shirley lies only six miles southwest of Bloomington perhaps explains why growth of the little village was so sluggish. It was just as convenient for farmers to do their trading in Bloomington, where the market was obviously larger. Among Shirley's earliest businesses were two storehouses, a general store, post office, blacksmith, carpenter shop and grain elevators, the latter co-owned by Mr. Funk and Railroad Agent J.L. Douglas. The village changed very little by the 1920s, when its most prominent businesses were the two grain elevators. In 1950, Shirley had a population of 129, and its main business revolved around the grain storage bins of the Commodity Credit Corporation.⁷⁰

Funks Grove Township

•Village of Funks Grove

⁶⁸ LeBaron, Jr., *The History of McLean County*, 330, 336-41; Drury, *This is McLean County*, 21.

⁶⁹ LeBaron, Jr., *The History of McLean County*, 610-13; Hasbrouck, *History of McLean County*, 1:94, 391.

⁷⁰ LeBaron, Jr., *The History of McLean County*, 616-17; Hasbrouck, *History of McLean County*, 1:94; Drury, *This is McLean County*, 235.

The histories of Funks Grove Township and the Village of Funks Grove are closely intertwined. In fact, the township's first settlers, Isaac and Absalom Funk and their friend, William Brock, also founded the village. The three men migrated in 1824 from Sangamon County to McLean County and settled along Sugar Creek. The future village evolved around that site. The timber lining the creek was so exceptional that Isaac erected his own sawmill. This was almost a necessity because the substantial agricultural operations he eventually established required a large amount of lumber for sheds and fences. Other pioneers followed the Funks' lead, and the township became renowned for its agricultural production and excellent livestock. Because of the township's rural orientation, population growth was minimal. The village numbered 210 residents by 1850. The Chicago & Alton rail line passed through the northwest corner of the township in 1852 and greatly facilitated export of the area's agricultural produce. The railroad notwithstanding, the township claimed only 791 inhabitants by the turn-of-the-century. The village totaled 558 residents in 1950. Recently, it is largely known for the Funk Brothers Seed Company, which primarily conducts seed experiments and livestock breeding. The seed is exported to various states as well as abroad. Both the township and village remain small and agriculturally oriented.⁷¹

Mount Hope Township

It is not clear who the first settlers were in Mount Hope, but, in 1824, they evidently located near the timber grove situated along the east branch of Sugar Creek. Additional pioneers filtered into the area, but an extensive colonization project was attempted in 1835. A stock company in Rhode Island sent roughly fifteen families to populate the proposed community of Mount Hope. The Panic of 1837, however, effectively ruined the project. The site was abandoned in 1853, when the Chicago, Alton & St. Louis laid its tracks several miles to the west. The arrival of the railroad spurred the agricultural development of what became Mount Hope Township. The community's reputation for abundant crops and excellent livestock was well established by the 1870s.⁷²

•Village of McLean

The Village of McLean was historically the last depot within McLean County along the former Chicago & Alton line. Once again, this community owned its start to the railroad, which passed through in 1852. G.L. and F.A. Wheelock entered the present-day village limits in 1854 and moved into the station house the following year to conduct railroad business. Their relative, E.G. Clark, joined them soon thereafter. That same year, Franklin Price platted the village. Merchants H.W. Wood of Massachusetts, John Kellogg and John Goodhue were among the first to arrive in McLean. The clientele of these shopkeepers largely consisted of farmers, as the region was well-adapted to raising common grains and vegetables and was also notable for its stock-raising. Consequently, other McLean businessmen quickly capitalized on the agricultural nature of the area. A.H. Dillon, Mark Marion, J.S. Barber and his brother all operated grain warehouses. By 1868, McLean also had three

⁷¹ LeBaron, Jr., *The History of McLean County*, 234, 618, 621, 625, 628; Hasbrouck, *History of McLean County*, 1:102-3, 392; Drury, *This is McLean County*, 399.

⁷² LeBaron, Jr., *The History of McLean County*, 577-80; Hasbrouck, *History of McLean County*, 1:112-13.

grain elevators and two flour mills. The Village of McLean was incorporated in 1866 and reported in 1990 a population of 532. McLean remains a small, agricultural support community, having had a population of only 667 in 1950.⁷³

Logan County

Coming from Union County, Kentucky, James and Betsy Chapman, and her brother, Richard, settled along the Sangamon River in Logan County. After James Latham (Betsy's father) joined them, he, Richard and a relative, Ebenezer Briggs, moved north in search of higher ground. They located near a spring at Elkhart Grove and erected a small cabin in 1819. That same year, Robert Musick arrived from Indiana. He and his family settled on Sugar Creek, while other settlements were developed along Lake Fork and Salt Creek soon thereafter. Mr. Latham built in 1820 the area's first sawmill—one that was horse powered. Springfield emerged as the first trading point and post office.⁷⁴

Originally part of Sangamon County, Logan County was not organized until 1839. The original of the name "Logan" is either attributable to an Indian chief, a prominent judge or a similarly-named county in Kentucky. Its population rose from 1850 to 1870, with numbers increasing from 5,128 to 23,052. But because of the general movement to the West, the county's growth stagnated over the next decade, resulting in a total of only 25,041 inhabitants by 1880.⁷⁵

Although the Lincoln Coal Company sunk a shaft in the country during 1867, mining did not become a successful industry. Rather has the county been historically notable for its agricultural endeavours. Although earlier statistics are lacking, Logan ranked by 1870 second among the 102 Illinois counties in corn production (4,221,640 bushels) and within the top twenty for spring wheat (198,056 bushels). While corn yields decreased to 3,622,560 bushels by 1884, nearly half of the country's 347,418 acres of improved land was used for the production of corn. Any surplus of the grain was certainly traded, but much was used to feed the substantial livestock holdings in the area. In 1884, 24,173 head of cattle were reported in the county, along with 82,558 hogs. A total of nearly twenty million pounds of beef and pork were produced.⁷⁶

It is in this larger, county-wide context that the following evolved: the City of Atlanta in the township of the same name, the Village of Lawndale in East Lincoln Township, the City of Lincoln in both East and West Lincoln townships, the Village of Broadwell in Broadwell Township and the Village of Elkhart in the Township of Elkhart.

Atlanta Township

⁷³ LeBaron, Jr., *The History of McLean County*, 579, 586-87; Bateman & Selby, eds., *Historical Encyclopedia of Illinois and History of McLean County*, 902; Drury, *This is McLean County*, 561; Hasbrouck, *History of McLean County*, 1:112-13.

⁷⁴ *History of Logan County, Illinois* (Chicago: Inter-State Publishing, 1886), 181-83, 196.

⁷⁵ Ibid., 216, 416.

⁷⁶ LeBaron, Jr., *The History of McLean County, Illinois*, 186; *History of Logan County*, 365-66, 553.

The earliest pioneers in Atlanta Township included the Foggs, Tuttles, McFarlands, Kenyons, Hawses, Larisons and Barrs. Other settlers soon followed. The township was organized in 1867. There were 1,932 inhabitants by 1870. That number increased to 2,339 in 1880, although only 564 of that total lived outside the City of Atlanta.⁷⁷

- City of Atlanta

The first arrivals within the present-day city limits of Atlanta were the Turners, Bevans, Hoblits, Druleys and Downeys. Shortly after the Chicago & Alton rail line was established through the northeast section of the county, the survey of Atlanta began. The names Xenia and Hamilton were each suggested for the city but were abandoned since post offices with these names already existed in the state. R.t. Gil offered the name Atlanta after a visit to the Georgia city. When the railroad was built in 1854, Atlanta had a population of five hundred. Within the next year, one hundred houses were built and the population doubled. Atlanta was incorporated as a village in 1855. Business boomed in the community. H. Armington's brick block, the Logan House and Dill's and Howser's warehouse were constructed in 1855. T.N. Gill & Co. began the city's banking tradition, while successive owners included David Kern & Co., Dills, Kern & Co and Frank Hoblit & Bros. In 1875, the business became a National Bank that went private in 1879, assuming the name of the Atlanta Bank. It was noted as "one of the safest and strongest institutions in the county." Atlanta's population had reached sixteen hundred by 1887 and, after several fluctuations, reached eighteen hundred in 1926. Aside from banking, other ventures in the city included brick manufacturing, coal mining, carpentry, wagon making and milling.⁷⁸

East Lincoln Township

East Lincoln Township was organized in 1867. Since that time, the township's history has been dominated by that of the City of Lincoln. This is not surprising since, by 1885, only about one thousand of East Lincoln's estimated forty-three hundred inhabitants lived outside of Lincoln.⁷⁹

- Village of Lawndale

A small percentage of the aforementioned non-city residents lived in Lawndale, located approximately ten miles south of Atlanta on the former Chicago & Alton track. C.C. Ewing, his father and uncle were the earliest residents in the vicinity of the present-day village, having arrived in 1830. Despite this early settlement, the village was not laid out until 1855 by Mr. Thomas Esten of Massachusetts. He went on to build the first store, dwelling and sawmill. With a population of nearly two hundred by 1885, Lawndale contained two stores, two grain elevators, two blacksmith shops, a wagon shop,

⁷⁷ *History of Logan County*, 547, 549; Lawrence Beaumont Stringer, *History of Logan County, Illinois: A Record of Its Settlement, Organizations, Progress and Achievement* (Chicago: Pioneer Pub. Co., 1911, Reprinted 1978), 234.

⁷⁸ *History of Logan County*, 547, 550-53; Sanborn Map Company, *Sanborn Fire Insurance Maps—Atlanta, Ill.* (1887, 1926).

⁷⁹ Stringer, *History of Logan County*, 663; *History of Logan County*, 663.

church and school.⁸⁰

•City of Lincoln

The City of Lincoln is nearly in the middle of Logan County and situated in both East and West Lincoln Townships. The owner of the site of the city was a Mr. Loose of Greencastle, Pennsylvania. He and his brother entered the area in 1836 or 1837. Shortly thereafter, Col. R.B. Latham purchased the land on behalf of himself, John D. Gillett and Virgil Hickox. Conaway Peuce completed the survey and platting of the area as work on the Chicago & Alton rail line ensued in 1853. John Allison erected the first house (situated east of the railroad), and Samuel Long established a grocery store. E. Boren and Jesse Forbes built a second store that same year. Since the closest hotel was in nearby Postville, Colonel Latham began construction in 1854 of Lincoln House, later to be known as the Eagle Hotel. The following year, Lincoln was incorporated as a city. Although the city was named after the sixteenth President and former Springfield resident, and historically served as an agricultural support center, there was no available grain storage in its early years. Consequently was the grain reportedly piled along the railroad and covered with canvas or boards. This practice continued until William M. Dustin built an elevator in 1856. By that time, many merchants were establishing themselves, including Edgar & Johnson, Kahn Brothers, Howser and Metcalf and John W. Logan, to name a few. While Lincoln's business expanded, so did its physical size. The city and nearby Postville had existed as separate entities until 1865, after which they were united. This resulted in the present-day limits of Lincoln, with Postville constituting the Fourth Ward. This addition helped to bolster the city's population, which reached six thousand by 1886.⁸¹

West Lincoln Township

Half of the City of Lincoln is contained within the southeast portion of West Lincoln Township. Little historical information was found regarding the town. It is known that most of the early settlers were farmers. Many were born in the United States, although a sizable number were German immigrants.⁸²

Broadwell Township

The Township of Broadwell was organized in 1867. Its population declined from 920 in 1870 to 866 in 1880. Its history is largely that of the Village of Broadwell.⁸³

•Village of Broadwell

Situated six miles southwest of Lincoln is the Village of Broadwell. Thomas C. Meyer and Mr. Blatchford of New York, in conjunction with other individuals, platted the village. The first inhabitant

⁸⁰ *History of Logan County*, 664.

⁸¹ Ibid., 417-20, 422.

⁸² Ibid., 885-909.

⁸³ Ibid., 600; Stringer, *History of Logan County*, 234.

of the village was Thomas Debety, and after Broadwell was platted William Sample erected a stone store. Charles D. McCauley established a second store and George Barry opened a blacksmith shop as settlement increased. Debety was appointed agent of the Chicago & Alton line in the village, and a station was established in 1856. Incorporation of the village occurred in both 1866 and 1869. Three general merchants, two blacksmiths, two physicians, three carpenters and an insurance agent served in 1885 the estimated 875 residents of Broadwell.

Elkhart Township

Elkhart Township was established in 1867. Thereafter, its population grew steadily over the later nineteenth century. The town totaled 1,325 residents in 1870. That figure climbed to 1,523 by 1880. Given its small size, it is not surprising that the town's history is essentially that of this largest village, also known as Elkhart.⁸⁴

•Village of Elkhart

Elkhart represents the final railroad station along the Logan County portion of the former Chicago & Alton line. After the railroad had been completed to this point in 1853, one of the first business ventures was a converted horse-powered mill that William Mozee relocated from Springfield and used as a warehouse. This perhaps marked the beginning of Elkhart's reputation as one of the largest shipping points along the railroad. Entrepreneur John D. Gillett later bolstered this claim by running an extensive agricultural operation near the line. As for other developments, John Shockly of Franklin County, Pennsylvania, laid out the village in 1855. He subsequently built the community's first hotel, while J.R. Saunders erected a brick store. The village was incorporated in 1861. With a population of about five hundred in 1885, Elkhart included a number of general stores and groceries, a drug store, a furniture dealership and a hotel (Elkhart House), to name a few.⁸⁵

Sangamon County

Sangamon County was organized in 1821 and covered 4,800 square miles, although it was eventually pared down to its present 875 square miles (550,000 acres). In the fall of 1817, Virginian Robert Pulliam entered an area approximately twelve miles south of Springfield and erected a cabin on the east side of Sugar Creek, in the present-day Township of Ball. The following year, Henry Funderburk of South Carolina and William Nelson of St. Claire County, Illinois, settled in what became Cotton Hill Township. Among other early arrivals were William and Joseph Drennan, Joseph Dodds and Levi Cantrall. Cantrall's horse-powered mill erected in 1820 was the first gristmill north of the Sangamon River. Development continued so that as early as 1835, there were 14,500 inhabitants in Sangamon County.⁸⁶

⁸⁴ *History of Logan County*, 677; Stringer, *History of Logan County*, 234.

⁸⁵ *History of Logan County*, 182, 678.

⁸⁶ *History of Sangamon County, Illinois* (Chicago: Inter-State Publishing, 1881), 47, 900; Bruce Alexander Campbell, *The Sangamon Saga* (Springfield, IL: Phillips Brothers, 1976), 9, 39.

“Sangamon” derives from an Indian word meaning “where there is plenty to eat” or “the land of milk and honey.” In conjunction with the region’s groves of trees and numerous water resources, the land has been plentiful indeed. Principally a farming region, Sangamon is known largely for its corn production. In 1870, the county reportedly harvested 4,388,763 bushels of corn, making it the leading producer in the state. Winter wheat yields were also substantial. By 1880, farmers harvested 498,640 bushels of the grain—double the amount yielded in 1870. Farmers also produced rye, barley and even Irish and sweet potatoes.⁸⁷

While a railroad passed through the county as early as 1842, it was not until 1853 that the county’s largest community—Springfield—was connected to Chicago by the Chicago, Alton & St. Louis line (previously known as the Alton & Sangamon). Due in part to the railroad, the county’s population soared from 19,228 to 32,274 between 1850 and 1860. Another population booster was the successful coal mining industry. Iles Junction was located two miles south of Springfield. It claimed the first workable coal seam in the area in 1867. By 1871, county miners were producing approximately 120,000 tons of ore a year. There were twenty-one operational mines in the county employing over sixteen hundred persons in 1893. Sangamon County became over the next decade the state’s number one coal producer, mining more than three million tons by 1902.⁸⁸

It is in this larger, county-wide context that the following emerged: the Village of Williamsville in the Township of Williams, the Village of Sherman in Fancy Creek Township, the City of Springfield in the township of the same name, the City of Chatham and the Hamlet of Irwin’s Park in Chatham Township, and the City of Auburn and Village of Thayer, both located in the Township of Auburn.

Williams Township

Williams Township was organized in 1861 and located among the northern tier of townships in Sangamon County. Historically, the township consisted largely of prairie land, with timber stands located primarily along Fancy Creek. A historical account notes the soil was “very fertile, yielding large crops of grain and fruit.” Americans began settling the area in 1820. Most early pioneers clustered near the timber groves along the streams, which provided easy access to lumber. Settlers also believed, falsely, that the prairie was not suited for farming. In addition to the various farm sites that the first settlers developed, several mills soon were established. A Mr. Harburt erected in 1820 a short-lived horse-powered mill in Section 17, while, in 1826, David Riddle operated another horse-powered mill. Thomas Constant built in Section 23 a saw/grist mill along Wolf Creek. Development became less concentrated along the waterways by 1845, as American settlers discovered that the prairie soils was extremely suitable for farming. Indeed, by the 1880s, some of the “best and most improved farms [were]...prairie farms”.⁸⁹

•Village of Williamsville

⁸⁷ *History of Sangamon County*, 543; Campbell, *The Sangamon Saga*, 10; LeBaron, Jr., *The History of McLean County*, 186.

⁸⁸ *History of Sangamon County*, 146; Campbell, *The Sangamon Saga*, 16, 106, 157.

⁸⁹ *History of Sangamon County*, 1045-47.

Williamsville, the northernmost community of Sangamon County, was laid out in 1853. It was initially called Benton, in reference to Senator Thomas Hart Benton of Missouri. The name was eventually changed to honor Colonel John Williams, a prominent pioneer and Springfield businessman. Jacob Flagg built the village's first house in the fall of 1853, and Peter L. Earnest opened a general store the following year. The tiny village had few real prospects for the future until 1854, when the Chicago & Alton Railroad established a station at Williamsville. The village's growth thereafter was slow but steady.⁹⁰

Fancy Creek Township

When the Township of Fancy Creek was organized in April 1861, it was initially called Powers, in honor of one of the town's most prominent citizens. But a number of residents objected to naming the town for someone still living. A petition was initiated and the name was changed to Fancy Creek, after one of the town's principal waterways. Despite the fact the township was not founded until roughly the start of the Civil War, pioneers had been locating in the vicinity as early as 1819. William Higgins, Stephen England, George Power and Levi Cantrall were among the township's first arrivals. Subsequent settlers were likely attracted by Fancy Creek's deep, black, loam soil which was ideally suited for agriculture. It is not surprising that the township evolved as a prosperous farming region. Even the earliest businesses capitalized on the area's agricultural abundance. As noted previously, Levi Cantrall built in 1820 the first gristmill north of the Sangamon River. People from miles around made use of it. He also established a tannery that he operated for nearly forty years.⁹¹

- Village of Sherman

Similar to many other Illinois communities, this small village owes its existence to the Chicago, Alton & St. Louis Railroad. Little has been written regarding the history of Sherman. It is known that, after the railroad was extended, the village was platted in 1858 and named for Mr. Sherman, a celebrated Sangamon County resident.⁹²

Springfield Township

The Township of Springfield was organized in 1861. Its history is inextricably linked with that of the City of Springfield.⁹³

- City of Springfield

Elisha Kelley entered in 1818 the heart of present-day Springfield. Hailing from North Carolina, he

⁹⁰ Ibid., 1047-48.

⁹¹ Ibid., 897-98, 900.

⁹² Ibid., 901.

⁹³ Ibid., 1022-23.

and his family located their cabin within a field adjacent to a spring—hence the ensuing community was dubbed Springfield. Although the area was platted in 1823 under the name “Calhoun,” its present name was confirmed in 1832 when Springfield was incorporated. The community grew, despite poor roadways and inadequate transportation facilities, necessitating the erection of inns and taverns, including the Indian Queen, the Globe Tavern and the American House. Nineteen dry goods stores, four coffee houses, two clothing stores and two shoe stores were among the businesses in Springfield by 1836, along with the craftsmen’s shops typical in a sizable community. At the professional level, Springfield counted eighteen doctors and eleven attorneys. It became apparent that the state capital at Vandalia needed to be moved from the southern portion of the state to a more commonly accessible location as growth to the north evolved. Springfield defeated in an 1837 election Vandalia, Jacksonville, Alton and Peoria to become the state capital. State offices were relocated there in 1839.⁹⁴

Springfield numbered by 1840 twenty-five hundred residents. The Northern Cross Railroad began operation in 1842 but ceased as early as 1847. It was sold, rebuilt and renamed the Sangamon & Morgan Railroad and was subsequently re-opened in 1849. That same year, Franz Sales Reisch started what was to become the largest brewery in the state, outside of Chicago. Four years later, the Chicago, Alton & St. Louis line entered Springfield. Due in part to this line, Springfield’s population increased from forty-five hundred inhabitants in 1850 to seven thousand by 1855. Many industrial and commercial developments occurred to support the mounting population. Manufacturing establishments included William Pierce’s broom factory, John Cook’s soap and candle shop, Hay’s woolen mill and repair shops for both railroads. Extensive improvements were made to downtown Springfield as brick blocks were replacing frame structures. But the most significant development during the mid-nineteenth century was the growth of the agricultural export business in Springfield. Grain dealers and elevator owners, including Post and Brother, L.S. Warner and Elija Iles, helped to furnish the railroad with approximately 900,000 bushels of wheat and some 200,000 bushels of corn. In addition, both James L. Lamb and Jacoby and Company took advantage of the area’s growing livestock trade and began packaging pork. J.B. Franz and Gebhart Riechs established by the early 1860s a slaughterhouse. This all illustrates the great economic growth that Springfield experienced between 1860 and 1870. Moreover, the city nearly doubled its population, jumping from 9,320 to 17,364. Springfield sustained such growth as the state capital into the twentieth century.⁹⁵

Chatham Township

The Township of Chatham was organized in April 1861, but the town’s first settlers arrived as early as 1818. In that year, John Campbell and his family chose a site along Lick Creek, in the western portion of the township. Campbell purchased an old horse-powered mill shortly thereafter, moved it to his farm and operated it for several years. The only other mill in Chatham for some time was Johnson Hardin’s sawmill on Lick Creek, established in 1828. Mills—especially gristmills—were desirable since the fertile prairie land constituting most of the area rendered Chatham an agricultural

⁹⁴ Campbell, *The Sangamon Saga*, 18, 38, 41-42, 46.

⁹⁵ Ibid., 51, 56-57, 63, 65, 78, 106, 110.

township.⁹⁶

- Village of Chatham

Luther N. Ransom platted the Village of Chatham on 22 October 1936. Ransom also erected Chatham's first house. A post office was established in 1838, but the village did not begin to grow significantly until the Chicago, Alton & St. Louis Railroad passed through in 1852. Chatham experienced fluctuating economic fortunes, but since the advent of the railroad, the village's commercial base expanded slowly but steadily. One of the most prosperous enterprises was S.N. Fullenwider's substantial gristmill, established in 1856. The village was incorporated by 1881 and included several businesses to support the surrounding agricultural community. Among these were two blacksmiths, four carpenters, one grain dealer, eight stock dealers and a lumber dealer. Since that time, Chatham has remained a small, agricultural support center with a population of only 750 residents in 1917.⁹⁷

- Hamlet of Irwins Park

No historical information has been found regarding this small community.

Auburn Township

James Patton, Jacob Ellis, Samuel Vancil, John Wallace and James Sims were the first to arrive in 1818 in what became Auburn Township. A variety of businesses were developed within the area shortly thereafter, including a gristmill that Sims erected east of the present Village of Auburn. Daniel Kessler commenced Auburn's first blacksmith shop in 1820, and James Patton operated the first tannery. In 1825-1926, Robert Crow established Auburn's first sawmill. Several other mills were founded to serve the increasing number of settlers who filtered into the vicinity. These businesses notwithstanding, Auburn was primarily an agricultural area which was organized by 1861.⁹⁸

- Village of Auburn

Phillip Wineman platted in 1853 the Village of Wineman, approximately one mile south of "Old Auburn" in Section 3. The village was renamed Auburn in 1865. Since the community's inception, it served as an agricultural support center. A Mr. Babcock established in 1856 a wagon, carriage and agricultural implement factory. The following year, Robert Morse purchased the concern. By the 1880s, it was one of Auburn's most prominent businesses. The village included in 1881 another agricultural implement dealer, two wagon makers, three blacksmiths, one gristmill and a grain elevator. Several other enterprises, such as a tile and brick factory and a boot and shoe factory, were in operation by 1881. These developments helped to render Auburn the largest town in the county

⁹⁶ *History of Sangamon County*, 827, 829-30.

⁹⁷ Ibid., 830, 833-34; Sanborn Map Company, *Sanborn Fire Insurance Maps—Chatham, Ill.* (1917).

⁹⁸ *History of Sangamon County*, 745-46, 749-50.

outside of Springfield.⁹⁹

- Village of Thayer

Despite the fact that Thayer appears to be a fairly substantial community on some maps, no historical information was identified.

Macoupin County

Before Macoupin County was organized in 1829, permanent, white settlement had occurred. As early as 1815, David Coop and his family staked a claim in the center of present-day Hilyard Township. Seth Hodges and John Love subsequently moved in 1816 their families from Alabama to what became Palmyra Township. These families were the first of many Southern pioneers to relocate in the county, which numbered 1,990 inhabitants by 1830.¹⁰⁰

Macoupin's early residents were largely farmers that hailed primarily from Virginia, Tennessee, Kentucky, Georgia and the Carolinas. Other settlers followed suit since the land was well-adapted for agriculture, thus boosting the county population to 37,705 by 1880. Indeed, the name "Macoupin" was derived from an Indian word meaning "white potato," which is how Indians had once described the area's plentiful wild artichokes. Moreover, Seth Hodges allegedly harvested eight hundred bushels of corn from only ten acres in 1817. Macoupin County farmers raised 1,051,544 bushels of corn by 1870, though this did not rank Macoupin among Illinois' top twenty corn-producing counties. But it was the state's sixth leading producer of spring wheat, with the cultivation of 861,398 bushels. County yields for oats and rye were more modest, totaling 459,417 and 2,404 bushels, respectively.¹⁰¹

Livestock raising paralleled crop production. James York was among the first to pursue the former successfully after settling in Macoupin in 1828. By 1910, the county claimed 29,343 cattle and 22,384 sheep. There were also 19,955 horses and 2,747 mules, many undoubtedly harnessed to plows such as the one prominent county farmer Edmund Vancil invented. Hogs were the most commonly found livestock in Macoupin County, with 40,775 raised in 1910.¹⁰²

Given the agricultural basis of Macoupin County, the railroad was invaluable to farmers for transporting their produce to market. After construction was authorized in 1851, the Chicago & Alton line eventually located several stations in the county. While this was the county's principal road, almost a dozen other rail lines passed through the area—most of which were coal feeders to the larger lines.¹⁰³

⁹⁹ Campbell, *The Sangamon Saga*, 10; *History of Sangamon County*, 752, 758-59.

¹⁰⁰ Charles A. Walker, ed., *History of Macoupin County Illinois*, 2 vols. (Chicago: S.J. Clarke Publishing Company, 1911), 1:75, 90-93.

¹⁰¹ Ibid., 1:75, 91, 93, 310; LeBaron, Jr., *The History of McLean County*, 186.

¹⁰² Walker, ed., *History of Macoupin County*, 1:96, 313.

¹⁰³ Ibid., 1:308; *History of Sangamon County*, 146.

Coal was fairly abundant in the county as mining was second in significance to agriculture. Some of the more productive mines were located in the townships of Girard, Virden and Nilwood. Largely developed during the latter half of the nineteenth century, these mines helped make Macoupin one of five Illinois counties to produce over one million tons of coal annually by 1898. Many of these enterprises remained in operation until 1910, offering employment to a significant number of the county's 50,685 residents.¹⁰⁴

It is in this larger, county-wide context that the following developed: the Village of Virden in Virden Township, the City of Girard in Girard Township, the Village of Nilwood in Nilwood Township, South Otter Township, the Hamlet of Anderson and City of Carlinville, both in Carlinville Township, Brushy Mound Township, the Hamlet of Macoupin/Macoupin Station in Polk Township, the Village of Plainview in Hilyard Township, the Village of Shipman in Shipman Township and the Village of Miles Station and Village of Brighton, both located in Brighton Township.

Virden Township

Virden Township received its first permanent, white settlers in 1829, with the arrival of Robert Smith, Joseph Davidson and their families. The history of the township is largely understood within the context of the Village of Virden.

- Village of Virden

Messers. Heaton, Dubois, Chesnut, Hickox and Keiting had platted by 1852 the Village of Virden. It was named after John Virden, the owner of both a stage stand located immediately outside the village and a hotel built within the community. Other initial businesses reflected the area's agricultural character. Aside from a dry goods store and grocery established around 1853, the village included Joseph Walker's blacksmith shop and John William's North Mill. After fire destroyed the latter, Matthew Cowens built the South Mill. The arrival of the Chicago & Alton as well as the Jacksonville & Southeastern lines in 1852 and 1871, respectively, further enhanced Virden's role as an agricultural support center. The railroad also facilitated the mining industry that developed in Virden after John Utt sank in 1869 a coal shaft. Known as the "Old South Mine," the shaft yielded ten thousand bushels of coal daily until the facility was dismantled in 1905. With the operation of the North Mine from 1893 to 1952 and the West Mine (located outside the village) from 1905 to 1924, Virden was "one of the principal coal centers of the county." Consequently, the village experienced a spurt in population, increasing from 1,610 in 1890 to 4,000 by 1910 and reaching 5,000 in 1926.¹⁰⁵

Girard Township

¹⁰⁴ Walker, ed., *History of Macoupin County*, 1:310, 369, 375; John H. Keiser, *The Sesquicentennial History of Illinois Series: Building for the Centuries: Illinois, 1865-1898*, 6 vols. (Urbana: University of Illinois Press, 1977), 4:204.

¹⁰⁵ Walker, ed., *History of Macoupin County*, 1:312, 373-75; *History of Sangamon County*, 146; *The Story of Macoupin County, 1829-1979* (Carlinville, IL: Carlinville and Macoupin County Sesquicentennial, Carlinville, IL, 1979), 215-17; Sanborn Map Company, *Sanborn Fire Insurance Maps—Virden, Ill.* (1926).

Daniel Black, William and Charles Cox and Harlan and Thomas Warren were among the earliest settlers in Girard township in 1830. By 1834, Dr. Edwards and Colonel George Mather initially founded a colony at the site of the present-day City of Girard. But settlement was sparse and the “community” consisted only of a brick kiln. Escalating settlement in the vicinity after 1840 created a bustling agricultural township containing horse-powered, steam and water-powered mills. It also renewed efforts to establish the present-day City of Girard.¹⁰⁶

- City of Girard

C.H. Fink and B. Boggess platted Girard in 1853, the same year A.S. Mayfield opened the first store. Similar to the Village of Virden, Girard was an agricultural support center wherein mining interests developed. J.W. Woodroof built a grain storehouse in 1854 and in 1855, H. Hall built the first of several flour mills.¹⁰⁷ The Girard Coal Mine was dug in 1869-1870, and the Girard Coal Company was soon operating some of the biggest mines in Illinois. The Chicago & Alton railroad line transported produce and coal to market, and by 1880, the Jacksonville & St. Louis provided additional rail facilities. Shortly thereafter, Girard was formally organized as a city. Although two large fires devastated Girard in 1909 and 1910, the residents rebounded. With a population of twenty-two hundred in 1914, the city grew slightly to twenty-six hundred by 1931, despite the closing of the Girard Coal Mine in 1922.¹⁰⁸

Nilwood Township

General John Harris, a colonel in the Black Hawk War, was the first white resident in Nilwood Township. Shortly after his arrival in 1829, David Steele, the Yowells and the McVey brothers came to the area. Tennessean John McVey built a tannery in 1837, one of the several early, agriculturally oriented enterprises in the township. Others included a horse-powered gristmill opened in 1838 and a blacksmith shop, both of which Lewis Pitman established. Further indicative of its farming reputation, Nilwood Township ranked second in the county for sheep raising in 1910. Similar to most agricultural communities, Nilwood maintained a rather small population, totaling 1,341 residents in 1900 and 1,396 by 1910.¹⁰⁹

- Village of Nilwood

Supporting the agricultural Township of Nilwood was the similarly named village. It was platted in 1855 along the Chicago & Alton line. By 1857, Mr. Bistrow was operating one of two stores, and J. Benneyworth had built the village’s first gristmill. Benneyworth was by 1873 also the proprietor of

¹⁰⁶ Walker, ed., *History of Macoupin County*, 1:368.

¹⁰⁷ There were twenty-one flour mills throughout the county by 1860. See, Kilduff 1979:17.

¹⁰⁸ Walker, ed., *History of Macoupin County*, 1:311, 368-71; *The Story of Macoupin County*, 128-29; Sanborn Map Company, *Sanborn Fire Insurance Maps—Girard, Ill.* (1914, 1931).

¹⁰⁹ *The Story of Macoupin County*, 154-56.

one of many coal mines in the area. His enterprise had an annual capacity of 100,000 bushels. Although mining emerged as the village's principal industry, it did not sustain a large population as the village numbered 420 residents in 1900 and only 399 by 1910.¹¹⁰

South Otter Township

Little historical information was found regarding this town. It is known that John Jenkins arrived in the present-day township during 1832, followed two years later by Jeff Adams. Thereafter, the abundant resources of the region firmly established South Otter as an agricultural community. In addition, other natural resources increasing played a role in the town. Following the construction of a man-made lake in the late 1960s, South Otter has become a popular spot for various recreational activities, such as fishing and boating. At the same time, the lake has provided many farmers with a reliable water supply.¹¹¹

Carlinville Township

Initially settled around 1821, Carlinville was among Macoupin County's earliest townships. The first pioneers included Samuel and Charles Lair and Joseph Borough. Undoubtedly attracted by extremely fertile soil, most subsequent settlers were farmers. In addition to its agricultural reputation, Carlinville contained the county seat. It was established in 1829 at the present-day City of Carlinville, which Ezekiel Good initially settled in 1828.¹¹²

- Hamlet of Anderson

No historical information has been found regarding this small community located within the project corridor.

- City of Carlinville

Named after Thomas Carlin—one of the founders of Macoupin County—the present-day City of Carlinville developed quickly. The community had a population of two hundred in 1833, when Ferdinand Taggart opened a brickyard. The following year, Alexander McKim Dubois began a general store and in 1835, Presbyterian minister Gideon Blackburn opened Blackburn College. Henry Fishbeck built in 1845 the first of several gristmills in this largely agricultural support center. Fire destroyed in 1864 Fishbeck's concern—a year before Carlinville was incorporated as a city. The Weer brothers, however, soon replaced the business with an impressive fifty-thousand dollar structure. Additional mills included the Grove Mills, with a daily capacity of 150 barrels of flour, and the Diamond Mill. None of these was operating by 1911, as most had been destroyed by fire. Other enterprises that thrived during the nineteenth century, but were defunct by the early twentieth century, included several machine shops and the Steel & Lebherz Brewery. Despite the loss of these ventures,

¹¹⁰ Walker, ed., *History of Macoupin County*, 1:94, 311, 313, 376-77; *The Story of Macoupin County*, 154-55.

¹¹¹ *The Story of Macoupin County*, 196.

¹¹² Walker, ed., *History of Macoupin County*, 1:415-16, 419.

Carlinville was a well-established city of 3,616 by 1911. Its success stemmed from its fortuitous location along the Chicago & Alton line. Being 223 miles from Chicago, 57 miles from St. Louis and 40 miles from Springfield, the City of Carlinville was “a splendid trading town” with “one of the most fertile and prosperous regions in Central Illinois from which to secure customers”.¹¹³

Brushy Mound Township

Named for a large mound located in the central portion of the township, Brushy Mound received its first permanent, white settler in 1828 with the arrival of Theodorus Davis, Jr. The following year, John Moore and his family settled southwest of the present-day City of Carlinville. The Weatherford family and others located in 1831 in the northeast portion of the township, in an area subsequently known as Weatherford’s prairie. Shortly thereafter, Jefferson Weatherford began the town’s first mill, which was run by ox-power. Haskins Trabue constructed by 1837 a carding factory. Development of the area’s various creeks and lakes was notable throughout the 1840s and into the 1850s. Elijah Mitchell and Thomas Carr built a gristmill in 1851, and two years later, J.R. Mitchell and B.F. Clark built a mill on Spanish Needle prairie. Numerous additional mills were built to process the resources of the outlying agricultural community. The agricultural orientation of the township continued throughout the remainder of the nineteenth and into the twentieth century.¹¹⁴

Polk Township

Elisha Kelly was among the earliest white pioneers to reside temporarily in modern-day Polk Township. He built a cabin near Macoupin Creek, the town’s main stream, which meandered through areas of timber with patches of prairie. Permanent settlers began arriving in 1825. Many made a livelihood from clearing the timber and operating sawmills. Agriculture, however, emerged as the dominant industry. Early farms were quite small and produced cash crops, including potatoes and pumpkins. Larger farms developed, and cattle and hogs were raised throughout the township. Agricultural support services included one gristmill, which Stephen Marshall built in 1850, and the arrival in 1852 of what became known as the Chicago & Alton Railroad, which greatly aided farmers (see Macoupin Station). As an agricultural support community, it is not surprising that Polk Township achieved a peak population of only 950 in 1890. Since that time, the number of residents has declined as the smaller farms have been subsumed by larger operations.¹¹⁵

•Hamlet of Macoupin/Macoupin Station

In comparison to the City of Carlinville, the Hamlet of Macoupin station served basically as a loading point along the Chicago & Alton rail line. Prior to the arrival of the railroad around 1852, Macoupin Station was known as Halliday Mills. Jones Hall and his family were among the first settlers in this small community. They arrived in 1826, not long after hunter/explorer Elisha Kelly became the first, albeit temporary, white settler in Polk Township. At one point, Macoupin Station consisted of the

¹¹³ Walker, ed., *History of Macoupin County*, 1:101-2, 419, 422; *The Story of Macoupin County*, 93-96.

¹¹⁴ Walker, ed., *History of Macoupin County*, 1:372-73.

¹¹⁵ *The Story of Macoupin County*, 168-74.

Sander's general store, a feed and grain business, a water tower, a stock yard, a milk loading dock and scale. A post office was founded in 1866, and by 1883, Macoupin Station became known simply as Macoupin.¹¹⁶

Hilyard Township

Hilyard Township has historically been an agricultural area. Its earliest settlers were farmers, including David Coop. He and his family became the first permanent, white residents in the township and perhaps in the county, when they arrived in 1815. As other farmers established themselves in Hilyard, Coop erected a horse-powered gristmill with a daily capacity of eight to ten bushels of corn. Named after Virginian John M. Hilyard, who settled in 1831, the township continued to develop agriculturally throughout the nineteenth century. Although its population decreased from 1,025 in 1900 to 908 by 1910, Hilyard became a substantial livestock raising community numbering 1,228 cattle and 1,249 hogs in 1910.¹¹⁷

•Village of Plainview

Platted in 1853, Plainview reached a peak population of four hundred in 1875, when its major businesses included two general stores, a blacksmith, wagon ship, stockyard and flour mill. The latter had a daily capacity of 175 barrels. Consequently, Plainview was a notable agricultural support center for Hilyard Township.¹¹⁸

Shipman Township

Declining population characterized Shipman Township. From 1890 to 1910, its population dropped from 1,521 residents to 1,334. During this period, most of the township's residents were farmers. This was the case with its early pioneers, who began settling in 1830. Among them were Benjamin Stedman, James Honchance, Tennessean Thomas Stratton and Englishman Robert Meatyard. Meatyard established himself as a farmer in 1836, and his family helped operate a mercantile store during 1853 in the Village of Shipman.¹¹⁹

•Village of Shipman

John Shipman and John Roberts platted in 1852 the village, which was ultimately incorporated in 1867. In addition to the Meatyard business, three stores existed by 1855, including Leonard Loveland, Jr.'s groceries and I. & E. Green's business. Joseph Dodson built a flour mill by 1864, and operated a grain elevator in 1878. These establishments, and the Chicago & Alton rail line which

¹¹⁶ Ibid., 168-71.

¹¹⁷ Walker, ed., *History of Macoupin County*, 1:90, 99, 311, 358-59; *The Story of Macoupin County*, 136, 138.

¹¹⁸ Walker, ed., *History of Macoupin County*, 1:358-59; *The Story of Macoupin County*, 136, 138.

¹¹⁹ Walker, ed., *History of Macoupin County*, 1:103, 107, 311, 404-5; *The Story of Macoupin County*, 192.

arrived in 1852, must have been invaluable to the surrounding agricultural community, which consisted of five to six hundred residents by 1871.¹²⁰

Brighton Township

This largely agricultural township, which ranked seventh among Macoupin County's hog raising townships in 1910, was established after the arrival in 1826 of Oliver Brown and William Cowan. Relatives of these men soon followed, as did William Brewer and Herman Griggs.¹²¹

•Village of Miles Station

The Hamlet of Miles Station served the farmers of Brighton Township. Colonel J.R. Miles founded the unincorporated village in 1867. Perhaps because of his fine reputation as a Civil War veteran, he was able to get the Chicago & Alton to pass through the community. Little remains of Miles Station, which included in 1879 a steam four mill, post office, blacksmith, Methodist church and school.¹²²

•Village of Brighton

Herman Griggs established in 1836 the present-day Village of Brighton, around the same time a company platted a neighboring burg known as Bristol. A rivalry developed because of the proximity of the two communities. Growth in each was curtailed, however, with a national financial panic in 1837. Though Bristol apparently folded, Brighton literally got on track when the Chicago & Alton line passed through it in 1852. Griggs again assumed a leading role as he became the rail's station agent, a store operator and builder of a warehouse that he converted into a steam mill. Four other stores were built by 1857, including a drug store that W.C. Merrill and T.S. Bean operated. These businesses rendered Brighton "a good trading center for a splendid agricultural community." Brighton's incorporation as a village in 1886 notwithstanding, population decreased from one thousand in 1894 to six hundred by 1926.¹²³

Jersey County

Settlement in what became Jersey County was somewhat slow, due to the presence of Native American bands in the region. Around 1817, Auguste Choteau and Benjamin Stephenson finalized a treaty with the Kickapoo Indians, which secured rights to the prairie lands now encompassing Jersey County. Thus began an influx of pioneers into the territory. The earliest, permanent white settlers came in 1818, when John G. Lofton and his brothers-in-law, John D. and Ezekiel Gillham, claimed land in what was Mississippi Township. This area was subsequently referred to as Lofton's Prairie.

¹²⁰ Walker, ed., *History of Macoupin County*, 1:405; *The Story of Macoupin County*, 192.

¹²¹ Walker, ed., *History of Macoupin County*, 1:94, 411-12.

¹²² Walker, ed., *History of Macoupin County*, 1:100; *The Story of Macoupin County*, 74.

¹²³ Walker, ed., *History of Macoupin County*, 1:94, 313, 411-13; *The Story of Macoupin County*, 68; Sanborn Map Company, *Sanborn Fire Insurance Maps—Brighton, Ill.* (1894, 1926).

Other pioneers followed, with Thomas and Robert McDow and Joab White arriving in Lofton's Prairie shortly thereafter. Another early arrival was Jehu Brown, who settled in English Township. Settlers apparently overcame initial apprehension about living in an area devoid of timber and prone to prairie fires. Settlement continued through the 1820s and into the 1830s, with arrivals such as Dr. Silas Hamilton—who was instrumental in bringing others to the area. In 1839, Jersey County was formally organized, as it was separated from Green County.¹²⁴

The livelihood of the early settlers depended heavily on agriculture. The county included in 1879 just over 94,100 acres of improved land. This resulted in significant crop yields, such as 519,120 and 71,770 bushels of corn and oats, respectively. Most notable, however, was the production of 558,367 bushels of winter wheat. This amount ranked Jersey County the eleventh highest producer of winter wheat among the state's 102 counties. In addition to crops, the county had livestock valued at \$827,323. The most predominant forms of animals included 16,056 swine, 4,552 sheep, 4,531 horses and 2,978 milk cows. The latter provided for the production of 189,078 pounds of butter. To process many of the agricultural products, area farmers relied upon mills along the region's various waterways. One mill was constructed in Upper Alton, near Wood River, and was driven by horse and oxen power to grind the product into flour or meal. To aid in the transport of agricultural products and to assist in the growth of the fledgling county, roads were constructed to Alton and Carrollton. Agricultural interests were further bolstered in 1853, when railroad bonds were issued following a request by the Jacksonville, Alton & St. Louis Railroad Company.¹²⁵

This is the larger context regarding the development of Piasa Township.

Piasa Township

Capt. John Wilkins became in 1820 the first white man to settle in what later became Piasa township. He was soon followed by Perley Sillaway, who then married one of Wilkin's daughters. Levi McNeil arrived in 1825, followed three years later by Nelson R. Lurton. Wide-scale settlement continued throughout the late 1820s and into the 1830s. The first log cabin was constructed in 1831 by Luron and used as a tavern, stage station and post office. The first school was established six years later. Settlement and the transportation of agricultural goods were aided by the arrival of the Jackson Division of the Chicago & Alton Railroad. A final point of note was the discovery of coal veins in Piasa Township near Piasa Creek, but these proved to be too light to afford extensive use. Piasa Township presently retains an agricultural character.¹²⁶

Madison County

Madison County was organized in 1812 and became the third county in the Illinois Territory. There were French claims in the area as early as the late eighteenth century, and Baptist preacher Rev. David

¹²⁴ Oscar B. Hamilton, ed., *History of Jersey County, Illinois* (Chicago: Munsell Publishing, 1919), 76-113.

¹²⁵ USDI.BC, *The Statistics of the Population of the United States: Ninth Census*, 1:726-27; Hamilton, ed., *History of Jersey County*, 76-113.

¹²⁶ Hamilton, ed., *History of Jersey County*, 449-54.

Badgley explored the present-day county in 1799. Ephraim Conner became in 1800 the first white settler. He moved the next year, however, selling his improvements to Samuel Judy—the first permanent, white resident (Brink 1882:71, 103,114).

Judy was of Swiss descent and became a successful livestock raiser after serving in the War of 1812. He lived in the southern portion of Madison, where most subsequent, early settlers came. Among these were the Gillhams, Whitesides, Grotts and Seybolds. Generally, the county's pioneers were American-born. Nevertheless, some of them—as well as later immigrants—came from Europe. George Barnsback was perhaps the first of Madison County's ultimately numerous German immigrants, when he started a farm prior to the War of 1812. French Cistercian Monks of La Trappe settled in 1807 in the southwestern part of the county. They lived on Cahokia (Monk's Mount) for nine years before returning to France. Very prevalent among the area's foreign-born population were the Swiss. After 1831, they became the first European group to settle in large numbers throughout the county. Indeed, Helvetia Township in the southeastern corner of the county bears the Latin word meaning "Switzerland." Besides Swiss and German immigrants, British and Irish settlers were prominent in the county, which totaled by 1864 over thirty-one thousand inhabitants. This was largely attributable to a tide of immigration beginning in 1849. By the turn-of-the-century, Madison County numbered 64,694 residents. The county's population increased to over 90,747 over the next decade.¹²⁷

Regardless of origin, many Madison County residents were farmers. This was natural, given the agricultural suitability of the county. Early explorers recognized this character by nicknaming the area Goshen—a reference to a Biblical land of plenty. Fruit was the first produce whites harvested in Madison as Catholic missionaries planted pear trees in Nameoki Township in 1742. Around 1802 and 1830, respectively, Samuel Judy maintained the first apple orchard and Charles Howard grew peach trees. By 1880, the county ranked second in the state in orchard products. This notwithstanding, farmers raised other crops including cotton and small amounts of Irish potatoes. Cereal cultivation, however, was the most significant. Ranking fourth in the nation, Madison County led the state in wheat production in 1880, yielding 2,607,969 bushels. County farmers also produced 4,058,158 bushels of corn and 351,505 bushels of oats. Some of the grain no doubt fed the county's increasing number of livestock which, by 1870, included 12,076 horses, 9,417 milk cows, 5,489 other cattle, 67,091 swine and 9,515 sheep.¹²⁸

Given the county's agricultural nature, a multitude of services and facilities developed to support the farmers. Several steam-powered gristmills were in operation after 1840, with one of the first opening in Alton by 1833. Although farmers largely produced grain, they initially grew a substantial amount of cotton. This compelled Thomas Good to construct a cotton gin. The machine became unnecessary when county-wide cotton production decreased after 1835. By 1860, however, there were many agricultural devices emanating from eight manufactories located throughout the county. Goods

¹²⁷ W.R. Brink, *History of Madison County, Illinois* (Edwardsville, IL: W.R. Brink, 1882), 44, 71, 76-77, 80, 105, 112; W.T. Norton, ed., *Centennial History of Madison County, Illinois and its People, 1812-1912* (Chicago: The Lewis Publishing Company, 1912), 196.

¹²⁸ Brink, *History of Madison County*, 46-47, 71; USDI.BC, *Statistics of the Population of the United States at the Tenth Census*, 149, 185.

produced included agricultural implements, plows and threshers. But the most significant service available to Madison County farmers was the railroad. There were at least six lines passing through the county by 1882, including over forty-eight miles of the Chicago and Alton—"one of the most important roads...in the Mississippi Valley".¹²⁹

In addition to supporting agriculture, railroads furthered the coal mining industry existing in Madison County. Madison was one of five counties after 1880 that regularly ranked among the state's top ten coal-producers. Though several of Madison's mines contained thin beds of coal, the quality of the ore, in conjunction with the county's proximity to St. Louis, helped the industry grow.¹³⁰

This is the larger, county context out of which the following developed: the Village of Godfrey in Godfrey Township, the City of Alton in Alton Township, the villages of East Alton and Wood River, as well as the Hamlet of Hartford, all in Wood River Township, the hamlets of Cedar Park and Mitchell, both in Choteau Township, the Village of Nameoki in Nameoki Township, and Granite City as well as the villages of Newport and Venice, all in Venice Township.

Godfrey Township

The first permanent, white settlers in Godfrey Township were Nathan Scarritt and Joseph Reynolds, who arrived in 1826. A New Hampshire native, Scarritt and his family moved to Edwardsville, Illinois, in 1820-1821. They lived there for five years before transplanting to the prairie land of Godfrey Township, adjoining the present Village of Godfrey. Their farm was the "first improvement on the prairie," and, for years, the area in which they located was called "Scarritt's Prairie." Although Scarritt operated the first farm, Reynolds can claim the distinction of erecting the town's first cabin. Among the other early settlers was Benjamin Godfrey, who arrived in 1834. A wealthy merchant, Godfrey eventually became the area's largest landholder as he once owned up to ten thousand acres in Madison County. Given his prominence, the township was named in Godfrey's honor. Mr. Godfrey himself expended much energy building up the community. As a sole contractor, he built the railroad from Alton to Springfield, which eventually became part of the Chicago & Alton line. The railroad spurred further settlement. The majority of Godfrey's earliest immigrants dominated the township's population, which totaled 2,040 residents by 1890.¹³¹

The railroad also enhanced the area's economic development. Godfrey Township, similar to Madison County as a whole, is a rich agricultural region and early pioneers quickly capitalized on its fertile soil. It also had abundant, scattered mineral deposits. Pioneers Joseph and Richard Whyers, for example, began mining coal in the southern portion of the township at an early date. In 1848, James Mitchell and Thomas Dunford opened the first coal pits in Godfrey. Thanks to the arrival of the railroad, coal was shipped northward to Springfield, Bloomington and Chicago. It was fine quality coal, but the

¹²⁹ Brink, *History of Madison County*, 47, 49, 98.

¹³⁰ James T. Hair, comp., *Gazetteer of Madison County* (Alton, IL: James T. Hair, 1866), 15; Keiser, *The Sesquicentennial History of Illinois Series: Building for the Centuries: Illinois, 1865-1898*, 4:204-5.

¹³¹ Brink, *History of Madison County*, 505-6; Norton, ed., *Centennial History of Madison County*, 197, 516, 521; Hair, comp., *Gazetteer of Madison County*, 153-54.

veins were not very extensive. Consequently, by the early twentieth century, the supply was very nearly depleted. The southwestern portion of the township also had rich deposits of limestone, sandstone, cement rock and shale. Indeed, the most important industry in Godfrey Township in the early twentieth century was the Alton Brick Company, which had a capacity of 185,000 bricks per day.¹³²

- Village of Godfrey

The Village of Godfrey evolved near the Scarritt farm. Benjamin Godfrey in 1833 decided to build a female seminary in the vicinity. The following year, he and Nathan Scarritt chose a suitable site near the Scarritt home. Construction of the Monticello Female Seminary began in 1836. Thus was the village known as Monticello in its early days. The village was platted in 1840 and soon came to be called Godfrey. A number of businesses emerged to serve the surrounding community. By the 1870s, Godfrey included two grocery stores, a dry goods store, a blacksmith shop, a wagon-making shop and two shoe shops. Moreover, Henry and Uriah Howell erected a flour mill in 1857. The mill continued operating, even though it changed hands a number of times. The mill's owners eventually moved the enterprise to Clifton. Despite the presence of a railroad line, Godfrey never developed beyond a small support center because of its proximity to Alton. The village had in 1890 a population of only 228. That figure dwindled rapidly over the next two decades, totaling only twenty-nine in 1900 and sixty-eight in 1910.¹³³

- Alton Township

The history of Alton Township is virtually the same as that of the city of Alton.

- City of Alton

Missionary Jacques Marquette and trader Louis Jolliet were the first white visitors to the future site of the City of Alton. The two explorers viewed in 1673 paintings on the rocks along the Mississippi, with Father Marquette called the "Piasa Bird." Extensive white settlement, however, did not occur for well over another century. Around 1783, Jean Baptiste Cardinal located at a place called "Piasa," roughly six leagues above Cahokia Village, but very few individual followed Cardinal to the area. Colonel Rufus Easton of St. Louis believed in 1815 that this region, situated near the confluences of the Mississippi, Missouri and Illinois rivers, was suitable for a flourishing town. He consequently obtained title to the land. Two years later, he laid out a town called Alton, after one of his sons.¹³⁴

Easton immediately took steps to lure potential settlers. He helped organize a ferry to draw traffic away from a rival ferry that landed a few miles to the north and also improved the overland route

¹³² Brink, *History of Madison County*, 514; Norton, ed., *Centennial History of Madison County*, 516, 521.

¹³³ Brink, *History of Madison County*, 506; Norton, ed., *Centennial History of Madison County*, 197; Hair, comp., *Gazetteer of Madison County*, 153.

¹³⁴ Brink, *History of Madison County*, 374-75; Norton, ed., *Centennial History of Madison County*, 467-68; Hair, comp., *Gazetteer of Madison County*, 71-72.

between Milton and Alton. Moreover, Easton contracted to have a hotel built for occasional travelers. Perhaps due to Easton's efforts, a few pioneers located in Alton. In addition, several other small hamlets—Upper Alton and Hunterstown for example—were begun in the vicinity (these villages were eventually incorporated into the City of Alton). Despite these additions, Alton's development was very slow over the first decade because of a controversy involving land titles. This problem was resolved in 1829, and the tiny village entered a period of rapid growth. A growing tide of immigrants located here, and many businesses capitalized on the area's rich coal deposits and abundant agricultural production. Alton's location enabled it to control a large part of the river trade. Given its significance, Alton was incorporated as a town in 1833 and as a city in 1837, when its population reached twenty-five hundred.¹³⁵

The Panic of 1837, the collapse of a proposed railroad project and the murder of abolitionist Reverend Elijah P. Lovejoy halted Alton's economic advancement. Not until 1845 did the city begin to revive, and it did not fully recover until the Alton & Sangamon Railroad—the first link of the Chicago & Alton—was completed in 1852. Over the years, Alton's railroad network expanded dramatically, as did its industrial output. Many of the city's most prominent businesses capitalized on the rich natural resources of the surrounding region. By the early twentieth century, Alton ranked fifth in the *country* in flour milling. The city also had an array of industries, including metal works, breweries, packing houses, glass factories, machine shops, agricultural implement dealerships and several quarries. The city's population increase paralleled its industrial growth. Alton totaled in 1890 10,294 residents, a number that doubled to 17,528 by 1910.¹³⁶

Wood River Township

Wood River Township is one of the oldest in Madison County in terms of permanent, white settlement. The township's first resident is a subject of debate, but it is generally acknowledged that Ohio native Thomas Rattan located in Section 13 in 1804. Over the next several years, a large flow of pioneers, many of whom came from southern states, made their way to Wood River. Settlement of the area was extensive enough to facilitate the development of several communities. Residents along the Wood River formed the villages of Chippewa, Gibraltar, St. Mary's and Milton during the township's formative stage, but, for various reasons, these communities soon became extinct. Although much of Wood River remained a rural area, several prosperous cities evolved to replace these defunct predecessors.¹³⁷

Historically, Wood River Township had many natural advantages. Its land was well-timbered. In addition, its surface provided excellent water drainage, and the soil was extremely fertile. Lastly, there were abundant mineral deposits. The early settlers exploited these assets very quickly as Wood River came to include some of the country's most productive farms, and Richard Cartledge opened the

¹³⁵ Brink, *History of Madison County*, 376-83; Norton, ed., *Centennial History of Madison County*, 468-72; Hair, comp., *Gazetteer of Madison County*, 73-83, 86-87.

¹³⁶ Brink, *History of Madison County*, 389-96; Norton, ed., *Centennial History of Madison County*, 197, 473-75; Hair, comp., *Gazetteer of Madison County*, 84-85, 91-96.

¹³⁷ Brink, *History of Madison County*, 414-18; Norton, ed., *Centennial History of Madison County*, 607-8.

township's first coal mine in Section 1 during 1839. Many of the area's early industries, such as gristmills, sawmills and tanneries, reflected the agricultural wealth of the township. This natural wealth—as well as that tapped from the burgeoning coal industry—were transformed into economic successes with the arrival of the railroad to the area.¹³⁸

- Village of East Alton

The Village of East Alton was incorporated in 1893 or 1894, depending on which historical source is consulted. Because the village is located at the junction of several railroad lines, it was originally called Alton Junction. It was subsequently known as Wann Station before finally being named East Alton. The excellent transportation system provided by the railroads fueled the village's growth. East Alton had a population in 1900 of 454, a number that climbed to 584 in 1910. East Alton also included several large, industrial enterprises, such as the Stoneware Pipe Company, the Equitable Powder Company, the Western Cartridge Company and a factory of the Beall Bros. Company, which manufactured mining equipment.¹³⁹

- Village of Wood River

This community resulted from the consolidation of the settlements of Wood River and East Wood River. By the early twentieth century, Wood River had become a “flourishing community.” It numbered 484 residents in 1910, but that figure nearly doubled over the next two years. The Standard Oil Company located an immense refinery in the village as well.¹⁴⁰

- Hamlet of Hartford

Hartford is another industrial community located on the banks of the Mississippi opposite St. Louis. The village's early history is obscure, but it is known that the explorers Lewis and Clark launched their famed 1804 journey to the Far West from this point. Hartford's population totaled 2,355 in 1969, a time when the hamlet was part of an “industrial complex of oil refineries, power plants and petrochemical distilleries”.¹⁴¹

Choteau Township

This entity lies almost entirely in what is referred to as the Great American Bottom. Its soil is a rich alluvium. The first white settlement in Choteau Township dates back to as early as 1750. About that time, the French established a small community on what was then called Long Island. The name of the island was eventually changed to Choteau Island in honor of Pierre Chouteau, a noted St. Louis fur trader. It is from the island that the township derived its name. The first American settler in the

¹³⁸ Brink, *History of Madison County*, 414-15, 418; Norton, ed., *Centennial History of Madison County*, 607-8, 615-16.

¹³⁹ Norton, ed., *Centennial History of Madison County*, 198, 613-15.

¹⁴⁰ Ibid., 615.

¹⁴¹ *Illinois: Guide & Gazetteer* (Chicago: Rand McNally, 1969).

township, James Gillham, arrived about 1800. Several other individuals followed. Most of these early pioneers did not practice commercial farming because the town was frequently flooded. Rather, they grew only what they needed to survive and generated their revenue from the marketing of cattle and hogs in St. Louis. This seemed to be the general pattern until Chouteau residents finally took steps to improve the land's agricultural potential. Chouteau farmers employed a drainage system that allowed them to cultivate their land as early in the season as possible. Even more important, a dike was constructed long the river in 1866, proving to be the "salvation of [Chouteau farmers'] industries." Lastly, a diversion canal was constructed in 1911-1912. With the township's agricultural future secured, Chouteau has remained a largely rural area. The township had no factories, mines or incorporated villages until the early twentieth century. Its population declined steadily from 1,094 residents in 1880 to 768 in 1910.¹⁴²

Although Chouteau contains no incorporated villages, a number of small hamlets evolved, including Cedar Park and Mitchell.

- Hamlet of Cedar Park

No historical information has been found regarding this small community.

- Hamlet of Mitchell

Similar to many other south-central Illinois communities, Mitchell traces its origin to the Chicago & Alton Railroad as company officials laid out plots for the community. Shortly thereafter, Hinze & Kruger and Henry Reinamann operated general stores in Mitchell. Henry Quinn also opened a blacksmith shop and grocery store, while A. Rapp conducted a meat market. By the early twentieth century, several other rail lines passed through Mitchell, ensuring the hamlet's place as a small support center for the surrounding agricultural community.¹⁴³

Nameoki Township

Almost the entire Township of Nameoki lies within the Great American Bottom. The fertile soil of that region has directed much of the township's development. No permanent settlement occurred in that area until Patrick Hanniberry and a Mr. Wiggins arrived in 1801 and established a community that was called Six Mile. Three years later, another small village, Cantine, was established in the southeastern corner of the township, and Nathan Carpenter built the area's first gristmill near Six Mile. Thomas Cummings cultivated the township's first farm in 1805 and, in 1807, Trappist monks located on one of the ancient Indian mounds. The monks are credited with discovering the rich coal deposits in the region. Because Nameoki is part of the American Bottom, it was devastated by floods in 1844 and 1851. The township's agricultural community recovered from these disasters and prospered in the late nineteenth century. Several railroads passed through Nameoki, greatly facilitating the flow of farm produce to market. In addition, a substantial industrial base developed, especially in Granite City

¹⁴² Brink, *History of Madison County*, 474; Norton, ed., *Centennial History of Madison County*, 489.

¹⁴³ Brink, *History of Madison County*, 474; Norton, ed., *Centennial History of Madison County*, 489.

and Madison, both of which are located partially in Venice Township. The growth of these communities was responsible for the surge in Nameoki's population. In 1890, Nameoki Township counted 1,558 inhabitants. There were 6,050 residents in the area twenty years later.¹⁴⁴

- Village of Nameoki

The Village of Nameoki was established in 1858, when agents of the Indianapolis & St. Louis Railroad located a station on the boundary between Sections 5 and 6. A.A. Tallmadge, a conductor on the line, named the nascent village "Nameoki," an Indian word which means "smoky." The tiny village had by the early 1880s a hotel, blacksmith shop, drug store, a physician and a postmaster. Nameoki was by the early twentieth century a "flourishing village and a prominent shipping point" on both the Chicago & Alton and Indianapolis & St. Louis lines.¹⁴⁵

Venice Township

The Township of Venice was officially organized in 1876, though Americans had begun settling in the area as early as 1804. Development of the region was particularly slow, because the township is part of the American Bottom, with low land prone to periodic flooding. Nevertheless, energetic pioneers filtered into the area to cultivate the land or engage in other businesses. Robert McDow established the township's first horse-powered mill. John Anthony arrived in 1815, built a house on Kerr's Island and offered food and lodging to travelers. He also provided skiffs for people wanting to cross to St. Louis. Matthew Kerr began operating in 1826 a ferry between the island and St. Louis. A small community developed around the ferry landing. Hotels, stables, blacksmith ships and general stores were soon developed to cater to the flow of traffic. In addition, farmers drove herds of cattle to Venice on their way to market in St. Louis. But the township evolved into much more than an agricultural support center. The arrival of the railroad spurred a great deal of industrial development, and, as a result, the communities of Venice, Madison and Granite City flourished. That trend was reflected in the township's growing population, which reached 1,120 people in 1880. The total swelled to 6,335 in 1900 and to 14,421 in 1910.¹⁴⁶

- Granite City

Granite City, which lies in both Venice and Nameoki townships, was created to be a manufacturing center, and the city has well-earned the appellation "Pittsburgh of the West." Unlike other county communities, Granite City bypassed the formative stages and "was born a city full-fledged." Two St. Louis manufacturers, F.G. and William F. Neidringhaus, laid out the city in 1896 because they were impressed with the site's industrial advantages. They immediately built large plants for the National Enameling and Stamping Company and the Granite City Steel Works in the area. Soon the American Steel Foundries Company, the Commonwealth Steel Company, the Corn Products Refining Company, the Hoyt Metal Company and the Metal Keg Factory were all operating in Granite City. Several other

¹⁴⁴ Brink, *History of Madison County*, 500-02; Norton, ed., *Centennial History of Madison County*, 572-75.

¹⁴⁵ Brink, *History of Madison County*, 502; Norton, ed., *Centennial History of Madison County*, 574.

¹⁴⁶ Brink, *History of Madison County*, 520-21, 523; Norton, ed., *Centennial History of Madison County*, 575-76.

businesses, such as the Granite City Grain Elevator, the Granite City Box Company, the Wagner Brewing Company, the Granite City Lime and Cement Company and the Western Fire Brick Company had factories established in Granite City. All of these enterprises needed transportation outlets. Consequently, ten rail lines radiated from Granite City by the early twentieth century. Not surprising, the many job opportunities prompted a large influx of workers. The city's population totaled 3,122 in 1900, but, by 1910, the figure multiplied to 14,000.¹⁴⁷

•Village of Newport

I.W. Blackman platted this community in 1858. Little growth occurred, as only a few dwellings emerged shortly thereafter. Newport was organized in 1876 and included a population of 1,120 by 1880. No other pertinent information was found regarding the history of Newport.

•Village of Venice

The Village of Venice was formed around Kerr's ferry landing, an area in which several businesses emerged to serve travelers. Dr. Cornelius Campbell and Charles F. Stamps laid out the village in 1841 and called it Venice. Severe floods in 1844 and 1851 nearly wiped out the fledgling village. Thus did residents relocate from the island to the mainland. It took years for Venice to recover from the 1851 flood, but some progress was made. The village had by 1866 about 350 residents, two general stores, five blacksmith shops and two wagon shops. It was the railroads, however, that sparked a boom in Venice by stimulating a good deal of industry and trade. The Glenn brothers built in 1871 the Venice Flouring Mills, and R.P. Tansey and John Mitchell built the Venice Elevator, which had a capacity of 300,000 bushels of grain. Ten years later, over three million bushels of grain were shipped from Venice. The village was officially incorporated in 1873. The following year, the Venice Branch Union Stock Yards, with capacity to handle ten thousand hogs and five thousand cattle, were established. In 1877, the Bell brothers built a large sawmill on the original village site. The Pittsburg Plate Glass Company, the Inter-State Cooperage Company, the Gibson Asphalt Company and the car barns of the Alton, Granite & St. Louis and Illinois Traction companies were located in Venice. The village's population growth paralleled its economic growth. The village counted 932 inhabitants in 1890. That figure nearly tripled by 1900 and reached 3,718 in 1910.¹⁴⁸

St. Clair County

The area encompassing present-day St. Clair County has historically come under the jurisdiction of a variety of people. Hundreds of years before any white settlement, Native Americans had established a thriving agricultural community near the mouth of the Kaskaskia River, as evidenced by the extant mound complex in the area. The first recorded white contact with the Indian tribes in the Illinois country occurred in 1673 when Frenchmen Marquette and Joliet explored the Mississippi River. Soon thereafter, other missionaries and traders established

¹⁴⁷ Norton, ed., *Centennial History of Madison County*, 579, 581.

¹⁴⁸ Brink, *History of Madison County*, 521-22; Norton, ed., *Centennial History of Madison County*, 198, 576-77; Hair, comp., *Gazetteer of Madison County*, 256.

French hegemony over the region. French priests established the Village of Cahokia in 1699. Thanks to the missionaries and the lucrative fur trade, Cahokia became one of the most important areas of French activity in the Upper Mississippi River Valley. Moreover, the fertile soil enabled this region to become the “breadbasket of New France.” The French lost in 1763 their North American empire to the British, but the British made little impact on the region. George Rogers Clark led an expedition down the Ohio River during the American Revolution, which captured Cahokia and Kaskaskia. After the war ended, the British relinquished the entire region east of the Mississippi to the United States.¹⁴⁹

The United States soon took steps to organize its new territory. The Illinois country was initially part of the Northwest Territory. Territory Governor Arthur St. Clair created in 1790 St. Clair County and located the county seat at Cahokia. In 1800, the county was included in Indiana Territory, and, in 1809, it was part of Illinois Territory. St. Clair County initially encompassed nearly all of south/southwestern Illinois. But, by 1812, it had been pared down to its present boundaries. American settlement of St. Clair County proceeded at a steady pace. There were 1,255 inhabitants in the county by 1800, a number that was just over five thousand by 1810. The county’s population climbed very slowly over the next two decades, totaling 7,078 in 1830, but the rate accelerated thereafter. The number of Americans nearly doubled in each of the next two decades, reaching 37,694 in 1860. The county’s population stood in 1890 at 66,571.¹⁵⁰

A number of factors attracted settlers to St. Clair County. First and foremost was the county’s agricultural potential. The county had long been a productive farming region. American pioneers and German immigrants perpetuated and expanded the county’s agricultural production. By 1850, county farms produced 224,049 bushels of wheat, 1,102,563 bushels of corn and 263,197 bushels of oats. They also raised 6,491 milk cows, 10,731 other cattle, 8,752 sheep and 33,309 hogs. St. Clair was by the turn of the century the state’s second leading wheat producing county with 1,457,950 bushels of wheat. Additionally, county farmers harvested 1,876,690 bushels of corn, 496,560 bushels of oats and 21,841 tons of clover. Many of these crops were used to feed 5,275 cattle, 13,230 milk cows, 2,883 sheep and 34,550 hogs. St. Clair remains an agriculturally oriented area today.¹⁵¹

St. Clair’s industrial development was yet another catalyst for American settlement. The county’s agricultural production fueled many early industries, such as flour milling. By 1870, there were thirty gristmills located in St. Clair. The county’s abundant coal deposits also spurred St. Clair’s industries. The first commercial mine in the county opened in 1825. Several others soon opened, prompting the development of several small manufacturing ventures. Thus did growth of St. Clair’s coal mines and

¹⁴⁹ *Tapestry of Time: A Bicentennial History of St. Clair County, Illinois, in Pictures* (Belleville, IL: St. Clair County Bicentennial Commission, 1991), 1-4, 11-13; A.S. Wilderman & A.A. Wilderman, eds., *Historical Encyclopedia of Illinois and History of St. Clair County*, 2 vols. (Chicago: Munsell Publishing Company, 1907), 2:649-65, 667-71.

¹⁵⁰ *Tapestry of Time*, 5; USDI.BC, *Twelfth Census of the United States Taken in the Year 1900*, 5:432-33, 6:161, 237; Wilderman & Wilderman, eds., *Historical Encyclopedia of Illinois and History of St. Clair County*, 2:801-7.

¹⁵¹ *Tapestry of Time*, 5; USDI.BC, *The Seventh Census of the United States*, 729-30; Idem., *Twelfth Census of the United States Taken in the Year 1900*, 5:432-33, 6:161, 237; Wilderman & Wilderman, eds., *Historical Encyclopedia of Illinois and History of St. Clair County*, 2:811-14.

the county's industrial development go hand-in-hand. St. Clair County totaled by the turn-of-the-century nearly ninety coal mines and 597 manufacturing establishments, producing products worth over forty-one million dollars. Industry remained a vital part of the St. Clair economy until the post-World War II period.¹⁵²

The third stimulus for settlement in St. Clair regarded the area's commercial possibilities, which were intrinsically linked with the county's agricultural and industrial progress. As noted, the region had been important in the French fur trade. Once St. Clair became American territory, its location along the Mississippi River and directly opposite St. Louis assured a market for the county's coal, farm produce and manufactured goods. The advent of the railroad dramatically increased the county trade opportunities. The first railroad was built in 1837. It hauled coal six miles from the bluffs to the Mississippi River. The coal was then taken across the river to St. Louis. From this modest beginning, several rail lines were built through the county with their termini at East St. Louis. The extensive rail network undoubtedly facilitated St. Clair's economic boom in the later nineteenth century, by easing the flow of finished products and raw materials.¹⁵³

This is the larger, county context in which the City of East St. Louis in East St. Louis township developed.

East St. Louis Township

The history of East St. Louis Township is intrinsically tied with that of the city of East St. Louis.

- City of East St. Louis

The history of the City of East St. Louis mirrors that of St. Clair County at large, for the city's economic prosperity was likewise linked to railroad expansion and to the metropolis across the river. The first white to settle on the site of the present city was Richard McCarty, who arrived in 1765. A small community evidently developed on the east side of the river because, in 1797, Captain James Piggott used the site as a ferry landing to haul goods and people back and forth from St. Louis. In 1815, residents called the village "Jacksonville," after Andrew Jackson, the hero of the Battle of New Orleans. The name had been changed to Illinoistown three years later, at which time the village had 125 residences and seventeen places of business.¹⁵⁴

The village's fate became linked in 1837 with railroad development. The first line, a six-mile stretch from the village to the bluffs, was built that year to haul coal to St. Louis. The village was very nearly wiped out in a devastating 1844 flood, but fortunes brightened in 1852 with the construction of the Ohio & Mississippi Railroad. Several other lines emanated from the village, and it soon became a

¹⁵² Wilderman & Wilderman, eds., *Historical Encyclopedia of Illinois and History of St. Clair County*, 2:801-7; *Tapestry of Time*, 6-8.

¹⁵³ Wilderman & Wilderman, eds., *Historical Encyclopedia of Illinois and History of St. Clair County*, 2:791-95.

¹⁵⁴ *Tapestry of Time*, 99; Wilderman & Wilderman, eds., *Historical Encyclopedia of Illinois and History of St. Clair County*, 2:752.

railroad center. During the Civil War, the village was an important transfer point for troops and supplies, and it became known as East St. Louis. John Bowman and S.M. Lount drew up in 1865 a city charter and formally adopted the name of East St. Louis. The city grew very rapidly in the late nineteenth century. Its population doubled every ten years between 1870 and 1910. The business community expanded dramatically after city officials built levees and created a landfill with raised the level of the downtown area to mitigate the effects of periodic flooding. Additional rail lines radiated from the city. East St. Louis was the terminal point for twenty-seven lines around 1900. The railroads, in turn, fostered a variety of commercial and industrial enterprises. The city became an important center for shipping livestock and coal. Iron works, packing plants, breweries, railroad shops and aluminum works were but a few of the industries that were sustained by the railroads. Although the city's population continued to grow well into the twentieth century (peaking at 82,295 in 1950), economic fortunes sagged badly during the Great Depression. War-time production improved the situation, but in the post-war period, the decline became even more precipitous. As a result, East St. Louis never approached its once-expected level of prominence.¹⁵⁵

St. Louis

Located immediately across the river from East St. Louis is the southern "anchor" of the High Speed Rail project corridor. St. Louis, Missouri, rivals Chicago as one of the Midwest's most important transportation hubs. Located on the Mississippi River just below the confluences of the Missouri and Illinois rivers and 175 miles north of the mouth of the Ohio river, St. Louis commands a river network covering much of the United States. Although the advent of the railroad enabled Chicago to surpass St. Louis as a commercial and industrial center, the latter remains one of the most prominent communities in the region.

Much of the city's significance derives from its position on the Mississippi River. For hundreds of years, the Mississippi has been among the most important transportation routes in North America. Native Americans had long utilized the river to facilitate travel and trade. Word of the "father of the waters" filtered eastward to French voyageurs and missionaries who began exploring the Great Lakes region in the seventeenth century. Marquette and Jolliet finally reached the Mississippi in 1673. It did not take long for the French to extend their control over the river valley and exploit the area's natural resources. By the early eighteenth century, Frenchmen were on both sides of the river and trading for furs, mining lead and salt, and then shipping those goods to New Orleans. The French controlled the Mississippi River Valley until the Seven Years War ended in 1763. Unwilling to cede the entire North American empire to their bitter enemy, Great Britain, France turned the area west of the Mississippi over to Spain.¹⁵⁶

St. Louis was established during this transition. New Orleans' merchants wanted to insure that the

¹⁵⁵ *Tapestry of Time*, 99-109; Wilderman & Wilderman, eds., *Historical Encyclopedia of Illinois and History of St. Clair County*, 2:752-59, 762-63, 804.

¹⁵⁶ J. Thomas Sharf, *History of Saint Louis City and County*, 2 vols. (Philadelphia: Louis H. Everts, 1883), 1:28-62; Edwin C. McReynolds, *Missouri: A History of the Crossroads State* (Norman, OK: University of Oklahoma Press, 1962), 7-18; James Fernando Ellis, *The Influence of Environment on the Settlement of Missouri* (St. Louis: Webster Publishing Company, 1929), 28-33.

lucrative fur trade continued to make its way downriver to New Orleans. As a result, the firm of Maxent, Laclede and Company obtained a charter in 1762 to trade with the Missouri Indians. Pierre Laclede Liguest led in the following year a small expedition upriver to find a suitable location for a trading post. Laclede came in December upon the site of present-day St. Louis and decided to establish the post there. The site so impressed Laclede that he thought the future settlement might become “one of the finest cities of America—so many advantages were embraced in this site, by its locality and its central position, for forming settlements.” While Laclede attended to other business, he placed fourteen-year-old Auguste Chouteau in charge of erecting the first building in February 1764. Laclede returned in April and named the new community St. Louis, in honor of King Louis IX.¹⁵⁷

Laclede’s settlement grew slowly but steadily. Within a year, fifty people had joined the post. Most were Frenchmen who left the Illinois country rather than submit to English control. Three years after the Spanish formally took possession of Upper Louisiana in 1770, St. Louis totaled 444 whites and 193 slaves. Most of these early residents were likely attracted by the lively trade of furs, flour, lead and tobacco. The trade was so lucrative that the village’s population continued to climb throughout the disruption caused by the American Revolution and subsequent political intrigues. St. Louis numbered 925 inhabitants by 1799, most of whom were French, but a sizable number of Americans were also present. Indeed, American involvement in St. Louis would soon increase dramatically. France, then led by Napoleon Bonaparte, reacquired Louisiana in 1800. This greatly alarmed the United States. Government officials feared that Napoleon would close New Orleans to American commercial traffic flowing down the Mississippi. Thus did President Jefferson send emissaries to France to purchase the port of New Orleans. Napoleon surprised everyone by offering the entire Louisiana Territory. The United States quickly concluded the purchase in 1803 and took formal possession of St. Louis and Upper Louisiana on 9 March 1804.¹⁵⁸

St. Louis was incorporated as a town on 9 November 1808, but it had grown very little since the U.S. acquired it. Indeed, St. Louis’ population had increased only to one thousand by 1810. But after the War of 1812, the town experienced rapid growth. Americans and immigrants alike began pouring into the western reaches of the country. There were fifty-six hundred people in St. Louis by 1821, and the City of St. Louis was incorporated the following year. The city’s population climbed to over ten thousand in 1836, and in 1845 it reached 35,930. A huge influx of German immigrants helped push the number of residents to 77,860 in 1850. St. Louis totaled 160,773 people one decade later. That figure soared to 350,522 by 1880.¹⁵⁹

¹⁵⁷ Sharf, *History of Saint Louis City and County*, 1:62-78; McReynolds, *Missouri: A History of the Crossroads State*, 19-20; Ellis, *The Influence of Environment on the Settlement of Missouri*, 37-42; Ernest Kirschken, *Catfish and Crystal* (Garden City, NY: Doubleday, 1960), 50-53; quote in Auguste Chouteau, “Narrative of the Settlement of St. Louis,” in *Early Histories of St. Louis* (St. Louis: St. Louis Historical Documents Foundation, 1952): 48.

¹⁵⁸ Sharf, *History of Saint Louis City and County*, 1:647-54, 2:1013-23; McReynolds, *Missouri: A History of the Crossroads State*, 51; Ellis, *The Influence of Environment on the Settlement of Missouri*, 41, 44-46; Kirschken, *Catfish and Crystal*, 61-77.

¹⁵⁹ Sharf, *History of Saint Louis City and County*, 1:227-68; McReynolds, *Missouri: A History of the Crossroads State*, 51; John Francis McDermott, ed. *The Early Histories of St. Louis* (St. Louis: St. Louis Historical Documents Foundation, 1952), 71.

From its inception, St. Louis depended on commerce to thrive. An 1821 directory notes that St. Louis had fifty-seven wholesale grocers and forty-six mercantile establishments that conducted and “extensive trade, with the most distant parts of the Republic, in merchandize, [sic] produce, furs and peltry.” The fur trade was the city’s most lucrative venture. Not only did it spur the city’s founding, but it continued to be profitable until the 1840s. St. Louis merchants, however, dealt in more than just furs. Lead ore from Missouri and the Galena district in Illinois made its way to St. Louis. In 1853, St. Louis received 409,314 “pigs” of iron (a pig of lead weighted an average of eighty pounds). Over one million “pigs” were shipped to St. Louis by 1882. Lumber was also quite abundant. By 1875, 56,643,000 board feet of lumber were sent to St. Louis. That figure multiplied to 434,043,094 board feet six years later. Agricultural produce was yet another rich source of revenue. The city’s extensive transportation network enabled St. Louis merchants to garner much of the country’s abundant agricultural production. The grain trade was especially prosperous. Prior to 1850, most of the imported grain was consumed in the local market, but production became so great that St. Louis began exporting grains all around the world. St. Louis imported 1,712,776 bushels of wheat in 1851, for example, but exported none. By 1882, St. Louis received over twenty million bushels of wheat and exported over twelve million bushels. Corn, oats, rye and barley followed the same general pattern. Tobacco was another source of revenue. Growers began shipping tobacco to St. Louis in the early nineteenth century. Eight-five hundred hogsheads of tobacco were shipped into the city by 1841. That figure reached 29,204 hogsheads in 1876.¹⁶⁰

St. Louis’ transportation facilities and ability to tap into the country’s natural resources enabled civic leaders to develop an extensive industrial base as well. Some industrial enterprises were visible by 1821. In that year, St. Louis had a brewery, a tannery, three soap and candle factories, two copper and tinware manufacturers and a nail factory. Grain shipments fostered an extensive milling industry. Pierre Laclede Liguest built the first gristmill in 1766. By 1847, there were fourteen mills in the city. The city’s twenty-four mills manufactured in 1882 nearly two million barrels of flour. The cotton and tobacco trades similarly sparked industrial growth. The first cotton factory appeared in 1844. St. Louis imported in 1880 over five hundred thousand bales of cotton to supply its three cotton factories. Tobacco manufacturers first operated in St. Louis in 1817. There were over two hundred establishments producing by 1880 cigars, cigarettes, chewing tobacco and snuff. Numerous foundries and stove works were established to capitalize on the area’s mineral resources. Meat packing plants, tanneries and boot and shoe factories evolved to handle the region’s tremendous livestock production. Brewing was yet another industry that depended on agricultural produce. St. Louis’ first brewery began operation in 1810. The large influx of German immigrants gave rise to numerous breweries. By 1860, there were forty breweries, which produced over two hundred thousand barrels of common and lager beer. Brewing beer remains one of St. Louis’s most important industries. Indeed, Anheuser-Busch brewery is the country’s largest.¹⁶¹

Until the mid-nineteenth century, St. Louis’ river network catapulted the city to a dominant position in

¹⁶⁰ Sharf, *History of Saint Louis City and County*, 2:1125, 1223-27, 1237-53, 1322-27; McReynolds, *Missouri: A History of the Crossroads State*, 69-70, 107-16; McDermott, ed. *The Early Histories of St. Louis*, 66-67.

¹⁶¹ Sharf, *History of Saint Louis City and County*, 2:1213-22, 1231-35, 1246-49, 1258-75, 1308-18, 1330-33; Kirschten, *Catfish and Crystal*, 350-57.

the Midwest. The rivers carried an ever-increasing flow of human traffic through St. Louis to the West. This resulted in St. Louis' 1850 population being double that of its nearest competitor, Chicago. In addition, virtually all of the city's raw materials and finished goods were transported long the water routes. Although river commerce remained a vital cog in St. Louis' economic picture for decades to come, it would soon lose its preeminence to the railroad. Construction on the city's first railroad began in 1851. And by 1853, the fourteen mile line from St. Louis to Kirkwood was open. The Civil War suspended most river traffic, prompting even more railroad construction. The trend continued in the post-war period, and soon railroads carried the bulk of St. Louis' business. In 1866, for example, of the 2,107,026 barrels of flour imported into the city, only 424,627 were carried along the river. Similarly, only 408,742 bushels of nearly 4.5 million bushels of exported wheat were sent along the rivers. The amount of freight (in tons) imported by 1876 by rail was five times that imported by river.¹⁶²

Another, more damaging result of the transition from river to rail traffic was that the railroad enabled Chicago to eclipse St. Louis as the most prominent city in the Midwest. Although St. Louis had an extensive rail network, it could not match the commercial and industrial traffic pouring into Chicago. St. Louis remained an important commercial and industrial center, but the city "dozed off" after World War I and experienced a period of stagnation. The city, however, was revitalized in the 1940s and continues to thrive to this day.¹⁶³

¹⁶² Sharf, *History of Saint Louis City and County*, 2:1006-11, 1087-213.

¹⁶³ Kirschten, *Catfish and Crystal*, 15.

CHAPTER 2

ARCHITECTURAL STYLES AND FORMS¹⁶⁴

The buildings and structures located along the proposed HSR corridor represent a significant number of architectural styles and building forms that were popular from the 1850s to the present. In general, most of the residential buildings within the corridor are vernacular or retain only elementary elements of a particular architectural style. While a few high-style residential resources were noted, many of the best examples of any particular style were civic, community or commercial structures. The discussion below focuses on those styles and forms that were prevalent throughout the corridor or included a notable example or two along the route.

Italianate

Residential examples of the Italianate Style (1850s-1880s) generally feature a rectangular plan and a flat/truncated hipped roof with wide, overhanging eaves; a cupola often tops the roof. While Italianate houses typically display symmetrical facades, L-plans are also prevalent and fenestration is often round-arched. Typical high-style ornamentation includes eave brackets, either singly or in pairs, bay projections and decorative window hoodmolds. An example of the style located at **321 S. Sangamon Street** in Lincoln (Logan County) displays the rectangular plan and singular eave bracketing while the house located at **129 W. Flagg Street** in Williamsville (Sangamon County) displays an elaborate porch, paired brackets and modest window hoods.



321 S. Sangamon St., Lincoln



129 W. Flagg St, Williamsville

Second Empire

Typified by a mansard roof with dormered windows and eaves with decorative brackets, the Second Empire style derives its name from the reign of Napoleon III and the French Second Empire. In the Midwest, the style was more commonly found on large public and institutional

¹⁶⁴ Unless otherwise noted, all information within each brief discussion of a particular architectural style or form was gleaned from Virginia & Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1993) and Barbara Wyatt, ed., *Cultural Resource Management in Wisconsin*, 3 vols. (Madison, WI: State Historical Society of Wisconsin, Historic Preservation Division, 1986), Vol 2: Architecture.

buildings, although residential examples can be found. The house at the corner of **E. Dean and N. Masterson streets** in Virden (Macoupin County) is topped with a mansard roof and displays carved brackets within its eaves. It was the only example of the style found within the project corridor.



NWC E Dean St & N Masterson St, Virden

Queen Anne

The Queen Anne style was very popular on the East Coast during the 1880s. The style is known by its massive scale; complex plans; variety of color, materials and texture; and its preference for intersecting top-heavy gables. Prominent towers and turrets often combined with elaborate porches are amongst the most notable aspects of the style. This style was utilized most frequently in residences; although commercial examples exhibiting prominent corner towers or windowed bays can be found at significant corners within a downtown commercial district – an example of which is found at the corner of **E. Davidson & Depot streets** in Gardner (Grundy County). Meanwhile, the house at **305 W. North Street** in Lexington (McLean County) displays a complex, multiple-gable roof plan, shinglework gables and canted corner walls along with a wrap-around porch.



E Cnr E Davidson & Depot Sts, Gardner



305 W North St, Lexington

Dutch Colonial Revival

The Dutch Colonial Revival style coincided with the Colonial Revival style, which was popular in between 1895 and 1920. Buildings of these styles reflect a revived interest in the American colonial and revolutionary periods. The style captured elements of the Georgian and Federal styles and defining ornamentation included classically-inspired main entrances, symmetrical window placement, columns and classically detailed cornices. The Dutch Colonial Revival variant featured a gambrel roof. An example of the style located at **225 W. Conrey Street** in Williamsville (Sangamon County) retains classical porch columns and eave returns while a second example at **1108 W. Grove Street** in Bloomington (McLean County) includes gambrel gabled dormers.



225 W. Conrey St, Williamsville



1108 W. Grove St, Bloomington

American Foursquare

Popularized by mail-order catalogues, the American Foursquare residence, which was prevalent from 1900 to 1930, is typically two stories and features a nearly square plan. It is topped with a low, broad hipped roof and is generally pierced on each side by a central roof dormer and also displays a large porch across the primary, symmetrical façade. Exterior materials range from clapboard to brick to concrete block; elements influenced by the Colonial Revival style are most often found on foursquare buildings. Both the frame example at **401 Cedar Street** in Lexington (McLean County) and the brick example at **Old Mazon Road & Old Route 66** in Goodfarm Township (Grundy County) display the nearly square form, hipped roof and façade-length front porches.



401 Cedar St, Lexington



Old Mazon Rd & Old RTE 66, Goodfarm Township

Bungalow

The bungalow, which is perhaps more a form than a style, emerged in the 1910s and was popular into the 1940s. Characterized as an economical dwelling with simple lines, the bungalow typically rises one-and-one-half stories and features a wide, projecting roof, often low-pitched and featuring a dormer window. The roof, which oftentimes displays exposed rafter tails, allows for large, façade-length porches, which may be enclosed. Clapboard siding is generally predominant; however, stucco and brick are also commonly used. Woodwork, including carved knee braces and brackets, tends to be plain but solid. While stylistic elaborations of the form exist, bungalows generally are simple in their design. Numerous mail-order catalogues of the period featured varied plans that could be obtained cheaply and then executed by a local builder. The bungalow located at **610 W. Hovey Avenue** in Normal (McLean County) is a front-gabled, clapboard-sided example of the form with an open porch defined by rusticated concrete block piers. Meanwhile, the side-gabled example at **581 State Aid Road** in Wood River (Madison County) exhibits a shed-roof dormer and a façade-length, open porch supported by four combination brick and square wooden post piers.



610 W Hovey Ave, Normal



581 State Aid Rd, Wood River

Period Revival Styles

Period Revival styles, which range in time from the turn-of-the-twentieth century to the 1940s (with particular emphasis in the 1920s), are based on past motifs and styles. Using a variety of historical elements, architects and/or builders of the 1920s could combine those elements to make his or her own interpretation of the style. In turn, they could advertise their versatility in order to please a broader clientele. The variety of Period Revival styles found throughout the HSR corridor is illustrated below:



Period Gothic Revival-Style Church
East & Washington Sts, Towanda



Period Colonial Revival-Style House
5987 Iron Bridge Rd, Woodside Township



Period Neoclassical Revival-Style Bank
SW of 134 W Main St, Dwight



Period Tudor Revival-Style House
SEC W South & S Columbia Sts, Dwight

Art Moderne and Art Deco

The Art Deco style, which was popular from the mid 1920s to the mid 1940s, is characterized by clean rectilinear lines (suggesting machine precision) and has either no ornamentation or ornamentation of a purely geometric or highly stylized character. Related to Art Deco, Art Moderne also celebrates technology; however, in its application it is more streamlined and is without historical references. Popular between 1930 and 1950, its design emphasis is on horizontality which is exhibited through its rooflines and/or windows. Indeed, the Art Moderne-

style Illinois National Guard Armory at **823 W. Reynolds Street** in Pontiac (Livingston County) features vertical piers and windows along with geometrical grooves in the concrete walls.



Art Moderne-Style Armory
823 W Reynolds St, Pontiac



International-Style House
1005 S Old Airport Rd, Pontiac

International

The International Style was first chronicled in 1922 with the publication of *The International Style* by Henry-Russell Hitchcock and Philip Johnson. The style originated in Europe and utilized modern technology and materials, such as metal-framed windows and steel skeleton construction. It was executed in designs that departed drastically from earlier, more traditional architectural styles that relied upon the placement of structural walls and detailed ornamentation. Principles of the style include flat roofs, smooth wall surfaces clad in stucco, smooth boards or brick, as well as ribbons of fenestration that often wrap around corners. With walls that appear as curtains as opposed to structural necessities, asymmetrical facades are typical and appear with vast expanses of blank wall irregularly interrupted by casement or floor-to-ceiling windows and cantilevered roofs or balconies. A demonstration of pure function and a “machine for living,” International Style buildings have virtually no ornamentation. Pictured in the image above, the concrete-block house at **1005 S. Old Airport Road** in Pontiac (Livingston County) exhibits the typical corner window arrangement of the International Style.¹⁶⁵

Contemporary

The Contemporary Style emerged after World War II and elements of it continue to this day. It is a departure from many aspects of previous architectural movements, but elements of its two subtypes do embody tenets of previous styles. The two subtypes are based on roof design – gabled or flat. Flat-roof examples feature elements of the International Style, while gabled roof examples frequently embrace Prairie or Craftsman styles. Notable features are overhanging eaves (or awnings) and, within larger buildings, plate-glass windows arranged in a continuous series. Combinations of sheathing materials are common and integrated together with minimal

¹⁶⁵ Henry-Russell Hitchcock & Philip Johnson, *The International Style* (New York: W.W. Norton & Company, 1922; reprinted 1995), 55-56, 64-65, 73-74, 81-85.

ornamentation which, when taken as a while, contribute to a sleek and modern appearance. The Centennial Building on the **Illinois State University Campus** in Normal (McLean County) utilizes metal panels, exposed aluminum framing and plate-glass windows on its facades, while a car dealership at **4100 Nameoki Road** in Granite City (Madison County) maximizes exposure to its show room with floor-to-ceiling, plate-glass windows that rise to a zig-zag roof line.



Illinois State University Campus, Normal



4100 Nameoki Rd, Granite City

Ranch

The Western Ranch (or California Ranch) Style has diverse roots that range from the Spanish California period to the era of the American western pioneer. The low, rambling nature of the Ranch Style perhaps can be attributed to settlement of the Spanish *rancho*. In the early 1800s, many soldiers in the Spanish military settled in what would become the American southwest and set up small farms or ranches. Since adobe was the primary material available, construction usually was limited to long, narrow, single-story buildings, often with numerous wings or additions. Given the warm, dry nature of the climate, open porches ran the length of the residence and served the same function as an interior hallway. The advantage of his design promoted for better use of interior space and increased the house's total living area. Later, American pioneers adopted these basic design tenets for their houses.¹⁶⁶

In the 1940s, a number of West Coast architects formalized the Western Ranch Style in the book *Western Ranch Houses*. The style incorporated design aspects that were based on function and provided “informal, yet gracious” living. Ranches incorporate the outdoors into interior living as the entire property is used for living space. Porches, sunrooms and broad windows blend interior and exterior spaces and Ranch houses often ramble and do not dominate their location if the grounds are properly integrated into the design. The houses at **Pedigo Lane** in Woodside Township (Sangamon County) and **200 N. Beech Street** in Normal (McLean County) demonstrate the broad, rambling nature of Ranch houses.¹⁶⁷

¹⁶⁶ Clifford May, ed., *Western Ranch Houses* (San Francisco: Lane Publishing Company, 1946), ix, 11-23.

¹⁶⁷ Ibid., 24-26, 34, 42, 48, 56, 62, 84, 86, 88.



Pedigo Lane, Woodside Township



200 N Beech St, Normal

Vernacular

In addition to the aforementioned styles, a wide range of vernacular resident and commercial architecture emerged within the High Speed Rail corridor. In fact, most of the buildings photographed within the corridor are best classified as vernacular. This form of local interpretation and expression reflects distinct types that fall under no specific stylistic category. Most were built between the 1880s through the mid-1900s. Such buildings are best classified by their roof forms with front-gabled, side gabled and gabled ell being the most prevalent, although flat, shed and multi-gabled roof forms were also evident. Other forms such Cape Cod and Two-Story Cube frequently capture the basic elements of various architectural styles, but typically carry little notable detail. Vernacular houses may exhibit limited stylistic elements as shown by the porch on the front-gabled house at **1206 W. Jackson Street** in Bloomington (McLean County), while the side-gabled residence at **728 N. Chicago Street** in Lincoln (Logan County) has virtually no detail.



Front-Gabled House
1206 W Jackson St, Bloomington



Side-Gabled House
728 N Chicago St, Lincoln

Although porch detailing and several ornamental windows within the house at **29050 IL RTE 53** in Wilmington Township (Will County) suggest it once represented the Queen Anne style, vinyl siding and other modifications reduce this building to its essential gabled ell form. Meanwhile,

the house at **606 W. Cleary Street** in Pontiac (Livingston County) is simple, one-story cube with a hipped roof and small wall dormer on the main façade.



Gabled Ell House
29050 IL RTE 53, Wilmington Township



One-Story Cube House
606 W Cleary St, Pontiac

Constructed with hollow tile, the house at **Hwy 111, S of Woodgate Drive** in Piasa Township (Jersey County) demonstrates the side-gabled Cape Cod form with central entrance. Meanwhile, the circa-1960s, hipped-roof house at **3856 Aberdeen Avenue** in Alton (Madison County) with its attached garage suggests a Ranch influence; however, it displays little else of that style.



Cape Cod House
Hwy 111, S of Woodgate Dr, Piasa Township



Hipped-Roof House
3856 Aberdeen Ave, Alton

CHAPTER 3

RESOURCE TYPES

In addition to residential resources, the most common types of structural resources along the HSR corridor related to the areas of agriculture, commerce, grain handling and industry. Agricultural resources were limited to farmsteads or individual barns and outbuildings. Commercial resources primarily were found in downtown commercial districts that emerged due to the construction of the railroad. Those downtown areas were also examined for their potential as downtown commercial historic districts. Those commercial resources directly attributed to the development of U.S. Route 66, while they may have been photographed as part of this survey effort, were not considered for the National Register potential as part of this report. Grain handling resources consist of grain elevators or grain-handling complexes. Individual grain bins generally were not considered. And finally, industrial resources included warehouses, factories and industrial complexes not directly associated with the railroad.

Agriculture

Agriculture played a significant role in the settlement and development of Illinois. Illinois farmsteads involve three basic elements: The house, the outbuildings and the farmstead arrangement. As settlers poured into Illinois, primitive log or sod houses eventually gave way to more substantial frame, stone or brick structures. By the 1860s, the demand for timber had outstripped the supply. As a result, the balloon frame, a new style of architecture that used less wood, had been developed in Chicago as early as the 1830s.¹⁶⁸

Meanwhile, the average, early farmstead usually had three or four outbuildings, including a barn or corncrib, smokehouse, chicken coop and spring house. The barn was the focal point around which the smaller buildings, such as cribs and coops, were clustered. Over time, the farmer enlarged his house and barn and built additional outbuildings, such as a new summer kitchen, stable or root cellar. Beginning in the 1880s, new developments in harvesting hay encouraged more affordable barn designs. As a result, hay barns became common sights on the prairie. The growth of the livestock and dairy industry also fostered the development of more elaborate barns to shelter stock and store feed crops. Moreover, dairying spurred the evolution of additional specialized structures, such as milk houses or silos.¹⁶⁹

These elements were the backbone of an “agricultural settlement complex” that persisted in the Midwest well into the twentieth century. Modern farms in Illinois typically have come to include

¹⁶⁸ Rexford Newcomb, *Architecture of the Old Northwest Territory: A Study of Early Architecture in Ohio, Indiana, Illinois, Michigan, Wisconsin & Part of Minnesota* (Chicago: The University of Chicago Press, 1950), 94-96; Betty I. Madden, *Arts, Crafts and Architecture in Early Illinois*. Urbana, IL: University of Illinois Press, 1974), 63-64; Allen G. Noble, ed. *To Build a New Land: Ethnic Landscapes in North America* (Baltimore: The Johns Hopkins University Press, 1992), 65-66.

¹⁶⁹ Noble, ed., *To Build a New Land*, 100,102; Terry G. Jordan & Mattik Kaups, *The American Backwoods Frontier: An Ethnic and Ecological Interpretation* (Baltimore: The Johns Hopkins University Press, 1989), 129-31.

five to nine outbuildings. The evolution of large-scale, cash-crop (grain) farming, however, has prompted changes in the functions and design of some Midwestern outbuildings. In the former case, many farmers have abandoned older cattle barns or have altered them to protect machinery; regarding the latter, older, wooden corncribs have been replaced with modern grain bins.¹⁷⁰

With regard to the layout of farmsteads, a number of factors such as weather, topography, convenience, land survey systems and tradition promoted three general variations in the arrangement of farmsteads. First, there is a “free form” or ‘strewn’ pattern in which buildings seem to have been located in a haphazard fashion but actually follow the contour of a slope. The layout of historical Appalachian farm buildings, for example, reflects Old World patterns wherein proximity to a water supply and a means of transportation, such as a road or creek, determined house placement. Moreover, the house was built on higher ground to avoid flooding. Second, buildings on some farmsteads are oriented to face the same direction, usually with regard to survey lines or compass directions. This pattern seems to have emerged in New England. The last general pattern features a courtyard arrangement, which the “Teutonic core” of Europe—German, Dutch and Swedish immigrants—introduced to America. In this model, several buildings are constructed around a central courtyard, while surrounding buildings block winter winds and protect livestock kept in the open area.¹⁷¹



9942 E North Rd, Funks Grove Township



W Side Kennedy Rd, S of Auburn, Auburn Township

Commercial Buildings

The Greek Revival era from 1820 to 1850 coincided with Illinois' initial settlement and set the pattern of main street commercial development in the state. Typically built on narrow lots no

¹⁷⁰ Glenn T. Trewartha, “Some Regional Characteristics of American Farmsteads,” *Annals of the Association of American Geographers* 38 (1948): 176-90, 215-20; Wayne E. Kiefer, “An Agricultural Settlement Complex in Indiana,” *Annals of the Association of American Geographers* 62 (September 1972): 488-91, 493-506; Laurence Kruckman & Darrell L. Whiteman, “Barns, Buildings and Windmills: A Key to Change on the Illinois Prairie,” *Journal of the Illinois State Historical Society* 68 (June 1975): 259-66.

¹⁷¹ Allen G. Noble & Hubert G.H. Wilhelm, “The Farm Barns of the American Midwest,” in *Barns of the Midwest*, 9-10; “Affordable Barns,” 81; Jordan and Kaups, *Backwoods Frontier*, 129-34; Rehder, “Scot-Irish and English in Appalachia,” 102; Thomas C. Hubka, *Big House, Little House, Back House, Barn: The Connected Farm Buildings of New England* (Hanover: University Press of New England, 1984), 114-119.

wider than 25 feet, many commercial buildings shared common masonry walls that held wooden floors. The shared masonry walls maximized building space and provided fire protection within a densely packed downtown. An initial drawback with masonry prior to the development of steel was the inability to create long spans needed to provide for large storefront windows. As a result, the Greek Revival style with its preference for columns that could facilitate post-and-beam construction was ideally suited for creating an inviting commercial storefront with relatively small window openings.

Although cast iron was used on storefronts in the eastern United States as early as the 1820s, it was not generally available in Illinois until the 1850s. A material with high compression strength, a narrow cast iron post could support as much weight as a larger masonry column – resulting in larger storefront windows to invite the shopper into the store. Although cast iron beams typically spanned between only six and eight feet, the narrow columns could be integrated into the fenestration millwork thus providing for an expansive storefront. The material also lent itself well to standardization and prefabrication and storefront kits that could be erected on site were marketed to builders. The components within these kits could be fabricated to display various architectural details that could contribute to a wide range of architectural styles. Such kits were expanded to include various components using ornamental pressed metal for cornices and other decorative elements. After the Civil War, most new buildings built on a commercial main street utilized cast iron storefronts and the storefronts of many buildings from the earlier Greek Revival era were remodeled to include them. While the storefront on **103 S. Hamilton Street** in McLean (McLean County) has been modernized, its cast iron support posts are clearly evident.



103 S Hamilton St, McLean



104-108 S Franklin St, Dwight

The emergence of steel triggered, beginning in the 1890s, a third era of storefront construction in Illinois. Structural steel with its high tension strength could span longer distances than cast iron or wood and when used as part of the building's structural system could be hidden by other materials. As a result, entire storefronts could be free of structural members and available for large sheets of plate glass, which now could be framed within narrow metal components. When combined with a recessed doorway, the area to either side offered the customer a large display areas as they entered the store. Glass incorporated into transoms or bulkheads also provided natural light to the store or its basement. The flexibility provided by structural steel and

expansive plate glass windows ensured that a wide range of architectural styles were available to building owners, including modern movement styles such as Art Deco and Art Moderne. Although the windows have been modified, the commercial block at **104-08 S. Franklin Street** in Dwight (Livingston County) illustrates the thin, narrow metal components and recessed entryways used in storefronts from the period.

In general, storefronts are altered routinely and repeated as retail tastes change and different types of businesses occupy the building. Alterations to windows, doorways and canopies are expected and a commercial building may reflect two or more distinct architectural styles.¹⁷²

Grain Elevators

The evolution of storage elevator construction can be divided into three periods. The first period utilized a one-story structure, sometimes called a “flathouse,” in which bagged grain was stored. The capability of this early type of structure had for retaining bulk grain was limited by weight of the grain and the structure’s inability to withstand the corresponding pressure.¹⁷³



103 E Vermillion St, Odell



W of RR Tracks, Shirley

The second period is characterized by the wood cribbed elevator. This design utilized 2 by 8s and 2 by 10s, which were laid flat and spiked on top of the other, which formed “strong, pressure-resistant bins.” This type of elevator was developed in the 1860s and 1870s. Because of the height that these elevators reached, a new system had to be developed that raised the grain to the level of the cribs. Oliver Evans was responsible for that system which consisted of small buckets attached to a belt. Operating vertically, grain could be discharged by wagons into an elevator’s lower level, the bucket/conveyor would scoop the grain up, lift it the height of the structure in a shaft called the “leg.” Then discharge it into chutes from the top of the elevator known as the “headhouse.” Those chutes would direct the grain into any one of a number of

¹⁷² Mike Jackson, “Storefronts on Main Street: An Architectural History,” in *Illinois Preservation Series* (Springfield, IL: Illinois Historic Preservation Agency, 1998) 19:2-15.

¹⁷³ Robert M. Frame, III, “Grain Storage and the Development of the Elevator.” In *A Guide to the Industrial Archeology of the Twin Cities*, edited by Nicholas Westbrook (St. Paul: Minnesota Historical Society, 1983), 63.

cribs. Clad with sheet metal, the cribbed elevator at **103. E. Vermillion Street** in Odell (Livingston County) utilizes conveyors to transport grain to a large storage structure.¹⁷⁴

Fire was a major concern for grain elevators, and various materials other than wood were experimented with during the last part of the 19th century. These included steel, brick and hollow tile. The third type of elevator was developed near Minneapolis in 1899. It was a cylindrical concrete tank, and became the model upon which virtually all modern concrete elevators were patterned. The concrete elevator in **Shirley** (McLean County) is one of several such examples along the corridor.¹⁷⁵

Industrial Buildings



417 W. Sherman Ave, Pontiac



1119 N. Kickapoo St, Lincoln

Late nineteenth and early twentieth-century industrial buildings primarily utilized brick for their construction. The material was economical, fireproof and flexible with regard to structural strength and ornamentation. Structural strength was a key component since industrial machines exerted a variety of powerful mechanical forces upon a building. The result was that the brick walls were formed into a series of piers that absorbed these forces. With mechanical forces distributed to the piers, the space between each pier could carry large and numerous windows. With electric lighting and ventilation systems in their infancy, natural light and air flow were the best and cheapest ways to illuminate and ventilate the work space. In fact, the roofs of many industrial buildings were designed to include either skylights or sawtooth windows to enhance interior illumination. Meanwhile, the walls carried long banks of multi-pane windows. The ornamentation for most turn-of-the-century industrial buildings was austere due to economic factors. The primary architectural features were the building's mass and its regular arrangement of piers and fenestration. When properly combined, these elements united to imply a sense of technological and organizational mastery. The use of brick allowed for some additional

¹⁷⁴ Ibid.

¹⁷⁵ Ibid.

ornamentation at a very low cost. Specifically, the material could be used to construct parapets, corbeling, cornices and window arches. The two-story, brick industrial building at **417 W. Sherman Avenue** in Pontiac (Livingston County) is an example of a turn-of-the-twentieth-century industrial facility with brick piers and regularly spaced windows. Also, much like with commercial buildings, steel expanded the possibilities of industrial building design and sprawling complexes with massive expanses of glass emerged to house growing industries. The post-World War II facility at **1119 N. Kickapoo Street** in Lincoln (Logan County) is demonstrates how steel construction provided for broad expanses of industrial sash windows.¹⁷⁶

DRAFT

¹⁷⁶ Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York: Oxford University Press, 1999), 1089-12, 134-36, 161-63, 203, 209, 234.

CHAPTER 4

RECOMMENDATIONS

Properties Listed in the National Register of Historic Places

Excludes those listed properties that are railroad depots or associated with U.S. Route 66.



Illinois State Police District #6 Office
15551 Old US Route 66, Livingston County



Matthew T. Scott House
227 N. 1st St, Chenoa, McLean County



J.H. Hawes Elevator
301 SW 2nd St, Atlanta, Logan County



Atlanta Public Library
100 SE Race St, Atlanta, Logan County



Downey Building
110-12 SW Arch St, Atlanta, Logan County



Lincoln Courthouse Square Historic District
Lincoln, Logan County

The following historic districts in Chicago (Cook County) and Joliet (Will County) are listed in the National Register. Neither district has been field reviewed and no photographs were taken. Photographs and mapping will be incorporated into the final report.

Illinois Institute of Technology Academic Campus

--Roughly bounded by 31st Street, State Street, 35th Street and the Dan Ryan Expressway

Joliet East Side Historic District

-- Roughly bounded by Washington and Union Streets, 4th and Eastern Avenues

The following properties in Springfield (Sangamon County) are listed in the National Register. Springfield initially was not part of this survey effort and no photographs were taken. Photographs and mapping will be incorporated into the final report.

H.P. Boult House	1123 S. 2 nd St
John F. Bretz House & Warehouse	1113 N. 5 th St
Susan Lawrence Dana House	301 Lawrence Ave
Edwards Place	700 N. 4 th St
Executive Mansion	410 E. Jackson St
Hickox Apartments	631 S. 4 th St
Illinois State Capitol	401 S. Spring St
Jennings Ford Auto Dealership	431 S. 4 th St
St. Nicholas Hotel	400 E. Jefferson St

Additional Study Recommended

The following 45 individual resources and two historic districts established a level of architectural and/or historical interest and integrity that would merit further investigation to establish their potential for eligibility under Criterion A, B or C of the National Register of Historic Places.

Agriculture



Farmstead (Photo 1 of 2), 9942 E. North Rd
Funks Grove Township, McLean County



Farmstead (Photo 2 of 2), 9942 E. North Rd
Funks Grove Township, McLean County



Farmstead (Photo 1 of 2), 8133 Karas Drive
Williams Township, Sangamon County



Farmstead (Photo 2 of 2), 8133 Karas Drive
Williams Township, Sangamon County

Architecture



Gardner Community Building
305 Liberty St, Gardner, Grundy County



Period Tudor Revival Style House, SEC W South & S Columbia Sts, Dwight, Livingston County



Neoclassical Building, SEC E Mazon Ave & W Main St, Dwight, Livingston County



Neoclassical Building
134 W Main St, Dwight, Livingston County



Odell Community Building, S Cnr S Front & W Vermillion Sts, Odell, Livingston County



International Style House
1005 S Old Airport Rd, Pontiac, Livingston County



Pontiac National Guard Armory
823 W Reynolds St, Pontiac, Livingston County



Craftsman Style House
200 E Cemetery Ave, Chenoa, McLean County



American Foursquare House
808 Kingsley St, Normal, McLean County



Centennial West Building
Illinois State University, Normal, McLean County



Mount Hope Township Community Hall
NEC N Clinton & W Morgan Sts, McLean County



Italianate Style House
321 S Sangamon St, Lincoln, Logan County



Period Revival Style House
319 W Kickapoo St, Lincoln, Logan County



Italianate Style House
129 W Flagg St, Williamsville, Sangamon County



Second Empire Style House, NWC E Dean & N Masterson Sts, Virden, Macoupin County



Ranch Style House, 8016 Montclair Ave
Godfrey Township, Madison County



Ranch Style House, 8114 Montclair Ave
Godfrey Township, Madison County



American Oil Company Office Building
400 S Main St, Wood River, Madison County



Contemporary Style Car Dealership
4100 Nameoki Rd, Granite City, Madison County

Commerce



Prairie-Style Bank
122 W Main St, Dwight



Period Neoclassical Style Bank Building
S of 134 W Main St, Dwight, Livingston County



Hardware Store, S Cnr S Front & E Hamilton Sts, Odell, Livingston County



Queen Anne Style Commercial Building
NEC Veto & Owsley Sts, Chenoa, McLean County



Neoclassical Style Bank Building
211 S Green St, Chenoa, McLean County



Commercial Building
119 E Beaufort St, Normal, McLean County



McLean State Bank, NEC N Hamilton & W Morgan Sts, McLean, McLean County



Commercial Building
106-08 SW 1st St, Atlanta, Logan County



Commercial Building
114 SW Arch St, Atlanta, Logan County



Neoclassical Style Bank Building
102 Oglesby St, Elkhart, Logan County



Commercial Building
117 W Main St, Williamsville, Sangamon County



Commercial Building
101 W Main St, Williamsville, Sangamon County



**Commercial Building, Shipman & Macoupin
Station Rds, Polk Township, Macoupin County**

Grain Elevators



SW of 302 E Division St, Gardner



Ocoya, Eppards Point Township



103 E Vermillion St, Odell



W Cnr S Front St & E Deer St, Odell



Kruger Siding, N of Lincoln, East Lincoln Township



S Side N Latham St btw Bohan & Taylor, Elkhart

Industry



Funk Seed Co. Grain Bins, S of 550 North Rd
W of RR Tracks, Funks Grove, McLean County



Contemporary Style Industrial Building
1119 N Kickapoo St, Lincoln, Logan County



**Warehouse
1095 16th St, Granite City, Madison County**



**Industrial Complex, W Side 16th St,
S of Niedringhaus, Granite City, Madison County**



**Industrial Complex (Photo 1 of 2)
1001 College St, Madison, Madison County**



**Industrial Complex (Photo 2 of 2)
1001 College St, Madison, Madison County**

Historic Districts



**Dwight Downtown Commercial Historic District
Dwight, Livingston County**



**Dwight Downtown Commercial Historic District
Dwight, Livingston County**



Elkhart Downtown Commercial Historic District
Elkhart, Logan County



Elkhart Downtown Commercial Historic District
Elkhart, Logan County

DRAFT

BIBLIOGRAPHY

- Andreas, A.T. *History of Cook County Illinois*. Chicago: A.T. Andreas, 1884.
- Baskin, O.L. *History of Grundy County, Illinois*. Chicago: O.L. Baskin, 1882.
- Bateman, Newton & Paul Selby, eds. *Historical Encyclopedia of Illinois and History of McLean County*. Chicago: Munsell Publishing Company, 1880.
- Bradley, Betsey Hunter. *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press, 1999.
- Brink, W.R. *History of Madison County, Illinois*. Edwardsville, IL: W.R. Brink, 1882.
- Campbell, Bruce Alexander. *The Sangamon Saga*. Springfield, IL: Phillips Brothers, 1976.
- Chouteau, Auguste. "Narrative of the Settlement of St. Louis," in *Early Histories of St. Louis*. St. Louis: St. Louis Historical Documents Foundation, 1952: 45-49.
- Combination Atlas of Will County, Illinois*. Elgin, IL: Thompson Bros. and Burr, 1873.
- Drury, John. *This is Livingston County, Illinois*. Chicago: The Loree Company, 1955.
- _____. *This is McLean County, Illinois*. Chicago: The Loree Company, 1955.
- Ellis, James Fernando. *The Influence of Environment on the Settlement of Missouri*. St. Louis: Webster Publishing Company, 1929.
- Frame, Robert J., III. "Grain Storage and the Development of the Elevator." In *A Guide to the Industrial Archeology of the Twin Cities*, edited by Nicholas Westbrook. St. Paul: Minnesota Historical Society, 1983.
- Frankfort Area Historical Society. *Frankfort Lore*. Frankfort, IL: Frankfort Area Historical Society, 1973?.
- Goodspeed, Weston A. & Daniel D. Healy, eds. *History of Cook County Illinois*, 2 vols. Chicago: The Goodspeed Historical Assn, 1909.
- Gutman, Herbert G. "The Braidwood Lockout of 1874," in *Journal of the Illinois State Historical Society* (Spring 1960): 5-28.
- Hair, James T., comp. *Gazetteer of Madison County*. Alton, IL: James T. Hair, 1866.
- Hamilton, Oscar B., ed. *History of Jersey County Illinois*. Chicago: Munsell Publishing, 1919.

Hasbrouck, Jacob L. *History of McLean County, Illinois*. Indianapolis: Historical Publishing Co., 1924.

History of Logan County, Illinois. Chicago: Inter-State Publishing, 1886.

History of Sangamon County, Illinois. Chicago: Inter-State Publishing, 1881.

Hitchcock, Henry-Russell & Philip Johnson, *The International Style*. New York: W.W. Norton & Company, 1922; reprinted 1995.

Hubka, Thomas C. *Big House, Little House, Back House, Barn: The Connected Farm Buildings of New England*. Hanover: University Press of New England, 1984.

Illinois: Guide & Gazetteer. Chicago: Rand McNally, 1969.

Jackson, Mike. "Storefronts on Main Street: An Architectural History." *Illinois Preservation Series*. Springfield, IL: Illinois Historic Preservation Agency, 1998.

Jordan, Terry G. & Mattik Kaups. *The American Backwoods Frontier: An Ethnic and Ecological Interpretation*. Baltimore: The Johns Hopkins University Press, 1989.

Kiefer, Wayne E. "An Agricultural Settlement Complex in Indiana." *Annals of the Association of American Geographers* 62 (September 1972): 488-506.

Kirschten, Ernest. *Catfish and Crystal*. Garden City, NY: Doubleday, 1960.

Kruckman, Laurence & Darrell L. Whiteman. "Barns, Buildings and Windmills: A Key to Change on the Illinois Prairie." *Journal of the Illinois State Historical Society* 68 (June 1975): 259-66.

LeBaron, William, Jr. *The History of Livingston County, Illinois*. Chicago: William LeBaron, Jr., 1878.

_____. *The History of McLean County, Illinois*. Chicago: William LeBaron, Jr., 1879.

_____. *The History of Will County, Illinois*. Chicago: William LeBaron, Jr., 1878.

Madden, Betty I. *Arts, Crafts and Architecture in Early Illinois*. Urbana, IL: University of Illinois Press, 1974.

Maue, August. *History of Will County Illinois*, 2 vols. Indianapolis: Historical Publishing Company, 1928.

May, Clifford, ed. *Western Ranch Houses*. San Francisco: Lane Publishing Company, 1946.

Mayer, Harold M. & Richard C. Wade. *Chicago: Growth of a Metropolis*. Chicago: The University of Chicago Press, 1969.

McAlester, Virginia & Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1993.

McDermott, John Francis, ed. *The Early Histories of St. Louis*. St. Louis: St. Louis Historical Documents Foundation, 1952.

McReynolds, Edwin C. *Missouri: A History of the Crossroads State*. Norman, OK: University of Oklahoma Press, 1962.

Newcomb, Rexford. *Architecture of the Old Northwest Territory: A Study of Early Architecture in Ohio, Indiana, Illinois, Michigan, Wisconsin & Part of Minnesota*. Chicago: The University of Chicago Press, 1950.

Noble, Allen G., ed. *To Build a New Land: Ethnic Landscapes in North America*. Baltimore: The Johns Hopkins University Press, 1992.

Noble, Allen G. & Hubert G.H. Wilhelm. *Barns of the Midwest*. Athens, OH: Ohio University Press, 1995.

Norton, W.T., ed. *Centennial History of Madison County, Illinois, and its People, 1812-1912*. Chicago: The Lewis Publishing Company, 1912.

Pierce, Bessie Louis. *A History of Chicago*, 3 vols. Chicago: Alfred A. Knopf, 1937, 1940, 1957.

Plat Book of Livingston County, Illinois. Chicago: Geo. A. Ogle & Co., 1893.

Sanborn Map Company. *Sanborn Fire Insurance Maps--Illinois*. New York: Sanborn Map Company, various dates. See individual footnotes for specific citations.

The Sesquicentennial History of Illinois Series, 6 vols. Springfield, IL.: Illinois Centennial Commission, various dates. See individual footnotes for specific citations.

Sharf, J. Thomas. *History of Saint Louis City and County*, 2 vols. Philadelphia: Louis H. Everts, 1883.

Smith, Henry Justin. *Chicago's Great Century, 1833-1933*. Chicago: Consolidated Publishers, 1933.

Sterling, Robert E. *A Pictorial History of Will County*. Joliet, IL: Will County Historical Publications, 1975.

Stringer, Lawrence Beaumont. *History of Logan County, Illinois: A Record of Its Settlement, Organizations, Progress and Achievement*. Chicago: Pioneer Pub. Co., 1911, Reprinted 1978.

The Story of Macoupin County, 1829-1979. Carlinville, IL: Carlinville and Macoupin County Sesquicentennial, 1979.

Tapestry of Time: A Bicentennial History of St. Clair County, Illinois, in Pictures. Belleville, IL: St. Clair County Bicentennial Commission, 1991.

Trewartha, Glenn T. "Some Regional Characteristics of American Farmsteads." *Annals of the Association of American Geographers* 38 (1948): 176-220.

Ulrich, Helen Stine. *This is Grundy County: Its History from Beginning to 1968.* Dixon, IL: Grundy County Board of Supervisors, 1968.

United States, Department of the Interior, Bureau of the Census (USDI.BC). *The Seventh Census of the United States: 1850.* Washington, D.C.: Robert Armstrong, 1853.

- _____. *Population of the United States in 1860: Compiled from the Original Returns of the Eighth Census.* Washington, D.C.: Government Printing Office, 1864.
- _____. *A Compendium of the Ninth Census.* Washington, D.C.: Government Printing Office, 1872.
- _____. *The Statistics of the Population of the United States: Ninth Census-Volume 1.* Washington, D.C.: Government Printing Office, 1872.
- _____. *Report on the Productions of Agriculture as Returned at the Tenth Census (June 1, 1880).* Washington, D.C.: Government Printing Office, 1883.
- _____. *Statistics of the Population of the United States at the Tenth Census.* Washington, D.C.: Government Printing Office, 1883.
- _____. *Report on Population of the United States at the Eleventh Census, 1890.* Washington, D.C.: Government Printing Office, 1895.
- _____. *Twelfth Census of the United States Taken in the Year 1900, Vols. 5 and 6: Agriculture, Parts 1 and 2.* Washington, D.C.: Government Printing Office, 1902.
- _____. *Thirteenth Census of the United States taken in the Year 1910: Statistics for Illinois.* Washington, D.C.: Government Printing Office, 1913.

Walker, Charles A., ed., *History of Macoupin County Illinois.* Chicago: S.J. Clarke Publishing Company, 1911.

Wilderman, A.S. & A.A. Wilderman, eds. *Historical Encyclopedia of Illinois and History of St. Clair County*, 2 vols. Chicago: Munsell Publishing Company, 1907.

Wyatt, Barbara, ed. *Cultural Resource Management in Wisconsin*, 3 vols. Madison, WI: State Historical Society of Wisconsin, Historic Preservation Division, 1986.

DRAFT

APPENDIX A

MAPS

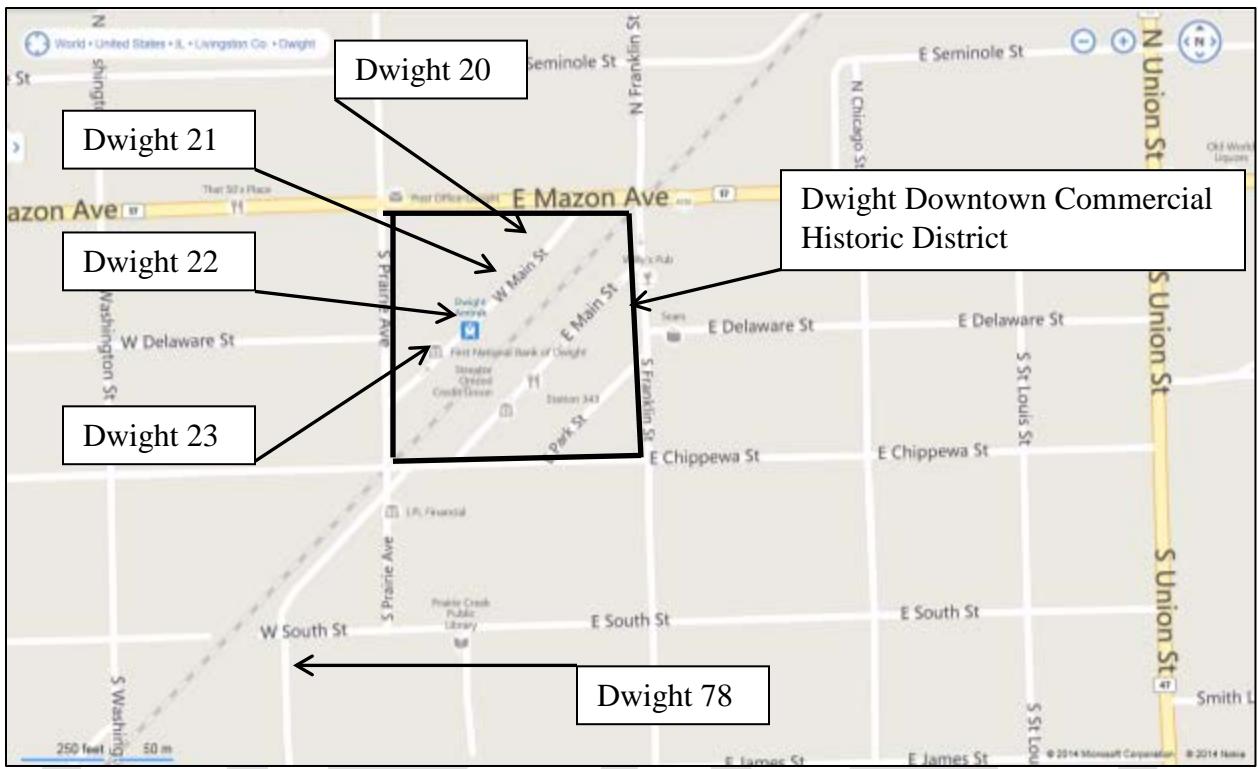
Lists those properties in the National Register or for which further study is recommended.

Map Code	County	Address	Type
Gardner 02	Grundy	305 Liberty St	Architecture
Gardner 30		SW of 302 E Division St	Grain Elevator
Dwight 20	Livingston	SEC E Mazon Ave & W Main St	Architecture
Dwight 21		134 W Main St	Architecture
Dwight 22		SW of 134 W Main St	Commercial
Dwight 23		122 W Main St	Commercial
Dwight 78		SEC W South St & S Columbia St	Architecture
		Dwight Downtown Commercial Historic District	Commercial
Odell 29		103 E Vermillion St	Grain Elevator
Odell 30		S Cnr S Front St & W Vermillion St	Architecture
Odell 35		S Cnr S Front St & E Hamilton St	Commercial
Odell 37		W Cnr S Front St & E Deer St	Grain Elevator
Pontiac 27		1005 S Old Airport Rd	Architecture
Pontiac 29		823 W Reynolds St	Architecture
Livingston County 10		15551 Old Rte 66	Listed NRHP
Livingston County 12		Ocoya, N. of Chenoa	Grain Elevator
Chenoa 7	McLean	227 N 1st Ave	Listed NRHP
Chenoa 13		NEC S Veto St & E Owsley St	Commercial
Chenoa 18		211 S Green St	Commercial
Chenoa 27		200 E Cemetery Ave	Architecture
Normal 22		119 E Beaufort St	Commercial
Normal 39		ISU Campus adj. to W. Beaufort St	Architecture
Normal 60		1103 N Main St	Architecture
McLean County 3		9942 E North Rd	Agriculture
Funks Grove 6		S of 550 North Rd, W of RR Tracks	Industrial
McLean 8		NEC N Clinton St & W Morgan St	Architecture
McLean 10		NEC N Hamilton St & W Morgan St	Commercial
Atlanta 12	Logan	106-108 SW 1st St	Commercial
Atlanta 18		W Cnr, SW 1st St & Pearl St	Listed NRHP
Atlanta 27		100 SE Race St	Listed NRHP
Atlanta 31		114 SW Arch St	Commercial
Atlanta 32		110-12 SW Arch St	Listed NRHP
Lincoln 52		321 S Sangamon St	Architecture
		Lincoln Courthouse Square Historic District	Listed NRHP

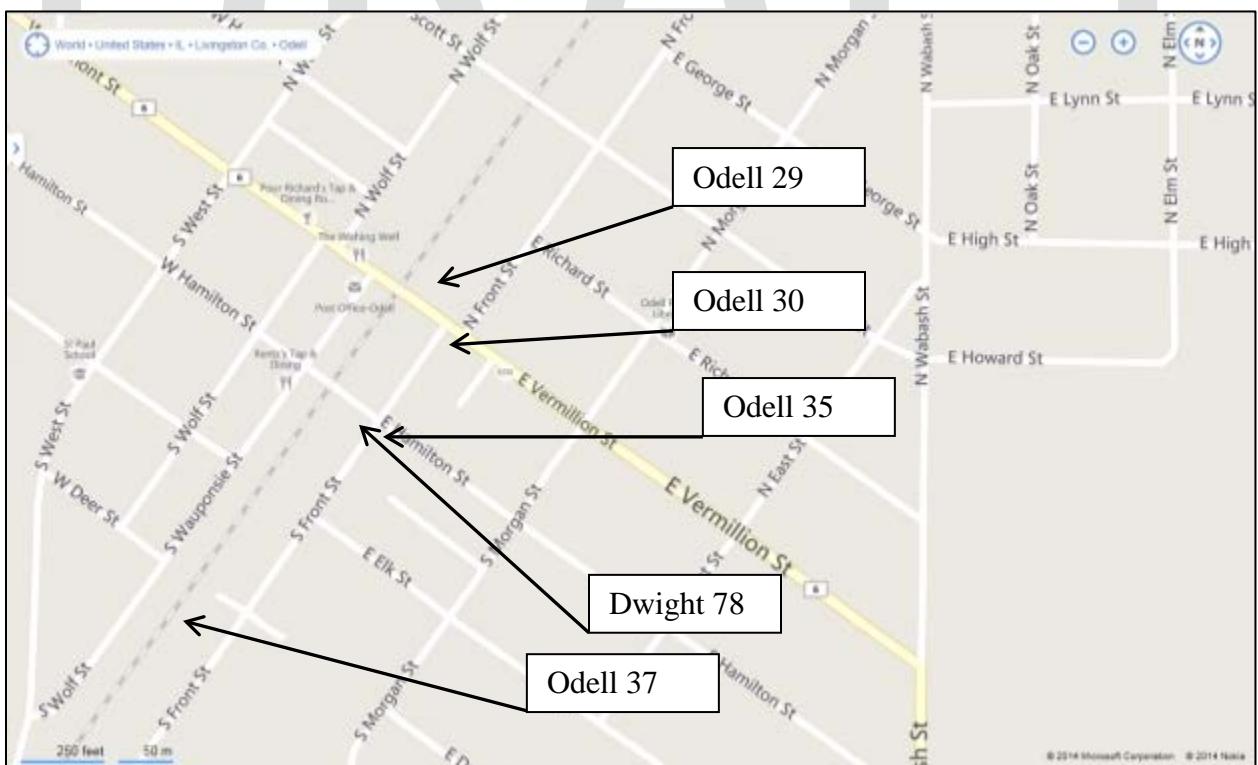
Logan County 01		Kruger Siding, N of Lincoln	Grain Elevator
Lincoln 65		319 W Kickapoo St	Industrial
Lincoln 139		1119 N Kickapoo St	Architecture
Elkhart 9		102 Oglesby St	Commercial
Elkhart 15		W Side N Latham St btw Bohan & Taylor	Grain Elevator
		Elkhart Downtown Commercial Historic District	Commercial
Williamsville 4	Sangamon	117 W Main St	Architecture
Williamsville 5		101 W Main St	Commercial
Williamsville 28		129 W Flagg St	Architecture
Sangamon County 1		8133 Karas Drive	Agriculture
Virden 15	Macoupin	NWC E Dean St & N Masterson St	Architecture
Macoupin County 3		Shipman Rd & Macoupin Station Rd	Commercial
Madison County 3	Madison	8016 Montclair Ave/Hwy 111	Architecture
Madison County 4		8114 Montclair Ave/Hwy 111	Architecture
Wood River 7		400 S Main St	Architecture
Granite City 1		4100 Nameoki Rd	Architecture
Granite City 5		1095 16th St	Industrial
Granite City 6		W Side 16th St, S of Niedringhaus	Industrial
Madison 1		1001 College St	Industrial



Gardner, Grundy County



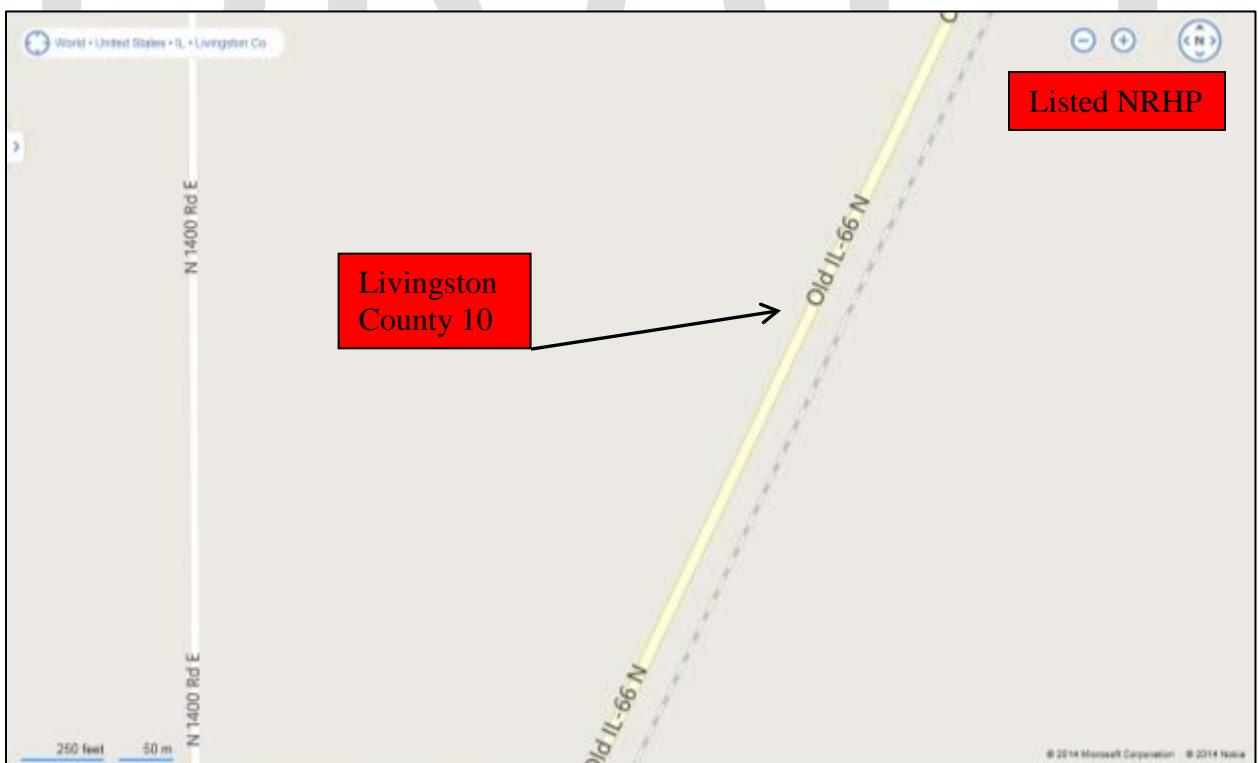
Dwight, Livingston County



Odell, Livingston County



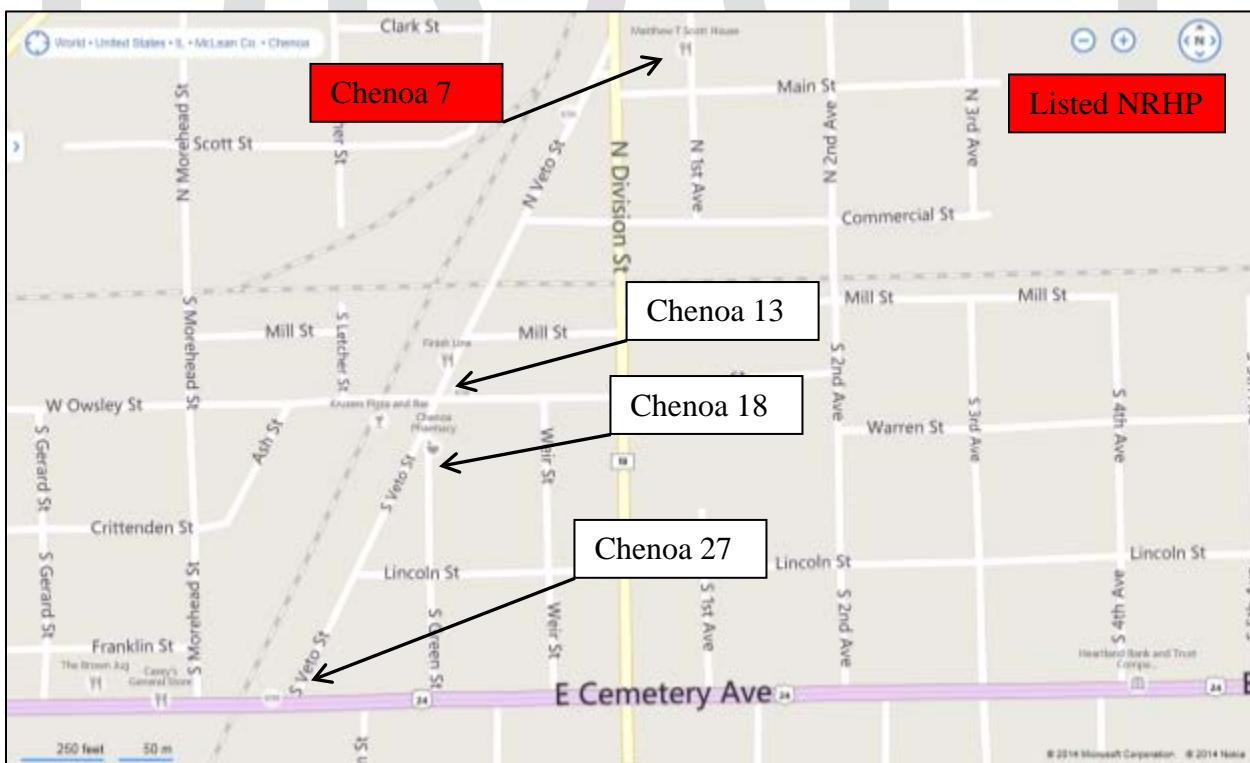
Pontiac, Livingston County



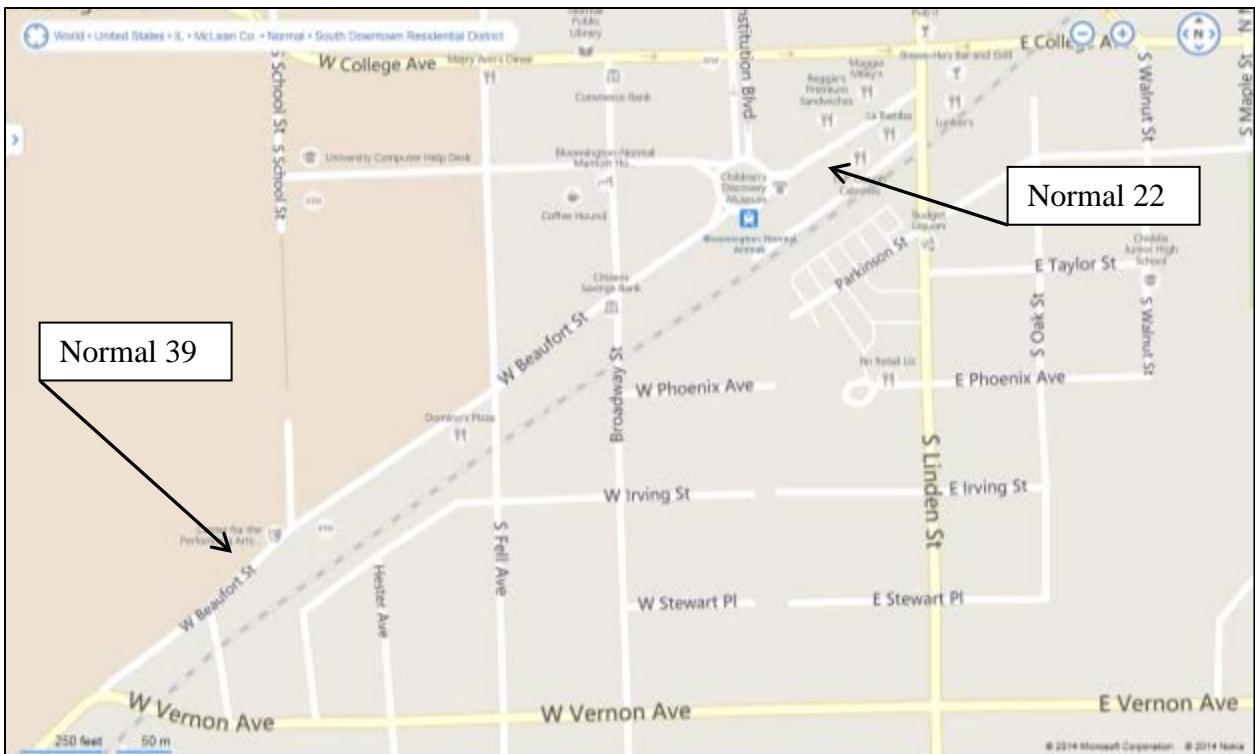
Pontiac Township, Livingston County



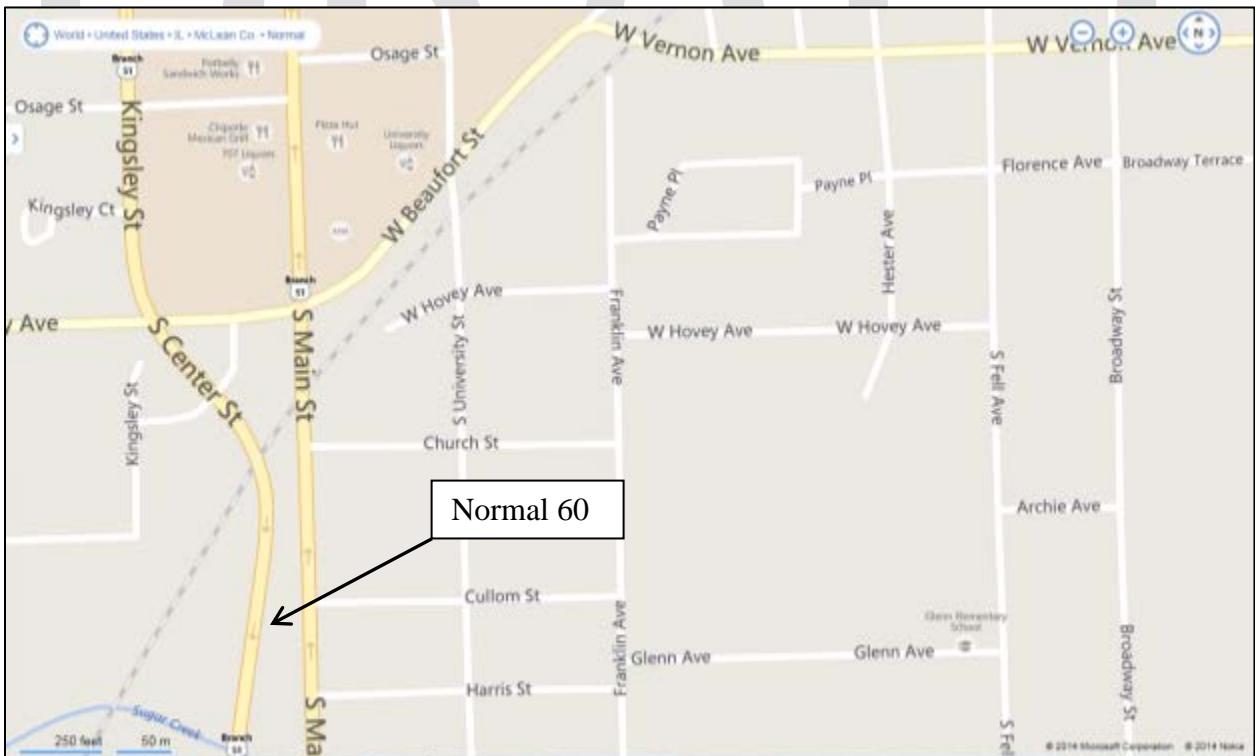
Eppards Point Township (Ocoya), Livingston County



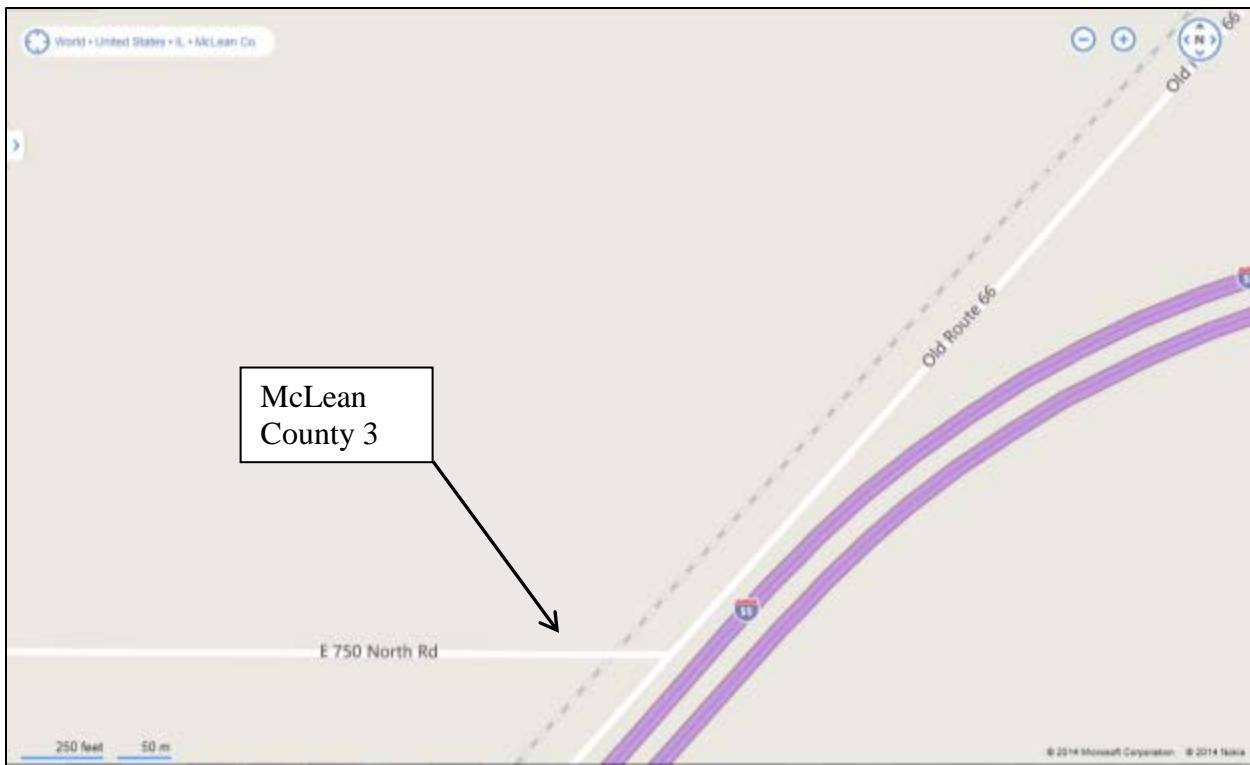
Chenoa, McLean County



Normal, McLean County



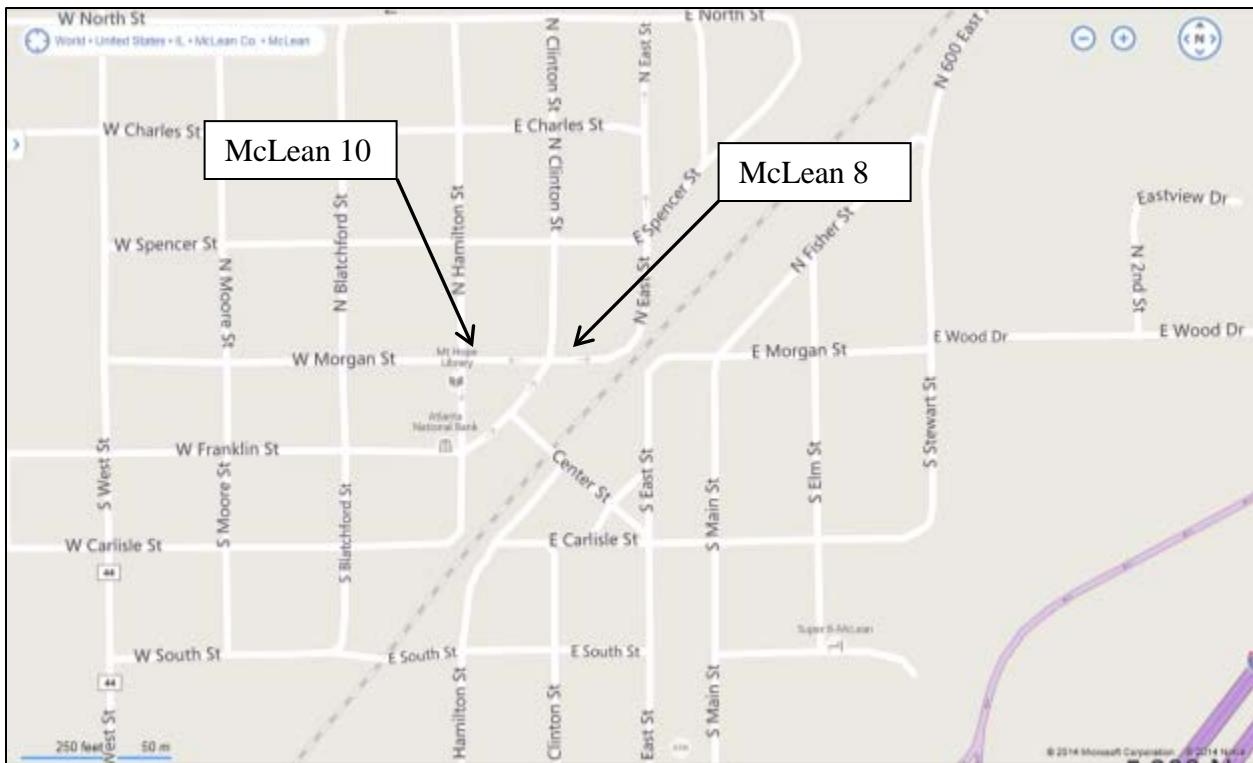
Normal, McLean County



Funks Grove Township, McLean County



Funks Grove, McLean County



McLean, McLean County



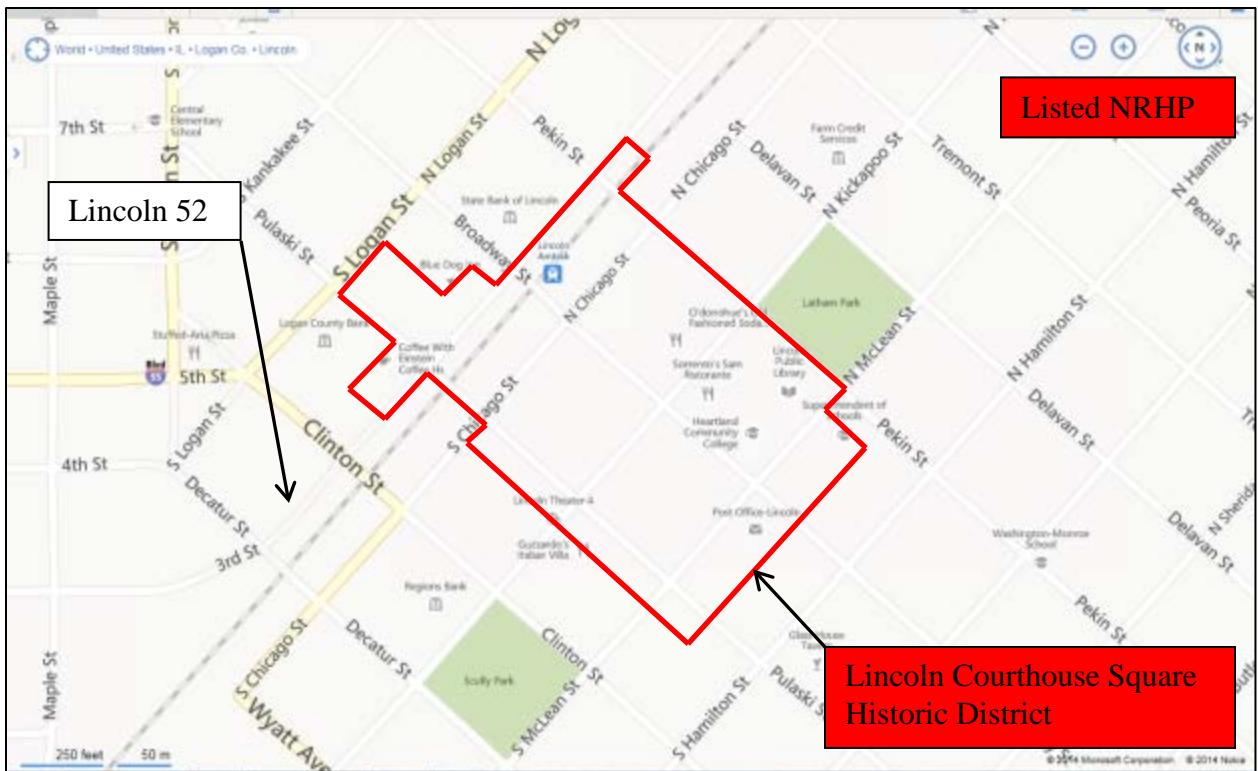
Atlanta, Logan County



East Lincoln Township (Krueger Siding), Logan County



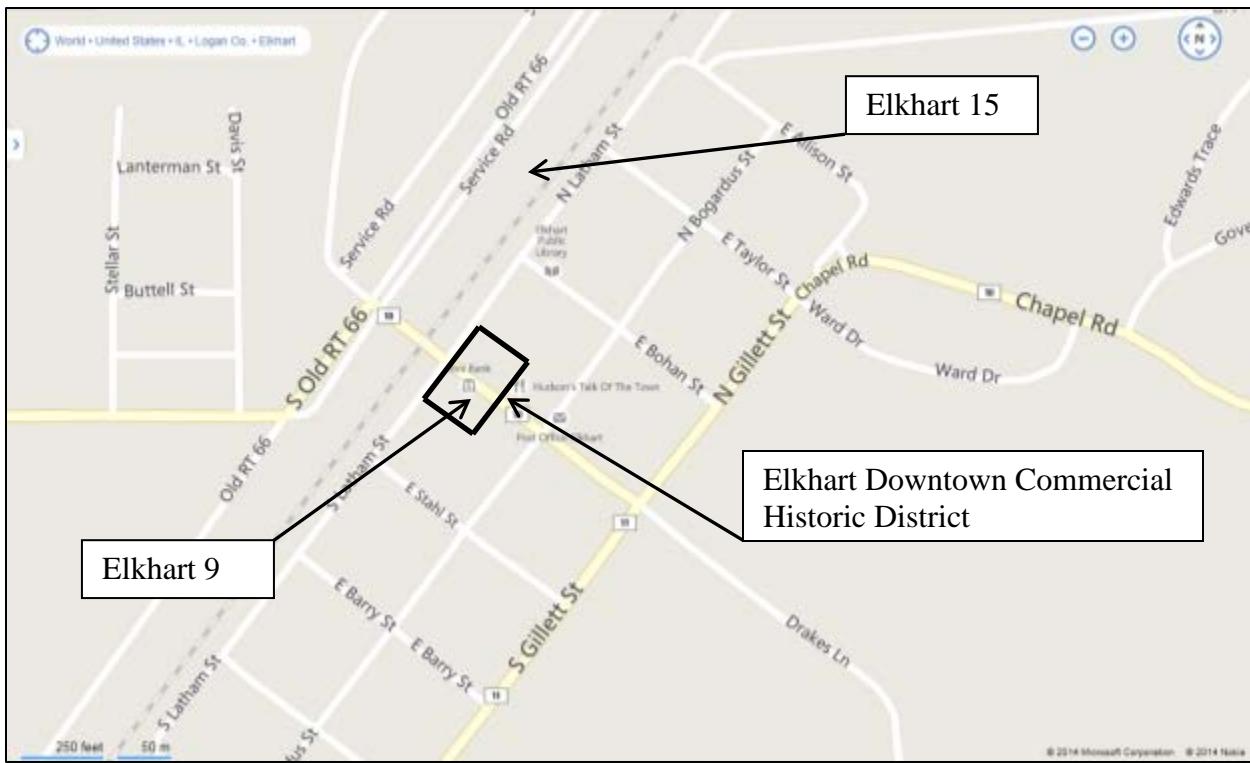
Lincoln, Logan County



Lincoln, Logan County



Lincoln, Logan County



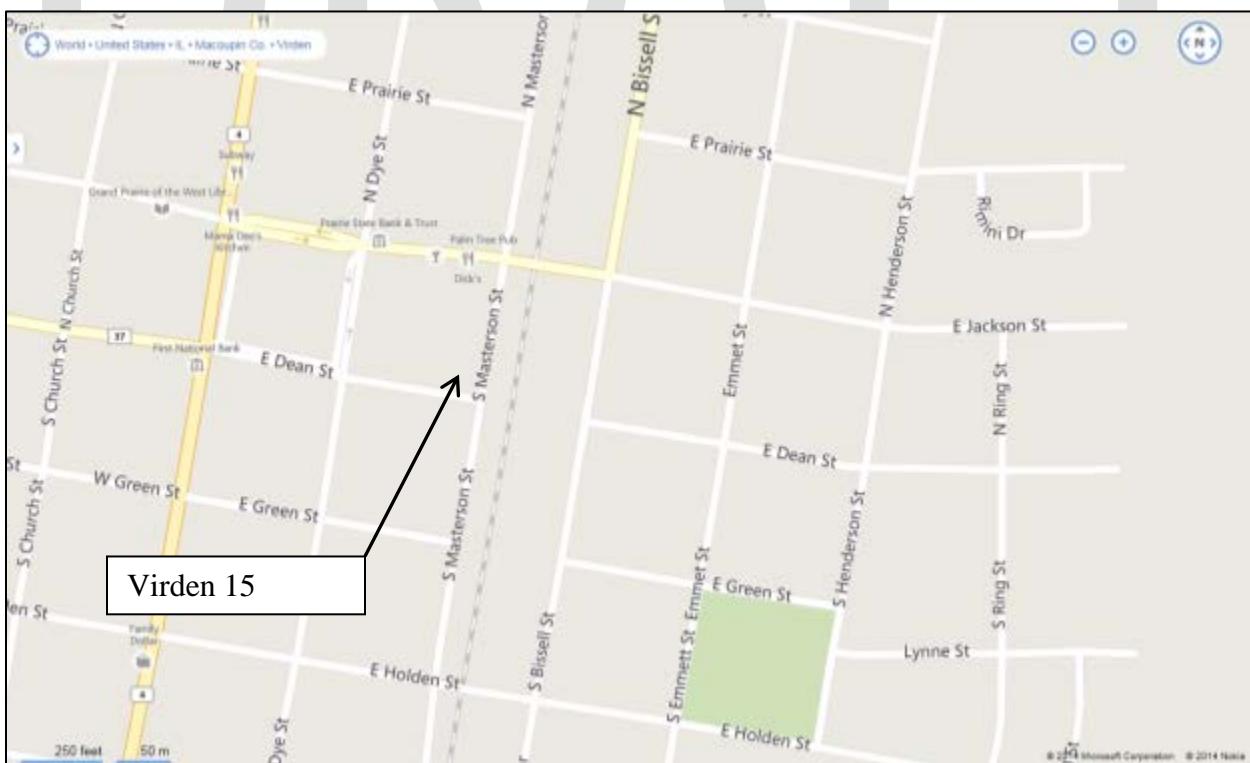
Elkhart, Logan County



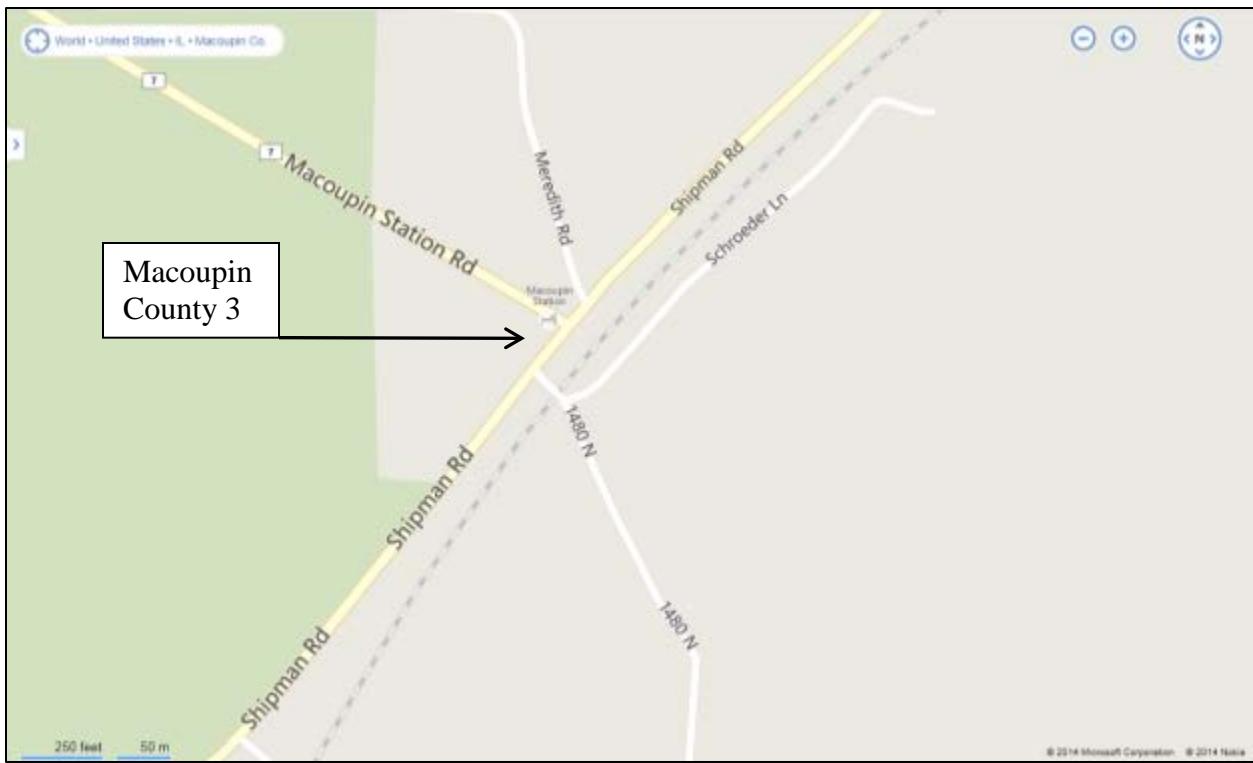
Williamsville, Sangamon County



Williams Township, Sangamon County



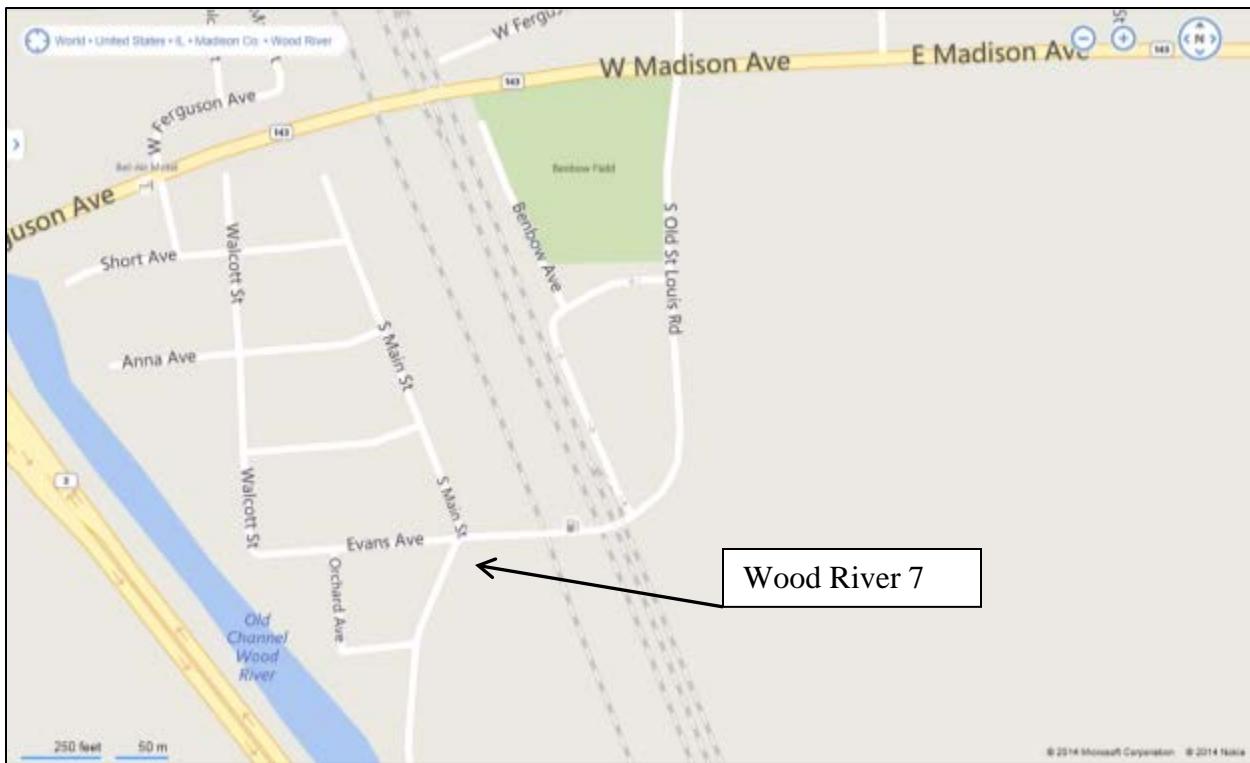
Virden, Macoupin County



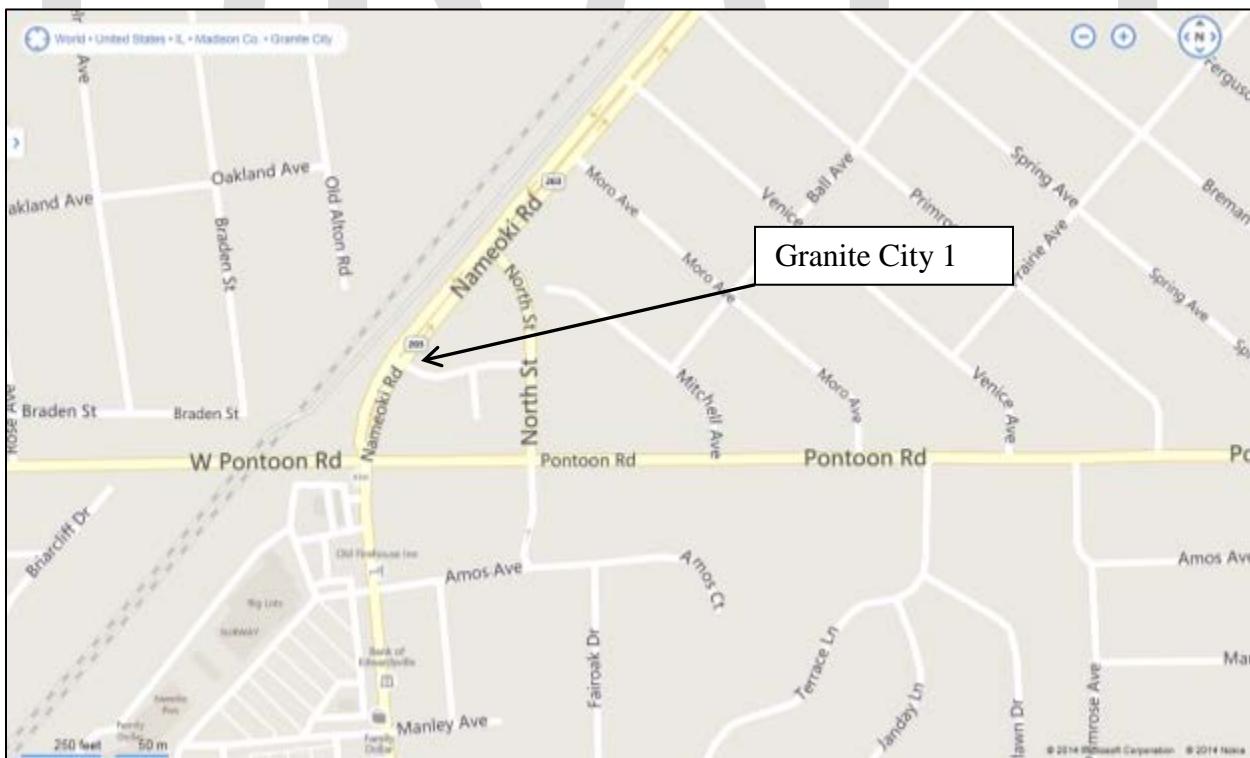
Polk Township, Macoupin County



Godfrey Township, Madison County



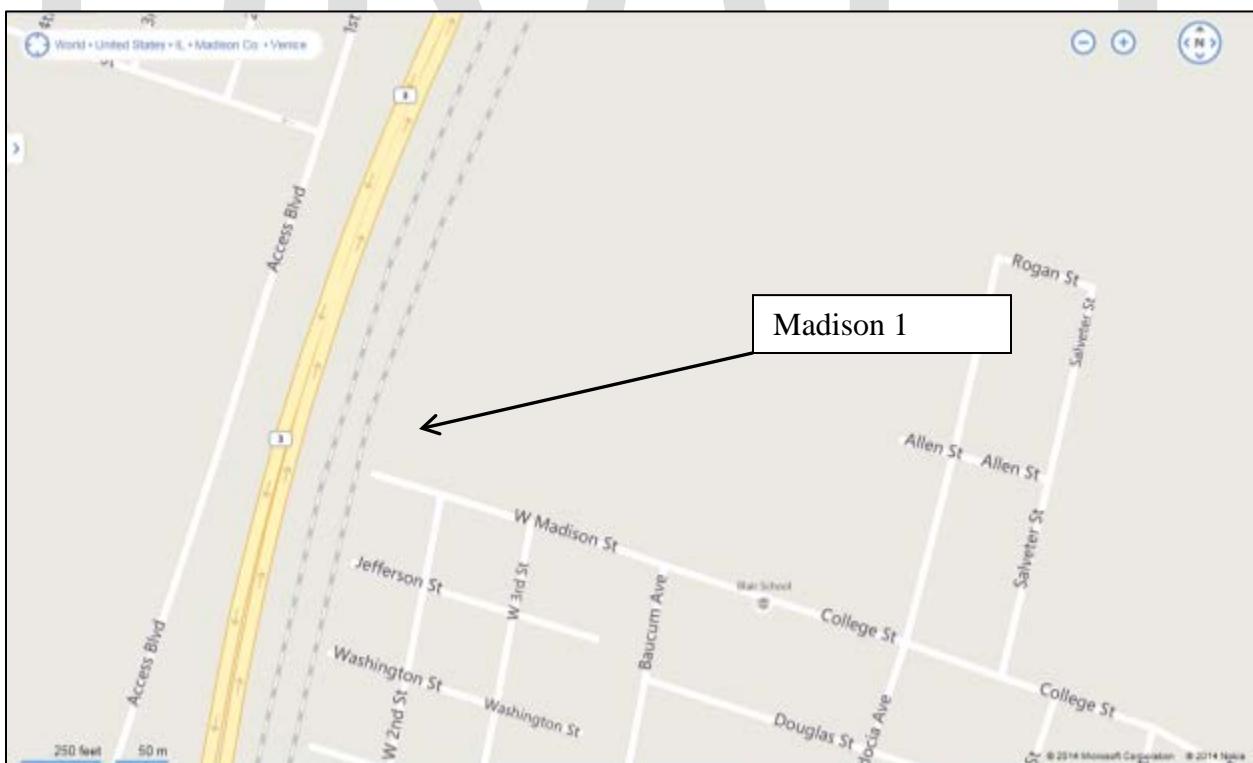
Wood River, Madison County



Granite City, Madison County



Granite City, Madison County

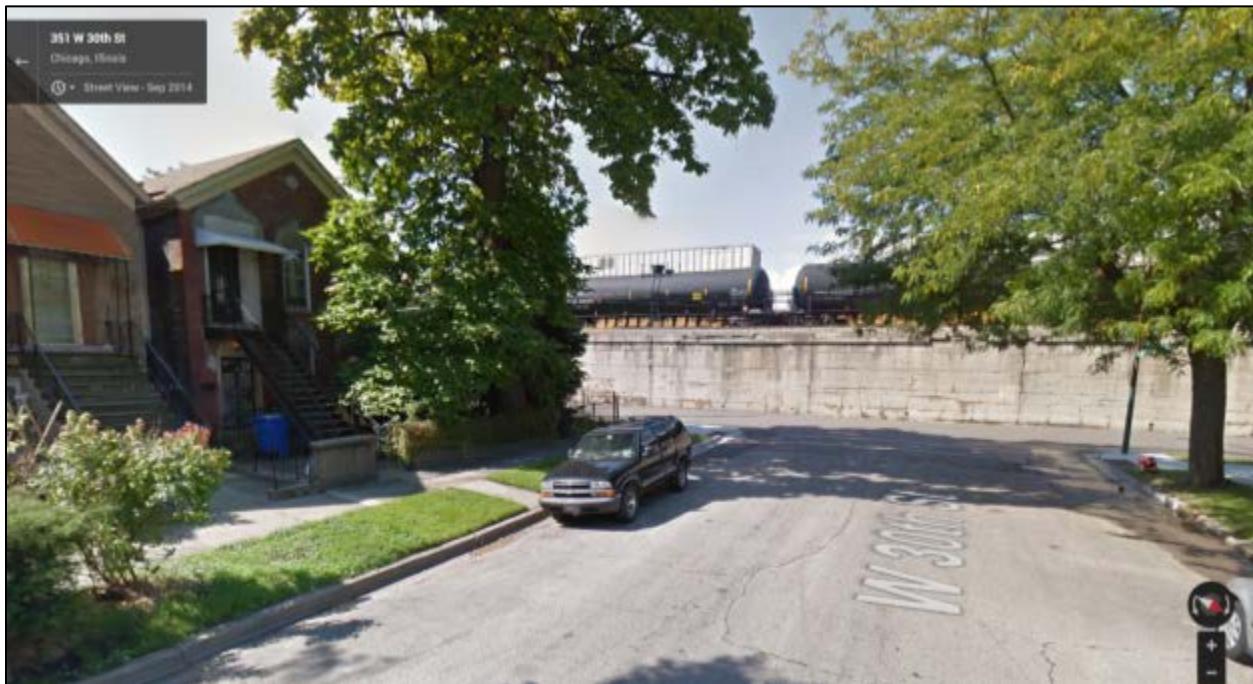


Madison, Madison County

APPENDIX B

CHICAGO TO JOLIET RESOURCES

The following images are circa 2013 Google Streetview images of resources noted in 2007/2008 digital photograph collection for the *Chicago to Joliet High-Speed Rail Project Tier 2 Environmental Impact Statement*. These resources were identified from the initial group as possessing a reasonable level of architectural or historical interest. A field review of the corridor is required to validate these initial findings and to identify possible resources not photographed in 2007 or 2008. Those results will be integrated into the final draft of this report.



353 W 30th Street, Chicago



5919 S LaSalle Street, Chicago



5923 S LaSalle Street, Chicago



6835 W Normal Parkway, Chicago



6960 S Princeton Avenue, Chicago



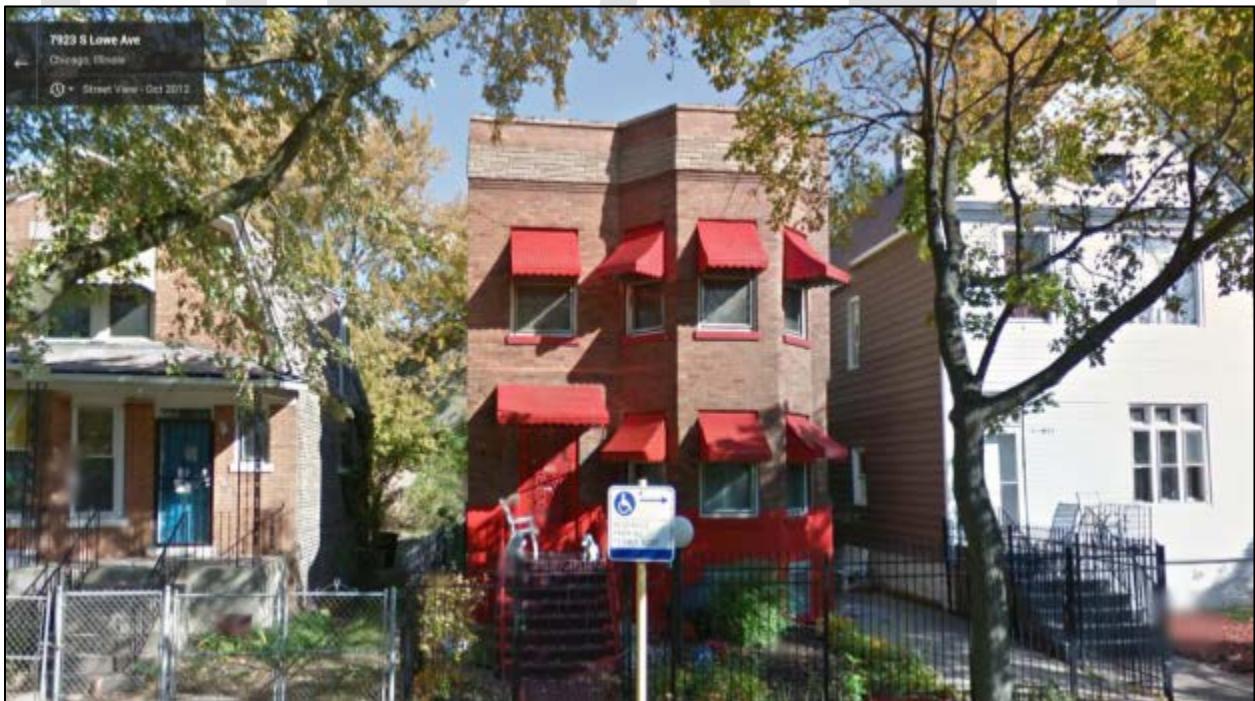
6934 S Princeton Avenue, Chicago



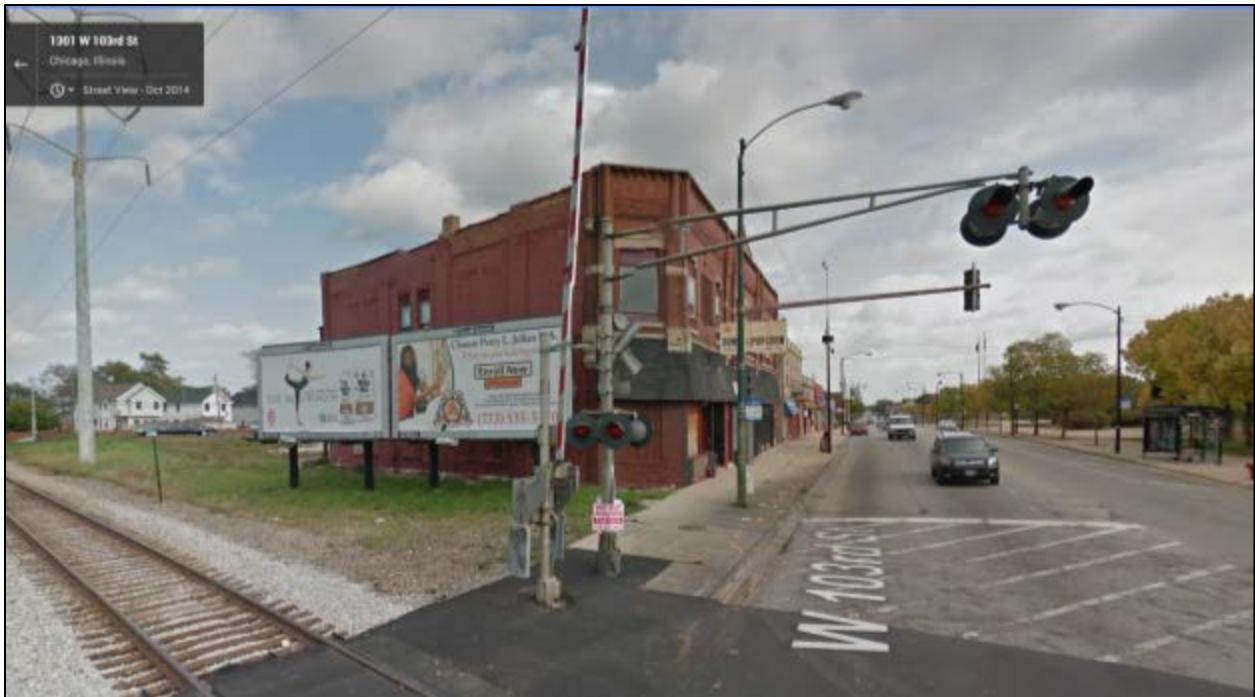
7425 S Normal Avenue, Chicago



7917 S Lowe Ave, Chicago



7921 S Lowe Avenue, Chicago



1302 W 103rd Street, Chicago



13312 Olde Western Avenue, Blue Island



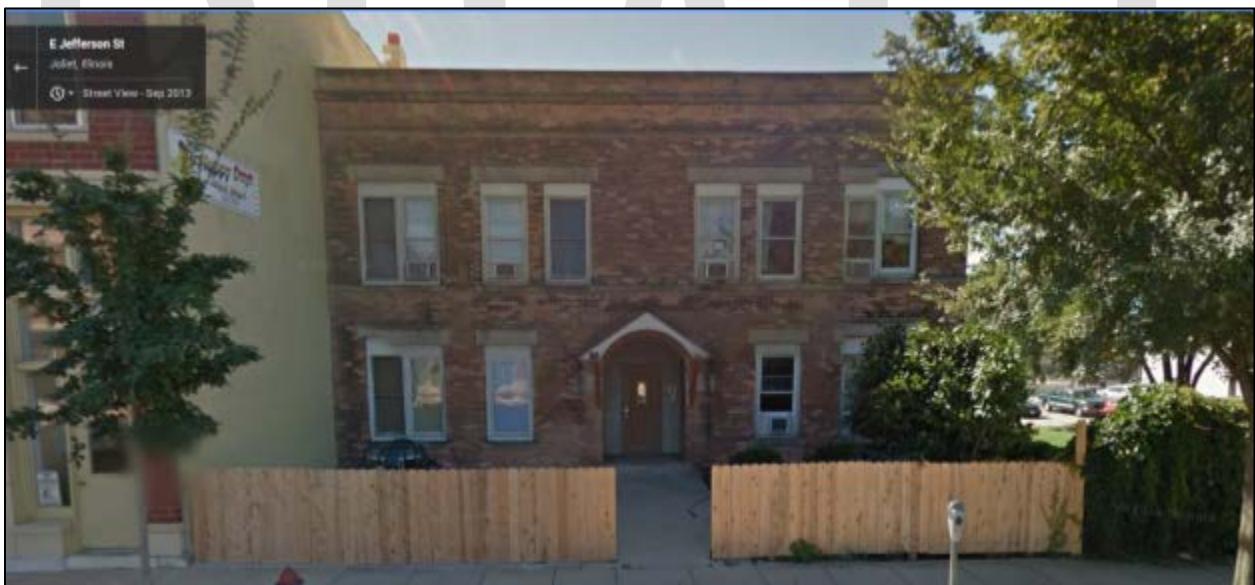
422 Old Hickory Road, New Lenox



142 E Jefferson Street, Joliet



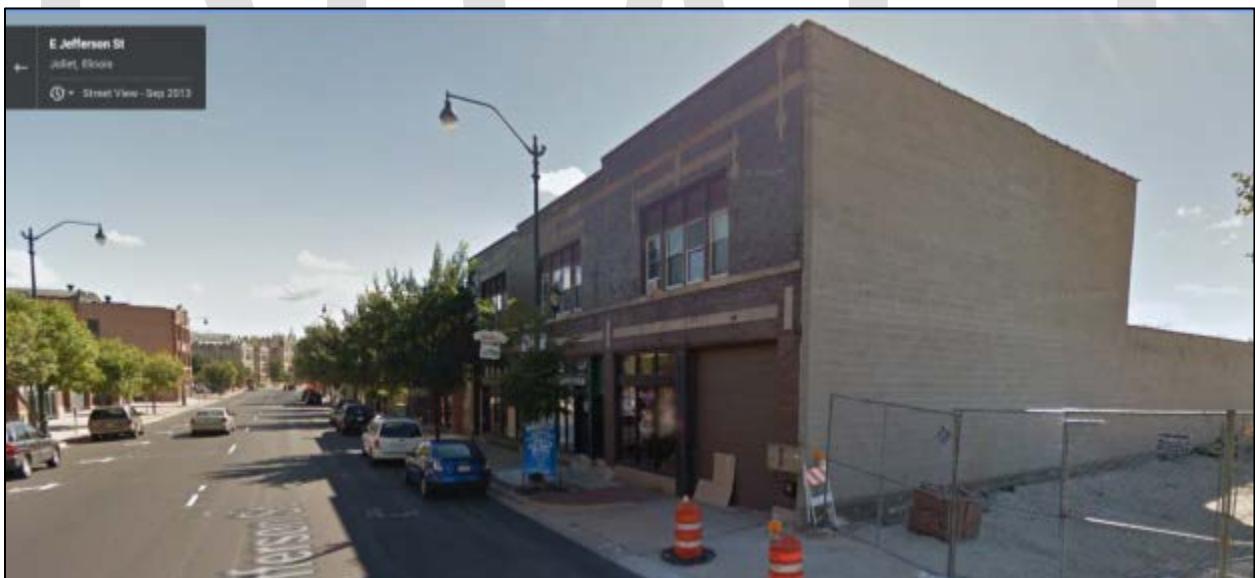
140 E Jefferson Street, Joliet



134 E Jefferson Street, Joliet



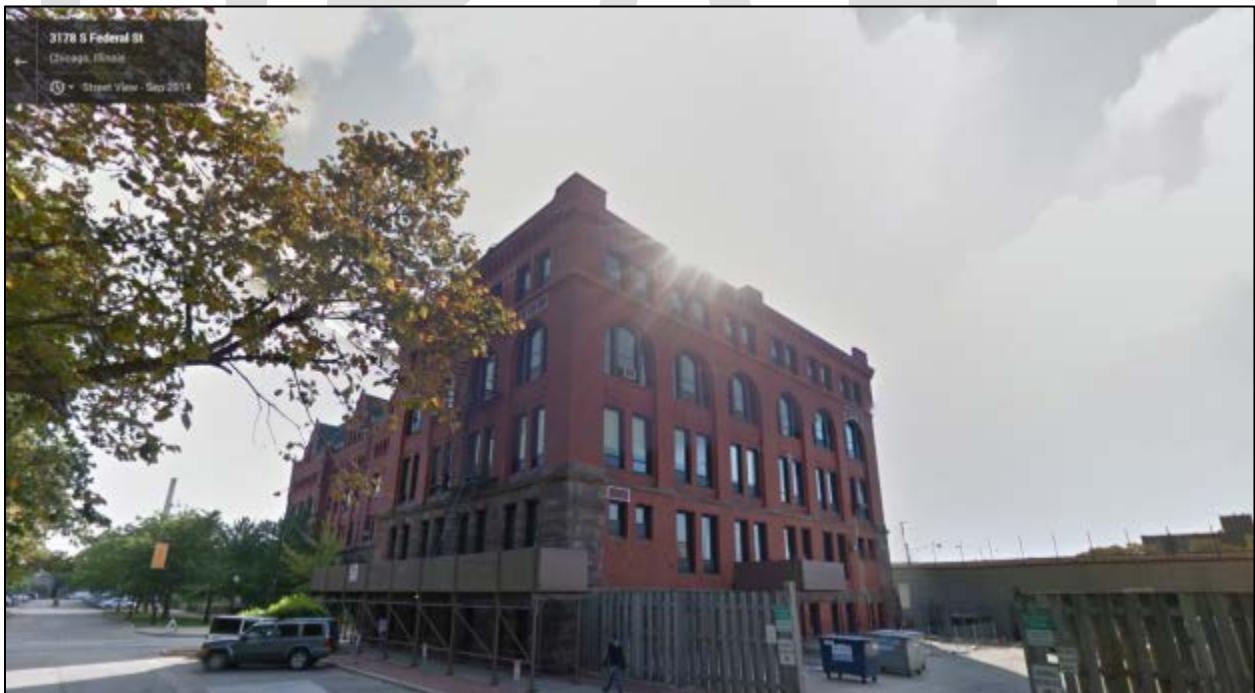
122 E Jefferson Street, Joliet



114 E Jefferson Street, Joliet



1900 S Clark St, Chicago



3206 S Federal Street, Chicago



3325 S Federal Street, Chicago

DRAFT

APPENDIX C

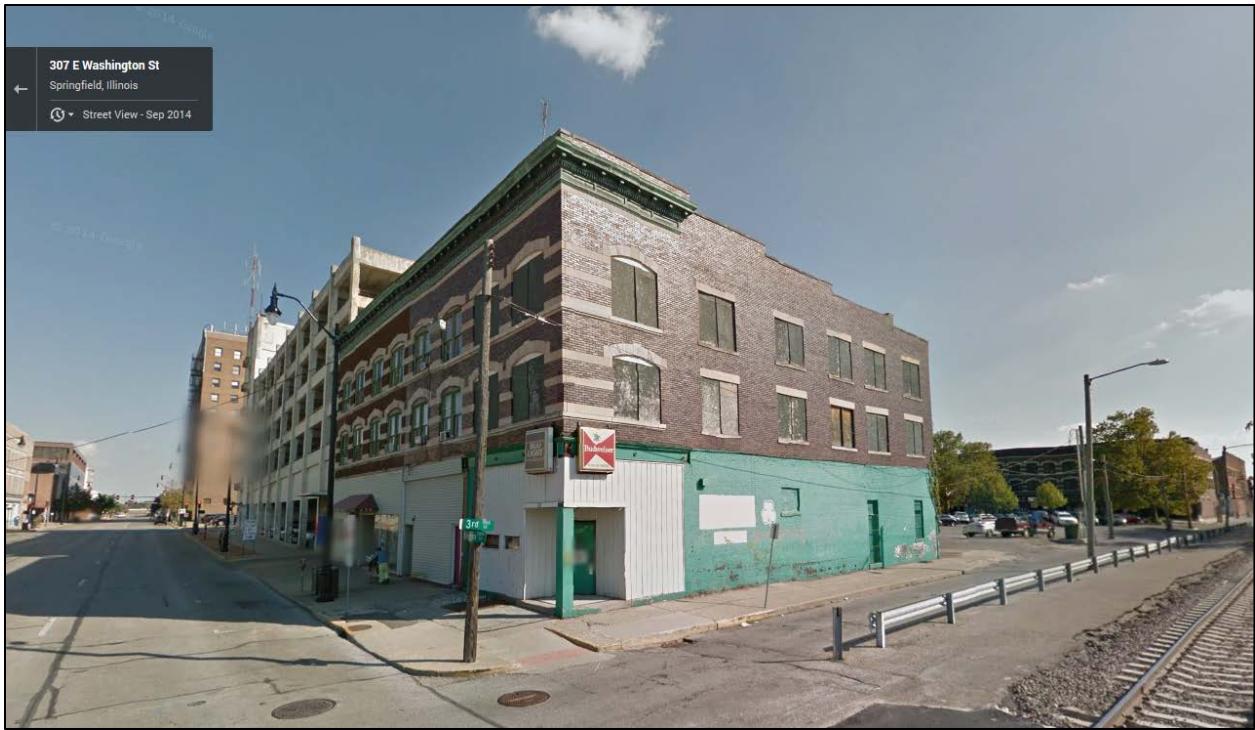
SPRINGFIELD RESOURCES

Historic resources within the city limits of Springfield have not yet been surveyed as part of this project effort. The reconnaissance images below are from Google Streetview and they consist of the resources immediately adjacent to the current railine that hold the most interest for potential architectural/historical study. A full survey of this portion of the project will occur at a later date and the results integrated into the final draft of this report.

EAST SIDE OF TRACKS: North to South



N Peoria Road & N 8th Street, Springfield



E Washington & S 3rd Streets, Springfield



E Adams & S 3rd Streets, Springfield



E Monroe & S 3rd Streets., Springfield



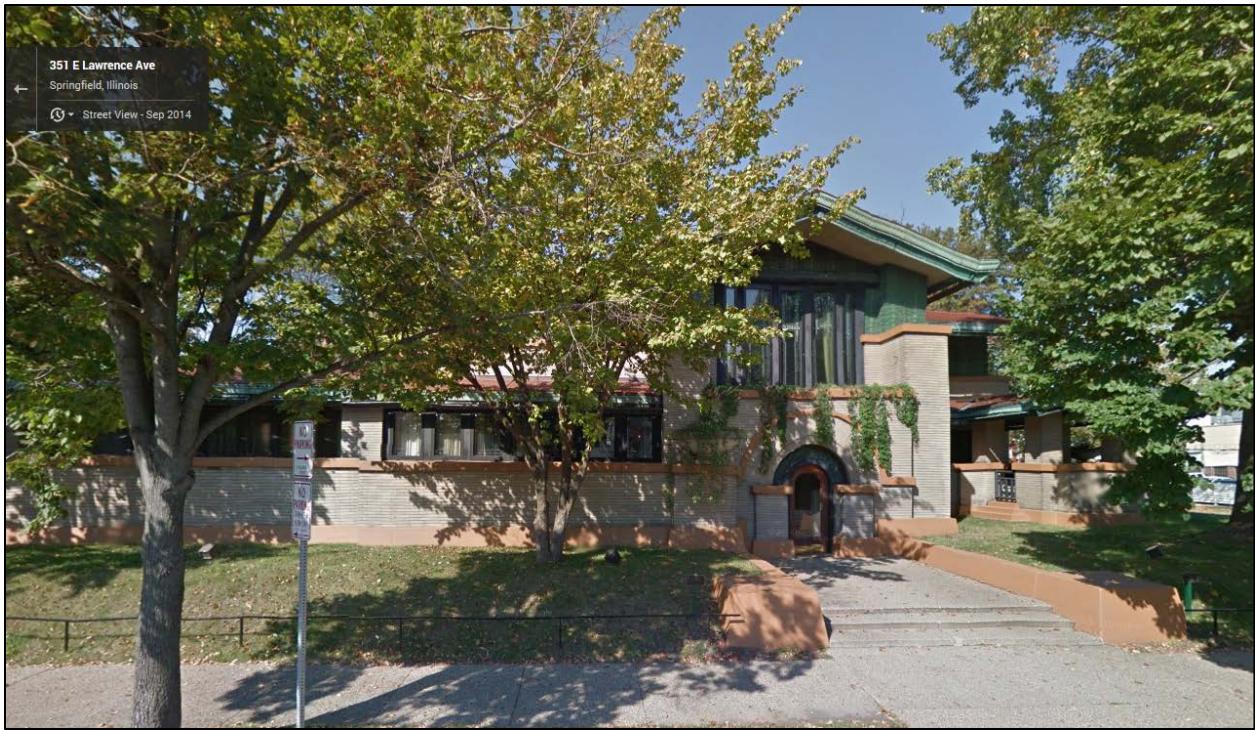
E Jackson & S 3rd Streets, Springfield



E Jackson & S 3rd Streets, Springfield



E Cook & S 3rd Streets, Springfield



E Lawrence & S 3rd Streets, Springfield



E Canedy & S 3rd Streets, Springfield

WEST SIDE OF TRACKS: South to North



E Ash & S 2nd Streets, Springfield



S Cedar Street & RR Tracks, Springfield



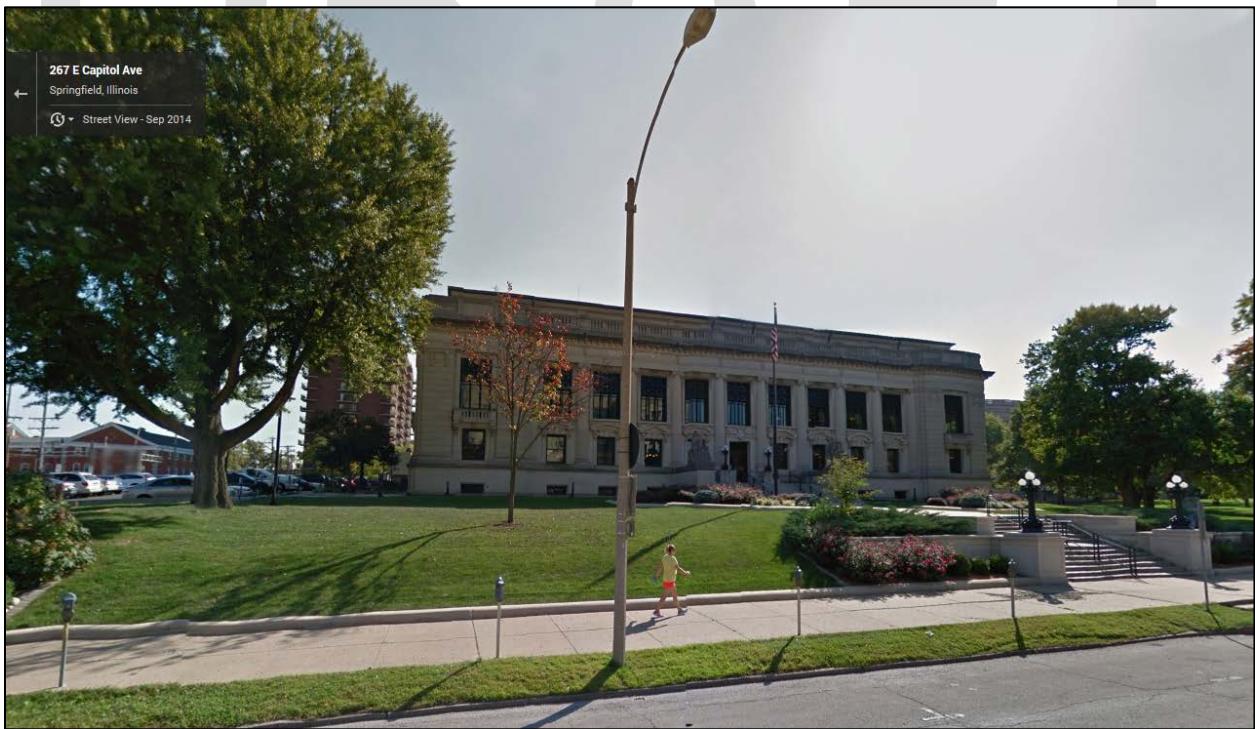
E Canady Street & RR Tracks, Springfield



E Canady Street & RR Tracks, Springfield



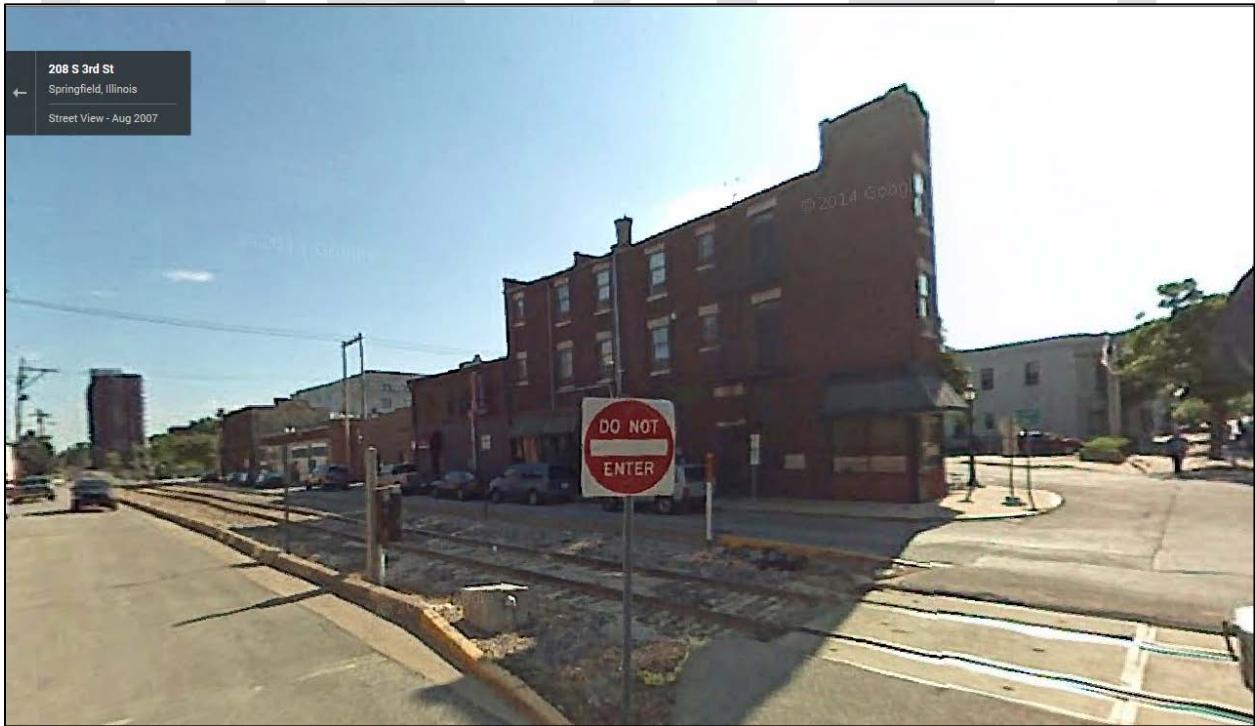
E Cook Street & RR Tracks, Springfield



E Capitol & S 3rd Streets, Springfield



E Monroe & S 3rd Streets, Springfield



E Adams & S 3rd Streets, Springfield



E Adams & S 3rd Streets, Springfield



N Grand Avenue & 6th Street, Springfield



Eastman Avenue & N 8th Street, Springfield

DRAFT