



**Rural Historic Structural Survey  
of  
Du Page Township  
Will County, Illinois**

**November 2001**

**for the  
Will County Land Use Department  
and the  
Will County Historic Preservation Commission**



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Will County, Illinois**

**TABLE OF CONTENTS**

*Cover photograph: View to the northeast along Normantown Road (127<sup>th</sup> Street) in Section 30 of Du Page Township. On the horizon are a series of warehouse and light industrial buildings that have been constructed in recent years.*

EXECUTIVE SUMMARY ..... E-1

FEDERAL ASSISTANCE ACKNOWLEDGEMENT

CHAPTER I: CONTEXT HISTORY OF THE RURAL SURVEY REGION

Geologic and Topographic Background to the Illinois Region ..... I – 1  
First Nations in the Illinois Region ..... I – 4  
The Arrival of European Settlers  
    French Explorers and Settlers in the Illinois Territory ..... I – 5  
    Illinois in the English Colonial Period and Revolutionary War ..... I – 8  
    Land Division and Distribution in the New Nation ..... I – 9  
    Development of the Northwest Territory ..... I – 10  
    Illinois Statehood ..... I – 11  
    Settlement and Development of Will County ..... I – 13  
    Development of the Illinois and Michigan Canal ..... I – 17  
    Plank Roads in Will County ..... I – 22  
    Agricultural Development of the County and State ..... I – 23  
    Twentieth Century Developments ..... I – 26  
American Rural Architecture  
    Farmstead Planning ..... I – 34  
    Development of Ballon Framing ..... I – 39  
    Masonry Construction ..... I – 43  
    Local Limestone ..... I – 44  
        *Joliet Limestone* ..... I – 44  
        *Quarries in Lemont* ..... I – 45  
        *Development of the Limestone Industry* ..... I – 46  
        *Dupage Valley Limestone and Gravel* ..... I – 51  
    Reinforced Concrete ..... I – 54  
    Concrete Block ..... I – 56  
    Classification of Farmhouse Types ..... I – 60  
    Architectural Style ..... I – 60  
        *Greek Revival* ..... I – 60  
        *Gothic Revival* ..... I – 61  
        *Italianate* ..... I – 62  
        *Second Empire* ..... I – 63  
        *Stick Style* ..... I – 63  
        *Queen Anne* ..... I – 64  
        *Colonial and Georgian Revival* ..... I – 64  
        *Craftsman or Arts and Crafts Style* ..... I – 65  
        *Prairie Style* ..... I – 65  
        *Tudor Revival* ..... I – 66  
        *Ranch* ..... I – 66  
        *International Style* ..... I – 67

House Types .....	I – 68
<i>I House</i> .....	I – 69
<i>German Stone Farmhouse</i> .....	I – 70
<i>Hall and Parlor</i> .....	I – 70
<i>Upright and Wing</i> .....	I – 71
<i>Gabled Ell</i> .....	I – 72
<i>Side Hallway</i> .....	I – 73
<i>Four-over-Four</i> .....	I – 73
<i>Gable Front</i> .....	I – 74
<i>American Foursquare</i> .....	I – 74
<i>Bungalow</i> .....	I – 75
<i>Cape Cod</i> .....	I – 75
<i>Schoolhouses</i> .....	I – 76
Development of the Barn .....	I – 77
Barn Types .....	I – 81
<i>English Barn or Three-bay Threshing Barn</i> .....	I – 82
<i>Raised, Bank, and Basement Barns</i> .....	I – 82
<i>German Barn</i> .....	I – 83
<i>Wisconsin Dairy Barn</i> .....	I – 86
<i>Plank Frame Barn</i> .....	I – 87
<i>Three-ended Barn</i> .....	I – 87
<i>Feeder Barn</i> .....	I – 88
<i>Pole Barn</i> .....	I – 88
<i>Round Roof Barn</i> .....	I – 89
<i>Quonsets</i> .....	I – 89
Grain Elevators.....	I – 90
Corncribs .....	I – 90
Crib Barns .....	I – 93
Metal Bins .....	I – 95
Silos.....	I – 96
Other Farm Structures .....	I – 102
<i>Chicken Houses</i> .....	I – 102
<i>Milk Houses</i> .....	I – 103
<i>Smokehouses</i> .....	I – 104
<i>Windmills, Pump Houses, and Cisterns</i> .....	I – 105
<i>Miscellaneous Buildings</i> .....	I – 106
The American Post-war Suburb: Successor or Annihilator of the Rural Community? .....	I – 107

CHAPTER II: DU PAGE TOWNSHIP

Settlement Patterns of Du Page Township.....	II – 1
The Rural Crossroads of Du Page Township .....	II – 6
<i>Barber's Corners</i> .....	II – 7
<i>Sprague's Corner</i> .....	II – 10
<i>First Presbyterian Church of Du Page</i> .....	II – 10
<i>Romeo Depot and Romeoville</i> .....	II – 12
<i>Schoolhouses in Du Page Township</i> .....	II – 15
<i>Cemeteries of Du Page Township</i> .....	II – 17
Bolingbrook.....	II – 19
Du Page Township and the Will County Land Resource Management Plan .....	II – 23
Neighboring Communities in Du Page and Cook Counties .....	II – 23
Significant and Contributing Farmsteads in Du Page Township	
<i>Amsden–Biggins–Mather</i> .....	II – 24
<i>Anglemire–Kopperud</i> .....	II – 25
<i>Bartoo–Elwood–Patterson</i> .....	II – 26
<i>Biggins–Doyle–Kelley</i> .....	II – 26
<i>Biggins–Yackley–Boldt</i> .....	II – 27
<i>Calkins–Laing–Reardon–Smith–Jurca</i> .....	II – 28

<i>Bennett-Clifford-Ketchum-Heeg-Peabody-Hullett</i> .....	II – 29
<i>Dyer-Rathbun-Mather-Hageman-Scholz</i> .....	II – 30
<i>Dyer-Dixon-Mather-Haley</i> .....	II – 33
<i>Eaton-Weinhold-Schafer-Schoenherr</i> .....	II – 34
<i>Freeman-Wescott-Garrette</i> .....	II – 35
<i>Lambert</i> .....	II – 38
<i>Royce-McDonald</i> .....	II – 40
<i>Whallon-Eichelberger-Konicek</i> .....	II – 42
<b>Non-contributing or Non-existing Farmsteads in Du Page Township</b>	
<i>Barber-Breitweiser</i> .....	II – 45
<i>Boardman</i> .....	II – 46
<i>Johnson-Eaton-George</i> .....	II – 47
<i>Dagen-Ward-Weber</i> .....	II – 48
<i>Glover</i> .....	II – 49
<i>Godfrey</i> .....	II – 49
<i>Higgins</i> .....	II – 51
<i>King</i> .....	II – 51
<i>Lord</i> .....	II – 52
<i>Miller-Hullett</i> .....	II – 53
<i>Overholser</i> .....	II – 53
<i>Ranck</i> .....	II – 54
<i>Rank</i> .....	II – 54
<i>Schmid</i> .....	II – 54
<i>Smith</i> .....	II – 54
<i>Strong</i> .....	II – 55
<i>Walker</i> .....	II – 55
<i>Williams</i> .....	II – 56

**CHAPTER III: SURVEY SUMMARY AND RECOMMENDATIONS**

Period of Significance: 1830 to 1970 .....	III – 1
<b>Significance</b>	
National Register and Local Landmark Criteria.....	III – 2
Integrity .....	III – 4
Contributing and Non-contributing Properties .....	III – 4
Will County Land Resource Management Plan (1990, Amended 1996) .....	III – 5
<b>Potential Historic Districts and Landmarks</b>	
Wheatland Rural Heritage District .....	III – 6
Wheatland Presbyterian Church Rural Crossroads.....	III – 7
Limestone Multiple Property Historic District.....	III – 8
Individual Landmarks.....	III – 9
<b>Survey Summary</b> .....	
Table of Farmsteads and Agriculturally-related Sites (Sorted by PIN).....	III – 13
Table of Farmhouses (Sorted by PIN).....	III – 20
Table of Barns (Sorted by PIN).....	III – 25
Table of Support Buildings (Sorted by PIN).....	III – 28
<b>Recommendations for Additional Survey Work</b>	
Summary .....	III – 35
Introduction .....	III – 35
Areas Adjacent to the Survey Region .....	III – 36
Other Townships in Will County .....	III – 36
Landscape Features .....	III – 37

CHAPTER IV: SURVEY METHODOLOGY..... IV – 1

**BIBLIOGRAPHY**

- Previous Surveys
- Books, Articles, and Other Publications
- Maps and Aerial Photographs

**TABLES**

- Table 1 – Du Page Township Survey Sites (April and May 2001)
- Table 2 – Selected Historic Du Page Township Farmstead Sites No Longer Extant

**APPENDIX A: Reproductions of Plat Maps**

- Will County Plat Maps of Du Page, Lockport, Plainfield, and Wheatland Townships
- Du Page County Plat Maps of Naperville, Lisle, and Downers Grove Townships
- Cook County Plat Maps of Lemont Township

**APPENDIX B: Wheatland Plowing Matches, 1877–1976**

**APPENDIX C: Maps**

**APPENDIX D: Will County Neighboring Communities in Du Page and Cook County**

**Errata for the Rural Historic Structural Survey of Du Page Township, Will County, Illinois**

Chapter III – 11: The corrected barn table is reprinted as follows:

**Barns**

Barn Type	Du Page	Wheatland	Plainfield	Lockport	Totals
Three-bay Threshing	9	16	7	10	42
Bank	1	1	—	1	3
Raised	1	2	1	1	5
Pennsylvania German	—	7	1	—	8
Three-ended	1	3	—	—	4
Plank Frame	1	14	15	4	35
Feeder	1	6	—	—	7
Dairy	1	9	3	5	17
Other or unknown	2 <sup>15</sup>	1 <sup>16</sup>	1	—	4
<b>Totals</b>	<b>17</b>	<b>59</b>	<b>28</b>	<b>21</b>	<b>125</b>

Chapter III – 16: The corrected table is reprinted as follows:

**Farmsteads and Agriculturally-related Sites (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
2205	Royce Road	02-04-200-011	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
1490	Royce Road	02-04-300-004	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
	Knoch Knolls	02-06-300-007	CONTRIBUTING	CONTRIBUTING
21339	Boughton Rd.	02-07-300-009	CONTRIBUTING	CONTRIBUTING
910	Boughton Rd.	02-08-200-003	NON-CONTRIBUTING	NON-CONTRIBUTING
550	Boughton	02-09-200-021	NON-CONTRIBUTING	NON-CONTRIBUTING
17025	Davey	02-13-400-016	CONTRIBUTING	CONTRIBUTING
1570	Rodeo Dr. (Ferguson)	02-19-300-006	CONTRIBUTING	POSSIBLE LOCAL LANDMARK AFTER DETERMINATION IF ORIGINAL PORTION OF FARMHOUSE IS LOG STRUCTURE
	Weber (Williams)	02-20-100-001	NON-CONTRIBUTING	NON-CONTRIBUTING
	Weber	02-20-300-001	CONTRIBUTING	CONTRIBUTING
	Naperville Road	02-20-400-002	CONTRIBUTING	CONTRIBUTING
	S. Frontage Road	02-21-300-002	CONTRIBUTING	CONTRIBUTING
	S. Frontage Road	02-22-176-002	CONTRIBUTING	CONTRIBUTING
11313	Katherine's Crossing (Limestone farmhouse)	02-24-102-045	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
11313	Katherine's Crossing (Wood frame farmhouse)	02-24-102-045	CONTRIBUTING	SOME LOCAL LANDMARK POTENTIAL, ALTHOUGH IN POOR CONDITION
	S. Frontage Road	02-28-100-019	CONTRIBUTING	CONTRIBUTING
	Naperville Road	02-28-200-006	CONTRIBUTING	CONTRIBUTING
19628	Normantown	02-28-300-003	NON-CONTRIBUTING	NON-CONTRIBUTING
19852	Normantown	02-28-300-001	NON-CONTRIBUTING	NON-CONTRIBUTING
19504	W. Normantown	02-28-400-003	CONTRIBUTING	CONTRIBUTING
	Normantown	02-29-200-002	CONTRIBUTING	CONTRIBUTING
	Ferguson	02-30-100-008	CONTRIBUTING	CONTRIBUTING
21038	Normantown (127th)	02-30-300-010	CONTRIBUTING	CONTRIBUTING
1840	N. Frontage Rd.(55)	02-31-100-003	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
	Normantown	02-32-200-020	CONTRIBUTING	CONTRIBUTING
20442	Romeo Rd.	02-32-300-003	NON-CONTRIBUTING	NON-CONTRIBUTING
11528	Naper-Romeo Rd.	02-32-400-008	CONTRIBUTING	CONTRIBUTING
13336	Smith	02-36-400-007	NON-CONTRIBUTING	NON-CONTRIBUTING

Chapter III – 22: The following lines in the table have been reprinted with corrections to the architectural style:

550	BOUGHTON	02-09-200-021	QUEEN ANNE	VERNACULAR
	FRONTAGE ROAD	02-22-176-002	GABLE FRONT	VERNACULAR
1840	N. FRONTAGE RD.(55)	02-31-100-003	UPRIGHT AND WING	ITALIANATE

November 2001

## EXECUTIVE SUMMARY

At the request of the Will County Land Use Department (Will County), acting as liaison for the Will County Historic Preservation Commission (Historic Preservation Commission), Wiss, Janney, Elstner Associates, Inc. (WJE) has prepared the following report of the intensive survey of existing farmsteads in unincorporated Du Page Township in Will County, Illinois. WJE has previously performed an intensive survey of Wheatland, Plainfield, and Lockport Townships, with a final report dated November 2000. Most of the survey of Du Page Township was performed in April and May 2001, with follow-up survey in August and November 2001, and includes 36 square miles with 27 farmsteads containing 131 individual structures. This intensive survey was performed to update the previous survey of the township performed in 1988, which identified 76 farmsteads with 411 individual structures. Therefore, in the 13 years between the survey efforts a significant number of rural structures, as well as rural character and heritage, have been lost. Of the 27 farmsteads identified, 5 are individually eligible for Will County Historic Landmark status and/or National Register of Historic Places designation; 15 have sufficient integrity to contribute to a potential Will County or National Register rural heritage historic district; and 7 lack sufficient historic integrity to contribute to a historic district. Approximately one-half of the farmsteads in the township are actively engaged in some form of agricultural production. However, although many structures survive on farmsteads in Du Page Township and northwest Will County, they are under increasing threat without the former vitality of the agricultural economy.

Northwest Will County was settled by pioneer farmers of European origin beginning in the late 1820s. Two subsequent historical developments led to an increase in settlement: more land in the region became available after the Treaty of Chicago of 1833 resettled the remaining Native Americans to west of the Mississippi; and the decision to build the Illinois and Michigan Canal, begun in 1836. By the time the canal opened in 1848, the towns of Plainfield and Lockport had been founded (in 1834 and 1836 respectively) and farmers were established in Wheatland and Du Page Townships. The canal promoted the use of Chicago as a port city and reoriented the growth center of Illinois from the southern end of the state to the north. The canal helped farmers move their harvests and livestock to market. Within a few years, the railroad arrived to the region, offering farmers an additional means of transporting their bounty to Chicago and elsewhere. The canal gradually declined in use with the spread of the railroads; however, routing of the Sanitary and Ship Canal in the 1890s parallel to the canal renewed the waterways in the region for shipping purposes. Other transportation arteries included the Elgin, Joliet & Eastern Railroad, established in the late 1880s, and the routing of U.S. 30 through Joliet and Plainfield in the 1910s. Although these transportation arteries also served newly established industries in the area, they served the vital agricultural economy of northwest Will County until its decline in the last half of the twentieth century.

The Rural Structures Survey of unincorporated Will County performed in 1988 identified approximately 21,000 structures, 343 of which were noted to be potentially significant. The 1988 survey documented sites with photographs and survey data on standard Illinois Historic Preservation Agency format cards. For most sites, the data for the 1988 survey was gathered from the public right-of-way. In addition to this survey a report, was prepared examining the overall rural themes present in the county and identifying noteworthy structures. In 1999 and 2000, an intensive survey of Wheatland, Plainfield, and Lockport Townships was performed by WJE. The survey area includes 108 square miles of land, 227 farmsteads and historically related sites, and 890 individual structures. This report incorporates information from the final report November 2000, but with additional historical information obtained during the survey of Du Page Township.

Because of the numerous changes that have occurred in the years since the first rural survey in 1988, the Will County Historic Preservation Commission recognized the need to reassess the agricultural heritage

in the region. Northwest Will County in particular is one of the fastest developing areas of the state, and for this reason was selected as the first area in the county to be reassessed. The Village of Bolingbrook has grown to dominate Du Page Township. The boundaries of Naperville, Plainfield, and Bolingbrook were once several miles apart. Now, through a series of annexations in recent years, all three share common boundaries in the center of Wheatland Township to the west of Du Page Township.

The Will County Rural Historic Structural Survey described in this report was conducted on an intensive level, reconfirming the data gathered in the 1988 survey, and also including additional information such as sketch site plans and identification of more detailed building features. (The intensive level of the survey was possible because only one township was included in the present survey, as opposed to the entire county for the 1988 survey.) Survey work was conducted on farmstead and agriculturally related sites on unincorporated land, although a limited number of significant sites on incorporated land were included as well. Access to each site was sought from property owners to allow for closer examination of structures documented in the survey. This also allowed for photographs taken at close range to be included in the survey data. Rural structures constructed before 1950 were documented, as a minimum age of 50 years is the basic criteria for elements to be considered for nomination to the National Register of Historic Places (National Register). Each of the structures was documented on a separate survey form. Database software was used to organize written survey data for each structure and each farmstead site. Mapping software using geographic information system (GIS) technology was used to plot a graphic database showing the location of each farmstead.

The intensive survey conducted to date of all four northwestern Will County townships determined that there is a large, semi-contiguous region in Wheatland Township and northwestern Plainfield Township with a rich cultural heritage dating back to the first farmsteads established by settlers in the 1830s and 1840s. Spread throughout this region are several extant sites where a local farming competition, the Wheatland Plowing Match, was held almost every year between 1877 and 1976. Within this region are several farmsteads meriting local landmark designation. Centered within this large region of Wheatland and Plainfield Townships is a small settlement, the Wheatland Presbyterian Church rural crossroads, with a rich history and several intact structures. Consideration should be given to nominating the region to the National Register as a Will County historic agricultural district or a National Register Historic District through multiple property designation.

Also present in the four township area, and centered on the Des Plaines and Du Page River Valleys, are several extant buildings constructed of locally quarried limestone. The stone quarrying industry in the Des Plaines River Valley began in the 1830s, with quarrying in the Du Page River Valley initiated in the following decade as settlement progressed to northwestern Will County. As an area with buildings unique to agricultural production, it merits nomination to the National Register of Historic Places as a multiple property district. The survey also identified a select number of architecturally distinctive or historically significant sites and structures not defined by either of the two above categories. These are sites that merit local landmark designation. After additional research is performed to grant local landmark designation, a few of these sites may merit designation to the National Register.

Chapters I and II provide the context in which the surveyed farmsteads were established, grew, and in many cases have been divided into separate properties. Chapter I covers the geological, historical, and architectural contexts of Will County agriculture. Chapter II discusses the historical context of each of the three townships and focuses on historically and/or architecturally significant farmsteads, as identified by the survey, and the families that owned them. Chapter III describes the survey results, and includes a discussion of the National Register and local Will County criteria for determination of historical and architectural significance; a listing of the significant farmsteads in the survey region and potential individual or group designation; tabulation of individual building types; and recommendations for future survey work. Chapter IV contains a description of the survey methodology.

## FEDERAL ASSISTANCE ACKNOWLEDGEMENT

This program receives federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, or disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to:

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The activity which is the subject of the "Rural Historic Structural Survey of Du Page Township, November 2001" had been financed in part with federal funds from the Department of the Interior, administered by the Illinois Historic Preservation Agency. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior nor the Illinois Historic Preservation Agency, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the U.S. Department of the Interior or the Illinois Historic Preservation Agency.



***This is not a moraine.*** While its overall form may resemble a terminal moraine formed by glaciation, this mound lying along the Lisle Township (Du Page County) and Du Page Township (Will County) border is a landfill. It is located at the southern end of the Greene Valley Forest Preserve of the Du Page County Forest Preserve District.

## CHAPTER I:

### CONTEXT HISTORY OF THE RURAL SURVEY AREA

#### Geologic and Topographic Background to the Illinois Region

Du Page, Wheatland, Plainfield, and Lockport Townships are located at the northeast edge of the Mississippi River drainage basin. The region contains two rivers, the Des Plaines River and its largest tributary, the Du Page River, that flows in turn to the Illinois River and on to the Mississippi. Each of the rivers has a number of tributary creeks and streams. In Lockport Township, the Des Plaines has Fraction Run in the southeast portion of the township. The Du Page has Spring Brook in northeast Wheatland Township and Lily Cache Creek (and its tributary, Mink Creek) in the eastern half of Plainfield Township.

As with most of Illinois, the survey area was profoundly altered by glaciation. The region surrounding Joliet is a zone of fairly old limestones, sandstones, and shales where older rocks of Ordovician and Silurian age to the north give way near the surface to younger coal-rich rocks of Pennsylvanian age to the south. The surface topography of the land often bears little resemblance to that of the bedrock beneath. For example, although the Des Plaines River occupies a true rock valley, the Du Page River only does so for a portion of its run. Northeast of the survey area, the East Branch of the Du Page River occupies a glacial drift valley over a rock valley; however, the drift valley slopes south and the rock valley slopes north.<sup>1</sup>

Over approximately one million years, the northern hemisphere was alternately covered by and free of large ice sheets that were hundreds to a few thousand feet thick during the Pleistocene era. In the United States, portions of New England and the upper Midwest were the most affected by glaciation, with nearly all of these areas covered by ice at one time or another.<sup>2</sup> Illinois was covered by ice sheets in four major periods, with only the far northwest and far southern portions of the state relatively unaffected. Most of the glacial deposits in the state date from the last two periods: the Illinoian and the Wisconsin. Lake Michigan was formed by successive advances, but took its current form during the Wisconsin Period. The Illinoian reached as far south as Carbondale and Harrisburg, the Wisconsin only to Mattoon and Peoria. In addition to deposits from glaciation, streams and rivers formed by the melting glaciers deposited sand and gravel across the landscape.

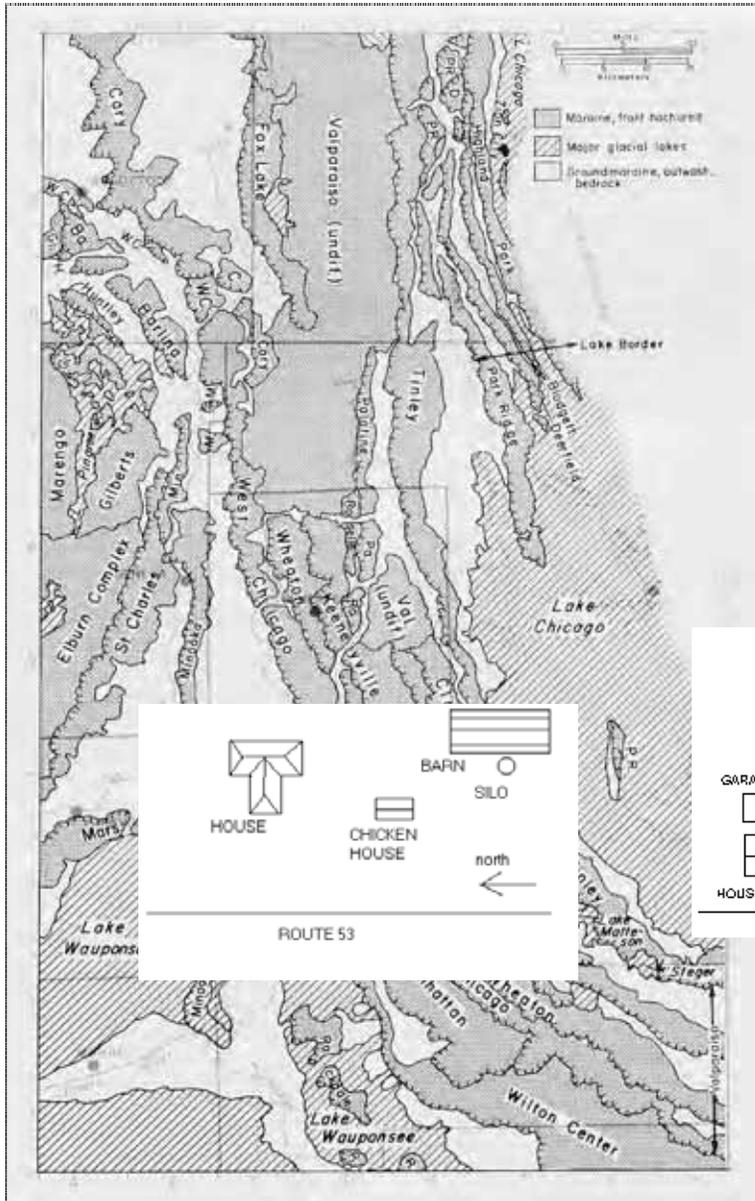
Pleistocene glaciers and the waters melting from them changed the landscapes they covered. The ice scraped and smeared the landforms it overrode, leveling and filling many of the minor valleys and even some of the larger ones. Moving ice carried colossal amounts of rock and earth, for much of what the glaciers wore off the ground was kneaded into the moving ice and carried along, often for hundreds of miles. Wisconsinan drift was deposited on the weathered Illinoian drift in much of Illinois.

A significant feature left by the advance and retreat of glaciers in the northeast corner of the state are glacial moraines—low mounds tens of miles long left by the furthest advance of a glaciers in the Wisconsinan period. The townships in the survey area lie to the west of one of the most pronounced moraines, the Valparaiso Morainic System. Immediately west of the Des Plaines River Valley in Lockport Township is the

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<sup>1</sup> D.J. Fisher, *Geology and Mineral Resources of the Joliet Quadrangle*, Bulletin No. 51 of the Illinois State Geological Survey (Urbana, Illinois, 1925), 95. This reference was brought to the attention of the project team by Mr. Michael A. Lambert of Plainfield.

<sup>2</sup> Besides the physical impact of the ice sheets in the above named regions was the overall climatic changes that occurred in North America. See E.C. Pielou, *After the Ice Age: The Return of Life to Glaciated North America* (Chicago: University of Chicago Press, 1991) for an analysis of the biological recovery after the retreat of last ice sheets.



s in northeastern Illinois. The rural survey region lies between the Valparaiso Morainic System to the east (which includes the West Chicago, Wheaton, and Keeneyville moraines), the much smaller Minooka Ridge to the west, with the intermittent Rockdale Moraine extending from the Valparaiso system. (H.B. Willman, Summary of the Geology of the Chicago Area, Illinois State Geological Survey Circular 460 (Urbana, Illinois, 1971), 43.)

smaller Rockdale Moraine. Along the western edge of Wheatland and Plainfield Townships is the Minooka Ridge, which is a minor topographic feature compared to the Valparaiso Moraine.<sup>3</sup>

The last ice sheets in this area began to retreat approximately 13,500 years ago. The retreating and melting glaciers continued to impact the area for a few more thousand years, as the outflow deposited sand and gravel. As the Valparaiso ice sheet was melting, the Des Plaines River Valley overflowed, forming the beds of Lily Cache and Mink Creeks, which then flowed through a network of creek beds into the Du Page River. The waters flowing through this network, located east of Plainfield, deposited the

<sup>3</sup> Nonetheless, the Minooka Ridge is perceptible when looking west across the farm fields of western Wheatland and Plainfield Townships. This is particularly true when traveling by westbound in a car toward the western edge of each township. The Valparaiso Moraine, on the other hand, is perhaps less perceptible because of the greater amount of development that has occurred in that area.



The slight rise that occurs at the Minooka Ridge is more pronounced in some areas, as shown in this illustration of the Wolf-Mathers farmstead in Section 18 of Wheatland Township, where the farmhouse is set on the brow of the ridge and the barn set into the slope. Several other farmsteads on the western edge of Wheatland and Plainfield Townships line have similar rises in the landscape, such as the Stewart farmstead in Section 30 of Wheatland, and the Book-Susemehl farmstead in Section 17 of Wheatland Township, where the barn is set into the slope.

gravel present in the region and exposed underlying limestone beds in isolated locations. Another effect, present along parts of the Des Plaines River and on the east bank of the Du Page River in Section 14 of Wheatland Township, was the formation of sandstone and conglomerate rock from cementation of outwash sands and gravels.<sup>4</sup>

<sup>4</sup> Fisher, *Geology and Mineral Resources of the Joliet Quadrangle*, 84–85. The following table lists some of the predominant soil types present in rural areas of the survey area. The numbers are based on United States Department of Agriculture, Soil Conservation Service; subcategories such as 23A and 23B, which consider the overall slope of the land, have not been included in this table. Note that each of the townships has different but closely related soil types, reflecting localized variations formed during and after the last period of glaciation:

Soil Type	Description	Wheatland Township	Du Page Township	Plainfield Township	Lockport Township
23	Blount silt loam				X
27B	Miami silt loam		X		
27C2	Miami loam		X		
59	Lisbon silt loam	X	X	X	
67	Harpster silty clay loam		X	X	
82	Millington loam	X	X		
93	Rodman gravelly loam		X		
134	Camden silt loam			X	X
145	Saybrook silt loam	X	X	X	
146	Elliot silt loam	X		X	X
148	Proctor silt loam	X	X	X	X
149	Brenton silt loam	X	X		X
152	Drummer silty clay loam	X	X	X	X
194	Morley silt/silty clay loam		X		X
197	Troxel silt loam			X	
210	Lena muck		X		
219	Millbrook silt loam				X
223	Varna silt loam			X	X
232	Ashkum silty clay loam		X	X	X
240	Platville silt loam				X
290	Warsaw silt loam	X	X	X	
293	Andres silt loam	X		X	
294	Symerton silt loam	X		X	X



*At left is a naturalist photograph dating from the early 1900s along Fraction Run in Dellwood Park south of Lockport. Shown exposed are the Niagara limestone bluffs that line the Des Plaines River Valley. (University of Chicago Department of Botany Records, Reproduction No. AEP-ILP79.) Dellwood Park is illustrated above from James Walter Goldthwait, Physical Features of the Des Plaines Valley, Illinois State Geological Society Survey Bulletin No. 11 (Urbana, Illinois: University of Illinois, 1909).*

### First Nations in the Illinois Region

Human inhabitation of the North American continent from the Paleo-Indian culture has been dated to the end of the last glacial advance (about 15,000 to 12,000 years ago). Increasing warmth toward the close of the Pleistocene Era caused the melting and disappearance of the ice sheet in approximately 9000 B.C. The arrival of the First Nations, or Native Americans, in the region between the middle Mississippi valley and Lake Michigan appears to date from the earliest period following the retreat of the polar ice sheet. This time is known as the Paleo-Indian Period, when peoples in the region briefly occupied campsites while subsisting on deer, small mammals, nuts, and wild vegetables and other plants.

The first signs of specific colonization date from the Archaic Period, prior to 1000 B.C., when deer hunting and wild plant gathering supported a dispersed population. As climatic conditions changed over the next several thousand years, populations tended to concentrate near river floodplains and adjacent areas. In the Woodland Period (1000 B.C. to 1000 A.D.), crude grit-tempered pottery appeared in northeastern Illinois. The end of this period saw the advent of large fortified towns with platform mounds, such as the community at Cahokia located east of St. Louis. Further north, villages in the upper Illinois

298	Beecher silt loam				X
313	Rodman loam				X
314	Joliet silty clay loam		X		X
315	Channahon silt loam				X
316	Romeo silt loam		X		X
317	Millsdale silty clay loam		X		
318	Lorenzo silt loam	X	X	X	X
321	Du Page silt loam	X		X	
325	Dresden silt loam		X	X	X
326	Homer silt loam			X	
327	Fox silt loam		X	X	
329	Will silty clay loam	X		X	
330	Peotone silty clay loam		X		X
451	Lawson silt loam				X
504	Sogn loam				X
531	Markham silt loam				X

River Valley lacked large platform mounds.<sup>5</sup> It was also a period of a widespread trading network known to modern anthropology as the Hopewell Interaction Sphere. The villages of this period were typically located on valley bottom lands, close to river transportation. Agricultural development included cultivation of floodplain lands; by 650 A.D. maize was being grown in the Illinois River valley.<sup>6</sup>

The time span between 1000 A.D. and the coming of European explorers and settlers is known as the Mississippian Period. Northeast Illinois was at the fringe of the larger Middle Mississippi culture present in central and southern Illinois. At the beginning of this period, the communities of large fortified towns and ceremonial platform mounds reached their zenith. Among these sites in northeastern Illinois is the Fisher site in Will County, located in Channahon Township.

## The Arrival of European Settlers

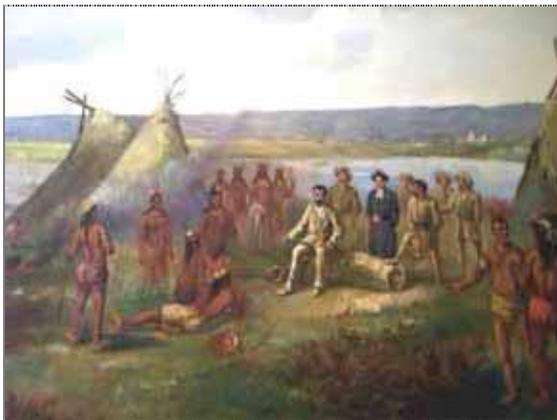
*Now the Lenapées had a village by the sea. They often looked out, but they saw nothing. One day something came. When it came near the land, it stopped. Then the people were afraid. They ran into the woods. The next day two Indians went quietly to look. It was lying there in the water. Then something just like it [a rowboat] came out of it and walked on two legs over the water. When it came to land, two men stepped out of it. They were different from us. They made signs for the Lenapées to come out of the woods. They gave presents. Then the Lenapées gave them skin clothes.*

*The white men went away. They came back many times. They asked the Indians for room to put a chair on the land. So it was given. But soon they began to pull the lacing out of the bottom and walk inland with it. They have not yet come to the end of the string.*

*Wyandot tale, "The Coming of the White Man"<sup>7</sup>*

## French Explorers and Settlers in the Illinois Territory

By the time of the French explorations of the seventeenth century, the native inhabitants of Illinois as a group belonged to the Algonquian linguistic family, closely related to the Chippewa. The specific tribes in the northeast Illinois region included the Miami (located on sites near the Calumet River, the juncture of the Des Plaines and Kankakee Rivers, and the Fox River) and the Illinois (present throughout the rest of modern-day Illinois). "Illinois" was a native word signifying "men" or "people."<sup>8</sup> By the early to mid-1700s, the Potawatomi moved into the area from the region of Michigan and northern Wisconsin.



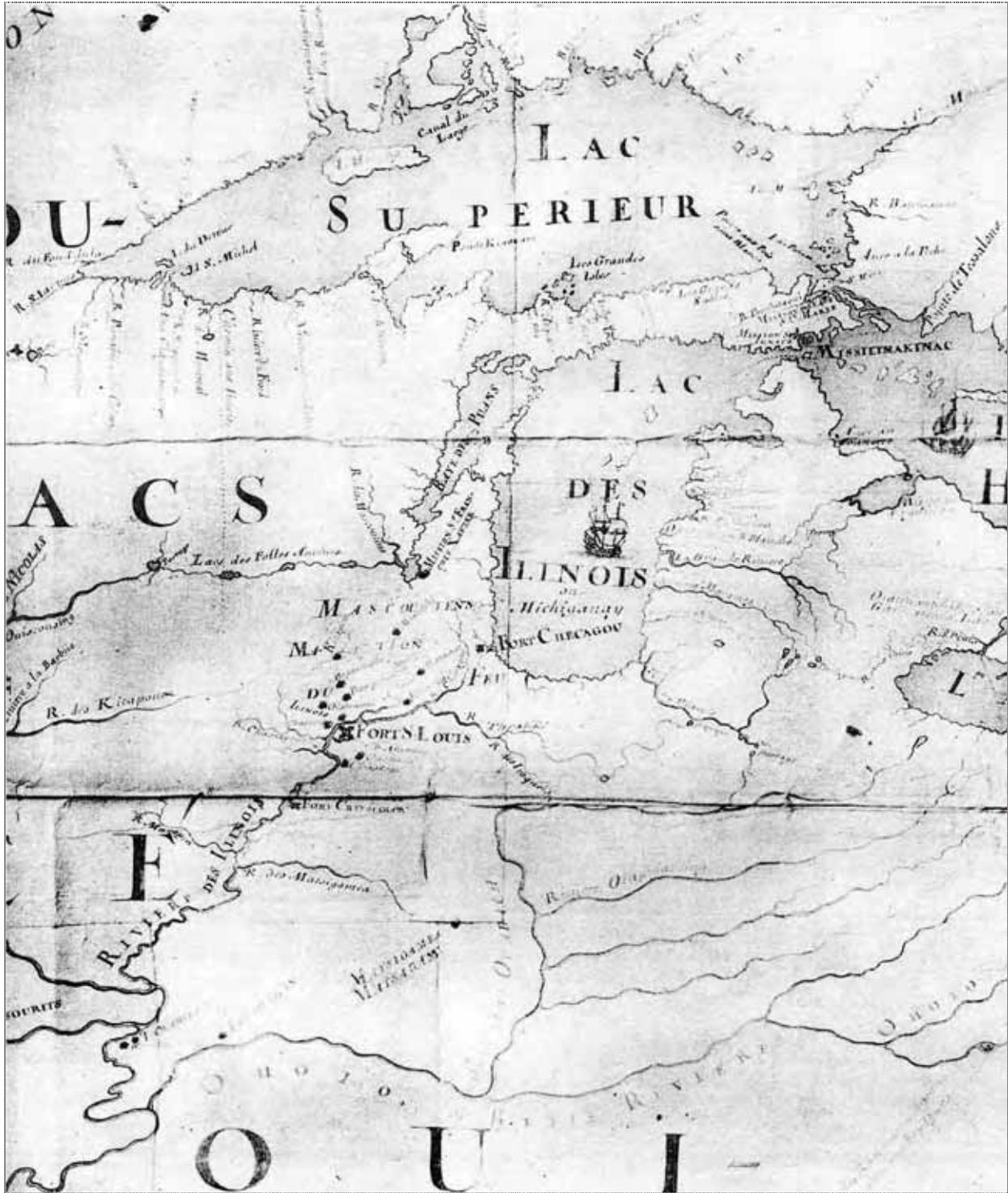
*Detail of a mural in the Illinois State Capitol, Springfield, showing Marquette and Jolliet on their travels.*

<sup>5</sup> Several Woodland sites are present in the river valleys of the Des Plaines and Du Page Rivers. (John Doershuk, *Plenemuk Mound and the Archaeology of Will County*, Illinois Cultural Resource Study No. 3 (Springfield, Illinois: Illinois Historic Preservation Agency, 1988), 11–14).

<sup>6</sup> James E. Davis, *Frontier Illinois* (Bloomington, Indiana: Indiana University Press, 1998), 25.

<sup>7</sup> *Native American Legends of the Great Lakes and Mississippi Valley*, Katherine B. Judson, ed. (1914, reprinted DeKalb, Illinois: Northern Illinois University Press, 2000), 195.

<sup>8</sup> John R. Swanton, *The Indian Tribes of North America* (1952, Bureau of American Ethnology Bulletin Number 145; reprint, Washington, D.C.: Smithsonian Institution Press, 1969), 241.



*Detail of a map dating from 1688 drawn by Jean-Baptiste Louis Franquelin, Lake Michigan is labeled “Lac des Illinois”; modern day Chicago lies where “Fort Checagou” is shown on the map; to the east of “Fort S. Louis” (near modern day Starved Rock) is the confluence of the Kankakee and Des Plaines Rivers. (Map reproduced from Atlas and Supplement: Indian Villages of the Illinois Country, compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate XIB.)*

In 1673, the expedition of Father Jacques Marquette and Louis Jolliet traveled primarily along the Mississippi River and up the Illinois River to the region of Cook and Will Counties.<sup>9</sup> This expedition claimed the region for France. In 1678, an expedition led by Robert de La Salle with Henry Tonti and Father Hennepin explored the region along the Mississippi River and adjacent territory on behalf of France. A Jesuit mission was established at Chicago in 1696 by Father Pierre Pinet, but it failed to last more than a year. As time progressed the French centered their principal activities in the middle Mississippi valley, focusing on Fort de Chartres near Kaskaskia and its connections via the Ohio, Maumee, and Wabash rivers with Québec via the Great Lakes, well to the south and east of the upper Illinois valley. Also, The Chicago portage became a significant channel of movement, especially for those involved in the fur trade.

During this period, the Native Americans were undergoing migrations, often leading to conflict with each other. The Sauk, Fox, Kickapoo, and Potawatomi displaced the Miami and Illinois in the lands bordering Lake Michigan on the south and west. French traders first encountered the Potawatomi in the early 1600s along Lake Huron during the latter's westward migration. The Potawatomi, followed by the Sauk and the Fox, were the predominant peoples in the northeastern Illinois by the later 1700s. The Winnebago and Shawnee were also present in the region.<sup>10</sup>

French colonial settlers in the southern and central portions of Illinois brought with them traditional agricultural practices from northern France, including open-field plowlands, divided into longlots, and communal pasturing areas.<sup>11</sup> However, unlike labor practices in France, colonial settlers utilized African slaves. By the middle of the eighteenth century, black slaves were one-third of the region's population.

Early settlements founded as missions and fur trading posts, such as Cahokia and Kaskaskia, developed into the core of agricultural communities.<sup>12</sup> French colonial farms produced wheat for human consumption and maize as feed for hogs. A staple of the settlers' diet was wheat bread. Livestock for use as dairy production, meat consumption, and draft animals were also present on the region's farms. The open field agriculture system continued in use beyond the era of French domination, and ended only with the influx of settlers from the east coast.<sup>13</sup>

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<sup>9</sup> Louis Jolliet was born at Beauport, near Québec, in September 1645. He began to study at the Jesuit College of Québec in 1655 and in 1662 he received minor religious orders from Bishop Laval. After leaving the seminary and becoming a fur trader, he gained proficiency in surveying and mapmaking. Jolliet was chosen by the government of France to be a member of a delegation meeting with the chieftains of the Indian tribes assembled at Sault Sainte Marie in 1671. Beginning the next year, Jolliet led an expedition down the Mississippi, during which he traveled up the Illinois and Des Plaines Rivers. According to historical legend, Jolliet camped at a large gravel and clay mound that would later be named for him. During this expedition, he surmised that digging a canal from to connect the waterways in this region would allow transportation from the Great Lakes to the Mississippi and the Gulf of Mexico. The Illinois and Michigan Canal constructed in the 1830s and 1840s was the realization of this route.

<sup>10</sup> Jean L. Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois* (Hinckley, Illinois: The Hinckley Review, 1975), 20–21.

<sup>11</sup> Carl J. Ekberg, *French Roots in the Illinois Country: The Mississippi Frontier in Colonial Times* (Urbana, Illinois: University of Illinois Press, 1998), 2–3. “Longlots” are, as the name implies, long narrow plots of cultivated land that developed because of the difficulty for plowing teams to turn around. Forms of longlots date back to ancient Mesopotamia; French colonial forms developed from Medieval European models. The longlots in Illinois typically had length to width ratios of 10 to 1.

<sup>12</sup> *Ibid.*, 33.

<sup>13</sup> *Ibid.*, 173–251.



*Shown at left is a portion of a map dating from 1755 titled A Map of the British and French Dominions in North America (...), drawn by Dr. John Mitchell. The map shows "Port Chicagou" and the portage between the Lake Michigan watershed and the Illinois River. The Chicago River is mistakenly shown as flowing into the Illinois River. (Map reproduced from Atlas and Supplement: Indian Villages of the Illinois Country, compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate LXX.)*

### ***Illinois in the English Colonial Period and Revolutionary War***

Land ownership was not an original right when the Virginia Company settled Jamestown in 1607. The company owned the land, and paid its employees for their labor in food and supplies out of a common storehouse, limiting their motivation as well. After a period of starvation that nearly wiped out the settlement, the company gave each employee an incentive of a three acre garden, which led to regular land distribution consisting of a 50 acre "headright."<sup>14</sup> Unencumbered private access to land in the English colonies to the east prevented rigorous land use planning.

French influence in the Illinois territory began to wane by the mid-1700s. Québec on the St. Lawrence River fell to the British in September 1759 during the French and Indian War, opening a route through the Great Lakes to the middle part of the continent. In 1763, the French ceded land east of the Mississippi to the British. In October 1765, the British took possession of Fort Chartres (and briefly renamed it Cavendish), extending British authority across the continent east of the Mississippi River. British control of the Illinois region lasted until challenged during Revolutionary War. In 1778, at the direction of the Governor of Virginia, George Rogers Clark led an expedition against the British and captured their posts in the frontier northwest. Clark marched across southern Illinois, and by July 1778 had disarmed the British-held frontier forts of Kaskaskia, Cahokia, and Vincennes, claiming the region for the independence-seeking American colonies.

<sup>14</sup> John Opie, *The Law of the Land: Two Hundred Years of Farm Policy* (Lincoln: University of Nebraska: 1994), 19.



Shown at left is a portion of a map dating from 1778 titled *A New Map of the Western Parts of Virginia, Pennsylvania, Maryland and North Carolina* (...), drawn by Thomas Hutchins. The map shows “Chakago,” the “River Plan” (Des Plaines River), and “Lake Du Page,” and “Mount Juliet.” The Chicago and Des Plaines Rivers are shown correctly as not flowing one to the other. (Map reproduced from *Atlas and Supplement: Indian Villages of the Illinois Country*, compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate XXIX.)

### ***Land Division and Distribution in the New Nation***

When land claims of several of the newly independent states overlapped, Congress, under the Articles of Confederation, struggled to maintain control over the territory extending to the Mississippi River. After making all land west of the Pennsylvania Line to the Mississippi common national property, a system of land division was developed based on meridians and base lines, which were subdivided further into a series of rectangular grids. In the “Rectangular System,” distances and bearing were measured from two lines which are at right angles to each other: the Principal Meridians, which run north and south, and the Base Lines, which run east and west. Subdividing lines called Range Lines are spaced at six mile intervals between the meridians and base lines. Range Lines defined territories known as townships.<sup>15</sup>

<sup>15</sup> Township were the largest subdivision of land platted by the United States. After the Township Corners were located, the Section and Quarter Section Corners were established. Each Township was six miles square and contained 23,040 acres, or 36 square miles, as near as possible to fit specific geographic conditions such as lakes and rivers, political boundaries such as State boundaries, as well as survey errors. Each Township, unless irregular in shape due to the reasons cited above, was divided into 36 squares called Sections. These Sections were intended to be one mile, or 320 rods, square and contained 640 acres of land. Sections were numbered consecutively from 1 to 36, utilizing the same criss-cross numbering pattern on each section regardless of national location or actual township configuration. Sections are may be subdivided in different ways. A half section contains 320 acres; a quarter section contains 160 acres; half of a quarter contains 80 acres, and quarter of a quarter contains 40 acres, and so on. Each piece of land is described according to the portion of the section within which it is located.

On 20 May 1785, Congress adopted this system as the Land Survey Ordinance of 1785. (Eventually, frontier settlers west of Pennsylvania and north of Texas could walk up to a plat map on the wall of a regional land office and locate a one quarter section property for farming, which was thought to be sufficient to sustain individual farmers.<sup>16</sup>) In 1787, after about twenty months of surveying work, the first national public land sales occurred, consisting of 72,934 acres with \$117,108.22 in revenue.<sup>17</sup> Also in that year, the Ordinance of 1787 organized the Northwest Territory, consisting of what would become Illinois, Indiana, Michigan, Ohio, and Wisconsin.

After the ratification of the new United State Constitution, land legislation was not addressed for several years. Meanwhile, settlement continued on the portions already surveyed and sold by the government, and extended into unsurveyed land with settlement by squatters (many of whom were later evicted by federal troops). Additional federal land sales took place in 1796, and in 1800 the government opened land offices in Cincinnati, Chillicothe, Marietta, and Steubenville, all in Ohio. In the ensuing decades, as European settlement pushed westward into the Illinois region, land offices were set up across the newly admitted State of Illinois. Chicago, Galena, Danville, Quincy, Springfield, Palestine, Vandalia, Edwardsville, Kaskaskia, and Shawneetown all had Land District Offices by the 1830s.

### *Development of the Northwest Territory*

In 1801 Illinois, then part of the Northwest Territory, became part of the Indiana Territory. Eight years later the Illinois Territory was formed, including the region of Wisconsin. By 1800, fewer than 5,000 settlers lived in the territorial region, with most located in the southern portion of what became Illinois along the Mississippi, Ohio, and Wabash Rivers. The northern portion of the state was more sparsely populated, as European settlers did not begin to enter this area until the early years of the 1800s.



*The map at left dates from 1812, six years prior to Illinois becoming a state but over 150 years after European settlers first came to the region. The makeup of the Native American presence had changed during this same period, and the Potawatomi were as new to the region as the Europeans. (Map reproduced from Atlas and Supplement: Indian Villages of the Illinois Country, compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate LXXXI.)*

<sup>16</sup> Opie, *The Law of the Land*, 10.

<sup>17</sup> *Ibid.*, 15.

At this time, the Native American tribe leader Tecumseh organized the tribes of the Northwest Territory against European settlers. Although defeated in the Battle of Tippecanoe of 1811, Tecumseh remained active throughout the War of 1812 and aided British forces in capturing many European settled areas. These reverted to American control at the end of the war. A series of treaties with Native American populations influenced the future of northeast Illinois. In 1795, a peace treaty with warring Native Americans included the ceding of “one piece of land, six miles square, at the mouth of the Chicago River, emptying into the southwest end of Lake Michigan, where a fort formerly stood.”<sup>18</sup> It was on this land that Fort Dearborn was established in 1803, where a settlement of French traders and their Native American wives developed. The site grew initially from the fur trade, and despite the Fort Dearborn Massacre of 1812, more settlers came to the area.

Cutting across the western half of the region later known as Will County was a land corridor ceded by the Potawatomi, Ottawa, and Chippewa in a treaty signed in St. Louis on 24 August 1816, under territory commissioners Ninian Edwards, William Clark, and Auguste Chouteau. The corridor, defined by the cartographic features now known as the Indian Boundary Lines (and still present on many maps of the area), was meant for allow European settlers access to Lake Michigan for the construction of a (later developed as the Illinois and Michigan Canal, discussed later in this chapter). The corridor was physically surveyed by James M. Duncan and T.C. Sullivan in 1819; its southern boundary was defined by a point on the shore of Lake Michigan, ten miles south of the Chicago River, to a point on the Kankakee River, ten miles upstream of its mouth.<sup>19</sup>

### ***Illinois Statehood***

The United States Congress passed an enabling act on 18 April 1818 admitting Illinois as the twenty-first state as of 3 December 1818. A bill had passed Congress in early 1818 moving the northern boundary northward to include the mouth of the Chicago River within the Illinois Territory.<sup>20</sup> The act passed despite the fact that the population of the state was only 40,258, less than the 60,000 required by the Ordinance of 1787. The state capital was established first at Kaskaskia and moved to Vandalia two years later. Much of the land in the state was the property of the United States government. Early sales offices were located at Kaskaskia, Shawneetown, and Vincennes. Until the financial panic of 1819, there was an initial rush of sales and settlement at the southern end of the state where navigable streams and the only road system were located.<sup>21</sup> State legislation regulating agriculture began in 1819 with acts addressing the rights of settlers to the land they occupied and regulation of land enclosures and cultivation of common fields.<sup>22</sup> Agricultural advocacy and scientific study also began in 1819, with the founding of the Illinois Agricultural Society on 23 February.<sup>23</sup>

<sup>18</sup> As quoted by A.T. Andreas in his *History of Chicago, from the Earliest Period to the Present Time* (Chicago: A.T. Andreas, 1884), 79.

<sup>19</sup> *Will County Property Owners, 1842* (Joliet, Illinois: Will County Historical Society, 1973), 1.

<sup>20</sup> The northern boundary of the Illinois Territory was on an east-west line from the southern line of Lake Michigan. In order to give the future state a portage on Lake Michigan, the boundary line was moved 10 miles north of the initial boundary. The Congressional legislation was amended before passage moving the future state’s northern boundary a total of 51 miles north. In addition to the added economic security, it lessened the potential for the region to be sympathetic to the slave states in the south.

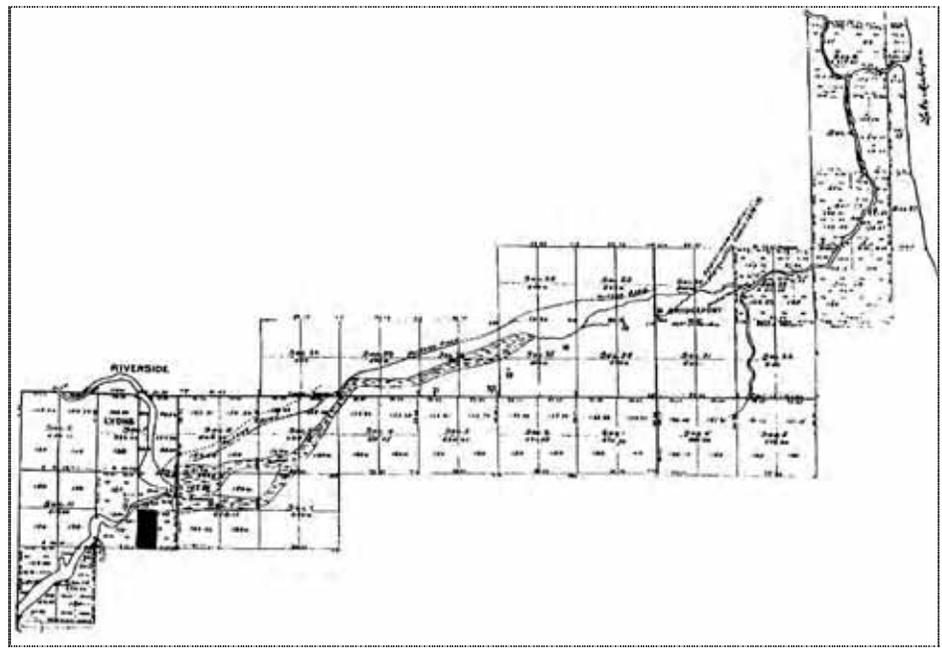
<sup>21</sup> Olin Dee Morrison, *Prairie State, A History: Social, Political, Economical* (Athens, Ohio: E. M. Morrison, 1960), 24–25.

<sup>22</sup> *History of State Departments, Illinois Government, 1787–1943*, compiled by Margaret C. Norton, Illinois State Archives; Illinois Laws 1819, 23, 37, and 44.

<sup>23</sup> However, the society had a short life, being disbanded in 1825.



Shown at left is a map of Illinois dating from 1819 with the corridor defined by the "Indian Boundary Lines" in the northeast portion of the state. (Map reproduced from Atlas and Supplement: Indian Villages of the Illinois Country, compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate XLVI. The survey map below, showing the potential route for a canal connecting Chicago River and the Des Plaines River, dates from 1821 and was prepared by John Walls (Ulrich Danckers and Jane Meredith, Early Chicago (River Forest, Illinois: Early Chicago, Incorporated, 1999), 53). As recorded by George Woodruff, "in 1821, an appropriation of ten thousand dollars was voted for a survey, which was made, and the project was pronounced eminently practicable" (Woodruff, Forty Years Ago: A Contribution to the Early History of Joliet and Will County, Lecture I (Joliet, Illinois: Joliet Republican Steam Printing House, 1874), 8).)



The Native Americans who occupied the area at this time were divided into powerful tribes who at times fought the European settlers to hold their hunting grounds. Chief among these tribes was the Kickapoo, who were among the first to engage in war with European settlers and the last to enter into treaties with the United States government. On 30 July 1819, by the Treaty at Edwardsville, the Kickapoo ceded their land to United States and began to retreat to Osage County. By 1822, only 400 Kickapoo were left in the state. The Peace Treaty of Tippecanoe of 1832 was negotiated with the Potawatomi tribe, resulting in the ceding of the land now occupied by Chicago and Joliet to the federal government.

The early 1830s saw the greatest land boom thus far in American history. Land sales gradually came under the control of the General Land Office as the survey moved westward. In 1834 and 1835 alone, 28 million acres were shifted from closed to open land for purchase. Two years later the Van Buren administration placed an enormous 56,686,000 acres on the market. These lands were located in some of the most fertile farming regions of the nation: Illinois, Iowa, Alabama, Mississippi, Arkansas, and Missouri.<sup>24</sup> The building of the Illinois and Michigan Canal in the later 1830s and 1840s (discussed in Chapter II) led to a land boom in Chicago, which had been platted in 1830 and incorporated in 1833.<sup>25</sup> The rate of growth in northern Illinois soon matched and then surpassed that of the southern portion of the state.

### ***Settlement and Development of Will County***

By 1826, more European settlers began to move to the northeast Illinois region, so that by 1831 a few hamlets were present between LaSalle and Chicago. Also present in the region was a tribe of nearly 1,000 Potawatomi in the area along the Du Page River south of what would become Plainfield.<sup>26</sup> At the beginning of the Black Hawk War in 1832 the largest settlement north of the Illinois River (except for Chicago) was on Bureau Creek, where there were about 30 families. A few other settlers had located on the river at Peru and LaSalle, and a considerable number at Ottawa. At Walker's Grove or Plainfield, there were 12 or 15 families.<sup>27</sup> Along the branch of the Du Page, partially located in the region that would become Will County in 1836, there were about twenty families. In Yankee settlements, which embraced part of the towns of Homer, Lockport and New Lenox, there were 20 or 25 families. Along the Hickory in the town of New Lenox, including the Zarley settlement in Joliet Township, there were approximately 20 more families, and at the Reed's and Jackson Grove there were 6 or 8 more.<sup>28</sup>

In 1832, a band of Sauk Indians led by Black Sparrow Hawk, resisted their deportation by European settlers from their ancestral lands. Although most of the fighting occurred in the Rock River area in Northwest Illinois and southern Wisconsin, an Indian panic swept through Will County settlements. The settlers in Walker's Grove together with about 25 fugitives from the Fox River area hurriedly constructed a stockade from the logs of Stephen Begg's pigpen, outbuildings, and fences ("Fort Beggs"). The prospect of engaging Indians in pitched battle from the confines of "Fort Beggs" prompted the settlers to leave the makeshift stockade in favor of Fort Dearborn in Chicago. Meanwhile homesteaders in the eastern Will County area gathered at the Gougar homestead and decided to flee to Indiana.<sup>29</sup>

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<sup>24</sup> Ibid., 51.

<sup>25</sup> Between 1840 and 1860 the population of Chicago increased from 4,470 to nearly 100,000, growth tied to the economic boom started by the opening of the Illinois and Michigan Canal. By 1890, Chicago's population was more than 1,000,000 persons (Harry Hansen, ed., *Illinois: A Descriptive and Historical Guide* (New York: Hastings House Publishers, 1974), 176–83).

<sup>26</sup> Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois*, 21.

<sup>27</sup> A Potawatomi village was located to the south of Walker's Grove. (Map 26, Helen Hornbeck Tanner, ed., *Atlas of Great Lakes Indian History* (Norman, Oklahoma: University of Oklahoma Press, 1987), 140.)

<sup>28</sup> Ibid.

<sup>29</sup> Robert E. Sterling, *A Pictorial History of Will County*, Volume 1 (Joliet: Will County Historical Publications, 1975).

Also in 1832, northwest Will County was the scene of an epidemic of smallpox among the Potawatomi, inflicting a mortality rate at least twice that of European settlers. Approximately one-third of the Native American population in the region died during the epidemic.<sup>30</sup>

The end of the Black Hawk War brought about the expulsion of the Sauks and Foxes from lands east of the Mississippi River. Also in 1832, the Winnebago ceded their lands in Wisconsin south and east of the Wisconsin River and east of the Fox River to Green Bay. The Potawatomi, Ottawa, and Chippewa tribes still held title to land in northern Illinois outside of the Indian Treaty Boundary lines.

*The illustration at right is from a diorama that formerly was in the Illinois State Museum (it is no longer on display). It shows two Native American chiefs who have been plied with alcohol to force a signature on the 1833 Chicago treaty agreeing to Indian removals to lands west of Mississippi. Whether historically accurate or not, the diorama is noteworthy in the honesty that it portrays the subtle treachery of European-American negotiators. (Reproduced from Virginia S. Eifert, The Story of Illinois: Indian and Pioneer, Story of Illinois Series No. 1, Fourth revised edition (Springfield, Illinois, 1954).)*



Early northeastern Illinois settler, and later Illinois Supreme Court chief justice, John Dean Caton was witness to the native peoples of the region:

...I found this whole country occupied as the hunting grounds of the Pottawatomie [sic] Indians. I soon formed the acquaintance of many of their chiefs, and this acquaintance ripened into a cordial friendship. I found them really intelligent and possessed of much information resulting from their careful observation of natural objects. I traveled with them over the prairies, I hunted and I fished with them, I camped with them in groves, I drank with them at the native springs, of which they were never at a loss to find one, and I partook of their hospitality around their camp fire.<sup>31</sup>

In September 1833, a gathering of Native American chiefs and leaders was held in Chicago to “negotiate a treaty whereby the lands might be peaceably ceded, and the Indians removed therefrom, to make way for the tide of white emigration which had begun to set irresistibly and with ever increasing volume to the coveted region.”<sup>32</sup> Chicago historian A.T. Andreas, writing in the 1880s, emphasized the disadvantaged position of the Native Americans, who had seen the effects of war on other Native Americans and experienced the ravages of epidemic on their own peoples:

Black Hawk’s ill-starred campaign, followed by the subsequent treaty made by his tribe, showed them the inevitable result [that] must follow resistance. They knew quite well that they had no alternative. They must sell their lands for such a sum and on such terms as the Government agents might deem it politic or just or generous to grant. The result of the treaty was what might have been expected. The Indians gave up their lands and agreed for certain considerations, the most of which

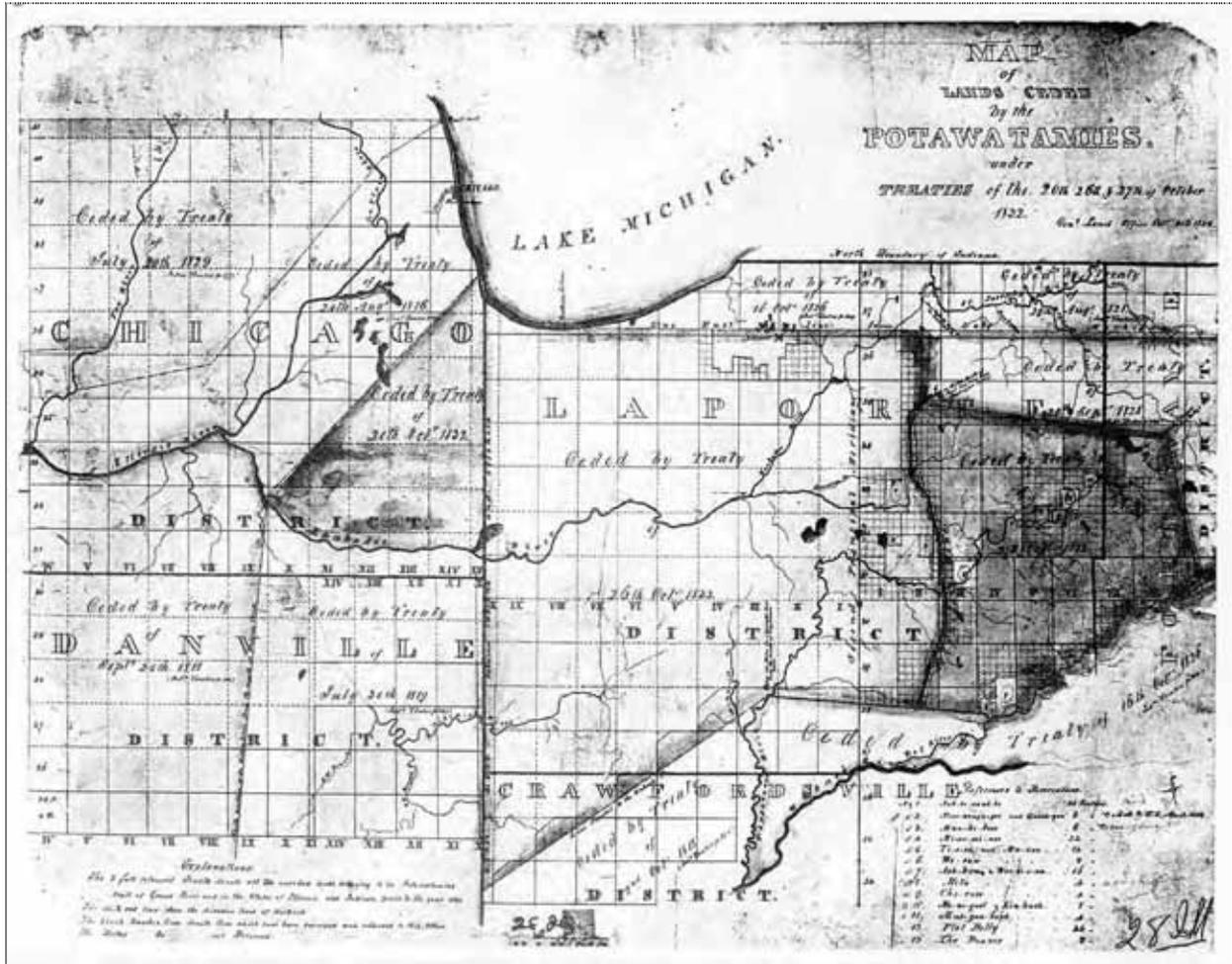
<sup>30</sup> Tanner, ed., *Atlas of Great Lakes Indian History*, 173.

<sup>31</sup> John Dean Caton, “The Last of the Illinois, with a Sketch of the Pottawatomes [sic],” *Miscellanies* (Boston: Houghton, Osgood and Company, 1880), 117.

<sup>32</sup> Andreas, *History of Chicago*, 123.

did not redound to their profit, to cede all their lands to the Government, and to leave forever their homes and the graves of their fathers for a land far toward the setting sun, which they had never seen and of which they knew nothing.<sup>33</sup>

In the resulting treaty, the three tribes ceded land “along the western shore of Lake Michigan, and between this lake and the land ceded to the United States by the Winnebago nation at the treaty of Fort Armstrong....”<sup>34</sup> As compensation, the tribes received land on the east bank of the Missouri River and a series of monetary payments.<sup>35</sup>



Map of northeast Illinois and northwest Indiana showing lands forfeited by Native Americans through treaties negotiated between 1829 and 1835. (Map reproduced from Atlas and Supplement: Indian Villages of the Illinois Country, compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate XCIII.)

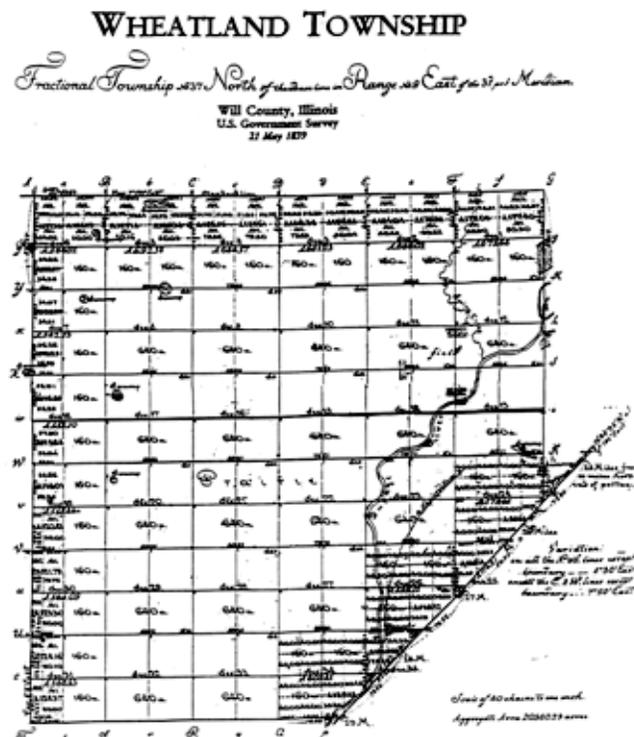
<sup>33</sup> Ibid.

<sup>34</sup> As quoted in Andreas, *History of Chicago*, 124.

<sup>35</sup> It has been reported that Native Americans returned to Will County as late as 1900 on pilgrimages (Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois*, 21):

Though officially ousted, the Indians, being great travelers, made pilgrimages back to the land of their childhood for many years. Small ragtag bands of women and children were seen as late as the 1870s along the Du Page, wending their way north in the spring and south in the fall. In 1900 an old Indian man, a small boy and a horse pulling a travois were seen along the Kankakee River.

Emigration into this area after the Black Hawk War increased so markedly that settlers began agitating for separation from Cook County. Residents of these settlements, then part of Cook County, demanded a more convenient place to record their land purchases and to pay their taxes. Accordingly, Dr. A. W. Bowen of Juliet and James Walker of Plainfield went to the state capital of Vandalia and successfully lobbied a detachment petition through the General Assembly. On 12 January 1836, an act was passed creating Will County from portions of Cook, Iroquois, and Vermilion Counties. Will County also included at that time the northern part of what would later become Kankakee County. (In 1845, the boundaries of Will County were changed to their present locations.) The county was named in honor of Dr. Conrad Will, a member of the state legislature who lived in the southern part of Illinois.<sup>36</sup>



*A plat of survey for Wheatland Township in northwest Will County, dated 21 May 1839. The diagonal line in the lower righthand corner is the Indian Boundary Line. As explained above, the land shown platted here was not officially accessible to settlers until after the Treaty of Chicago of 1833 since it belonged to Native American tribes in the region.*

On 7 March 1836, an election was held to select Will County's first public officials. They in turn set the price of tavern licenses and created a book for recording the ear markings of livestock. Since swine, sheep, cows, and other livestock freely roamed the city streets and open fields, settlers devised special ear markings consisting of slits, crops, and holes to identify their animals. These "brands" were recorded with pen and ink drawings in the county clerk's office.<sup>37</sup>

<sup>36</sup> Born near Philadelphia, Pennsylvania, on 3 June 1779, Conrad Will emigrated westward after studying medicine. First homesteading on the Big Muddy River in the Illinois Territory in 1813, he established a salt works in 1816 using the salt springs in the area. He was instrumental in the formation of Jackson County from the lower half of Randolph County and part of present day Perry County. When the salt business did not prosper, Will entered politics, becoming a state senator in the newly formed State of Illinois in 1818. In 1820 he became a member of the state House of Representatives, an office he held until his death on 11 June 1835. On the following 12 January, the state legislature passed an act sectioning the southern portion of Cook County in northern Illinois, naming it after Conrad Will. (Alice C. Storm, *Doctor Conrad Will* (Joliet, Illinois: Louis Joliet Chapter of the Daughters of the American Revolution, 1917), 1-5.)

<sup>37</sup> Address of George H. Woodruff, *Sixth Annual Reunion of the Will County Pioneer Association* (Joliet: The Press Company, 1886), 5-6.

The primary concern of pioneer farmers was providing food for his family and livestock. Most farmers homesteaded around wooded land to provide building materials and fuel.<sup>38</sup> On cultivated land, settlers would need to grub out tree stumps before breaking the prairie sod with a walking plow. This latter activity was often difficult, since the soil tended to ball up on the plow. In 1833, John Lane of Lockport invented the breaking plow, which eliminated this problem. Lane's innovation developed from an improvised steel plow attached to the plow molding board. It successfully cut the prairie sod so that the soil could be turned over.<sup>39</sup>

Although most early settlers were occupied with subsistence farming, growing crops and raising livestock to meet the needs of themselves and their neighbors, transportation became an important issue for moving their yields to markets as they became more established. Before the opening of the Illinois and Michigan Canal in 1848, regular passage for people could be obtained on stage coach routes. Three such services included the Chicago and Ottawa route, which passed from Chicago through Lockport and Joliet and on to Ottawa (a total of 85 miles); another Chicago and Ottawa route, and another by way of Naperville and Plainfield (which was several miles longer). Many of these early routes followed roads that had been established by Native Americans moving through the region to hunting grounds and settlements, although necessarily improved to allow the passage of horse-drawn coaches. The Chicago and Ottawa route was inaugurated on 1 January 1834.

### ***Development of the Illinois and Michigan Canal***

The proximity of the headwaters of the Illinois River to Lake Michigan led early explorers to propose the construction of a canal to link the two, thus allowing river traffic to move from the Great Lakes to the Mississippi River. In 1673 the French explorers Marquette and Joliet were commissioned to verify the extent of the Mississippi River. While in northeast Illinois, they were required to make a short portage across the land dividing the waterways in the region. The northern branch of the Illinois River is the Des Plaines River, which at the closest point flows about five miles west of the shore of Lake Michigan before turning southwest in the region now called Summit. The usefulness of a canal to link Lake Michigan with the Illinois watershed was apparent to the two explorers. The Des Plaines River flowed into the Illinois, which then flowed to the Mississippi, and the Chicago River flowed to Lake Michigan. Canals would eliminate the portages, providing useful water routes between the Gulf of Mexico and the Great Lakes. During periods of spring rains the two waterways were frequently linked as floodwaters spread across the portage and part of the Des Plaines River spilled into the Chicago.

As early as 1794, plans were made to establish the Illinois waterway link with the lake. The Louisiana Purchase of 1803 gave a further impetus to the development of a canal. Army engineers began surveying the area after the War of 1812. Land acquisition began when a treaty with Native American tribes was signed at St. Louis in 1816, leading to the acquisition of a corridor from Chicago to Ottawa, Illinois. Debate on the canal project continued for several years until 1834 when Joseph Duncan, a strong supporter of the canal, was elected governor of Illinois. Governor Duncan supported legislation in 1836 to assist financing for the construction of a canal. Construction began on 4 July 1836, with ground broken at Bridgeport in Chicago.<sup>40</sup>

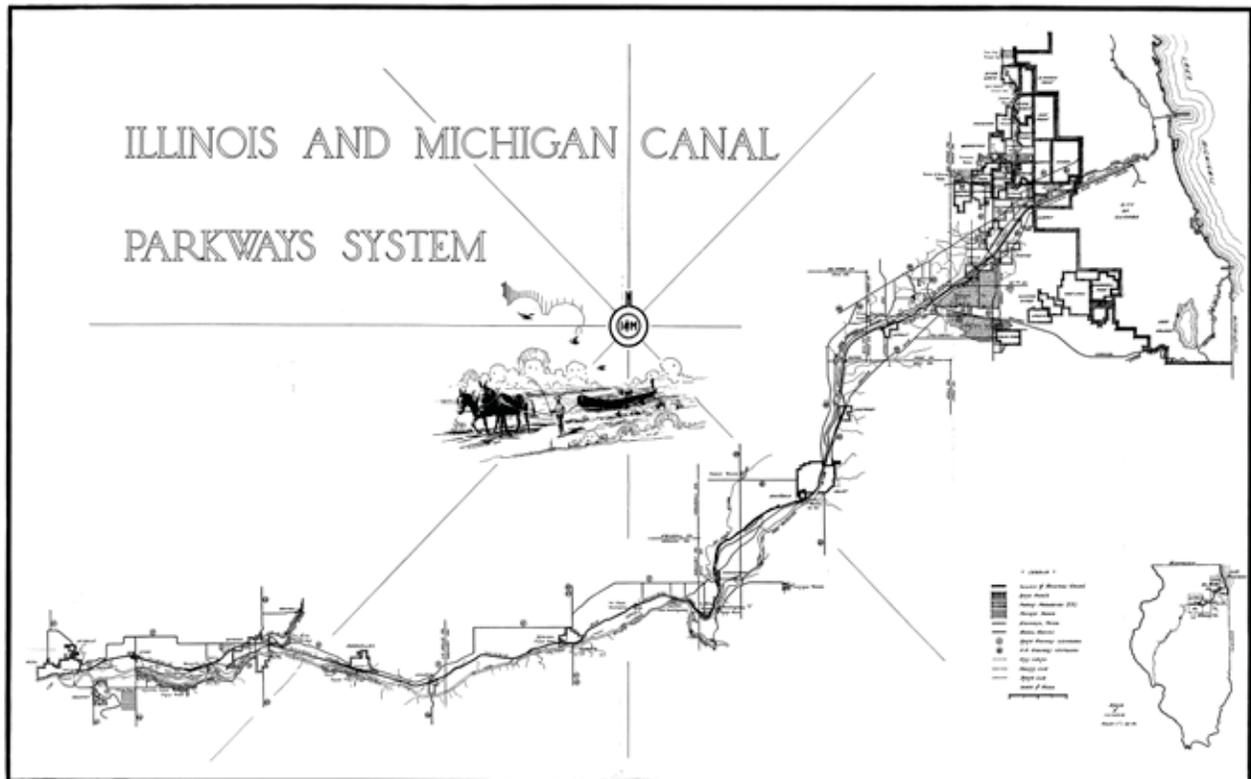
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<sup>38</sup> Wood was so important that the lack of wooded land in Wheatland Township was one of the issues that dissuaded settlers from buying land in the region until the later 1830s and 1840s, when land in surrounding townships was selling out.

<sup>39</sup> Fayette Baldwin Shaw, *Will County Agriculture* (Will County Historical Society, 1980), 1. The site of Lane's farmstead has a Will County historical marker commemorating his importance due to the invention of this plow.

<sup>40</sup> Leslie C. Swanson, *Canals of Mid-America*, 35.

The canal route followed the south branch of the Chicago River and followed the Des Plaines River and Illinois River to a western terminus at LaSalle.<sup>41</sup> The canal was subsidized with a federal land grant of 325,000 acres to the State of Illinois of alternate sections of land along the canal route, which then were sold to settlers. After little progress was made during the first year of construction, financial problems developed. By 1840 the canal was two-thirds completed when another series of funding problems delayed completion of the canal until 1848.



The route of the canal from Chicago to Ottawa is shown above on a map prepared in the 1930s when the Civilian Conservation Corps transformed the canal into a recreational park (Illinois Park, Parkway, and Recreational Area Plan (Chicago, Illinois: Illinois State Planning Commission, 1938).)

Labor for the project was attracted to Illinois, with many new immigrants from Ireland. Bridgeport, now a Chicago neighborhood, was the eastern terminus of the canal and began as a settlement to house Irish canal workers. Numerous towns were founded as a result of the construction and operation of the canal.

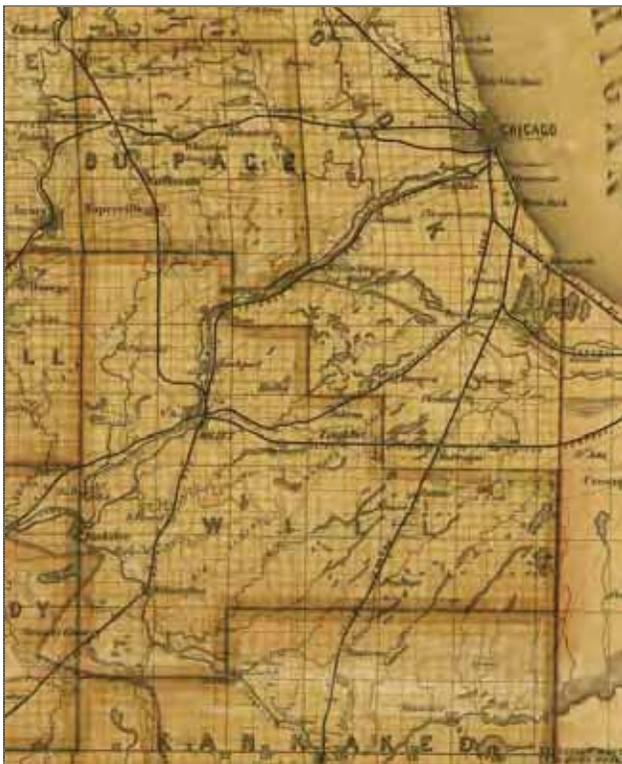
Until the canal was completed, farmers in northeast Illinois who wished to sell their crops and livestock in the Chicago markets had to move it there by wagon cart. The son of one of the early settlers described the journey, writing that “in 1844, we began to haul wheat to Chicago, the trip taking three or four days. The hauling was generally done in the fall when the roads were good. We killed and dressed our hogs at home and hauled them to Chicago markets in cold weather.”<sup>42</sup>

<sup>41</sup> The eastern entrance into the canal was near the present intersection of Archer and Ashland Avenues and followed the right-of-way of the contemporary Stevenson Expressway (Interstate 55) to the town of Summit, where it turned to the southwest, paralleling the east bank of the Des Plaines River to Joliet. At Joliet the canal crossed the Des Plaines at river level. Continuing southwest it made a level crossing of the Du Page River at Channahon. The canal then followed the west banks of the Du Page and Des Plaines Rivers and the north bank of the Illinois. It ended in a riverboat turning basin at La Salle/Peru.

<sup>42</sup> Michael Henry Crider (source unknown), as quoted in Herath, *Indians and Pioneers: A Prelude to Plainfield*,

Completion of the canal in 1848 revolutionized freight and passenger traffic on the Illinois River route by allowing shippers to utilize Chicago as their route to the eastern United States as shipping prices dropped. During the early years of operation the canal's eastbound traffic included corn, wheat, sugar, and coal; westbound traffic included lumber, salt, and merchandise. The improvements to transportation brought by the canal helped to spur further agricultural development in northern Illinois.<sup>43</sup> During the first three years of the canal's operation, 1.4 million bushels of wheat and 1.6 million bushels of corn were transported to markets.<sup>44</sup> In the ensuing years, the railroad first supplemented and then supplanted the canal as a significant traffic route. But one of the most significant contributions of the canal was the benefit it gave to Chicago as a trading center. The canal effected a reorientation of the state, from downstate communities focused on markets in St. Louis to more economically successful northern communities focused on the port of Chicago.

By 1851, traffic was already showing signs of having outgrown the canal, and it was necessary to restrict its use to boats with a draught of not more than four and a half feet. Railroad service from the Chicago and Alton Railroad was initiated in 1854, running nearly parallel to the canal for much of its length. Business continued to increase for over two decades, especially during the Civil War when commercial traffic was restricted on the Mississippi. In 1871 the last of the canal debt was paid. The decline of the canal began in the late 1870s, when the waterway showed a deficit of \$40,000 a year while the railroads began to supplant the canal as a transportation route.<sup>45</sup>



*Illustrated at left is an excerpt of Sectional Map of the State of Illinois of 1861, showing Will County in relation to Chicago and the railroad lines radiating from the latter. The Chicago and Alton Railroad roughly parallels the route of the Illinois and Michigan Canal. (Leopold Richter, State Topographer, Springfield, Illinois, Sectional Map of the State of Illinois (St. Louis: Leopold Gast, Brother & Co., 1861).)*

*Illinois, 65.*

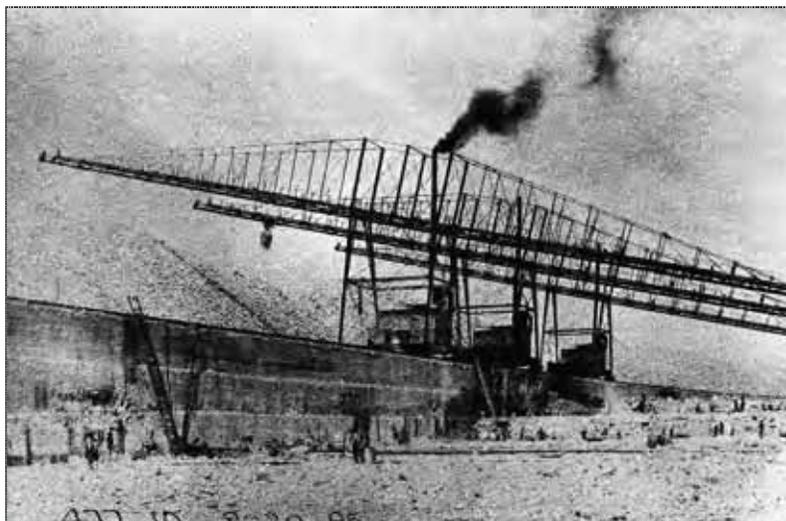
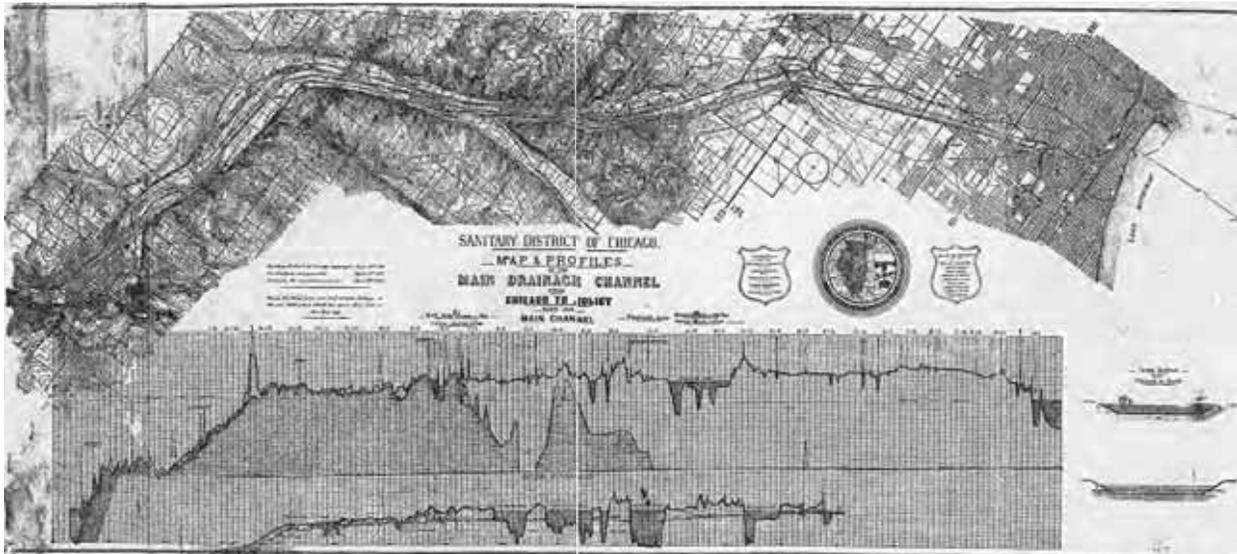
<sup>43</sup> Michael P. Conzen, "1848: The Birth of Modern Chicago," in *1848: Turning Point for Chicago, Turning Point for the Region* (Chicago: The Newberry Library, 1998), 11.

<sup>44</sup> Statistics cited in John G. Clark, *The Grain Trade in the Old Northwest* (Urbana, Illinois: University of Illinois, 1966), 88. Clark goes on to state that corn soon supplanted wheat as a major crop in the middle upper Illinois River area, a fact shown by the agricultural statistics cited for individual farmsteads in this chapter. Wheat production shifted to Wisconsin and other near western states.

<sup>45</sup> Swanson, *Canals of Mid-America*, 37.

Chicago had an influence on the future of the canal in an unusual way. Because the city dumped its sewage effluents into Lake Michigan, the source of its drinking water, the risk of pollution leading to epidemics was high. Plans were implemented to reverse the flow of the Chicago River, passing wastes down to the Illinois River. This also provided a widened and deepened waterway from Chicago to Lockport. The new canal, the Sanitary and Ship Canal, was constructed between 1890 and 1900.

Traffic over the Chicago to Joliet segment of the Illinois and Michigan Canal halted after 1900 with the opening of the Sanitary and Ship Canal. Other portions of the Illinois and Michigan Canal continued to be navigable until 1933 when the Illinois Waterway was completed. In the same year, the Civilian Conservation Corps (CCC) in Illinois selected the waterway for transformation into a recreational park.<sup>46</sup> Subsequent to the rehabilitation work of the CCC, recognition of the canal's regional and national significance began to grow. To mark the centenary of the canal in 1948, Illinois Governor Dwight Green



*The engineering plat and profile drawing shows the Sanitary and Ship Canal, designed to reverse the flow of the Chicago River and allow larger barges and ships to traverse the Illinois waterway system (Illinois State Archives collection). Shown at left is construction in progress of a portion of the Sanitary and Ship Canal north of Lockport, circa 1890s, showing the derricks constructed to remove limestone from the canal channel. Limestone (Historic photograph at left from John Lamb, Lockport, Illinois: The Old Canal Town, Images of America series (Charleston, South Carolina: Arcadia Publishing, 1999).)*

<sup>46</sup> Gerald W. Adelman, "A Preservation History of the Illinois and Michigan Canal," in *Illinois and Michigan Canal National Heritage Corridor: A Guide to Its History and Sources*, Michael P. Conzen and Kay J. Carr, ed. (DeKalb, Illinois: Northern Illinois University Press, 1988), 43.

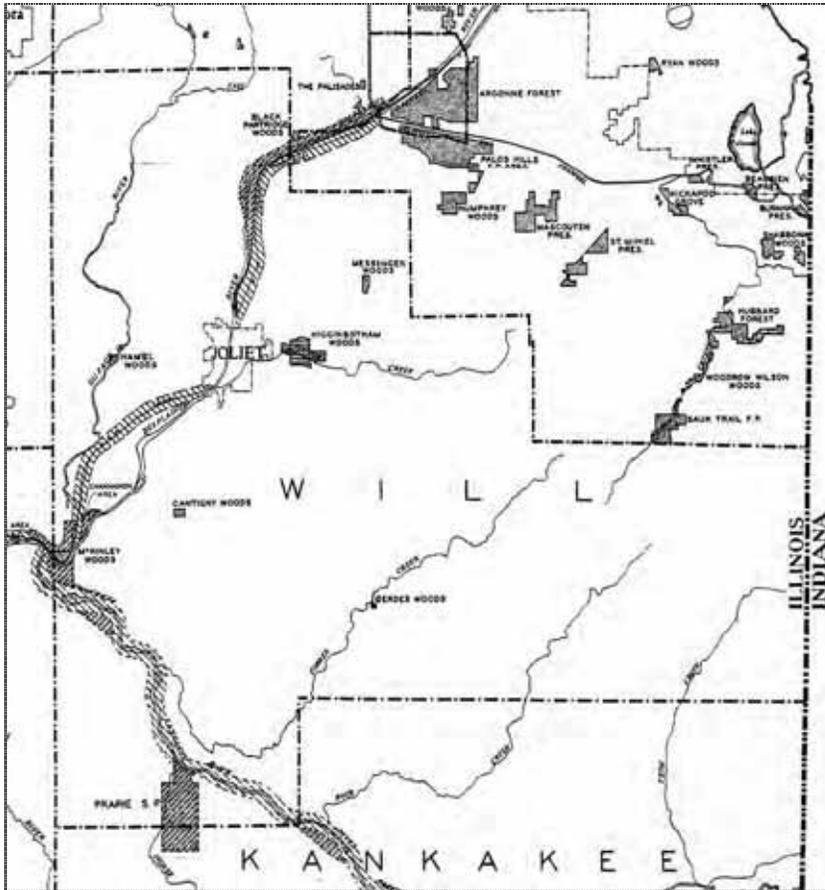
presided of the placing of a marker at 28<sup>th</sup> Street and Ashland Avenue in Chicago, where he gave the following speech, focusing importance on the region’s pioneer farmers:

In placing this marker, we also mark an era. The Illinois-Michigan Canal was really a great achievement for a state only 30 years old, with little wealth and small population. It pulled the farmers out of the sticky mud of the Illinois prairie, the mud that also forced the birth of the modern steel plow [on the John Lane farm in Homer Township in 1833]. It may well have been the turning point which made Chicago such a great city and also Illinois a leading farming state.

The pioneers were farseeing people. They knew, somehow, that the fertile soil and the confluence of transport had the potential to make Illinois a great state. And it was a testimonial to the hardheaded promoters of the canal that they went ahead with their project in the face of the knowledge that the railroad had arrived.

Eventually, the old canal had to be abandoned, but only because it wasn’t big enough to handle the many developments in waterway transport. There came instead the Illinois deep waterway—and today there are people who think a waterway connecting the St. Lawrence waterway and the Gulf of Mexico is a necessity.<sup>47</sup>

The surviving portions of the canal were designated a National Historic Landmark in 1963. The canal corridor was transferred to the control of the Illinois Department of Conservation in 1974. In 1984, the canal was named the first National Heritage Corridor following special legislation passed by Congress.<sup>48</sup> In recent years, the U.S. Army Corps of Engineers has coordinated the study of twenty-four separate cultural, historical, natural, and recreational resource projects along the length of the canal route.

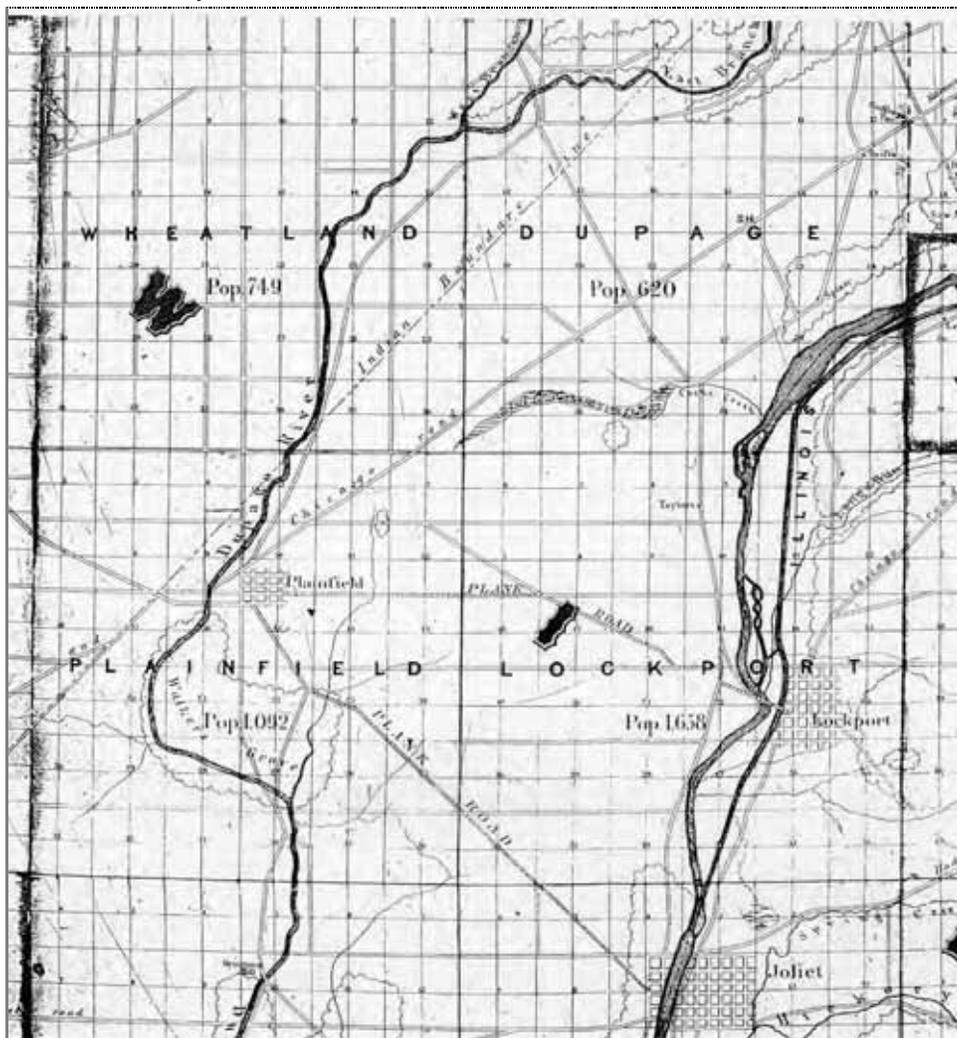


*After the Illinois and Michigan Canal ceased to be a functioning waterway, it deteriorated until the work of the Civilian Conservation Corps in the 1930s rehabilitated portions of it for recreational use. The map as left shows how the canal linked the forest preserve areas in southwest Cook County and northwest Will County (Illinois Park, Parkway, and Recreational Area Plan (Chicago, Illinois: Illinois State Planning Commission, 1938)).*

<sup>47</sup> “Illinois-Michigan Canal Reaches Century Mark,” *Illinois Public Works* 6, no. 2 (summer 1948), 15.

<sup>48</sup> *Ibid.*, 50.

### *Plank Roads in Will County*



*The map excerpt illustrated above dates from 1851 and shows the roads present in the region, including the plank roads leading from Plainfield to Joliet and Plainfield to Lockport. Also noted is Godfrey Tavern in eastern Du Page Township, a stopping point on the stage coach route from Chicago to Plainfield where travelers rested and horses for the coach were changed. (Illustration above excerpted from Map of the Counties of Cook, Du Page, the East Part of Kane and Kendall, the Northern Part of Will, State of Illinois (Chicago: James H. Rees, 1851).)*

The boom in agricultural production coincided with the opening of the Illinois and Michigan Canal in 1848 was soon followed by the introduction of railroad service in the following decade. Plank roads were also a significant mode of transportation in the mid-eighteenth century. In 1849, the state legislature passed a law allowing the construction of plank roads. Two years later the Chicago and Oswego Plank Road was incorporated with a scheme to connect Oswego, Plainfield, and Joliet by plank road with a plan to extend it eventually to the Indiana state line.<sup>49</sup> The road was opened on 1 December 1851. The toll rate was 2 cents a mile one way, 3 cents round trip. In use until 1869, the road eventually failed since farmers would drive miles out of their way to avoid tolls and because of lack of proper maintenance.<sup>50</sup>

<sup>49</sup> Construction of a plank road involved grading the dirt road bed to a width of 21 feet with ditches on both sides. Wood stringers were laid six feet apart and dirt was packed in between (similar to a subfloor). With planks laid lengthwise on the stringers, the road was approximately eight feet wide.

<sup>50</sup> *Joliet Herald News*, 2 September 1961, as quoted in *A History of Plainfield "Then and Now,"* 77. Toll houses were located at the northwest corner of U.S. Route 30 and Renwick Road and in Joliet at the corner of Raynor

### *Agricultural Development of the State and County*

In the late 1840s, the United States still owned 14,060,308 acres of land in Illinois. Between 1848 and 1857, much of this land passed into private hands. In addition to land that could be purchased from the government, alternate five mile sections each side of the route planned for the Illinois and Michigan Canal in western Will County were offered for sale by the canal authority. Later, alternate six mile sections each side of the route granted to the Illinois Central Railroad (which passed through eastern Will County) was available for purchase from the railroad.<sup>51</sup>

Another attempt was made as establishing a state agriculture organization, with the founding of the Union Agricultural Society in 1839. The organization existed the state legislature passed an act on 8 February 1853 to incorporate the Illinois State Agricultural Society to promote agricultural, horticultural, and household arts. The society sponsored a State Fair annually between 1853 and 1871 at different places around the state, including at Chicago on four occasions.<sup>52</sup> Will County had a local chapter of the Illinois State Agricultural Society, although it remained active only intermittently and was not a strong voice in the organization. In 1871, the Department of Agriculture was formed with business conducted by a “State Board of Agriculture.”<sup>53</sup>

Illinois’ corn production was 57.65 million bushels in 1850, which increased to 115.2 million in 1860, making it the leading corn producer in the nation.<sup>54</sup> Wheat was also a major crop—the state was fifth in wheat production in 1850 and first in 1860.<sup>55</sup> Acreage in improved farmland increased two and one half

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Avenue, Black Road, and Ruby Street. A third toll house was located in Plainfield at Lockport Road and Van Dyke Road. Twenty years later a similar radial route around the outlying Chicago area was followed in the alignment of the Elgin, Joliet, and Eastern Railroad.

<sup>51</sup> The lands were sold to actual settlers and speculators. It is estimated that six million acres passed into the hands of speculators between 1849 and 1856. There were several types of speculators. Small farmers bought the land for pasturage, timber, or simply as an investment. Small businessmen also bought land as an investment, and in this group was included practically every prominent politician in Illinois except Abraham Lincoln. Professional speculators operated on a large scale, with corporations or individuals owning land in many states. Finally, East Coast capitalists who invested in western lands—Samuel Allerton, a wealthy resident of New York, owned 2,000 acres in Frankfort, New Lenox, and Homer Townships in Will County and an additional 400 acres in Cook County. In time, settlers purchased the land from speculators. The Chicago Land Office was the last one in the state opened and the last one closed, except for Springfield, which took over all the unfinished work of all offices and remained open until 1877. (Shaw, *Will County Agriculture*, 1–2.)

<sup>52</sup> *History of State Departments, Illinois Government, 1787–1943*, compiled by Margaret C. Norton, Illinois State Archives.

<sup>53</sup> Illinois Laws 1871–1872.

<sup>54</sup> “Corn” was the term used in the Old World to what was later known as wheat to settlers in the New World. Settlers given “Indian corn” by the Native Americans began to sow it themselves, with corn becoming one of the leading grain crops by the 1800s. Farmers were cognizant of the numerous factors that led to a successful corn crop, including planting time, soil treatments, and pest prevention. In Illinois, the Illinois Corn Breeders association was founded in 1890 to disseminate information and develop better seed stock. Beginning in the 1920s, the University of Illinois began studies that led to improvements in corn varieties. In Illinois alone, sixteen breeds were reported in 1936, one of which was called “Will County Favorite.” (United States Department of Agriculture, *Yearbook of Agriculture* (1936), 496.)

<sup>55</sup> Wheat was one of the earliest crops sown by settlers in the New World. The process of developing hybrid strains of wheat was initiated by individuals and educational institutions before this work was addressed by the U.S. Department of Agriculture and state agricultural experiment stations. Numerous other grains grown historically in Will County, including oats and barley, benefited from hybrid research conducted by university and governmental agriculture studies. The first Agriculture administrative body in the United States was in New York, where a State Board of Agriculture was established in 1819. The U.S. Department of Agriculture was established in 1862, and was raised to cabinet status in 1880. State agricultural experiment stations, operated by the U.S. Department of Agriculture, were established in 1887.

times in the decade. Other principal farm crops were oats, rye, and barley. The average price for corn and wheat was \$1.25 per bushel.

Of the 16,703 persons living in Will County in 1850, 8,850 were male and 7,820 female; there were also 21 “colored” males and 12 “colored” females. A total of 2,833 families were living in 2,796 dwellings. The census of 1860 gives the population of the county as 29,321. Ten years later the population had reached 43,013 and in 1880 it was 53,422.<sup>56</sup>

In the early- to mid-1800s, agricultural methods were primitive with reapers, iron plowshares, and hay tenders. The first McCormick reaper in the county appeared in Du Page Township in 1846 on the farm of Harry Boardman.<sup>57</sup> Some local inventions that could be attached to modify the McCormick included gearing developed by W. Holmes of Hickory Creek in Will County, produced at Adams’ Foundry, followed later by a turf and stubble plow.<sup>58</sup>

The major crops in Will County historically have been corn and wheat, although wheat production declined in the later 1800s after infestations of the chinch bug and the army worm. (Wheat farming revived during World War I due to incentives from the U.S. government.) As early as 1850, corn was the leading crop in the county, since it could be fed to livestock as well as processed into other products.<sup>59</sup> Other grain crops included oats, barley (used in beer production), and rye. Potatoes were also grown in the region up through the late 1800s, but several seasons of wet summers led to rotting crops, followed in subsequent years by potato bugs. Strawberries and grapes were grown in limited areas by at least the 1870s.<sup>60</sup>

The change from self-sufficient farming to cash crop farming occurred during the mid-nineteenth century. Prior to that time, farmsteads typically had less than ten acres. Most farms were 80 acres in size by the end of the century, sometimes with additional parcels of 40 and 80 acres.<sup>61</sup> However, a few individuals in Will County owned larger parcels of land. C.C. Smith of Channahon owned about 1,800 acres in various parcels, while J.D. Caton, at one time Chief Justice of the Illinois Supreme Court, owned two full sections (1,200 acres) in Plainfield Township.<sup>62</sup> In order to divide their parcels of land and enclosure pasturage, farmers used split-rail fencing and vegetation such as osage hedges. Other means included wire fencing, available after 1860, and barbed wire, introduced in the 1880s. (As discussed in Chapter II in conjunction with the development of Joliet, the steel and wire industry was significant to the local economy.)<sup>63</sup>

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<sup>56</sup> *Souvenir of Settlement and Progress of Will County Illinois* (Chicago: Historical Directory Publishing Co., 1884), 243.

<sup>57</sup> Harry Boardman in Section 3 of Du Page Township is discussed in Chapter II.

<sup>58</sup> Shaw, *Will County Agriculture*, 13.

<sup>59</sup> Improved land in Will County in 1850 was valued at \$102,578, unimproved \$82,789; cash value of farms, \$1,950,289, value of farm implements, \$103,469. There were 3,674 horses, 16 asses and mules, 5,868 milch cows, 1,171 working oxen, and 9,628 other cattle; 21,703 sheep, 8,650 swine, \$404,806 value of livestock, \$62,576 value of slaughtered animals. The largest crop in 1850 was corn (527,903 bushels) followed by oats (334,360 bushels), wheat (230,885 bushels), Irish potatoes (64,274 bushels), buckwheat (8,136 bushels), barley (1,795 bushels), peas and beans (1,109 bushels), and sweet potatoes (508 bushels). In addition there were 50,237 pounds of wool, 2,760 pounds of tobacco, 9,617 pounds of maple sugar, 319,054 pounds of butter, 55,735 pounds of cheese, 32043 tons of hay, 167 pounds of molasses, 15, 175 pounds of honey and beeswax. Homemade manufactures totaled \$4,742 (*Souvenir of Settlement and Progress of Will County Illinois* (Chicago: Historical Directory Publishing Co., 1884), 244).

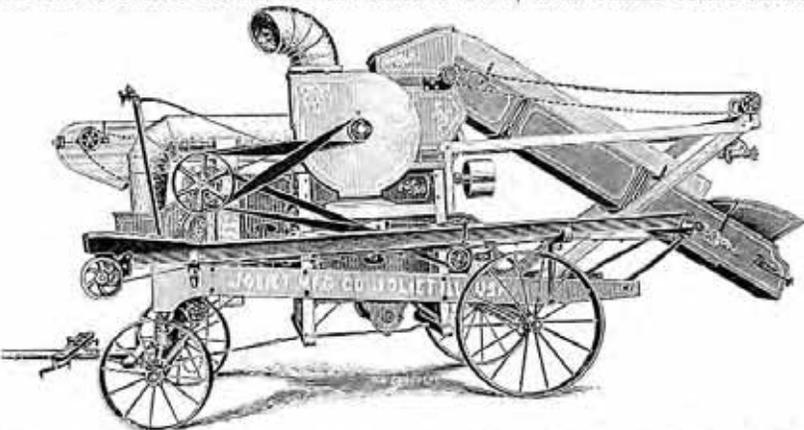
<sup>60</sup> Shaw, *Will County Agriculture*, 8.

<sup>61</sup> However, it should be noted that plat maps from the period reflect land ownership, not tilled land or the extent (through land leasing or barter) of a farmstead.

<sup>62</sup> Shaw, *Will County Agriculture*, 3. The Caton Farm is discussed in Chapter II.

<sup>63</sup> *Ibid.*, 5.

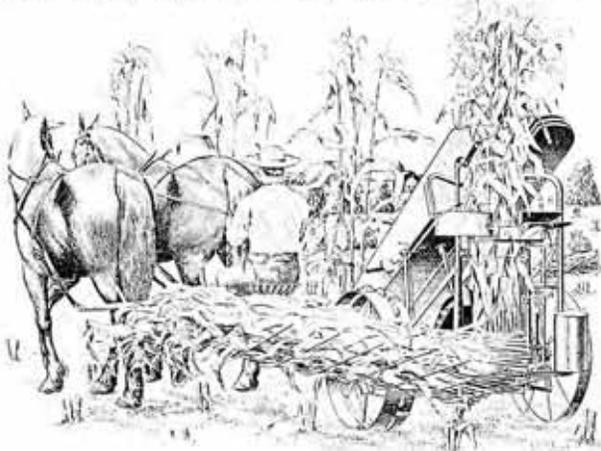
.....JOLIET DUSTLESS CYLINDER CORN SHELLER NO. 2, WITH SPIRAL FORCE FEED.....



Manufactured by the Joliet Manufacturing Company, the oldest manufacturing company in Will County, and the only exclusive Corn Sheller manufacturing company in the world. Also manufacturers of a full line of two, four and six horse Spring Power Corn Shellers with direct force feed, and the only manufacturers of the direct force Feed Hand Sheller.

Address: **THE JOLIET MANUFACTURING COMPANY, Joliet, Ill., U. S. A.**

**THE 1898 McCORMICK VERTICAL CORN BINDER** 



is of such mechanical construction that it is a corn binder, in fact as well as in name and is worthy of inspection. While the "1898" binder proved itself superior to all other machines, the improvements on the "1906" Binder places it far ahead of any corn binder in the market.

**McCormick Harvesters, Mowers, Corn Binders, Shredders, Etc.**

Celebrated "Canton" Implements of every description, Carriages, Huggies, Road Wagons, Farm Wagons, Harness, Etc., Etc.

**The Largest retail Carriage and Implement House.** .....

**Joseph Stephen,**  
JOLIET, ILL.,  
Cass Street and Arch Court.

The three advertisements at left all date from 1898, early in the period of farming mechanization. Along with barbed wire, woven wire fencing was invented in Illinois. (All illustrations from Souvenir Sketch of the Wheatland Plowing Match with Programme for Meeting of 1898 (Joliet, Illinois: Republican Printing Co., 1898).) The Joliet Manufacturing Company had been in business for at least 35 years by the time this advertisement was published, building "a large number of Reapers and Mowers, Corn Shellers, etc."<sup>64</sup>

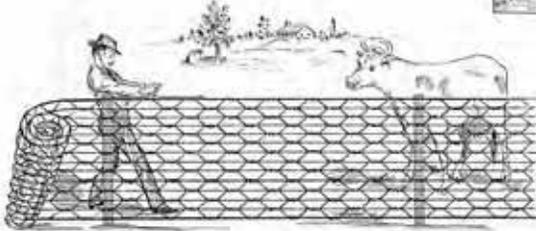
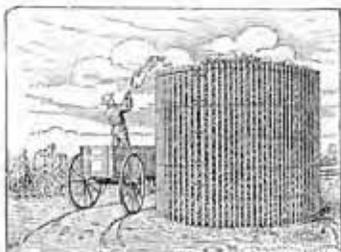
Do You Want Anything in the line of...

 Woven Wire, Slat or Ornamental Steel..... **FENCING?**

For your Farm, Orchard, Garden, Lawn, Churchyard, Cemetery, School House or any other place? Do you need any Gate Ties? Don't you need a Corn Crib for your surplus Corn? You certainly need something in this line.

**We Make a Large and Complete Variety of Such Goods.**

When you need anything in our line, call and see us when in town, or write us and we will give you close prices.

Patented June 27, 1893.



**W. J. ADAM,**  
Beach and McDonough Sts.....  
JOLIET, ILLINOIS.

<sup>64</sup> B.F. Russell, "Will County," *Transactions of the Illinois State Agricultural Society*, Volume VI, 1865-66 (Springfield, Illinois: Baker, Bailhache and Co., 1868), 256.



Above left is Rascher's Birds Eye View of the Chicago Packing Houses & Union Stock Yards (Charles Rascher, 1890; Library of Congress collection). Above right is a historic postcard view of the stockyards (author's collection).

By 1890, there were 3,452 farms in the county. This number remained fairly constant over the next 30 years (3,584 in 1900, 3,588 in 1910, and 3,385 in 1920).<sup>65</sup> The average value of a southern Illinois farm in 1910 was \$15,000; in the northern part of the state it was \$20,700. The value of farm products measured in dollars rose from \$186 million in 1896 to \$277 million annually in 1912; this was accompanied by an increase in production of field crops by 70 percent and 76 percent respectively for those years. During this time, wheat, rye, and oat production was on the decline. Livestock production remained fairly constant in overall value but sales of animals decreased by 50 percent during this period. Vegetable production was led by root crops like potatoes, turnips, and carrots. Of orchard fruits, apples had the greatest production.<sup>66</sup>



The two maps illustrated above show the production of corn (left) and wheat (right) as recorded by the 1900 federal census. Northern Illinois lies in the heart of the "corn belt," while for wheat production there is a noticeable void in the map. (Twelfth Census of the United States: 1900, Census of Agriculture (Washington, D.C.: 1901).)

### ***Twentieth Century Developments***

With the development of the gasoline engine and adaptation to the tractor, work on the farm improved considerably. Water could be pumped using gasoline engines instead of depending on the wind to run windmills. Engines also provided power to operate milking machines, grind feed, and run various kinds

<sup>65</sup> *Eleventh Census of the United States: 1890, Part 3: Agriculture* (Washington, D.C.: n.d.); *Twelfth Census of the United States: 1900, Census of Agriculture* (Washington, D.C.: 1901); and *Fourteenth Census of the United States: 1920, Agriculture: Part V: General Report and Analytical Tables* (Washington, D.C.: 1922).

<sup>66</sup> Morrison, *Prairie State, A History*, 98.



*Prior to the paving of roads, a good seat cushion on a buggy or early automobile was a necessity. (Souvenir Sketch of the Wheatland Plowing Match with Programme for Meeting of 1898 (Joliet, Illinois: Republican Printing Co., 1898).)*

of machinery. The coming of the automobile and truck led to demands for better roads in Illinois, at a time when responsibility for local road construction lay with individual townships in counties in the state. At the 1913 meeting of the Illinois Farmers’ Institute, Illinois State Highway Engineer A.N. Johnson recognized these needs:

In particular, there is a vast field for the development of motor truck traffic, which it has not been necessary heretofore to consider in plans for road improvement. It is believed that in many sections of the State the opportunity is big for the development of this class of traffic, and provision should be made in the future for road building on a majority of the main roads for the eight and ten ton motor truck. Already truck farmers in the vicinity of Chicago have clubbed together in the purchase of a motor truck by which a 24-hour trip has been reduced to 8 hours, while the delivery of milk from the farm to the city by motor truck is already an economic proposition. It is believed therefore that the construction to be undertaken on our main roads should be a character that can withstand the heavy motor traffic, heavy horse drawn traffic, as well as the lighter forms of traffic, and that a serious mistake will be made to put down any other than rigid, durable forms of pavement. In Illinois this reduces the choice of the road surface to brick and concrete.<sup>67</sup>

The rise of the automobile demanded the development of a safe, structurally sound roadway across the United States. Most road networks were dirt; few were gravel, and fewer were paved. In 1912, the Lincoln Highway Association planned a road to extend from New York to San Francisco. Lincoln Highway—also known as U.S. Route 30—was routed through Joliet and Plainfield in the 1920s. In 1915, work on the Pontiac Trail extending from Chicago to Los Angeles, California, was begun. In 1917, the federal government initiated the practice of granting fund to the states for the construction of highways.<sup>68</sup> Pontiac Trail was renamed State Bond Issue 4 (SBI 4) in 1921. Five years later the road was given the name that later became a modern legend: Route 66. The roadway passed through Du Page Township on Ottawa and Chicago Road and early on di verted down contemporary Joliet Road through Lockport Township and on south.<sup>69</sup> (By the late 1940s, Route 66 was rerouted through Plainfield, continuing south from there.)

Also in 1917, the State of Illinois Civil Administrative Code was enacted, forming the departmental structure within the executive branch. One of the agencies established was the Illinois Department of Agriculture.

<sup>67</sup> A.N. Johnson, “Cost of a System of Durable Roads for Illinois,” in *Eighteenth Annual Report of the Illinois Farmers’ Institute*, edited by H.A. McKeene (Springfield, Illinois: Illinois State Journal Company, 1913), 149.

<sup>68</sup> This was the first federal aid given for road construction since the abandonment in 1820 a national road between Cumberland, Maryland and St. Louis, Missouri. The road was completed as far as Vandalia, Illinois.

<sup>69</sup> Unlike Lincoln Highway and Dixie Highway (which ran between Sault St. Marie, Ontario, Canada and Miami, Florida), Route 66 did not follow a linear course. Its diagonal course linked hundreds of rural communities in Illinois, Missouri, and Kansas to Chicago, enabling farmers to transport grain and produce for redistribution.

Land area of farms in the Chicago area declined from 88.7 percent of total area in 1900 to 84.9 percent in 1920 and to 80 percent in 1925. Between 1830 to 1925, the number of farms reached its maximum in 1900. In 1925, the total number of farms was 5,000 less than in 1880.<sup>70</sup> During that same period livestock production (including swine) peaked in 1900. For the counties within 50 miles of Chicago, the number of dairy cows per square mile of farmland declined from 46.1 in 1900 to 42.8 in 1925. A creage in grain production showed a gradual increase after 1925. Sheep and wool production peaked in 1880 and horses and mules in 1920, declining as a direct result of the introduction of the tractor and motor truck. Dairy production in the Chicago region peaked in 1900 and declined markedly in the following two decades.<sup>71</sup>

Although the Great Depression of the 1930s had a dramatic impact on all Americans, for American farmers the economic decline began a decade earlier. This decline is reflected in the census figures for Will County, where an approximately 6 percent decline in the number of farms occurred between 1910 and 1920, followed by an additional decline of approximately 14 percent between 1920 and 1930. During the period same period (1910 to 1930), the number of owner-operated farms decreased from 2,102 to 1,516, while the number of tenant-operated farms increased from 1,367 to 1,411.<sup>72</sup> Numerous factors led to the decline of the farm economy in the post-World War I era. To meet the needs of the wartime economy that was feeding American and European populations, American farmers increased production by cultivating lands that were formerly kept fallow. Following the war, farmers continued this trend, overproducing despite reductions in demand. As commodity prices fell, so did the standard of living of many farmers since prices in the rest of the economy were increasing. Farmers went into debt, mortgaged their property, and in many cases lost their farms to creditors.



The illustration at left is a notice from the Illinois Agricultural Association Record of 1 May 1926 shows how charged an issue farm relief was in the 1920s.

<sup>70</sup> Edward A. Duddy, *Agriculture in the Chicago Region* (Chicago: University of Chicago, 1929), 3.

<sup>71</sup> *Ibid.*, 4.

<sup>72</sup> *Twelfth Census of the United States: 1900 – Census of Agriculture* (Washington, D.C.: 1901); *Thirteenth Census of the United States: 1910, Census of Agriculture* (Washington, D.C.: 1914); *Fourteenth Census of the United States: 1920, Agriculture: Part V: General Report and Analytical Tables* (Washington, D.C.: 1922); and *Fifteenth Census of the United States: 1930 – Agriculture, Volume II: Part I – The Northern States, Reports by States, with Statistics for Counties and a Summary for the United States* (Washington, D.C.: 1931). Twenty years earlier, there were 3,452 farms in Will County, 2,325 were owner-operated and 1,127 operated by tenants, which shows that the trend had been occurring over an extended period of time. (*Eleventh Census of the United States: 1890 – Part 3: Agriculture* (Washington, D.C.).)

The first table shown below summarizes the number of farms in Will County as listed in the 1930 census; the second table shows the trend towards larger farms between 1900 and 1930:<sup>73</sup>

**Farms within Each Township, 1 April 1930**

<i>Township</i>	<i>Total Number of Farms</i>	<i>Township</i>	<i>Total Number of Farms</i>
Channahon	98	Monee	129
Crete	150	New Lenox	140
Custer	70	Peotone	133
Du Page	128	Plainfield	144
Florence	121	Reed	46
Frankfort	154	Troy	107
Green Garden	161	Washington	196
Homer	137	Wesley	78
Jackson	159	Wheatland	133
Joliet	88	Will	141
Lockport	111	Wilmington	96
Manhattan	123	Wilton	126

**Size of Farms – 1900 and 1930**

<i>Size of Farms</i>	<i>1900</i>	<i>Percent of Total</i>	<i>1930</i>	<i>Percent of Total</i>
Under 3 acres	35	1%	7	0.2%
3 to 9 acres	110	3.1%	54	1.8%
10 to 19 acres	115	3.2%	79	2.6%
20 to 49 acres	232	6.5%	158	5.3%
50 to 99 acres	785	21.9%	468	15.9%
100 to 174 acres	1,373	38.3%	1,273	42.9%
175 to 259 acres	623	17.4%	633	21.4%
260 to 499 acres	292	8.1%	276	9.3%
500 to 999 acres	16	0.4%	20	0.5%
1,000 to 4,999 acres	3	0.08%	1	0.03%

The coming of the Great Depression deepened the crisis further. Agricultural production in Illinois collapsed from almost \$6.25 billion in 1929 to \$2.5 billion in 1933. As unemployment in industrial centers soared, some people fled to rural communities, putting additional pressure on rural areas as most did not have access to welfare relief.<sup>74</sup> Within days of the inauguration of Franklin Roosevelt, legislation was formulated that would later pass Congress as the Agricultural Adjustment Act. The legislation was intended to regulate production in order to raise prices to an acceptable level. In 1934, 15,734,600 acres of land were in production, for a total crop value of \$218,569,000 nationally, which grew to 17,692,100 acres and a crop value of \$273,931,000 the following year.<sup>75</sup> The numerous adjustment programs initiated

<sup>73</sup> *Twelfth Census of the United States: 1900 – Census of Agriculture* (Washington, D.C.: 1901); *Fifteenth Census of the United States: 1930 – Agriculture, Volume II: Part I – The Northern States, Reports by States, with Statistics for Counties and a Summary for the United States*, (Washington, D.C.: 1931).

<sup>74</sup> Morrison, *Prairie State, A History*, 108.

<sup>75</sup> United States Department of Agriculture, *Yearbook of Agriculture* (1936), 1146.

under the New Deal led to limitations in agricultural production in order to raise crop prices to acceptable levels. These included 20 percent of the land or 1,218,062 acres used in corn production being retired; over 1,000,000 acres of land in wheat production were also retired.<sup>76</sup>

In the 1930 census in Will County, 12 percent of farm reported as being general farms, 48 percent as cash grain farms (primarily corn), 25 percent dairy farms, 7 percent cattle, swine, or poultry as specialization, and the remaining percentage in other categories including crop specialization and fruit farm.<sup>77</sup> In 1940, after ten years of the Depression, 16 farms, about average for most counties in the state, were reported as being idle or abandoned in Will County, compared with 128 in downstate Williamson County. The 1945 *Census of Agriculture* recorded 2,817 farms in Will County, 40.6 percent of which had running water, 82.6 percent had electricity, 89.8 percent had a radio, and 63.8 percent had telephones. Other statistics included 34 percent of the farms with trucks, 83 percent had motorized tractors, and 91 percent with at least one car. The breakdown of farm types included 18.7 percent classified as general farms, 37 percent as crop producing farms, 12.6 percent as livestock farms, 5 percent as poultry farms, 17.1 percent as dairy farms, 7.2 percent as subsistence farms, and the remainder classified in other categories including vegetable, horticulture, and forest product farms. Also as recorded in the 1945 agricultural census, 43 percent of the farms in Will County were rented or leased by tenants, the remainder being owner occupied and operated.<sup>78</sup>

Soybeans were first planted in the late 1930s as a forage crop mainly to be fed to dairy cows and cattle. Although some soybeans were processed through a threshing machine and sold on the market it was not at that time a very popular grain product. Ten or fifteen years later, however, soybeans became a valuable food and commercial product as new uses were developed with the assistance of state and federal agricultural programs. The 1945 agricultural census recorded 56 percent of the farms in Will County as growing soybeans, although this represented only 14 percent of the farmland in the county.<sup>79</sup> By the mid-1960s, 79 percent of the farms in the county grew soybeans on 37 percent of the farmland.<sup>80</sup>

A significant portion of Will County agricultural land was obtained by the U.S. Army in 1940 for the construction of two ammunition plants, the Elwood Ordnance Plant and the Kankakee Ordnance Works. Both plants, comprising the Joliet Army Ammunition Plant, were located on 23,554 acres of farmland that had been settled in the 1830s and 1840s, and contained a total of six cemeteries. The Elwood Ordnance Plant was located in the northern half of Florence Township and the southern portion of Jackson Township. The Kankakee Ordnance Works was located to the west in northeastern Wilmington Township and southeastern Channahon Township. Construction on both facilities began in the fall of 1940 and continued throughout World War II. Ten farmhouses on the tract of land were retained as staff housing and were still present when the site was documented for the Historic American Engineering Record in 1984. Eight of these were wood frame and were relocated to a residential area within the site. Two houses were brick and remained in their original location.<sup>81</sup>

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<sup>76</sup> Ibid., 1155–6.

<sup>77</sup> *Fifteenth Census of the United States: 1930 – Agriculture, Volume II: Part I – The Northern States, Reports by States, with Statistics for Counties and a Summary for the United States*, (Washington, D.C.: 1931).

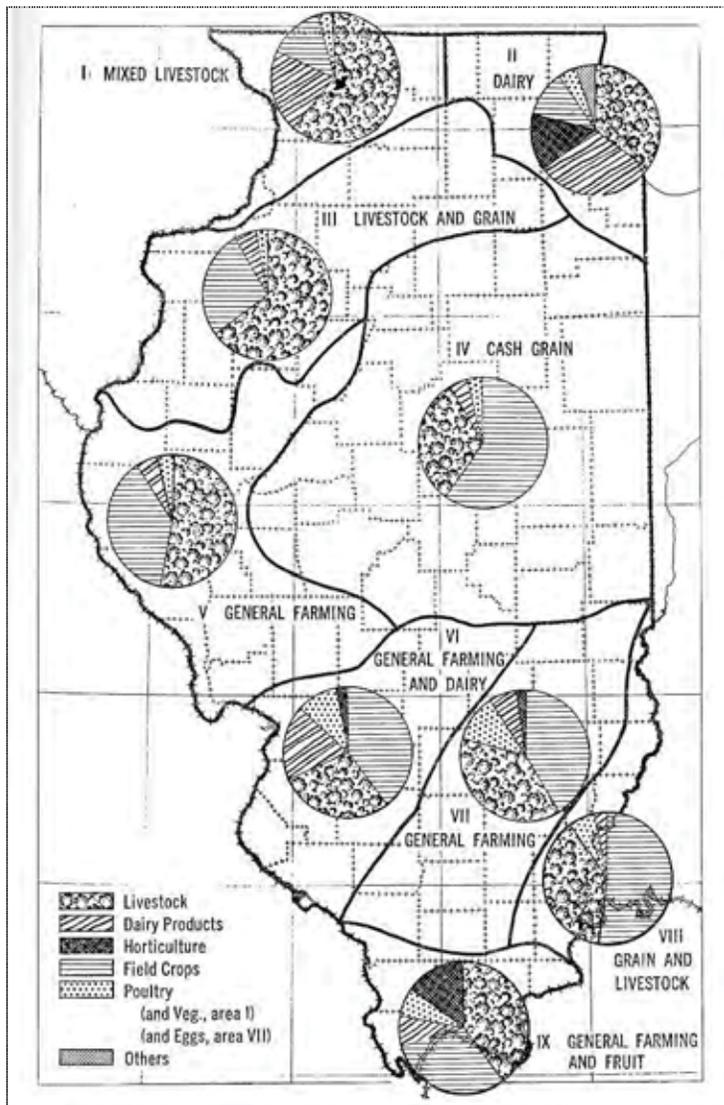
<sup>78</sup> *United States Census of Agriculture: 1945 – Volume I, Part 5: Illinois, Statistics for Counties* (Washington, D.C.: 1946).

<sup>79</sup> Ibid.

<sup>80</sup> *United States Census of Agriculture: 1964 – Volume I, Part 12: Illinois* (Washington, D.C.: 1967).

<sup>81</sup> Historic American Engineering Record IL-18, 20–22. The plant remained intermittently opened until 1976, when it was mothballed. In 1995, the Illinois Land Conservation Act established the Midewin National Tallgrass Prairie to manage the environmental resources of the former ammunition plant. In 1997, 16,000 acres of the former Joliet Army Ammunition Plant were officially transferred to the U.S. Department of Agriculture Forest Service for the Midewin National Tallgrass Prairie preserve. Although only a small portion of the land was undisturbed prairie, there were numerous important plant species and the size of the preserve provided an important wildlife habitat in

During World War II, farmers were encouraged by the federal government to increase production by the use of power machinery and the latest scientific processes. When a decline in demand arose, the farmer was forced to continue his heavy production rate in order to compensate for lower farm prices. Cash crop income in 1950 was \$2.038 billion nationally. Of this amount livestock and livestock products accounted for \$1.26 billion; crops, \$763 million; and government pay for adaptation of production program, \$10.6 million paid to the farmers in Illinois. Principal crops were corn, soybeans, wheat, oats, fruits, and greenhouse products. The average value of an Illinois farm in 1950 was \$28,400.<sup>82</sup> The farm population in Illinois declined from 1,341,104 in 1900 to 772,521 in 1950.<sup>83</sup>



The map at left diagrams the predominant types of agriculture in Illinois during the mid-1950s. Note that northwest Will County lies near the dividing line between dairy, livestock and grain, and cash grain farming. (Robert C. Ross and Harold C.M. Case, "Types of Farming in Illinois – An Analysis of Differences by Areas," University of Illinois Agricultural Experiment Station Bulletin No. 601, April 1956.)

northeastern Illinois. (U.S. Department of Agriculture Forest Service, *Draft Environmental Impact Statement, Midwin National Tallgrass Prairie Land and Resource Management Plan* (Wilmington, Illinois, 7 May 2001), 1.)

<sup>82</sup> Morrison, *Prairie State, A History*, 116.

<sup>83</sup> Salamon, 35.

In 1964, when there were 1,859 active farms in Will County, the size distribution of farms was as follows (compared with the 1930 census data):<sup>84</sup>

Size of Farms – 1930 and 1964

<i>Size of Farms</i>	<i>1930</i>	<i>Percent of Total</i>	<i>Size of Farms</i>	<i>1964</i>	<i>Percent of Total</i>
Under 3 acres	7	0.2%	1 to 9 acres	63	3.4%
3 to 9 acres	54	1.8%	10 to 19 acres	71	3.8%
10 to 19 acres	79	2.6%	20 to 29 acres	37	2%
20 to 49 acres	158	5.3%	30 to 49 acres	96	5.1%
50 to 99 acres	468	15.9%	50 to 99 acres	335	18%
100 to 174 acres	1,273	42.9%	100 to 199 acres	690	37%
175 to 259 acres	633	21.4%	200 to 499 acres	520	28%
260 to 499 acres	276	9.3%			
500 to 999 acres	20	0.5%	500 to 999 acres	44	2.4%
1,000 to 4,999 acres	1	0.03%	1,000 acres or more	3	1.6%

By 1970, when the population of Will County was 247,800, 90 percent of the population was located in the 11 northern and northeastern township. In the four township survey area, Lockport, Du Page, and Plainfield Townships had populations in the tens of thousands (33,354, 20,037, and 11,028, respectively). Wheatland Township reflected the rural character of the southern half of the county, with a population of 1,794. Compared to population figures from 1950, Du Page had increased the most (324.1 percent, primarily due to the establishment of Bolingbrook), while the townships of Lockport (24.1 percent), Plainfield (65.7 percent), and Wheatland (75.4 percent) had smaller increases. Between 1969 and 1974, the total number of farms in Will County decreased from 1,660 to 1,430.<sup>85</sup>

By 1987, there were 1,239 farms in Will County on 328,729 acres. The surveyed total of 114,702 acres produced 13,514,967 bushels of corn for seed or grain; 1,016 acres produced 16,430 tons of corn for silage; 116,101 acres produced 4,500,809 bushels of soybeans; and 8,832 acres produced 26,615 dry tons of alfalfa.<sup>86</sup> Five years later, the continued decline in agricultural production in Will County was apparent. There were 1,057 farms in Will County with 325,227 acres of land involved with farming operations. The surveyed total of 144,035 acres produced 18,507,438 bushels of corn for grain or seed; 1,041 acres produced 20,231 tons of green silage; 1,868 acres produced 71,847 bushels of wheat; 125,298 acres produced 4,997,784 bushels of soybeans; and 8,861 acres produced 21,491 bushels of hay and alfalfa.<sup>87</sup> The 1992 *Census of Agriculture* recorded the following breakdown of Will County farms according to size.<sup>88</sup>

<sup>84</sup> *United States Census of Agriculture: 1964 – Volume I, Part 12: Illinois* (Washington, D.C.: 1967).

<sup>85</sup> David Lyle Chicoine, “Farmland Values in an Urban Fringe: An Analysis of Market Data from Will County, Illinois” (Ph.D. diss., University of Illinois at Urbana-Champaign, 1979), 65–75.

<sup>86</sup> *1992 Census of Agriculture – Volume I, Geographic Area Series; Part 13: Illinois* (Washington, D.C.: 1994).

<sup>87</sup> *Ibid.*

<sup>88</sup> *Ibid.*

Size of Farms – 1964 and 1992

<i>Size of Farms</i>	<i>1964</i>	<i>Percent of Total</i>	<i>Size of Farms</i>	<i>1992</i>	<i>Percent of Total</i>
1 to 9 acres	63	3.4%	1 to 9 acres	91	8.6%
10 to 19 acres	71	3.8%	10 to 49 acres	240	22.7%
20 to 29 acres	37	2%			
30 to 49 acres	96	5.1%			
50 to 199 acres	1025	55%	50 to 179 acres	265	25%
200 to 499 acres	520	28%	180 to 499 acres	228	21.7%
500 to 999 acres	44	2.4%	500 to 999 acres	158	14.9%
1,000 acres or more	3	1.6%	1,000 acres or more	75	7.1%



These two aerial photographs are separated by nearly 60 years, and show not only residential development but also light industrial development along Joliet Road. The image at left dates from 1939, and the one at right is from 1998. Note that the refinery installation along the south bank at the bend in the Des Plaines River were present as early as 1939.

## American Rural Architecture

### *Farmstead Planning*

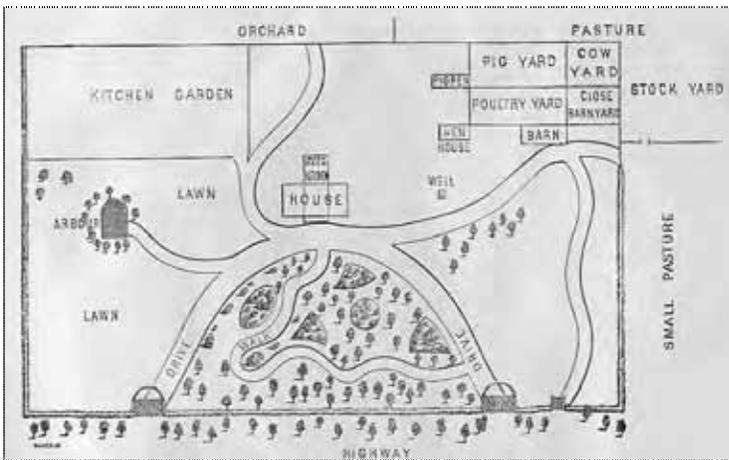
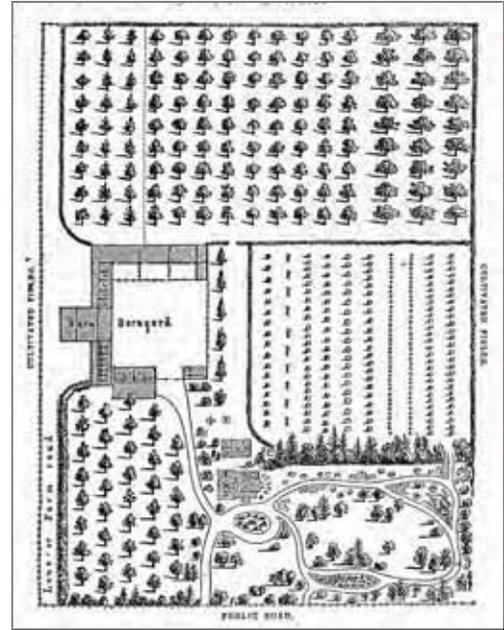
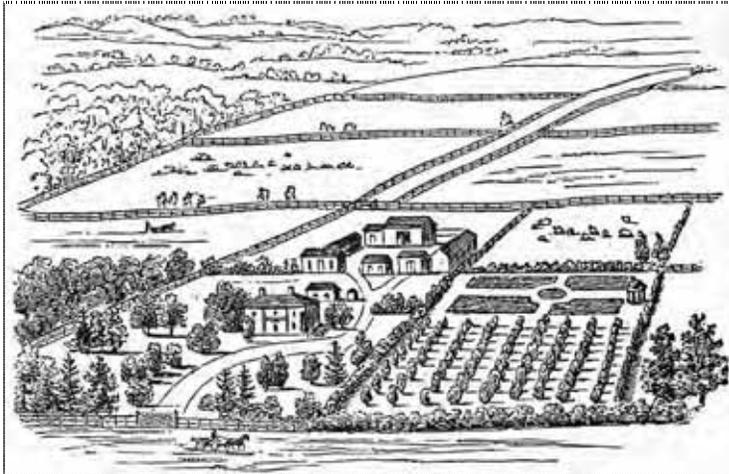
The relationship of the farmhouse to the barn and other farm buildings was generally determined by five factors: topography, weather conditions, convenience and labor efficiency, land survey organization, and, most importantly for some settlers, ethnic or regional tradition. A south facing orientation secured maximum light; an orientation toward the east allowed a barn to place its back against west prevailing winds. Local snow accumulation also influenced barn locations. In much of the Midwest, the geometric grid of roads and survey lines was basically aligned with compass directions, and farmers often lined up their barns and farm buildings in conformity. Where the terrain was more rugged, farmers followed the contours of the land in laying out buildings. In terms of labor efficiency, the barn did not need to be near the house except in areas where winters were cold and harsh. It was desirable to locate the barn closer to the field and other outbuildings than to the house. Midwestern farmers usually laid out their farmsteads in one of two basic patterns influenced by the five factors listed above. The most common site plan was one with all of the buildings in the same orientation in a courtyard arrangement, where the house and barn formed two sides of an open square and smaller outbuildings and roads formed the other two sides. The third pattern was a more free form arrangement in which buildings varied in alignment, but generally followed the contour of the land.<sup>89</sup>



*The Poor-Kronmeyer-Kirman farmstead (shown at left) in Section 10 of Lockport Township is located on a strip of land between Route 53 and the western bluff of the Des Plaines River Valley (its farmland was located west of Route 53). This influenced the buildings on the farmstead into a linear arrangement. The Hafenrichter-Noggle farmstead (shown at right) in Section 6 of Wheatland Township follows a courtyard arrangement, with the house and main barn forming the west and east sides with the other farm buildings located on the north side. (Illustration at lower right from This is Will County, Illinois, *The American Aerial County History Series*, No. 26, 1955.)*

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<sup>89</sup> Allen G. Noble and Hubert G.H. Wilhelm, “The Farm Barns of the American Midwest” in *Barns of the Midwest*, Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens: Ohio University Press, 1995), 9–10.



Illustrated above and at left are three different early plans for farmsteads. All three give much attention to the picturesque qualities of the farmhouse and surrounding yard, although the agricultural support are arranged in a rational manner. (Upper left and above illustrations from *The Register of Rural Affairs*, 1857 and 1858, respectively; plan sketch at left from Frances E. Willard, "On the Embellishment of a Country Home," *Transactions of the Illinois State Agricultural Society*, Volume III, 1857-58.)

Scientific planning of farmsteads, adapted to contemporary farming techniques, developed in the twentieth century. However, in the nineteenth century, agricultural publications illustrated and discussed various planning techniques. One set of early recommendations came from the eighteen or nineteen year old Frances E. Willard, who later in life would serve as president of the Women's Christian Temperance Union and support of women's suffrage. Miss Willard received a First Premium award from the Illinois State Agricultural Society in 1858 for her essay "On the Embellishment of a County Home," where she seems to be describing her own family's farmstead in Janesville, Wisconsin.<sup>90</sup> Like many of the recommendations set forth in architectural pattern books and early agricultural guides, her comments deal more with the beautification and the picturesque. However, her essay includes the drawings shown here, as well as the following practical suggestions:

The yard in front of the barn should be seeded down and used only as a rendezvous for the teams, etc., preparatory to going to the fields.

The cattle yards should be dry and large. If the animals are sheltered instead of stabled, the shelter should face the south. The fence surrounding this yard should be high and tight.

Swine ought not to be allowed to run at large, except perhaps in acorn time. They should be made comfortable and happy at home, which can be done by furnishing them with plenty of food and drink and straw to sleep on.

The poultry yard should be picketed, and the fowls should not be allowed to visit the lawn or the garden, though they may be permitted to run at large back of their own yard. There can be no

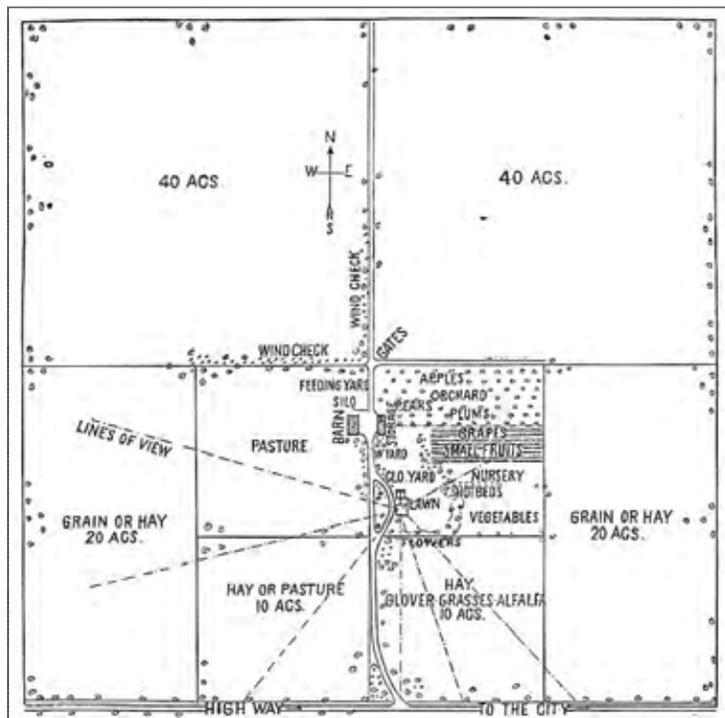
<sup>90</sup> Frances E. Willard, "On the Embellishment of a Country Home," *Transactions of the Illinois State Agricultural Society*, Volume III, 1857-58 (Springfield, Illinois: Bailhache and Baker, 1859), 466-71.

greater nuisance than to have fowls ranging where they will, and few greater additions to a farm establishment than a well selected, well governed yard of poultry.

The location of the well is a good one [as shown on the plan on the previous page], being equally accessible to the barn, poultry yard, and house.

Swine should be kept as much as in the “background” as possible. Indeed, all animals should have their “sphere of action in the territory back of the barn.”<sup>91</sup>

The siting of the farmstead on the land was a significant issue as well. It needed to be near the public road as well as the tillable fields or pasturage, with drives and cart paths laid out to avoid steep pitches. Fences were a significant problem, one that was more readily solved after barbed and straight wire became available in the 1860s and 1870s. Compass orientation of the farmstead was also important. It was recommended that the buildings and plantings be arranged to offer protection from the northern northwestern winds, unless natural features such a hill or a stand of trees was available.<sup>92</sup>



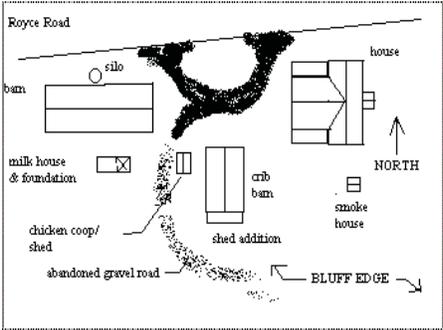
Illustrated at left is a model 160 acres farm and farmstead, showing the relationship of the buildings to the fields. (Farm Buildings (Chicago: *The Breeder's Gazette*, 1911).

With the development of federal and state agriculture departments, and with the founding of organizations such as the American Society of Agricultural Engineers in 1907, rational planning farmsteads developed. These methods often applied labor-saving principles, studied in tandem with the benefits that newly available farming implements could bring. *The Breeder's Gazette* discussed proper drainage of the land (including the farmstead site), optimal distances between farm buildings and between buildings and driveways, and environmental and sanitary concerns.<sup>93</sup>

<sup>91</sup> Ibid., 469–70. With respect to farmhouse architecture, Miss Willard states that “story and a half houses are preferable for the country” since “high, mansion-looking houses” are more appropriate for town living. Stone was recommended as the best material for constructing a house since it would be durable and not need painting. (Ibid., 469.)

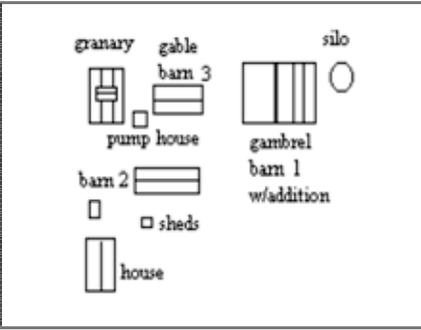
<sup>92</sup> Concepts taken from an article in *The American Agriculturalist*, 1864, as reprinted in Donald J. Berg, *American Country Building Design* (New York: Sterling Publishing Co., 1997), 122.

<sup>93</sup> *Farm Buildings* (Chicago: The Breeder's Gazette, 1911), 13–18.



**Whalon-Eichelberger-Konicek Farmstead**

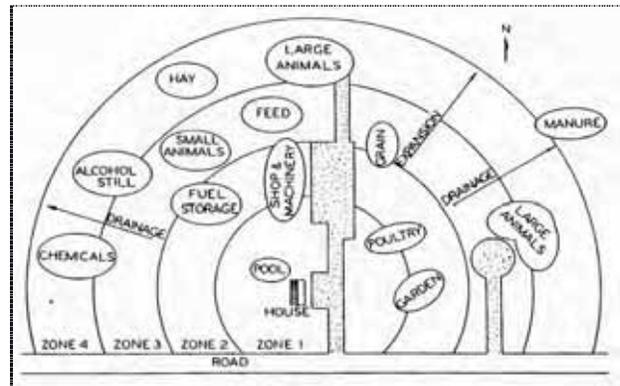
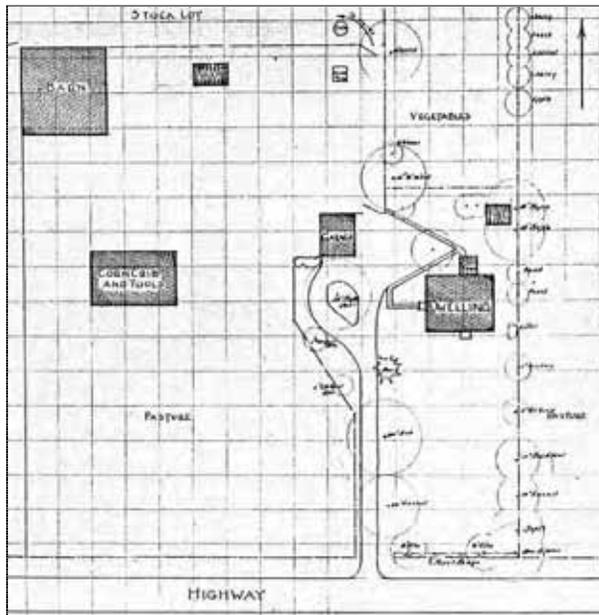
Shown above is the Whalon-Eichelberger-Konicek farmstead in Section 4 of Du Page Township of Will County, where the farm buildings are organized around a central farmyard. The Norton farmstead in Section 3 of Plainfield Township has a more sophisticated layout, with the house shown at lower right set perpendicular to the street with a formal approach from the driveway. The farm structures are aligned in a row behind the house and parallel with the street.



**Norton Farmstead**



Farmers were advised to draw a plan of their farms, especially the house, barn, yards, trees and shrubbery, and fields in order to study ways of improving the arrangement to save time.<sup>94</sup> Through this process, the farmer could see which tasks could be improved immediately and which required construction or removal buildings to optimize their operations. Agricultural extension services recommended that the farmer remove useless machinery and material; repair salvageable structures and fences; tear down worn out buildings; follow the plan when constructing new buildings and fences; remove overgrown and unnecessary trees and shrubs and plant anew following the plan; improve grading and drainage; construct walks and drives where needed; improve the appearance of the lawn and plantings near the farmhouse; and continue to study literature for new building techniques and add them to the plan when it improves the efficiency of the farmstead.<sup>95</sup>



Shown at left is an example of a scaled plan that farmers should develop to improve their farmstead (Developing the Farmstead: The Plan (Lafayette, Indiana: Purdue University Agricultural Extension Service, n.d. [circa 1940s])). The schematic above is an example of zone planning (Hugh J. Hansen, et al., "Farmstead Planning and Services," Farmstead Engineering (St. Joseph, Missouri: American Society of Agricultural Engineers, 1981)).

Contemporary farmstead planning builds on previous techniques but adds a conceptual tool with zone planning. Each of the zones groups activities that relate to each other. This also separates activities that require distance. Zone 1 contains the farmhouse and other domestic items, buffered from the noise, dust, and odors of the farming activities and the public road. Zone 2 serves as an additional buffer, containing shops and storage that are relatively free from odor and dust. Zones 3 and 4 contain the primary animal raising activities, located in close proximity to the house. Beyond the four zones would be the tilled fields and pasturage.

<sup>94</sup> M.C. Betts and W.R. Humphries, *Planning the Farmstead*, U.S. Department of Agriculture Farmers' Bulletin 1132 (1931), n.p.

<sup>95</sup> These recommendations are derived from *Developing the Farmstead: The Plan* (Lafayette, Indiana: Purdue University Agricultural Extension Service, n.d. [circa 1940s]), 18. Several other farming publications contained similar recommendations.



Credit for the development of the balloon frame is usually given to George Washington Snow of Chicago,<sup>99</sup> although others give note that the originator of the system was a carpenter, Augustine Taylor, who with Snow built the first structure using balloon frame construction, St. Mary's Church, in 1833.<sup>100</sup> At that time Chicago lacked a sawmill to produce the cut lumber, mills were present in Indiana and in Plainfield, Illinois.<sup>101</sup> However, these mills were relatively far away, and transportation of milled heavy timbers difficult and expensive. Therefore, it was necessary to develop a more economical construction system.

The classic balloon frame consists of the following elements:<sup>102</sup>

- A sill, made from a large section of milled lumber (e.g., 4x8) or two or more smaller pieces (two 2x8s), set on a masonry or concrete foundation,
- Floor joists (2x10, 2x12, etc.), typically at 16 inches on center,<sup>103</sup> reinforced by diagonal bridging, nailed to the sill and nailed to:
- Studs (2x4 or 2x6), also set at 16 inches on center, running the full height of the building wall, to which is nailed:
- Ledgers to support the second floor joists,
- Exterior wall sheathing, consisting of wood boards (1x8), often set at a diagonal to create a structural diaphragm,
- A top plate on the stud wall, on which are set:
- Roof rafters (2x10, 2x12, etc.) set at 16 to 24 inches on center, to which roof sheathing consisting of wood boards are nailed, followed by wood roofing shingles,
- Exterior wall siding,
- Flooring nailed to the wood joists, consisting of two layers of wood boards (a rough board subfloor followed by a finished wood strip surface),
- Interior wall finish, consisting of wood lath nailed to the wood studs, covered by two to three layers of plaster.

Since a carpenter with one or two helpers could frame and sheath a small one story house in one week, the balloon allowed a settler to have a dwelling on their land in a short amount of time. In addition, there was a 40 percent savings in the amount of material to enclose the same volume as compared to the braced frame.<sup>104</sup> Additions were as easy to construct as the original house, and easier to frame into than if braced framing was used. Another benefit because of the balloon frame's light weight was how it allowed a structure to be moved easier, something that pioneers occasionally took advantage of when they needed to allow more room on a property for other buildings or if additional land was obtained.

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<sup>99</sup> Paul E. Sprague, "Chicago Balloon Frame: The Evolution During the 19<sup>th</sup> Century of George W. Snow's System for Erecting Light Frame Buildings from Dimension Lumber and Machine-made Nails," in *The Technology of Historic American Buildings*, H. Ward Jandl, ed. (Washington, D.C.: Foundation for Preservation Technology for the Association for Preservation Technology, 1983), 36.

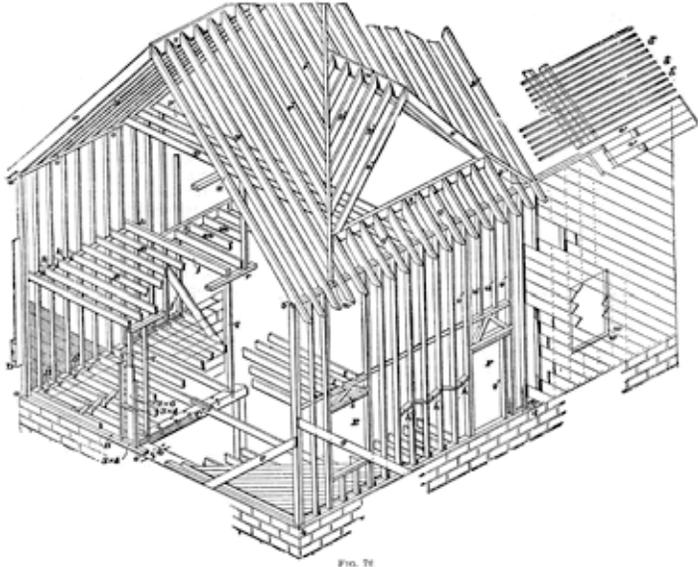
<sup>100</sup> Fred W. Peterson, *Homes in the Heartland: Balloon Frame Farmhouses of the Upper Midwest, 1850-1920* (Lawrence, Kansas: University Press of Kansas, 1992), 14.

<sup>101</sup> Sprague, "Chicago Balloon Frame," 37. The Plainfield mill was the first James Walker mill, built between 1830 and 1832 (see Chapter III).

<sup>102</sup> As with any new system or technique, there was a period of transition where older framing methods were used along side balloon framing. This is discussed in Sprague, "Chicago Balloon Frame."

<sup>103</sup> Platform framing, also called Western framing, developed from balloon framing, allowing floor joists to be spaced up to 24 inches on center. Platform framing involved setting each floor level as a platform on the stud walls, allowing the use of shorter stud walls.

<sup>104</sup> Peterson, *Homes in the Heartland*, 9 and 11.



The balloon frame derived its name from the lightweight framing that allowed a large volume of space to be enclosed economically. The drawing shown above is from was published nearly 60 years after the system was developed (Masonry, Carpentry, Joinery, International Library of Technology Vol. 30 (1889, reprint Chicago: Chicago Review Press, 1980), Carpentry section, drawing between pages 101 and 102). Below right is a drawing of balloon framing from 1894 (William E. Bell, Carpentry Made Easy, or the Science and Art of Framing (Philadelphia: Ferguson Bros. & Co., 1894), plate 5). Below left is a drawing of platform or Western framing construction, a development from balloon framing, published in the 1930s (Charles George Ramsey and Harold Reeve Sleeper, Architectural Graphic Standards, 3<sup>rd</sup> Edition (New York: John Wiley and Sons, 1941).

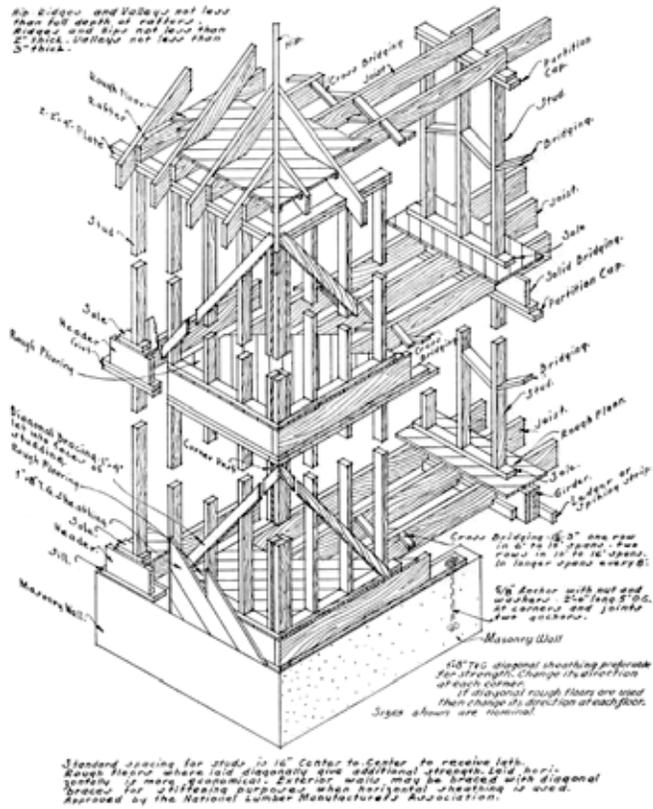


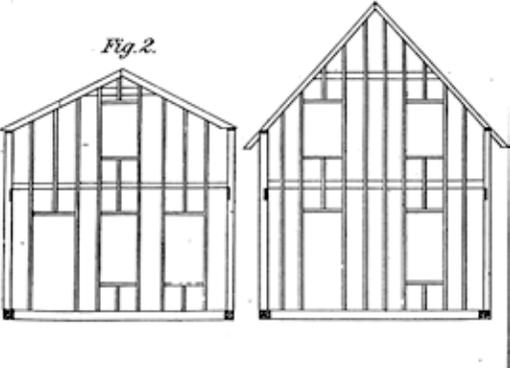
Plate 5,

Fig. 1.



Fig. 3.

Fig. 2.





The Parr-Powers-Haywood farmhouse, shown above left, in Section 36 of Plainfield Township is a good example of the use of balloon frame construction, where a large volume of space has been enclosed relatively economically. Another example is the Dyer-Rathbun-Hageman-Scholz farmhouse in Section 32 of Du Page Township.

Farming trade publications touted the benefits of the balloon frame to their audience.<sup>105</sup> All of its inherent advantages led American farmers to adopt it as the standard structural framing system for houses by the end of the century. Although many ethnic groups brought their own techniques of constructing farmhouses and farm buildings with them to the United States, they often adopted balloon framing techniques in whole or in part and adapted it to their traditions.<sup>106</sup> Within the area of the rural survey are a few examples of this, such as the first Spangler farmhouse (illustrated in this chapter as an example of a German stone farmhouse), where additions have been constructed using balloon frame.

As different architectural styles were introduced, the balloon frame was easily adaptable to create the forms and spaces required. Albert Britt of Illinois, in his book *An America That Was*, describes his family's new farmhouse that "cost nearly a thousand dollars".<sup>107</sup>

Farmhouses were built without benefit of architect or reference to a particular style or period. Such plans as existed were principally in the head of the local carpenter who bossed the job. Ours was named Perkins and he came from Alexis, all of six miles away....A model of our house could have been made easily with a set of child's building blocks, but it was roomy and comfortable without dormers, turrets, or scrollsaw ornamentation, which unpleasantly common on dwellings of that time. Prime consideration was enough interior space to suite a family needs, and if the house was leakproof through rain and snow and windproof for anything short of a cyclone, all hands were satisfied. Houses were painted white, window blinds green. Barns were always painted red and as the color weathered some of the barns were beautiful. If a barn was in sight of from the road it usually had the year of construction painted on it in large white numerals.<sup>108</sup>

With the completion of the new farmhouse, Britt goes on to describe how the older farm structures were adapted for new functions: "with the building of a new home the little old one became a stable for horses, and the lean-to kitchen the family smokehouse."<sup>109</sup> This shows the flexibility that the framing system allowed, since these new functions required new or larger openings, relocating the structure, or adding onto the structure.

<sup>105</sup> Peterson, *Homes in the Heartland*, 15–24.

<sup>106</sup> One example was German-Russian farmers from Eastern Europe: "German-Russians eventually combined *Batsa* brick with balloon-frame construction, placing clay brick in walls between the studs to stabilize and insulate the dwelling." (Michael Koop, "German-Russians," in *America's Architectural Roots: Ethnic Groups that Built America*, Dell Upton, ed. (New York: Preservation Press, John Wiley & Sons, 1986), 131.)

<sup>107</sup> Albert Britt, *An America That Was* (Barre, Massachusetts: Barre Publishers, 1964), 33.

<sup>108</sup> *Ibid.*

<sup>109</sup> *Ibid.*



*The Herzog farmstead in Section 34 of Wheatland Township has a rare example of a nineteenth century brick masonry farmhouse – most of the house structures in that period were wood frame, or if built with masonry construction used local limestone. The Hafenrichter-Noggle farmhouse in Section 6 dates from the 1910s, when a few brick masonry bungalow-type houses were constructed in the rural survey area.*

### ***Masonry Construction***

Although brick masonry structures were somewhat rare in the rural areas surveyed in 1999-2000 (the Herzog farmhouse illustrated above being the most prominent example), a few more were identified during the period of survey of Du Page Township. Two structures, both farmhouses and illustrated below, were identified on land that is now incorporated into Bolingbrook. The presence of these brick masonry farmhouses and the relative similarities of architectural style indicate several potential conditions: the affluence of the farm owner, the availability of brick, or a common builder to all three farmhouses



*During the survey of Du Page Township, a few significant properties in incorporated Bolingbrook in Wheatland Township were briefly examined, including these two brick masonry farmhouses. The main portion of the Fraser-Bronk farmhouse in Section 24, shown at left, has a wood frame wing visible at left that may have been the original house on the site (it also may be an I House type structure). The Dague-Stewart farmhouse in Section 26 has a date in the gable end of 1870, making it contemporary with the Herzog farmhouse in Section 34.*

Stone masonry was a more common practice of building construction survey region. (A full discussion of the Des Plaines River and Du Page River Valleys' stone industry, with illustrations of some of the structures within the rural survey area, is provided later in this chapter.) Many of the structures in the survey area have limestone foundations.



Above left is an intact limestone foundation at the Whalon-Eichelberger-Konicek farmhouse, now owned by the Will County Forest Preserve District; however, the house is scheduled to be demolished. During the move of the Wheatland Zion Lutheran Church in Wheatland Township during January 2001, shown above right, a new concrete foundation was constructed for the church building, where limestone was used as a veneer.

### ***Local Limestone***

One building material dating from the earliest period of European settlement in northwest Will County was limestone quarried from the Des Plaines and Du Page River Valleys. These same regions later provided gravel for use in concrete construction in Will County and the Chicago area. The Des Plaines River Valley in Du Page and Lockport Townships of Will County contains numerous quarries of limestone, often referred to as Joliet limestone. Quarries in the Du Page River Valley were utilized first for their limestone reserves but are primarily used today as sources of gravel. The following is an overview of the history of the stone industry in the region.

### ***Joliet Limestone***

The area surrounding Joliet contains abundant supplies of limestone, derived predominantly from the Niagaran strata. Owing to oxidation of ferrous minerals contained in the stone, the color of the stone ranges from buff near the surface to gray tones at deeper levels. Its surface is a hard, compact and slightly porous, brittle dolomite. The stone has thin seams of greenish clay (chert) running through the whole mass, which upon long exposure to alternate wetting and drying causes the solid calcium carbonate layers to delaminate.<sup>110</sup>

The period of prosperity for stone quarrying in the Joliet area began during the 1830s. D.H. Demmond was the first to quarry stone in the Joliet district, most likely on the bluffs west of Des Plaines River overlooking the fledgling Joliet settlement. His was the first stone house in the area, built in 1835. The local limestone was used in the construction of the Illinois and Michigan Canal, such as the locks and foundations of buildings used in the canal operation. Stone quarrying spread quickly and by 1850 a chain of quarries was developing against the bluffs on the western bank of the river. William Davidson and his brother opened the first of their quarries in 1845, one mile south of Joliet at a point where the canal turns west-southwest with the curve of the river. By the mid-1850s tracks for the Chicago and Rock Island Railroad had been laid within the same curve, between river and canal, affording this quarry access to good transportation facilities. By 1897, it had grown to cover about 60 acres and employed about 130 men, and shipped to customers up to 500 miles away. The quarry produced flagstone, dimension stone, rough stone, dressed stone, cut stone, and rubble for use in construction and ornamentation of buildings and for the roadbeds of highways and railroads.

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<sup>110</sup> Linda Ponte, "The Celebrated Joliet Marble Field," in *An Historical Geography of the Lower Des Plaines Valley Limestone Industry, Time and Place in Joliet*, Michael Conzen, ed. (Chicago: The University of Chicago, 1988), 15–22.



Shown at left is the Joliet Quarries of W.A. Steel (Combination Atlas Map of Will County (Elgin, Illinois: Thompson Brothers & Burr, 1873)).

Around 1852, James Bruce established his quarry just to the south of Lockport. He had already established quarries in Romeo and Drummond in 1848. In March 1851, Oak Hill Quarry was opened by Isaac Noble and G. A. Cousens Company, just south of Lockport and adjacent to the Bruce quarry. These quarries provided dimension stone, flagging stone, bridge stone, and rubble stone, shipped by rail and canal from their location approximately one mile north of the Illinois State Penitentiary (constructed 1858 to 1868) in northern Joliet. The penitentiary, too, had a quarry roughly triangular and about 1,000 feet in length on the longest side. Another early quarryman was William Kronmeyer who opened a stone yard near the canal lock, 1 1/2 miles north of downtown Joliet.

The limestone industry grew steadily, both in number and acreage size of firms. By the beginning of 1856 there were 8 quarries in operation near Joliet, the smallest of which employed 5 men and the largest of which employed 48. The total number of men employed by the quarries during that year was 120. Of these 23 worked for Francis Schwalm and 48 for A.H. Taylor and Company, the largest quarries in operation at that time. In July of 1865, W.A. Steel, together with his father-in-law, Colonel Lorenzo P. Sanger, opened Sanger and Steel. In early 1871, Steel purchased Sanger's interests and became the sole proprietor of the Joliet Stone Quarries. Steel furnished stone for the United States Custom Houses in Des Moines, Iowa, and Madison, Wisconsin, as well as the Michigan State Capitol. Moreover, he supplied stone for about sixty courthouses and jails in Illinois and Michigan, St. Louis court building, and government buildings at the Rock Island Arsenal.

Lime was also a significant product of the stone industry, especially with numerous masonry structures erected due to local economic development after the opening of the Illinois and Michigan Canal in 1848. In that year, local physician Dr. J. F. Daggett bought a considerable amount of land south of Lockport and approximately three miles north of Joliet where he opened a quarry. Daggett and Hiram Norton had a kiln for making lime for mortar used in building construction.

#### *Quarries in Lemont<sup>111</sup>*

Nathaniel Brown, a contractor for the Illinois and Michigan Canal, recognized the value of the stone when soon after completion of the canal he began the first known quarrying operations in Lemont, located in the township of the same name in Cook County. Other stone companies were soon established in Lemont Township of Cook County, including the Illinois Stone and Lime Company in 1852, Singer and Talcott

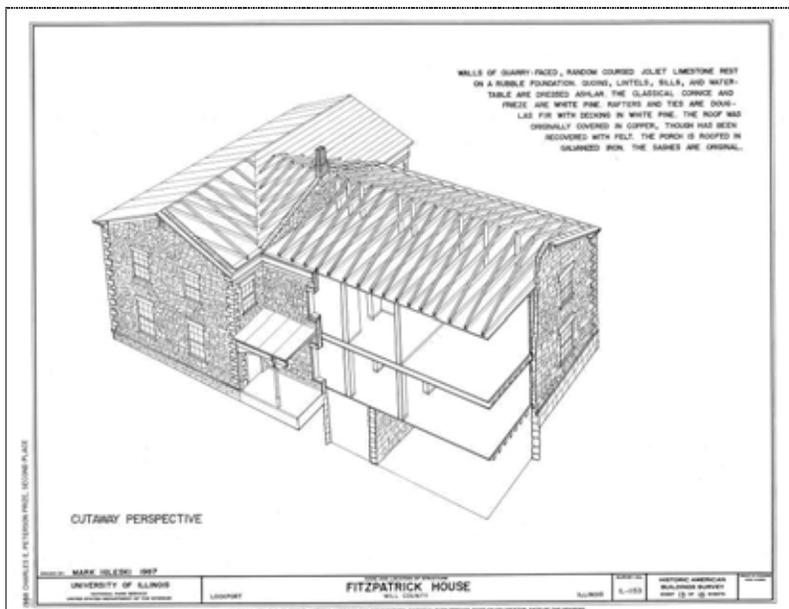
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<sup>111</sup> Historical background information on Lemont Township is contained in Appendix D.

Stone Company in 1854, Excelsior and Riordan in 1864, Edwin Walker in the late 1860s, Boyer and Corneau in 1870, Bodenschatz and Earnshaw in 1872, and Chicago and Lemont Stone Company in 1879. Most of the quarries were located north of the canal or on the west side of Lemont. By the end of the Civil War, Singer and Talcott was the largest limestone producing company in the world, maintaining a cut stone mill employing 30 men to handle special orders.<sup>112</sup> The company introduced innovations such as steam derricks for moving heavy stone blocks and steam-driven canal boats to transport the stone along the canal to Chicago. Singer and Talcott acquired Boyer and Corneau Stone Company, one of the smaller quarries, in 1884. By 1894, the company was employing over 400 men in manufacturing, quarrying, and transportation.<sup>113</sup>

### *Development of the Limestone Industry*

The Great Chicago Fire of 1871 provided enormous stimulation to the stone quarrying industry. Not only was stone needed at once to replace destroyed buildings, especially in the city center, but new building ordinances created a “fire” zone in which wood construction was in theory prohibited. Many new quarries were catered to the increased demand. For example, the Joliet Stone Company incorporated in 1872.<sup>114</sup>

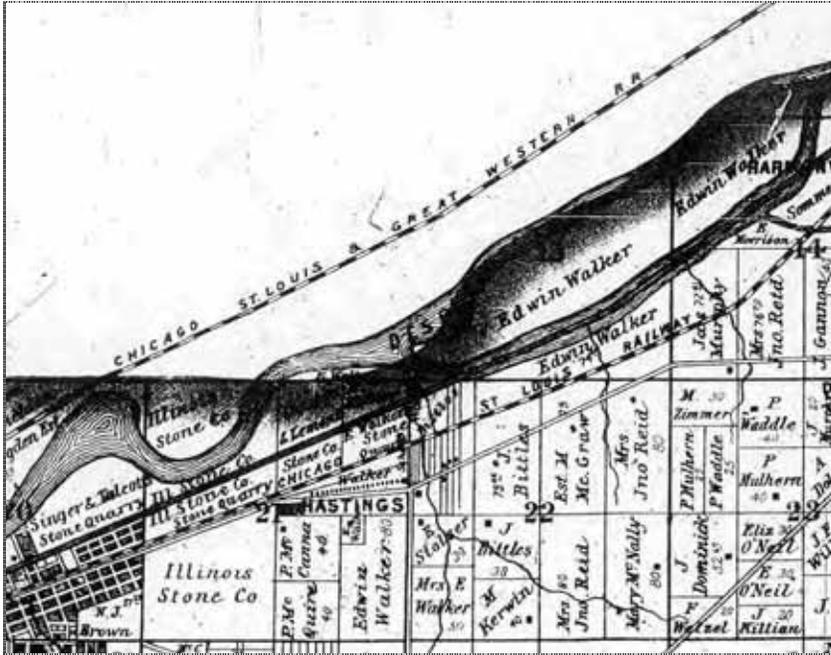


*The Fitzpatrick House, built in 1848 and located in Section 15 of Lockport Township, is shown above in a cutaway view to show the exterior stone bearing walls. (HABS IL-1153, drawing by Mark Iglesiaski, 1987.) The house was listed on the National Register of Historic Places in 1984.*

<sup>112</sup> Historic American Buildings Survey IL-311, Town of Lemont, 2–3.

<sup>113</sup> The Lemont and Joliet limestone quarries were the scene of dramatic labor strikes in 1885. When the quarries opened for the work year on 1 April 1885, quarry workers at the Joliet Stone Quarry refused to work for the standard wage of \$1.50 per day (work days lasted 10 to 12 hours). The Lemont workers also joined the strike. For two weeks, the strike continued despite the presence of striker breakers and the withdrawal of credit by merchants. Knowing that the workers were particularly vulnerable after not working since the previous November, the owners held their ground. By the end of April, the Joliet and Lockport workers returned to work, but Lemont quarry workers organized a march to the two towns that resulted in a clash between the two groups in Joliet. On 25 April, Horace Singer, president of the Quarry Owners Association, appealed to Governor Richard Oglesby to call in the militia. When the militia arrived in Lemont on 4 May 1885, a clash led to two townspeople being fatally wounded. The strike was broken by the end of May with no concessions made to the quarry workers. In 1893, the quarry men again struck after wages were reduced from \$1.75 per day to \$1.50. Canal contractors for the construction of the Sanitary and Ship Canal had met with the quarry owners and agreed to the same pay scale for their unskilled labor. The quarry workers began a campaign to have the wages for the canal workers raised. Once again calls for the military action were made. However, Governor John Altgeld sided with the strikers, and the \$1.75 wage scale was reinstated.

<sup>114</sup> Ibid.



Shown at left is a detail of a plat map from 1886 of quarries north of Lemont. Quarries for Singer and Talcott, Illinois Stone Company, Chicago and Lemont Stone Company, and Edwin Walker are marked. Most of these sites were obliterated when the Sanitary and Ship Canal was routed through these sites in the 1890s. (Snyder's Real Estate Map of Cook County, Illinois (Chicago: L.M. Snyder and Co., 1886).)

As the quarry industry peaked in the 1880s, many smaller businesses were bought out by much larger operations or forced by competition to abandon their sites. The consolidation of established quarries changed the methods of the business. Tools to crush, cut, rub, and saw stone became more advanced and increased production, while some of the old established quarries saw themselves eclipsed by newer and larger enterprises. Lemont quarries developed branch offices and storage yards in Chicago as early as the 1870s; those of Joliet and Lockport quarries appeared in the 1880s. It was reported in *Economical Geology of Illinois* (1882) that “the amount of stone accessible here is almost unlimited.”<sup>115</sup> Quarries were removing only the top 12 to 15 feet to supply building stone, since it was unnecessary to go any deeper:

<sup>115</sup> A.H. Worthen, *Economical Geology of Illinois*, Volume II (Springfield, Illinois, 1882), 482. Another source of gravel was Joliet Mound, the legendary site where Louis Jolliet’s camped during his travels through the region. It was primarily a large till mound of gravel mixed with clay formed by the drainage runoff from the melting glaciers at the end of the most recent ice age. It was located southwest of downtown Joliet near Rockdale, in Sections 19 and 20 of Joliet Township. The mound was the site of the Drain Tile Manufactory of the Joliet Mound Company, which was engaged in mining the clay to produce its wares. In 1868, the mound was described in a letter by George Goodrich to H.M. Bannister, Assistant Geologist of Illinois (contained in A.W. Worthen, *Economical Geology of Illinois*, volume 2 (Springfield, Illinois, 1882), 484–5):

As regards the Joliet Mound, situated one and a half miles southwest of the City of Joliet: It is about one-fourth of a mile in length, and two to three hundred feet in width. As its northeast extremity is solid limestone rock, overlaid with a thin stratum of blue clay, above which is about twenty feet of fine gravel, containing a large percentage of cement, and many boulders of various sizes and species. The rock dips toward the southwest, and when it reaches the gravel pit, at or near its extreme end, the gravel bed is forty or fifty feet in thickness in the centre, while beneath it is a bed of fine, blue, earthen clay, six feet in thickness, and remarkably free from stones and other impurities, though strongly impregnated with salts and lime, and so solid as to require a sharp pick to excavate it. The top of the bed is stratified, and colored with oxide of iron, producing a fine slip or glaze for pottery ware. The lower portions of the bed is solid and rather impure clay. The bed dips with the rock, and increases in thickness in the same proportion as the gravel.

Many Indian remains have been exhumed while excavating the gravel, and an old flint-lock pistol was found ten feet in the gravel while excavating the clay....

Under this bed of clay are boulders, gravel, and clay, and under that a stronger brown clay, beneath which are strong evidences of the same formation as that above it, and then rock.

Possible quarry sites are abundant along the Des Plaines Valley, but favorable locations are limited to areas near some railroad where the overburden is not too great and water will not be too abundant. In general, the higher the elevation of a quarry, the less difficulty with water will be encountered.<sup>116</sup>

Despite the development of more direct links with customers in metropolitan areas, it did not offset competition from alternative sources with superior building stone. The availability of more durable Indiana limestone and the discovery of the lack of long-term durability of the Joliet stone, in addition to the introduction of other building materials such as concrete, led to the decline of the Joliet, Lemont, and Lockport stone industry.

Throughout the first two decades of the twentieth century, the industry continued to decline. In 1913, the Western Stone Company, which had bought out many a smaller company during the boom years of the later nineteenth century, closed its doors.<sup>117</sup> In an Illinois Geological Survey report of 1925, it was reported that “the main uses of dolomite from this area are for road metal [stone for road beds], concrete, flux, agricultural purposes, building stone, and sidewalks.”<sup>118</sup> The report also stated that building stone or flagstone (for sidewalks) was no longer a major product of the quarries, and that “with the present tendency towards the use of brick and artificial stone, it seems fairly certain that the dimension stone industry of this area is not a growing industry.”<sup>119</sup> Also in 1925, the National Stone Company, controlling about 30 acres, became the largest quarry in Will County. This quarry reflected a new emphasis on crushed stone and the declining demand for building stone. A number of quarries remained in business, depending on the demand for crushed stone to keep their sites open and active.<sup>120</sup> The demand for crushed stone with the increase in reinforced concrete construction in the 1910s and 1920s.

The Consumers Company, formerly the Illinois Stone Company, located in Lemont, was operating a quarry in mid-1920s that was 2,000 feet long and 1,500 feet wide, with a 22 foot face (roughly corresponding to depth). Other technical aspects of the quarry included the following:

The rock is drilled by Clipper well drills, and the entire face is shot down at one time with 40 percent dynamite....The primary crusher is a No. 18 Allis-Chalmers....Any sized stone can be made, and the product is run from the screens to bins having a total capacity of 800 cubic yards. The daily production of this plan is about 1500 tons; the annual production about 400,000 tons. Quarrying is carried on for about 8 months of the year.<sup>121</sup>

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One-half mile further to the southwest is Mount Flat-head, one mile in length, one-quarter in width, and about sixty feet in height, composed of boulders and gravel, with very little cement and not clay under it. The rock in this mound dips in directly the opposite direction from that in Mount Joliet.

Although it surely was a geologically and historically significant site, Joliet Mound was gradually quarried away in the last half of the 1800s. By 1930, only small remnants of the mound remained. (See Robert Knight and Lucius Zeuch, “Mount Joliet: Its Place in Illinois History and Its Location,” *Journal of the Illinois State Historical Society* 23, no. 1 (April 1930).)

<sup>116</sup> Fisher, *Geology and Mineral Resources of the Joliet Quadrangle*, 118.

<sup>117</sup> Ponte, “The Celebrated Joliet Marble Field,” 23.

<sup>118</sup> Fisher, *Geology and Mineral Resources of the Joliet Quadrangle*, 118. In the mid-1920s, the Illinois State Penitentiary at Stateville (now Stateville Correctional Center) was under construction and utilized concrete extensively. Gravel for the concrete mixing was quarried by inmates in the region. But the primary involvement of the Illinois prison system with the Des Plaines valley limestone industry was the quarry at the “old prison” at Joliet (now Joliet Correctional Center). The quarry at the prison, using inmate labor, produced a not insignificant amount of stone material, although use of this stone began to be restricted to state agencies after the early 1900s.

<sup>119</sup> *Ibid.*, 119.

<sup>120</sup> *Ibid.*

<sup>121</sup> Frank Krey and J.E. Lamar, *Limestone Resources of Illinois* (Urbana, Illinois: State of Illinois Department of Registration and Education, Division of the State Geological Survey, 1925), 99–102.



*Des Plaines River Valley Limestone.* Illustrated here are some of the extant Des Plaines River Valley limestone buildings, all in Lockport and Du Page Townships. Top left and right are two views of the Ketchum-Heeg-Hullett farmhouse in Section 24 of Du Page Township. Middle left is the Zipf-Waldvogel-Theobald farmhouse in Section 35 of Lockport Township; middle right is the Poor-Kronmeyer-Kirman farmhouse in Section 10 on Route 53 in Lockport Township. Above left is a detail view of the Harder farmhouse in Section 22 and above right is the Fitzpatrick farmhouse in Section 15 (both are also on Route 53 in Lockport Township). At right is a smoke house on the Simeon Lonergan farmstead in Section 9 in Lockport Township.



Stone at this quarry was used for railroad ballast, concrete aggregate, road base, and agricultural lime. Also reported in the mid-1920s were abandoned quarries along the Sanitary and Ship Canal at Lemont. The Western Stone Company quarry north of the canal retained some of its equipment, while another quarry south of the canal had been stripped of equipment.<sup>122</sup>

Numerous other stone quarries turned to gravel production with the downturn in the dimension stone industry. Joliet Penitentiary's quarry, located in Section 3 of Lockport Township, was a roughly triangular pit 500 by 700 by 1,000 feet that used inmate labor for production. It was producing aggregate for concrete and gravel for road beds. Rock was broken in four Austin gyratory crushers, which produced aggregated in three sizes: dust to 3/8 inch (18 percent); 3/8 to 3/4 inch (32 percent); and 3/4 inch to 2 inches (50 percent). Screens were used to separate the stone sizes.<sup>123</sup>

Construction of the Sanitary and Ship Canal in the early 1900s (discussed further in Chapter II in relation to Lockport Township) led to the build-up of spoil banks of stone along its route:

The spoil banks are found on both sides of both canals for nearly their entire length. They are composed of earth and rock removed in digging the canals. Where the canals were cut through rock, which did not have a heavy surficial covering, these piles afford an excellent source of stone....The spoil banks...extend from the vicinity of Lockport, Will County, northward into Cook County to a point about 800 feet north of the Willow Springs bridge. In some places deposits lie on both sides of the canal, but most commonly they are found on the west side only.<sup>124</sup>



*The historic photograph shown at left dating from the 1890s are spoil banks along the route of the Illinois Sanitary and Ship Canal (John Lamb, Lockport, Illinois: The Old Canal Town (Charleston, South Carolina: Arcadia, 1999))*

<sup>122</sup> Ibid., 111.

<sup>123</sup> Ibid., 186–7. The stone was reserved for use by state agencies and local governments because of laws that prevented sales of prison-made goods to the private sector.

<sup>124</sup> Ibid., 112.



*The Du Page River Valley stone quarry located in Section 2 of Plainfield, west of the site of the John Spangler farmstead, was the largest quarry in the region outside of the Des Plaines River Valley. The site is now used as an automobile salvage yard.*

#### *Du Page Valley Limestone and Gravel*

Besides the abundant stone and gravel supply in the Des Plaines River Valley, the Du Page River Valley had also supported quarrying operations, first of stone from numerous sites and later gravel from large tracts of land to the east and northeast of Plainfield. Du Page River Valley limestone appears similar to Des Plaines River Valley limestone, but is slightly more yellow in color and often has less hardness. Stone quarrying operations date back to the 1850s. The Clow farmstead in Section 22 is built with Du Page River Valley limestone for the ashlar wall masonry, while the quoins, window heads and sill, and other detail features are of Des Plaines River Valley or Joliet limestone. Numerous other surviving structures in the survey region were constructed with Du Page River Valley limestone. One quarry has been identified in Section 2 of Plainfield Township, west of the site of the John Spangler farmstead.<sup>125</sup> Map 6 in Appendix C shows the location of this quarry.

The quarrying of sand and gravel in northeast Plainfield Township dates from at least the 1840s, when the farmstead of Benjamin Norton was reported have gravel “held in high repute among builders since 1846.”<sup>126</sup> In the first decade of the 1900s, the Chicago Gravel Company began excavations east of the town of Plainfield Township. The resultant opening in the ground filled with water and was named Lake Renwick, after Frank W. Renwick of the Chicago Gravel Company. By the mid-1920s, the lake was a half mile in length.<sup>127</sup> The gravel layer extended down approximately 25 feet below the level of the ground plain at the north end of the lake and almost ten feet more at the south end. The gravel that was quarried by the Chicago Gravel Company was reported to be 40 percent sand smaller than 1/4 inch in diameter.<sup>128</sup> Map 6 in Appendix C shows the relative dates for the gravel quarrying operations northeast and east of Plainfield.<sup>129</sup> Gravel quarrying operations have continued to the present, with much of the quarry work in progress in Wheatland Township (primarily in Sections 23 and 26).

<sup>125</sup> Michael A. Lambert. Preliminary Study Map – Wheatland and Plainfield Township Stone Building District. 1 June 1992.

<sup>126</sup> *Souvenir of Settlement and Progress of Will County, Illinois*, 379.

<sup>127</sup> Fisher, *Geology and Mineral Resources of the Joliet Quadrangle*, 120.

<sup>128</sup> *Ibid.*

<sup>129</sup> Dates on the maps are based on aerial photographs dated circa 1939 and 1954 listed in the bibliography.



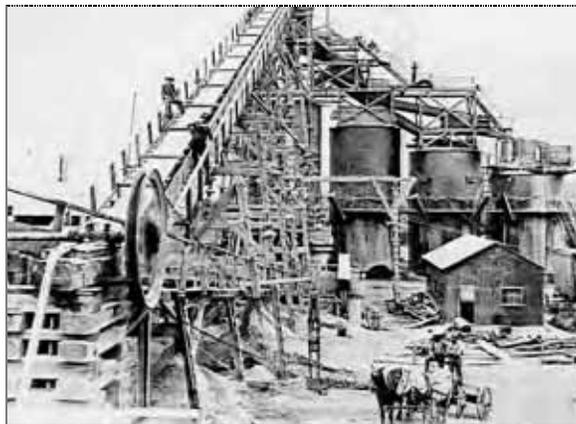
***Du Page River Valley Limestone.*** A detail view of the main house on the Clow farmstead (top left) in Section 22 of Wheatland Township. The relatively poor quality of the Du Page River Valley limestone is apparent when compared with the Joliet limestone. The Du Page River Valley limestone has weathered more severely than the detail units, which are in fair condition. Also shown, at top right, is the Durant-Hyland farmhouse in Section 14 Wheatland Township (in incorporated Naperville); at center left, the smoke house at the Whalon-Eichelberger-Konicek farmstead in Section 4 of Du Page Township; at center right, the farmhouse on the John Spangler farmstead in Section 2 of Plainfield Township; at bottom left, the first Spangler family farmhouse (with subsequent additions) in Section 1 of Plainfield Township; and at bottom right, the Thomas-Brossman farmhouse in Section 14 of Wheatland Township.



Shown above is Lake Renwick with gravel quarrying in progress circa early 1920s (D.J. Fisher, Geology and Mineral Resources of the Joliet Quadrangle, Bulletin No. 51 of the Illinois State Geological Survey (Urbana, Illinois, 1925), 93). The photograph below right shows a crane from the gravel quarries east of Plainfield that currently lies in a fenced off area of Section 14. The land is now owned by the Forest Preserve District of Will County. At below left is an illustration of Iper's gravel quarry in Section 2 of Du Page Township, located some ten miles to the northeast of the Plainfield gravel pits (Fisher, Geology and Mineral Resources of the Joliet Quadrangle (1925), 80). The bottom photograph shows the conveyor for gravel washing and sorting at the Chicago Gravel Company quarry yard located east of Plainfield, circa 1910 (A History of Plainfield "Then and Now").



Fig. 25. View of Iper's gravel pit, section 2, Du Page Township (T. 37 N., R. 10 E.) showing coarse gravel overlain unconformably by Valparaiso till.





# ILLINOIS FARMER

AND FARMER'S CALL

OL. LVIII.—No. 1

JANUARY 1, 1911

40 CENTS PER YEAR



Concrete Stock Tank—8x4x3 feet. Cost \$15.00



Concrete Bridge Across Drainage Ditch in Lawrence County, Illinois

**CONCRETE ON THE FARM.**  
For Illinois Farmer.

The farmer is just finding out the many uses and good points of concrete in the construction of small or large farm buildings. The farm may have a supply of building timber in standing trees, but concrete will be found the cheaper and better material for most of the farm uses, such as posts, walls, floor for barn and feed lot, water tanks, fruit houses, drain tile and well walls, and many are using this material for building the larger farm buildings, and also for bridges. For bridge building it is far better than steel or wood. In foundation and walls it gives better service than brick or stone and can be used in all kinds of fancy finish of buildings. For fences the structure made of concrete blocks laid with a cement mortar when set becomes as a solid block that will not crack or crumble. One good point of concrete is that it can be cast into any desired shape in one or more

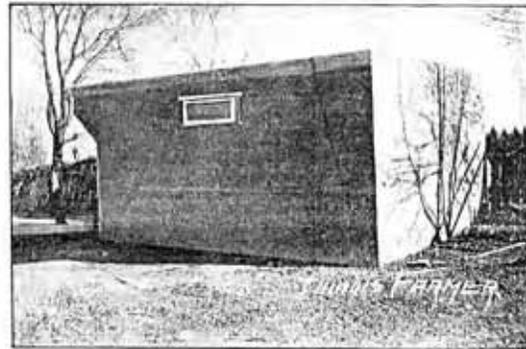


Concrete Block Fence Built at a Cost of \$1.50 a foot

parts, where other materials would require building of many parts with numerous joints to weaken the structure. A stock tank can be made of concrete by casting it in a plank form. This, when reinforced with wire, forms a seamless tank—one that will not leak and will keep water in much better condition than wood or steel boxes. In tank building the walls should be given proper thickness—six inches for small tanks and 8 to 10 inches for larger ones. The interior should be made with a flare of 4 to 6 inches wider at the top than at the bottom. This relieves the pressure of freezing water and prevents bursting of the walls. Any one can build with concrete. The first job may not be as smooth as the work of an expert, but good, serviceable work can be done. A box to mix in, a shovel, sand, gravel and a few sacks of cement, are all that is required for a small job. Larger structures require forms braced and bolted and reinforcing. Old fence wire makes good reinforce-



Water Plant and Cooling Room of Concrete Blocks, 12x12 feet. Cost, \$175.00



Concrete Fruit House—12x16 feet. Walls 8 inches thick and 8 feet high. Solid concrete floor and roof—roof 4 inches thick. Double wood door—4 inches dead air space. Cost, \$50.00

The cover of Illinois Farmer and Farmer's Call (vol. 58, no. 1, 1 January 1911) had as its feature article "Concrete on the Farm."

### Concrete Block

Beginning in the early 1900s, mass production of concrete block units succeeded after several earlier developments failed to lead to widespread production.<sup>132</sup> Harmon S. Palmer patented a cast iron machine with a removable core and adjustable sides in 1900, allowing companies and cottage industries to spring up across the country. Palmer founded the Hollow Building Block Company in 1902, selling \$200 block machines. Other manufacturers who flooded the market with similar machines (without directly infringing on Palmer's patent) led to more use of concrete block in building construction.



**IDEAL**

Concrete Blocks for Buildings, Any Size  
ANYTHING IN CONCRETE

THE IDEAL

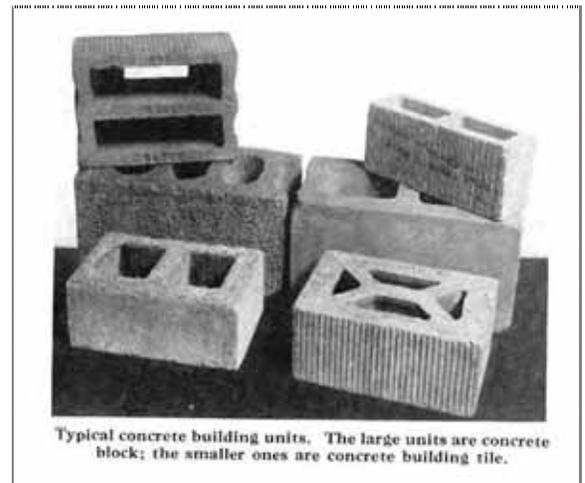
Concrete Fence Posts, Chimney Blocks, Sewer Tile, Hog Troughs, Water Tubs, Lawn Vases, Hitching Posts, Porch Columns, Clothesline Posts, Ornamental Porch Blocks, etc.

Factory and Office, Cor. 4th and Rowell Aves.

**Ideal Concrete Construction Co.**

GILBERT COOPER, Mgr. Chicago Phone 790  
C. VANDER BOEGH, Supt. N. W. Phone 559

JOLIET, ILLINOIS



Farmers in the early twentieth century could purchase concrete block from local building material suppliers. (Illustration at left from *Prairie Farmer's Reliable Directory of Farmers and Breeders of Will and Southern Cook Counties, Illinois* (Chicago: *Prairie Farmer Publishing Company*, 1918); illustration above from *Concrete on the Dairy Farm* (N.p.: *Portland Cement Association*, n.d. [circa 1920s]).)

The blocks were produced by mixing Portland cement, water, sand, and gravel aggregate (typically one part cement to two or three parts sand to four to six parts aggregate); placing the mixture in the machine and tamping it down to eliminate voids; and pulling a lever to release the block from the machine. Newly made blocks were stacked until the concrete cured, usually recommended to be a one month period of time. Blocks were made with a variety of face textures and even color, with "rockface" block being one of the most popular.<sup>133</sup>

<sup>132</sup> Pamela H. Simpson, *Cheap, Quick, and Easy: Imitative Architectural Materials, 1870-1930* (Knoxville, Tennessee: University of Tennessee Press, 1999), 11.

<sup>133</sup> *Ibid.*, 24.

Although early block machines and block manufacturers produced units relatively larger than contemporary units, by the mid-1920s standards were introduced by concrete products organizations that included fabrication of units 8 by 8 by 16 inches in size. Other standards, produced by the National Association of Cement Users, the Concrete Producers Association, and the Concrete Block Manufacturers Association, promoted testing to improve quality.<sup>134</sup> However, concrete block began to fall out of favor as a building facing material during this same period. During the 1930s, smooth-faced block began to dominate the industry as architectural styles changed. Also by the later 1930s, large scale manufacturers of block units introduced mass production techniques, supplanting the use of concrete block machines.

Just as with concrete, farmers were encouraged to use concrete block for their structures. At the annual meeting of the Illinois Farmers' Institute in 1913, one lecturer discussed concrete block for silos:

It is clear that the cash outlay for material becomes of the first importance and cost of labor becomes second. To illustrate, a man in such circumstances might have gravel on his farm. Also, he might have lumber, which he could use temporarily for the scaffold. The cost of cement block molds is slight, and if this man were somewhat of a mechanic, he would find it advantageous to secure a mold or molds and make his own cement blocks at odd times. In this way a cement block silo could be built with less cash outlay than any other form of silo.<sup>135</sup>

Building trade journals also promoted the use of concrete block on the farm:

If one may judge from the demand and the variety of uses to which it is put, the concrete block is the most important of all cement products. When properly made it has not failed to give satisfaction as a building material and much of its popularity has resulted from the pleasing architectural effects that have been brought about. Hollow blocks represent a considerable saving in cost, without reducing the strength so as to impair the safety of the building. The use of facings to bring about pleasing exterior treatments has its advantages while the interior air chambers allow them to conduct heat or cold but slowly. This fact makes buildings of this material warm in winter and cool in summer and tends to prevent sweating of walls.<sup>136</sup>



*Shown at left is the concrete block milkhouse on the Whallon-Eichelberger-Konicek farmstead in Section 4 of Du Page Township.*

<sup>134</sup> Ibid., 21–22.

<sup>135</sup> M.L. King, “Planning the Silo,” in *Eighteenth Annual Report of the Illinois Farmers’ Institute*, H.A. McKeene, ed. (Springfield, Illinois: Illinois State Journal Company, 1914), 64.

<sup>136</sup> “The Use of Concrete Work on the Farm,” 100.



*The survey area has many fine examples of concrete block structures, ranging from Foursquare farmhouses to utilitarian farm structures. At top left is the G.W. Adelmann farmhouse in Section 15 of Lockport Township; at top right is an illustration from Wm. A Radford's Cement Houses and How to Build Them (c. 1910). At middle far right is a detail view of a concrete stove/steel hoop silo on the Myers (later Elliot) farmstead in Section 10 of Wheatland Township. Middle left and center is a corn crib in Section 16 of Wheatland Township. The farmhouse shown at bottom left, with a detail view of the rockface concrete masonry units at bottom right, is in Section 8 of Wheatland Township on Oswego or Wolf's Crossing Road.*

# OWN A SILO BUILT OF CEMENT



Farmers, my new Cement Stone Silo Folder is ready. I want you to have one, and to personally write you important Silo matters to keep "under your hat." I'll make you wise to money-saving. Mustn't fool with wood silos. They'll rot or burn-up. FACT. Your farm is plenty good enough for a genuine fire-proof, frost-proof, rot-proof, **INDESTRUCTIBLE Silo**. Easy to build—and cheap. I'll tell how and won't charge for Estimates, Plans, Specifications or Diagrams. Merely get your name to me quick and you'll know Silo Facts that no other living man outside my factory knows. Address: **O. G. MANDT, Pres., MANDT MFG. CO., Dept. 561, Hollandale, Wis.**

## Mandt Says "Build It of Cement"

Listen! The man who puts up a wood silo has Trouble. If it doesn't burn down, blow over or warp pieces it rots out, that's certain. Bound to do it. Sil. Ensilage contains moisture and sharp acids that eat right into wood or metal. Your wood Silo springs a leak in jig time, spoiling tons and tons of valuable ensilage.



Of course you need a Silo. But are you going to experiment a while before getting the right kind? Why don't you get one that is Fire-Proof, Rot-Proof, Frost-Proof, Water-Proof and Rat-Proof—in other words, an **Indestructible Cement-Stone Silo**? Do you think a permanent silo of this kind costs too much? If you do, then I know you haven't seen my estimates, figures and book of facts that I have just finished writing. You need it mighty bad—and quick.

### Get My New Folder on Indestructible Cement Silos

I am the pioneer in modern manufacturing cement-stone construction. In my new folder I tell you things about silo building that no man living outside my factory knows. Don't you want this information? Don't you want to know "how" and "how little" it costs to build an everlasting Indestructible Cement-Stone Silo? **ALL FREE!**

May I tell you what farmers who have tried both Wood and Indestructible Cement Silos found out? Well, then, right away, get your name to me personally for the New Folder and you'll soon know it all. Address me this way.

**O. G. MANDT, President,  
Mandt Manufacturing Company,  
Dept. 561, Hollandale, Wis.**

Write MANDT about **EVERLASTING CEMENT-STONE POSTS**

By the 1910s, farmers had several choices of silos using concrete block. Both advertisements are from the farm journal *Hoard's Dairyman*, 1909.

The survey area has many good examples of the use of concrete block. Most of the houses are American Foursquare types, since that was the most popular style of rural residential construction in the first two decades of the twentieth century.

## Classification of Farmhouse Types

Building construction includes three areas of stylistic classification: “high style,” where the building clearly relates to a defined architectural style in form and detail; vernacular or “folk architecture,” where builders or owners without formal architectural training construct buildings based on regional or cultural customs, and where stylistic elements derived from stylebooks are applied or mixed within the same structure; and utilitarian, where style is entirely secondary and efficient use of materials is the primary factor in the design. Most buildings fall into the categories of vernacular and utilitarian. Farmhouses were usually built by a builder or carpenter, and reflect general types of houses popular at the time. A discussion of the utilitarian types of farm buildings is covered later in this chapter. The discussion below first describes the architectural *styles* found to some degree in the survey area. This is followed by an outline of the *types* farmhouses, since most of these structures are better categorized by this means, with only the applied ornament being classified by style. There are a few houses in the survey area that have undergone extensive renovations, making identification difficult. In these situations, the an assessment has been made as to possible original style or type with notes made in the comment portion of each survey form giving additional information on additions or alterations.

### *Architectural Style*

In the second half of the nineteenth century, architectural styles were disseminated through stylebooks promoting not only aesthetic features of houses but also the orderly qualities for a proper domestic environment.<sup>137</sup> Another source of building ideas was agricultural journals. Although carpenters and builders rarely followed such books and journals exactly, they did influence the types of houses being constructed (and discussed in the next section) as well as the stylistic elements applied to those houses. Although it is unlikely that many of the buildings in the survey area were built using designs or supervision of academically trained architects, many of the farmhouses were built by carpenters and builders competent at applying fashionable architectural styles in their work.



Shown at left is the Greek Revival style Coe-Cheeny farmhouse, located on Van Dyke Road in Plainfield Township (PIN 03-09-300-004). At right is the Allen-Wilson-Findley-Ferguson farmhouse in Section 19 of Wheatland Township (PIN 01-19-400-014).

### *Greek Revival*

The Greek Revival style was popular beginning in the 1820s and continued in some regions until the 1870s. Inspired by archaeological excavations and measured drawings of ancient Greek temples, the style was developed by America’s first trained architects and spread by pattern books that influenced carpenters and builders across the relatively young United States. American culture found an identification with the democracy in Ancient Greece. Greek Revival buildings have simple rectilinear forms, prominent classical ornament, molded cornices and window lintels, and other ornamental motifs

<sup>137</sup> Peterson, *Homes in the Heartland*, 68.

inspired by Classical architecture. The style's simple massing and details went along with the sometimes limited materials and resources of rural areas.

Several of the buildings in the survey area have Classical details. Two of the houses that relate best to the Greek Revival style are the Coe-Cheeny farmhouse in Plainfield Township and Abraham Matter farmhouse in Wheatland Township. The Wheatland Zion Lutheran Church, shown in Chapter II, is a fine example of Greek Revival as well. Several other farmhouses have the basic rectilinear form inspired by Classical architecture even if they do not have dominant Greek Revival detailing.



*Although the overall massing and details of the Patrick Fitzpatrick farmhouse on Route 53 in Lockport Township are Greek Revival, the details of the porch are more Italianate in character and the use of dressed stone for quoins at the corners reminiscent of Renaissance Revival.*



*The bargeboard ornament of the Herzog farmhouse in Section 34 of Wheatland Township is similar to Gothic Revival patterns. Another farmhouse with this style of ornament is located in Section 13 of Plainfield Township (PIN 03-13-300-004).*

### *Gothic Revival*

Gothic Revival was roughly contemporary with Greek Revival, although with very different inspiration. It utilized late Medieval Gothic forms that have vertically oriented massing with steeply sloped roofs, and detail features such as pointed arches, narrow lancet windows, decorative bargeboards and finials, battlemented parapets, and clusters of chimney stacks. Like Greek Revival, pattern book guided architects and builders, such as Andrew Jackson Downing's *The Architecture of Country Houses*. Gothic Revival

architecture is not strongly present in Wheatland, Plainfield, or Lockport Townships, although some buildings have ornamental features inspired by the style.



*The survey area has numerous examples of Italianate or Italianate-influenced buildings. These include the farmhouse from the Joseph Ward farmstead on Taylor Road in Section 5 of Lockport Township. Other houses have Italianate detailing, such as shown above at the gable of the Biggins-Phelps-Mather farmhouse on Normantown Road in Section 28 of Du Page Township.*

### *Italianate*

Italianate, or Italianate Victorian as some refer to it, was one of the most popular and fashionable building styles in the mid-1800s, popular from about 1850 to 1880. Inspired by Italian Renaissance architecture (in fact Renaissance Revival was a related architectural style), Italianate style houses feature rectilinear massing, low pitched roofs, overhanging eaves with and bracketed cornice, and tall rectangular windows. Other features often present are moldings or hoods around window lintel (which are sometimes arched) and polygonal or rectangular bays or towers. Numerous examples of Italianate are present in the survey region. There are also several farmhouses with Italianate detailing, such as window hoods or brackets.



*Although no true examples of Second Empire are present in the rural areas of Wheatland, Plainfield, and Lockport Townships, this house located on Route 30 in Section 23 of Plainfield Township and believed to once have belonged to A.E. Conant and F.R. Spangler, has a deck roof that is reminiscent of a mansard roof. The inset dormer windows may have been an original economizing feature or a later modification.*

### *Second Empire*

Roughly contemporary with Italianate was the Second Empire style, which took its name from the public buildings with mansard roofs built under French emperor Napoleon III (the first empire being the reign of his uncle, Napoleon). The style was transformed and applied in the United States to domestic as well as institutional buildings. In addition to the mansard roof and architectural features often present on Italianate buildings, Second Empire buildings often feature rich classical or baroque detailing and dormer windows with moldings or hoods. No true examples of Second Empire are extant in the rural areas studied, although the example shown on the next page has certain characteristics of a mansard roof.

### *Stick Style*

The Stick Style was popular from about 1870 to 1890, and is typified by the applied wood ornament onto buildings. Almost always built of wood frame construction, these structures feature tall rectilinear massing (reminiscent of Gothic Revival), planar walls with applied wood moldings, decorative moldings at eaves, and incised ornament. The Wheatland Presbyterian Church illustrated on the next page has the overall massing of a Stick Style building but without ornament. This may be because it dates from 1907, which was essentially after the style had gone out of fashion, but also because it expresses the disciplined, pious nature of the Scotch Presbyterians.



*Wheatland Presbyterian Church at the rural crossroads in southwest Wheatland Township is an early twentieth century Neo-Gothic Revival structure with some minor detailing reminiscent of the Stick Style.*



*The farmhouse on the John Hafenrichter farmstead (with the side and rear elevation shown above left) has massing reminiscent of Queen Anne, as well as a pedimented porch with classical details (above left and center). The farmstead is located in Section 7 of Wheatland Township. The side wing addition to the Glover farmhouse in Section 8 of Du Page Township, shown above right, has beveled ground floor corners and a gabled roof form reminiscent of Queen Anne. The Glover farmhouse was demolished soon after being surveyed in the summer of 2001.*

### *Queen Anne*

Popular in the last two decades of the nineteenth century, this building style in its purest form utilized irregular, asymmetrical massing and floor plans, several types of building materials, and extensive ornament to create an eclectic architectural tapestry that was often picturesque and entertaining. None of the farmhouses in the survey region reflect all of the primary elements of Queen Anne, although the massing and details of some of them show Queen Anne influence, likely due to the influence of the style on builders and carpenters.



*The farmhouse on the Stewart farmstead in Section 30 of Wheatland Township has five bays, window shutters, wide clapboard siding, and a pedimented entry porch, all elements influenced by Colonial Revival architecture.*

### *Colonial and Georgian Revival*

After the comparative excesses of the Italianate, Second Empire, and Queen Anne styles, the Colonial and Georgian Revival styles are more restrained and utilize stricter use of ornament and proportion. Introduced on the east coast at the end of the nineteenth century, it spread to the Midwest over the next decade and became an influential style for larger homes and public buildings until the 1930s (although it is still being implemented on many structures today). The rectilinear forms of Colonial Revival structures

are often symmetrical and have gabled roofs with dormers, classical columns and ornament, and ornamental window shutters. Georgian Revival buildings differ in that they adhere more closely to symmetrical floor plans, have strong cornice lines, Flemish bond brick coursing, watertables, and other elements of traditional Colonial period architecture. The survey area does have a few farmhouses that have the same massing and proportions of Colonial and Georgian revival models, although without much of the detailing present in “high style” examples.

#### *Craftsman or Arts and Crafts Style*

The Arts and Crafts movement originated in England in the mid-nineteenth century, although it did not become fashionable in the United States until the first two decades of the twentieth century. The style favored simple designs with natural materials, low-pitched roofs, battered wall treatments, exposed rafters, and casement and double hung windows. Although there are no true examples of Craftsman or Arts and Crafts farmhouses in the region, there are a few with elements having its stylistic influence.

#### *Prairie Style*

The Prairie Style was developed by several architects in the Midwest but originated chiefly from the Chicago area, where Frank Lloyd Wright, Walter Burley Griffin, Marion Mahony Griffin, William Purcell, and George Elmslie (among several others) formulated a set of principles uniquely suited to and inspired by the American suburban and rural landscape. In many ways it developed from the Arts and Crafts movement, although it was a distinct style with its own characteristics. Prairie Style structures are characterized by broad, horizontal massing, hipped and gabled roofs with deep overhangs, asymmetrical floor plans, and geometric detailing based on nature motifs. Natural and earth-toned materials such as wood, stucco, and brick predominate, and windows often have leaded glass windows that repeat and develop nature motifs. The style was fashionable from around 1895 to 1920.



*The second farmhouse on the Jacob Matter farmstead site (shown at left) in Section 5 of Wheatland Township has strong characteristics of the Prairie Style in its use of broad overhangs and horizontal emphasis in the detailing. The Hafenrichter-Nogge farmhouse (shown at right) in Section 6, also in Wheatland Township, has strong horizontal elements inspired by the Prairie Style.*

The survey area does not have any “high style” Prairie Style houses, although there are a few that shows its influence. The second farmhouse on the Jacob Matter farmstead has broad overhangs inspired by Prairie Style houses, although the structure is basically an American Foursquare. The Hafenrichter farmhouse, built in Section 6, dates from late in the era when the Prairie Style was in vogue, and although this house too is basically a Foursquare. Bungalows often have architectural massing or ornamental elements that relate to the Arts and Crafts Style and the Prairie Style, although bungalows developed from somewhat different origins (see below).



The original Jacob Fry homestead shown above was extensively renovated in the 1920s to create this eclectic Tudor Revival home (PIN 01-26-300-001). The garage structure to the left of the house (behind tree) was the original stone “settlement” house on this site dating back to the 1850s. (Information as related by architect Michael A. Lambert of Plainfield.)

### Tudor Revival

From about 1910 to 1940, Tudor Revival was one of several fashionable revival styles in practice. Based on English late medieval architecture, the style was adapted to unique American building forms created by the balloon frame. Although Tudor Revival buildings were also built in stone, the use of wood and stucco to imitate a half-timbered appearance was a predominant feature. Often times only the ground or first floor was clad with stone while the upper story was clad with wood and stucco “half-timbering.” The style also utilized asymmetrical floor plans and massing, narrow multi-paned windows, prominent masonry chimneys, and steeply sloped roofs. The survey area has one fine Tudor Revival structure, as illustrated on the previous page. This structure was a remodeling of an earlier farmhouse on the Jacob Fry farmstead. (Compare the house illustrated on the previous page with the 1873 atlas illustration of the original Upright and Wing farmhouse, shown in Chapter II under the discussion of the Fry family.)



### Ranch

Because it is a relatively recent domestic architecture development (it generally dates from the post-World War II era), ranch style houses were generally not recorded in the rural survey. The presence of a ranch style house was noted on the site plan of surveyed farmsteads to indicate that these houses likely replaced the original house on the site or provided an additional dwelling on the property. Ranch style houses are usually one or at most two stories and have rambling floor plans and relatively low-pitched hipped or gabled roofs. Although much of the housing on newly developed areas have features and elements reminiscent of older architectural styles (Colonial Revival, Dutch Colonial, or even Queen Anne), their true architectural lineage traces back to the ranch houses of the 1950s and 1960s.

The news item at left is from the University of Illinois publication *Illinois Extension News-Messenger* from May 1948 for an event in downstate Illinois. It illustrates the need that many farm families, especially those who occupied farmsteads that dated back to the mid-1800s, had for new residences.



*The original portion of the house on the grounds of Kelley Kennel in Section 35 of Wheatland Township began life as a U.S. Gypsum Company show house. The massing of the house consists of the garage at left, a small courtyard at the entrance, a bay with two rectangular windows (believed to be the original portion of the structure), and an addition with a slightly sloping roof. Overall, the house with its additions is related to the International Style.*

### *International Style*

Originating in Europe in the 1920s, the International Style did not influence the mainstream of American architecture until the post-World War II era. International Style buildings are characterized by rectangular, box-like massing, flat roofs, flat skin-like exterior cladding (such as a glass and metal curtain wall), bands of windows (known as ribbon windows), and open floor plans. Because of the rural focus of this study, it was not expected that any International Style buildings would be encountered. However, one house was included in the survey, despite being less than 50 years old, because of its unique origins. Although significantly altered, the original portion of the house was a model home constructed by the U.S. Gypsum Company to showcase their products. A previous owner of the property, Mr. Elmer Johnson, worked for U.S. Gypsum and obtained the model home for his use after the original farmhouse on the property burned. Its location on this site dates from circa 1968.<sup>138</sup>

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<sup>138</sup> The date for the house was provided by Mr. Michael A. Lambert of Plainfield. The additional information provided above was based on telephone interviews with Mrs. Kelley of Kelley Kennel, owners of the house, and Mrs. Harold Kemmerer, a neighbor whose mother was born in the original farmhouse on the property.

### *House Types*

Vernacular residential dwellings are not always suited to classification by architectural style because style is not the primary organizing principle in their design. Most vernacular houses relate to a *type* that describes or classifies its massing and floor plan. This section discusses the different types of housing found specifically in the survey area. Additional types and subtypes do exist but have been excluded because they are not pertinent to the discussion of northwest Will County.

During the survey, there were not any readily identifiable structures dating from the earliest period of settlement (approximately the 1820s to the 1840s).<sup>139</sup> House types dating from the earliest settlement may have used configurations known as single pen or double pen, which basically are one or two room houses respectively. A double pen dogtrot separates the two rooms with a space in between covered by the roof. A saddlebag house is similar to the double pen except for the inclusion of a central chimney between the two rooms.

The house types classified below are those that are typically found in the survey area. As with any classification system, there are alternate systems that could be utilized. Most of the definitions provided below were derived from *How to Complete the Ohio Historic Inventory* by Stephen C. Gordon and published by the Ohio Historic Preservation Office. Building forms followed the movement of settlers from New England westward through the Ohio Valley to Illinois.<sup>140</sup> However, a significant number of the settlers in the survey area were new immigrants to the United States. Their influence on the region's buildings is visible in some of the extant house types, but more readily visible in the barns and other farm structures.



*A simple I House on the King farmstead in Section 29 of Wheatland Township. The site has a sign marking it as a centennial farm, meaning the same family has owned it for 100 years.*

<sup>139</sup> One exception was the original building on the Clow farmstead in Section 22 of Wheatland Township.

<sup>140</sup> The settlers discussed in Chapter IV, if they were not new immigrants to the United States, mainly originated in the New England states. For overviews of this pattern of diffusion, see Fred B. Kniffen, "Folk Housing: Key to Diffusion," in *Common Places: Readings in American Vernacular Architecture*, Dell Upton and John Michael Vlack, ed. (Athens, Georgia: University of Georgia Press, 1986); and John A. Jakle, Robert W. Bastian, and Douglas K. Meyer, *Common Houses in America's Small Towns: The Atlantic Seaboard to the Mississippi Valley* (Athens, Georgia: University of Georgia Press, 1989). Jakle, et al., provide another classification system for house types as well. Yet another system of house type classification is provided by Fred W. Peterson in *Homes in the Heartland: Balloon Frame Farmhouses of the Upper Midwest, 1850–1920*.



*There are several examples of I Houses in the survey area. The house shown above left on Book Road in Section 2 of Wheatland Township has had a porch added and the second floor renovated with playful arches in the wall plane. The example from Section 1 of Lockport Township at right is in poor condition, but illustrates that the type could have variations, since it is only 1 1/2 stories tall. At lower left is the Abraham Matter farmhouse in Section 4 of Wheatland Township (PIN 01-04-100-006). Note that the Matter farmhouse has the same asymmetrically placed chimney and paired first floor windows as the house in Section 1 of Lockport Township. The wing at the rear of the Matter house is an addition from the early 1900s. At lower right is the Whalon-Eichelberger-Konicek in Section 4 of Du Page Township, whose original portion was an I House that had a two-bay wide addition constructed on the rear elevation.*

### *I House*

The name “I House” was first recognized in 1930 as a housing type in Indiana that had originated in the Middle Atlantic states. The form was later identified in the other Midwestern “I” states of Illinois and Iowa.<sup>141</sup> The form consists of a two story, one room deep plan that was at least two rooms wide. Chimneys were often placed at each end of the floor plan. Several I houses were noted in the rural survey, constituting some of the oldest extant farmhouses in the survey area.

<sup>141</sup> Kniffen, “Folk Housing: Key to Diffusion,” in *Common Places: Readings in American Vernacular Architecture*, 7–8.



Both the Zipf-Waldvogel-Theobald farmhouse in Lockport Township and the first Spangler family farmhouse in Plainfield Township were both built by German immigrants or descendents of German immigrants. Both houses, in their original forms, were one-and-a-half stories tall.

### *German Stone Farmhouse*

Among the groups of immigrants in the 1800s that settled in the Midwestern United States were large groups of Germans. They came “with a strong love for the soil, [and] regarded their land with a deep sense of permanency. Stability and longevity became hallmarks of their built environment and land ethic.”<sup>142</sup> This permanency is apparent in the two one-and-a-half story farmhouses illustrated above, where local limestone was used in their construction. Stone was a traditional building material for German settlers.<sup>143</sup>



Above left is the Michael Prior house in Section 13 of Lockport Township is one of the surviving Des Plaines River Valley limestone houses in the survey area. Although the exterior clapboard siding on the Anglemire-Kopperud farmhouse in Section 20 of Du Page Township has been replaced with wood shingles, although the overall form and the door and window trim survives.

### *Hall and Parlor*

The Hall and Parlor house is a simple rectangular plan dwelling one to one-and-a-half stories in height, with a sideways oriented gable roof. In plan, these types of houses have one larger room for the kitchen and daily living and a side room used as a more formal parlor or a bedroom. There is often an addition at the rear of the house extending from the parlor side. Chimneys are often placed at each end of the house. The type was used less often after the late 1800s.<sup>144</sup> Few Hall and Parlor houses were identified in the

<sup>142</sup> William H. Tishler, “Midwestern Germans,” in *America’s Architectural Roots: Ethnic Groups that Built America*. Dell Upton, ed. (New York: Preservation Press, John Wiley & Sons, 1986), 142.

<sup>143</sup> A discussion of the limestone industry in the survey area is included at the end of Chapter II.

<sup>144</sup> Stephen C. Gordon, *How to Complete the Ohio Historic Inventory* (Columbus, Ohio: Ohio Historic Preservation Office, 1992), 125. Since the form can be confused with later cottage-types of houses, one feature that can date it properly is the height to width ratios of the window openings: tall window openings usually date a house to the 1800s.

survey area. Other houses in the survey may have started out as Hall and Parlor types, but through renovations and additions have evolved into other forms.



*Upright and Wing* farmhouses are fairly common in the survey area. The one at upper left is in Section 3 of Plainfield Township (PIN 03-12-300-013). At upper right is the Thomas-Brossman farmhouse in Section 14 of Wheatland Township (PIN 01-14-400-003), constructed of Du Page River Valley limestone. The oldest of three extant houses at the Patterson farmstead in Wheatland Township (lower left, PIN 01-09-400-001) has had the wing portion of the house renovated. The Glavy-Patterson farmhouse in Section 13 of Wheatland Township (lower right, PIN 01-13-400-002) has a full two story wing.



### *Upright and Wing*

The Upright and Wing was popular in the mid to late 1800s.<sup>145</sup> The type consists of an “upright” portion with a gable end, usually one-and-a-half to two stories, and a one to one-and-a-half story wing. The gable end of the wing is usually at or below the eave of the upright. Upright and Wing type houses have T- or L-shaped floor plans. Inside, the wing contains a kitchen and one or two bedrooms and the upright a parlor and additional bedrooms.<sup>146</sup>

<sup>145</sup> Peterson classifies the Upright and Wing with the Gabled Ell type (both being forms of ell or T-plan houses), making it “the most numerous and familiar farmhouse type in the Upper Midwest...” (Peterson, *Homes in the Heartland*, 96.) Peterson also notes that many ell and T-plan houses are the result of additions being constructed to existing rectangular house forms (Ibid., 99).

<sup>146</sup> Gordon, *How to Complete the Ohio Historic Inventory*, 132.



*The Gabled Ell farmhouse type is the most prevalent in the survey area. Illustrated at upper left is the Herzog farmhouse in Section 34 of Wheatland Township (PIN 01-34-400-006), which is unusual because it is constructed of brick. At upper right is the Henry Spangler farmhouse in Section 15 of Plainfield Township (PIN 03-15-300-011). Below left is a farmhouse in Section 19 of Wheatland Township circa 1910 (PIN 01-19-300-010), located near the Wheatland Presbyterian Church Rural Crossroads discussed in Chapter II. The farmhouse below right on Ferguson Road in Section 30 of Du Page Township has Italianate detailing; however, the one bay deep wing may be the original portion of the house.*



### *Gabled Ell*

The Gabled Ell type of farmhouse is the second most prevalent in the survey area. This type of farmhouse usually dates from the two decades after the Civil War.<sup>147</sup> It has an L-shaped plan, sometimes has with additions to make a T-shaped plan, and usually is two stories in height with a gabled roof. Within the main “L” there is often a porch. In most arrangements, the gable end of the shorter of the two wings faces the street or main approach with the broad side of the other wing at the side.

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<sup>147</sup> Ibid., 136.



Shown above are two examples of Side Hallway type houses. The brick masonry house at upper left is located in incorporated Bolingbrook on the Fraser-Bronk farmstead in Section 24 of Wheatland Township. The Parr-Powers-Haywood farmhouse in Section 36 of Plainfield Township is balloon frame construction.

#### *Side Hallway*

Side Hallway houses are typically simple rectilinear volumes, two stories in height, and often with gable roofs oriented to the front or the side. In plan the entry is at the end bay of the front elevation, opening into the main stair hall. Adjacent to the hall is the main parlor with additional rooms at the rear of the house. The form was popular until the 1880s.<sup>148</sup>



This Four-over-Four is at the Norton farmstead (left) in Section 3 of Plainfield Township; it now lies abandoned. The farmhouse shown at right in Section 2 of Plainfield Township is unusual in that it has a pyramidal roof. Another example of a Four-over-Four is the Stewart farmhouse illustrated on a previous page as an example of Colonial Revival style.

#### *Four-over-Four*

The Four-over-Four basically consists of a central hallway flanked by two rooms each side in a house two to two-and-a-half stories in height. Exploiting balloon frame construction, the form was popular in the middle 1800s, although it returned during the vogue of the Colonial and Georgian Revival styles. A few Four-over-Four farmhouses are present in the survey area.

<sup>148</sup> Ibid., 126.



*The Gable Front farmhouse is a common type with many variations. The house at left in 22 of Wheatland Township has cornice and pediment moldings. The house at right in Section 9 of Wheatland Township is second oldest extant house on the Patterson farmstead.*

### *Gable Front*

The Gable Front house describes a variety of house types dating from the mid-1800s through the 1920s. It is similar to the Four-over-Four, except that the main entrance at the gable end facing the street or main approach. It is also similar to the Side Hallway type, and usually has a rectangular floor plan. A relatively economical type of house, the Gable Front is found throughout the rural survey area.

### *American Foursquare*

The American Foursquare<sup>149</sup> was introduced around 1900 and continued to be popular until the 1920s. It consists of a two to two-and-a-half story block with a roughly square floor plan with four rooms each floor. Roofs are hipped or pyramidal, with dormer windows (hipped and gable) on at least the front elevation and sometimes the side and rear elevations. Foursquares usually have front porches, but they could also have bay windows (some extending both stories) and one story rear additions. Many Foursquares were built from plans developed by local lumber companies or mail order sources that advertised in farm journals; others were purchased whole and delivered as pre-cut, ready-to-assemble houses from Sears, Roebuck and Company or home manufacturers.



*The American Foursquare is another farmhouse type that is very common in the survey area. At left is the Ferguson farmhouse in Section 5 of Plainfield Township (PIN 03-05-100-003). The house at right is the Schaffer-Dannenberg farmhouse in Section 34 of Wheatland Township (PIN 01-34-100-002), which was reportedly a Sears, Roebuck and Company house. Several other examples of Foursquare houses are illustrated earlier in this chapter as examples of concrete block construction and Prairie Style architecture.*

<sup>149</sup> The term “American Foursquare” was coined by Clem Labine, former editor of the *Old-House Journal*. (Gordon, *How to Complete the Ohio Historic Inventory*, 137.)



*Although lacking the front porch typically found on Dormer Front Bungalows, the farmhouse at left in Section 19 of Lockport Township is a bungalow. The house at right is a typical Gable Front Bungalow, located at the southeast quadrant of Wheatland Presbyterian Church Rural Crossroads in Wheatland Township.*

### *Bungalow*

The term bungalow derives from the word *bangla*, an Indian word adopted by the British in the nineteenth century for a one story house with porches. The American house form descended from the Craftsman movement, using natural materials and simple forms to create an informal domestic environment. Popular from approximately 1905 to 1935, there are two basic types of bungalows (and numerous subtypes), each deriving their names from the dominant roof forms. The Dormer Front Bungalow (also called the Shed Roof Bungalow) has a gable or shed roof turned parallel to the front elevation and a single large dormer. The Gable Front has the roof turned perpendicular to the main elevation. The examples in the rural survey are somewhat simpler than those found in city and suburban areas, lacking stylistic features such as exposed roof beams, ornamental wall trim, or shingle siding.

### *Cape Cod*

In the quarter century after the mid-1920s, the Cape Cod was a popular house type. The type was inspired by eighteenth century cottages in Massachusetts and Virginia.<sup>150</sup> The Cape Cod has a simple rectangular plan, one story in height with dormers, and a gable roof.



*The Cape Cod is a simple rectangular block with a gabled roof, often with a pair of gabled dormers. At left is a farmhouse in Section 19 of Wheatland Township. The house at right is in Section 25 of Plainfield Township.*

<sup>150</sup> Ibid., 140.



*The two residences shown above were formerly schoolhouses in Du Page Township. The former schoolhouse at lower left is located in Section 5 of Wheatland Township on Old Joliet Gravel Road. The building at lower right is located at 119<sup>th</sup> Street and Heggs Road, also in Wheatland Township, at the Wheatland Presbyterian Church Rural Crossroads (discussed Chapter II).*



### *Schoolhouses*

Historic plat maps for the survey area illustrate the relative frequent spacing of schools. Many of these early schools were typical “one room” schoolhouses: a rectangular volume with a gabled roof. As the need for larger schools grew, and as schools were consolidated in the 1950s, the one room schoolhouses were replaced with multiple room school buildings that were still relatively small. Many of these former schoolhouses were converted to single family houses, like the examples shown above.

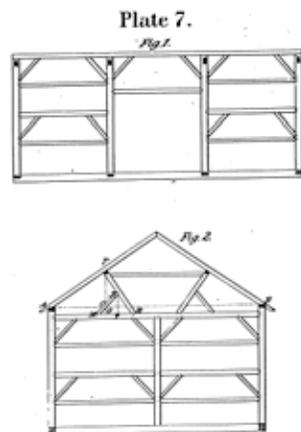
## Development of the Barn

The barns of the American Midwest have several typical functions: animal shelter, crop storage, crop processing, equipment storage, and machinery repair. However, barns also have specialized functions, with its designation carrying adjectives such as “sheep” barn or “dairy” barn. In some instances a substitute term was used such as hog house or implement shed, especially if a larger multipurpose “barn” is also on the farm. Nonetheless, these structures shared some similar forms and structural systems.<sup>151</sup>

In Britain, traces of barns built by the Romans are still discernible. Most surviving European barns date from the sixteenth century, the beginning of the “second agricultural revolution,”<sup>152</sup> a period characterized by expanding populations following the ravages of the Black Death; transfer of communal landholdings to private ownership; and improved methods of crop rotation, fertilization, and innovations in agricultural tools and machinery. One of the most common forms of Old World farm shelter was the housebarn, a large rectangular structure with a house unit sharing a common wall with the larger barn.<sup>153</sup>

European colonists, with some exceptions, did not bring the practice with them of constructing large housebarns. Many reasons explain the discontinuance of housebarns, including “geographic abundance, a penchant for individualism, freedom, and persistent search for privacy and comfort.”<sup>154</sup> Faced with clearing virgin forest or breaking sod, pioneer settlers had little time to do more than erect a roughhouse and perhaps a crude animal shelter in the early years. Not until after some ten years after settlement, or perhaps not even until the second generation, did the pioneer have the means to construct a large barn.<sup>155</sup>

The need for large barns necessitated the development of structural systems to enclose large volumes of space. As the frontier of settlement passed into the Midwest, many early barns were constructed of logs by settlers who either possessed log-building skills or gained these techniques by association with other ethnic or cultural groups. Although the eastern Midwest was well forested, providing sufficient log materials, the prairies of the central Midwest (including Illinois) had less forested land to supply log construction. Therefore, other solutions were required.<sup>156</sup>



*A drawing of heavy timber barn framing from 1894 (William E. Bell, *Carpentry Made Easy, or the Science and Art of Framing* (Philadelphia: Ferguson Bros. & Co., 1894), plate 7).*

<sup>151</sup> Allen G. Noble and Hubert G.H. Wilhelm, “The Farm Barns of the American Midwest,” in *Barns of the Midwest*, Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 9.

<sup>152</sup> *Ibid.*

<sup>153</sup> *Ibid.*

<sup>154</sup> Hubert G.H. Wilhelm, “Midwestern Barns and Their Germanic Connections,” in *Barns of the Midwest*, Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 65.

<sup>155</sup> *Ibid.*

<sup>156</sup> *Ibid.*

The skeletal framework of barns consists typically of sill timbers resting directly on the foundation (usually stone, although concrete was introduced in the early 1900s). The sills also form the substructure for the floor joists and wall framing. The barn's joists sometimes remained round, except for the top side where the top was flattened to accommodate floorboards. Most early barns had a gable roof composed of rafters, rough sawn boards, and wooden shingles. Vertically attached boards, some as large as fourteen inches wide, ran from the sill to the top plate of the wall for siding on timber frame barns.<sup>157</sup>

As discussed earlier in this chapter, light framing techniques and advanced wood milling machines influenced the development of Midwestern farmhouses. However, barns continued to be built as with heavy timber. As these large framing members became scarce and expensive in the early twentieth century, new innovations were sought, such as plank framing that featured the substitution of heavy long, square timbers with plank lumber.<sup>158</sup>

At the beginning of the twentieth century, new barn building ideas emerged from a growing field of experts: agricultural engineers, experiment station researchers, and commercial farm planning services. The American Society of Agricultural Engineers (ASAE) soon contained a committee on farm structures after its formation. The result of these efforts widened the variety of barn building plans available to farmers and encouraged improved building standards.<sup>159</sup> Round barns, constructed in limited numbers but found throughout the Midwest, were often promoted by state university agriculture departments and other public and private advocacy agencies in the early twentieth century. At about this time, manufacturers and marketers of pre-cut, ready-to-assemble houses (such as the American Foursquare house type discussed above) entered the market for barn construction. Two major Iowa firms, the Loudon Machinery Company of Fairfield and the Gordon-Van Tine Company of Davenport advertised plans for their pre-cut barns along with their pre-cut homes.

Engineering research led to the development of framing for gambrel roofs, culminating in the Clyde or Iowa truss. (The shape of the gambrel roof allowed a larger loft space to store hay than the gable roof allowed.) The first step in this development was the work of John Shawver of Ohio, who developed a gambrel truss form using sawn lumber. The Iowa truss was developed by A.W. Clyde, an engineer with the Iowa State College farm extension service, around 1920. It had a stiff frame at a far cheaper cost than the Shawver truss, which required expensive extra-length material.<sup>160</sup>

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<sup>157</sup> Ibid., 48–50.

<sup>158</sup> Lowell J. Soike, "Within the Reach of All: Midwest Barns Perfected," in *Barns of the Midwest*, Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 147. Two major forms of plank framing developed. The first took dimension plank lumber and imitated heavy timber framing, carrying the loads through posts and beams. The second type opened up the center of the barn by using a truss for the framing bents. This was followed by an adaptation of the balloon framing for barn construction. Stud walls replaced posts and girts for handling loads; roof loads were carried by trusses made from lighter weight lumber (Ibid., 155–156).

<sup>159</sup> Ibid., 158.

<sup>160</sup> Ibid. The open loft, free from interior braces like those used in the Shawver and Iowa trusses, was finally achieved with the laminated gothic arch roof. The gothic roof was developed over a two decade period, with an early system using sawn boards 12 inches wide, 1 inch thick, and 3 to 4 feet long from which the outside edge was shaved to the needed curvature. Three or four plies were laminated together with nails, with splices staggered along the curve. These rafters were placed 2 feet on center. However, due to the material wasted in shaving the lumber and the labor consumed in sawing and nailing, farmers and builders were slow to adopt this system. Bent or sprung arches were the second major type of curved rafter construction, first used in an experiment in Davis, California, in 1916. The perceived savings in material and labor required to produce the same contour, by bending instead of sawing, made this system more popular. Bent-rafter gothic arch construction, although more economical in labor and material, proved less rigid than the more expensive sawed type. For this reason, many farmers adopted a combination of the two, with the sawed rafters spaced every 8 to 12 feet and the bent rafters spaced between, twenty-four inches on center (Ibid., 161–2).

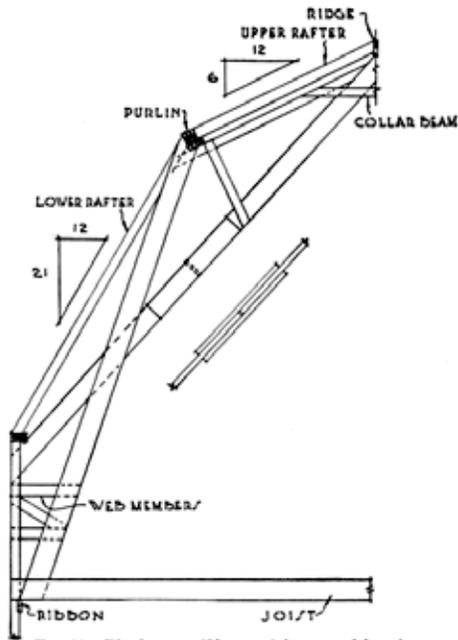


FIG. 68. Plank-truss (Shawver) barn roof framing.

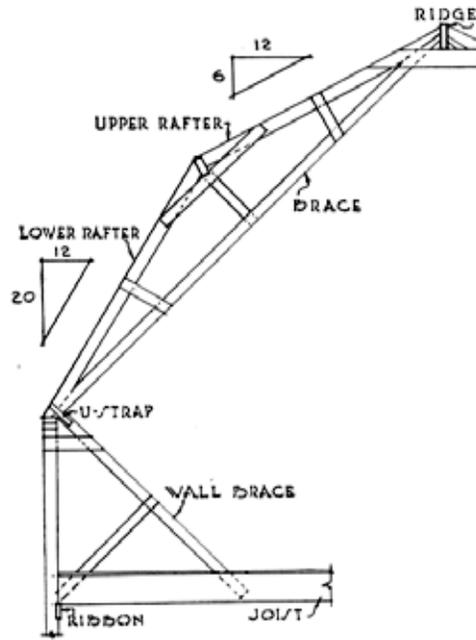


FIG. 69. The Iowa roof truss.

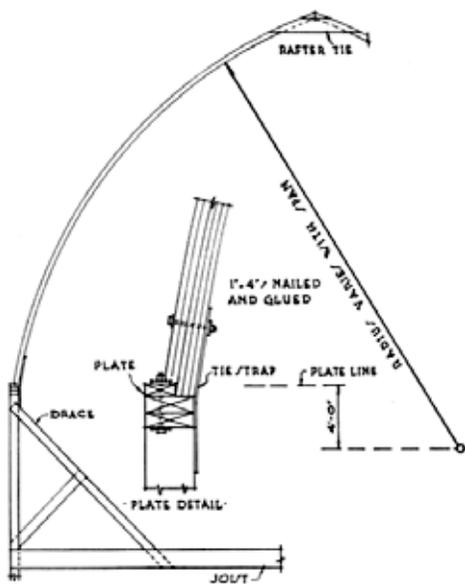


FIG. 72. Laminated, bent rafter in Gothic arch.

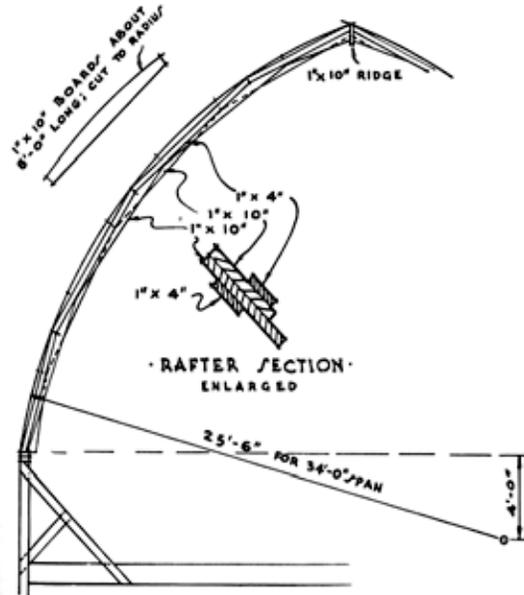


FIG. 73. Gothic rafter, sawed form.

*The Shawver, Iowa, laminated gothic arch, and sawn gothic arch barn roof rafters. (Deane G. Carter and W.A. Foster, Farm Buildings, 3<sup>rd</sup> ed. New York: John Wiley & Sons, 1941), 136, 138, 140, and 141).*

During the 1930s, the gothic roof entered the last phase of its evolution. At Iowa State Agricultural College, Henry Giese tested existing types of laminated bent rafters in an attempt to solve their shortcomings. Working in collaboration with Rock Island Lumber Company, distributor of Weyerhaeuser Forest Products, he explored the potential of modern glues to yield a stronger bent rafter. Using Douglas fir, clear of knots and defects, glue-laminated under approximately 100 pounds per square inch of pressure and shaped to an arch form, the rafter was stronger than those laminated conventionally with nails and bolts (either the shaved- or bent-lumber techniques). Rafter performance was also improved with the use of hinge connections at the supports. Weyerhaeuser was marketing these factory-built rafters

under the trademark of Rilco by 1938.<sup>161</sup> The United States Forest Products Laboratory also performed tests on glued laminated construction. Their laboratory tests showed that laminated rafters were two to four times stronger than ordinary bent and sawed rafters laminated with nails.<sup>162</sup>

The two-story loft barn ceased to be built after World War II.<sup>163</sup> In the first half of the twentieth century the dependence on draft animals waned and mechanical power in the form of tractors increased, and farmers needed less loft space.<sup>164</sup> Less custom wood frame structures were built as manufactured buildings using steel became available. One early metal-barn type, such as Quonsets using corrugate metal, gained a notable measure of popularity among some Midwestern farmers immediately after World War II. Corrugated metal was also a suggested covering for wooden barn siding, and organizations as the Asbestos Farm Service Bureau promoted the use of large asbestos-based cement boards for siding.<sup>165</sup>

Because lofts were no longer needed, one story barn construction became more standard in the post-war years. The shift from loose to baled or chopped hay reduced the need for haymows as many farmers adopted the “loose-housing” or “loafing” system for housing cattle. University of Wisconsin agricultural scientists argued that cows would be more content and give more milk if they were allowed to roam in and out of the barn at will. The loose-housing system resulted in the construction of one-story galvanized all-steel barns.<sup>166</sup> The pole barn was a simple method for constructing the necessary enclosure for farm implements and the limited amount of hay still required on the farm. Pole barns use round poles set into small, individual foundations, to which engineered roof trusses and wall girts and siding are attached. The structural concept for the modern pole barn was developed by H. Howard Doane of St. Louis in the early 1930s. He and George Perkins, his farm manager, used creosoted wood poles (which were commonly used for telephone poles) for the vertical structural members.<sup>167</sup>



*The rural survey area contained a few fairly unremarkable pole barn structures. Perhaps more distinctive were the few Quonset structures dating from the 1930s through the 1950s. The illustration shown at left is from the Peoria publication The Illinois Farmers Guide, August 1939.*

<sup>161</sup> Ibid., 162–3.

<sup>162</sup> Ibid., 164.

<sup>163</sup> Ibid., 165.

<sup>164</sup> In 1930, 61,000 combines were counted by the U.S. Census; in 1953, 918,000. One in six farmers already owned a tractor by 1932. In 1944, 14 percent of the nation’s hay was harvested with windrow balers; by 1948, the figure was 46 percent (Glenn A. Harper and Steve Gordon, “The Modern Midwestern Barn, 1900–Present,” in *Barns of the Midwest*, Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens: Ohio University Press, 1995), 225.)

<sup>165</sup> Ibid., 226.

<sup>166</sup> Glenn A Harper and Steve Gordon, “The Modern Midwestern Barn, 1900–Present” in *Barns of the Midwest*, Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 225.

<sup>167</sup> Ibid.

### ***Barn Types***

As with house types, there are several systems that have been used to classify barns, either by function, shape and structural system; ethnic traditions and their influence; or regional characteristics and commonalities.<sup>168</sup> The classification types developed below are based on Allen G. Noble and Richard K. Cleek's *The Old Barn Book: A Field Guide to North American Barns & Other Farm Structures* and Allen G. Noble's *Wood, Brick & Stone*. Classification is often by ethnic influence, which is appropriate to the region of the rural survey because of the Scottish, Irish, and German origins and ancestry of many of its settlers; or it is by shape and configuration.



*Both of the Three-bay Threshing barns shown above in Lockport Township date from the early 1900s, although they maintain the traditional Three-bay or English Barn form. The barn at left is on the Adelman-Petges farmstead in Section 15; the one at right is in Section 5 on the Ward-Biggins-Ward farmstead. Shown below is a small Three-bay Threshing barn on the Norton farmstead in Section 3 of Plainfield Township, where the siding has deteriorated and blown off or has been removed, exposing the heavy timber framing.*



<sup>168</sup> Often there are more conflicts than agreements between different classification systems. The types defined herein seem to best describe the structures actually present and the social and ethnic origins of their builders.

### *English Barn or Three-bay Threshing Barn*

The English barn (also called the Three-bay Threshing barn) was introduced into North America through English colonial settlement in southern New England.<sup>169</sup> The English and continental European immigrants of the early 1800s introduced this barn type to the Midwest. It was originally designed as a single function barn to store or process grain and was most suitable for small-scale, subsistence farms. It is a single level, rectangular structure divided into three parts or sections, each termed a bay.

Large double doors are centered on both long sides of the structure. Hand threshing with a grain flail was done in the central bay, sometimes called the threshing bay. Following threshing, the large doors were opened to create a draft, which, during winnowing, would separate the chaff from the heavier grain, and carry it away. Flanking the central bay were the other two bays of generally equal dimensions. One was used during the fall or winter to store sheaves of harvested grain, awaiting threshing. The other bay was used for storing the threshed grain, commonly in bins, and straw, which was used as feed and bedding for horses and cattle.<sup>170</sup> Early examples had steeply pitched (over 45 degrees) gable roofs and low stone foundations. They were sided in vertical boards with small ventilation openings high on the gable ends. Windows are largely absent, although later versions included them at animal stall locations. Gable-end sheds were a common addition.<sup>171</sup>

Eventually as dairying replaced wheat production in the agricultural economy, threshing/storage function of this barn type was no longer as important. At first no animals were housed in the structure, although subsequently internal rearrangements often were made to introduce animal stalls in one of the two side bays. This effectively reduced the grain storage and processing function and only offered shelter for a modest number of animals.<sup>172</sup> In some cases this barn type was raised and placed over a basement, which then could house the animals, especially dairy cows.<sup>173</sup>

### *Raised, Bank, and Basement Barns*

The Raised or Bank barn originated in central New York as a shelter for dairy cattle. It was the first multi-purpose barn to gain widespread popularity. They are usually larger than Three-bay Threshing barns and have a ground floor level for cattle and dairy cows with an upper level for hay and feed storage. This upper level is reached by an earthen ramp, bridge, or the natural slope of an embankment. Basement barns are similar to Raised barns, in that the foundation walls extend up to the bottom of the second floor. However, Basement barns do not have ramps nor are sited to utilize the natural topography to access the second floor. The survey area has only a few Basement barns. Raised, Bank, and Basement barns often have very similar characteristics with German barns. Although similar, Raised barns do not usually have the forebay or other features of German barns. Nonetheless, many of the barns in the survey area could be categorized to either grouping.

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<sup>169</sup> Fred B. Kniffen "Folk-Housing: Key to Diffusion," in *Common Places, Readings in American Vernacular Architecture*, Dell Upton and John Michael Vlach, ed. (Athens, Georgia: University of Georgia Press, 1986), 11.

<sup>170</sup> Charles Calkins and Martin Perkins, "The Three-bay Threshing Barn," in *Barns of the Midwest*, Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 40–41.

<sup>171</sup> Allen G. Noble and Richard K. Cleek, *The Old Barn Book: A Field Guide to North American Barns and Other Farm Structures* (New Brunswick, New Jersey: Rutgers University Press, 1995), 77.

<sup>172</sup> Allen G. Noble, *Wood, Brick and Stone*, The North American Settlement Landscape, Volume 2: Barns and Farm Structures (Amherst, Massachusetts: University of Massachusetts Press, 1984), 56–58.

<sup>173</sup> Calkins and Perkins, "The Three-bay Threshing Barn," in *Barns of the Midwest*, 59.



Numerous Raised and Bank barns are present in the rural areas of Wheatland and Plainfield Townships. The Bank barn at upper left is in Section 17 of Wheatland Township on the Book-Susemihl farmstead. In this structure, the natural slope of the land has been used to gain access to the second floor level. It is one of the few remaining original farm buildings on the farmstead site. At upper right is a detail of a drawing of the barn on the Grill family farmstead adjacent to the farm of Jacob Fry (Combination Atlas Map of Will County, 1873); this is the same barn that is illustrated on the cover of this report. However, it could also be categorized as a German barn since it has an enclosed forebay on the south elevation. The barn at lower left is on the Steigle farmstead in Section 5 of Plainfield Township. The one at lower right is on the Patterson farmstead in Section 9 of Wheatland Township.



### *German Barn*

German barns, also called a German/Swiss barn or Pennsylvania barns, includes a group of barns introduced into the Delaware valley by German-speaking settlers. It was one of the first American barn types to combine crop storage and animal shelter. It became a structure synonymous with Pennsylvania Dutch culture and its mixed grain-livestock agriculture. These barns had a lower story partially cut into the natural slope of the land and an upper level that was accessed from a slope or ramp. A forebay is formed by recessing the ground floor wall and enclosing it at each end with the masonry gable end walls. Another distinctive feature is the use of a combination of stone masonry and wood framed and sheathed walls: stone was typically reserved for gable end walls and/or north facing walls.



*Several barns in the Wheatland and Plainfield Townships have distinct barn characteristics brought to the region by German and Pennsylvania Dutch settlers. The barn shown above is on the Wolf-Mathers farmstead in Section 18 of Wheatland Township. It is basically a Raised barn, except that the opposite side (not seen in this view) has an enclosed forebay, although the forebay is now infilled with concrete block.*



*The detail view above left shows an enclosed forebay is on the barn at the Myers-Elliot farmstead in Section 10 of Wheatland Township (this barn is also illustrated in Chapter II). An open forebay is present on the south side of the barn (above right) on the Herzog farmstead in Section 34 of Wheatland Township; this barn is visible in the illustration from the 1873 Combination Atlas of Will County reproduced in the discussion of the Herzog family in Chapter II. The crib barn portion at the far end is a later addition.*



*The main barn on the Fry-Stiegel farmstead (shown above) in Section 26 of Wheatland Township also has an enclosed forebay, as does the barn on the second John Spangler farmstead (shown immediately below) in Section 2 of Plainfield Township. The barn illustrated at bottom was also constructed by Jacob Fry in 1867; it has been substantially altered on the interior to accommodate offices. All of these barns utilize stone walls, a feature common for barns built by German immigrants and their descendents. Barely visible in these two illustrations are the narrow slits in the stone masonry for ventilation.*





*In the late nineteenth and early twentieth centuries, northwestern Will County lay at the southern end of the dairy farm region west of Chicago. Above left is the dairy barn on the Kemmerer farmstead in Section 2 of Wheatland Township (PIN 01-02-302-009), which is illustrated above right in an aerial photograph circa 1955 (This is Will County, Illinois, 1955). The barn below left is on the Haag farmstead in Section 18 (PIN 01-18-400-001), which however was demolished in late 1999 or early 2000. The unique dairy barn shown below right has a brick masonry ground floor level and an adjacent brick silo. It is located near Atlanta, Illinois, in downstate Logan County.*



### *Wisconsin Dairy Barn*

A barn associated with dairying is the Wisconsin Dairy barn, which originated at the Wisconsin's Agricultural Experiment Station at Madison around 1915. It was specially designed to provide a structure for efficient dairy farming. This large barn was typically 36 by 100 feet or larger. It had a gambrel roof or occasionally a round roof, although early versions were often gable-roofed with horizontal boarding. Rows of small windows and gable-end doors were typical. There was usually a large gable-end loft opening and a triangular hay hood. Frequently there are roof ventilators.<sup>174</sup>

<sup>174</sup> Noble and Cleek, *The Old Barn Book*, 77.



Although in poor condition, this plank frame barn shown above left in Section 18 of Plainfield Township has a number of features found on this type: a gambrel roof, a large loft door, a hanging gable hay hood, smaller ground floor windows, and a large sliding door. The plank frame barn shown above right in Section 28 of Du Page Township, which has a raised concrete foundation, is in better condition.

### *Plank Frame Barn*

This relatively small barn type originated in the eastern Midwest in around 1875.<sup>175</sup> They often have gambrel roofs, one story in height plus a large hay loft, small ground floor windows, and a large sliding door to allow dairy cows to pass. Their floor plans are approximately 30 feet by 40 feet in dimension. They had multiple functions: dairy barn, hay storage, workshop, and later tractor shed.



Three Three-ended barns are present in area intensively surveyed to date: two in Wheatland Township (top two images) and one Du Page Township (lower center image). The barn at left is in Section 20 on the Lantz-Caldwell-Susemiehl-Hageman farmstead (PIN 01-20-200-006); the one at right is in Section 28 on the Varley farmstead (PIN 01-28-100-001). Note the hanging gable hay hood on the barn at right. The barn in Du Page Township is on the Royce-McDonald farmstead in Section 6.

### *Three-ended Barn*

This barn type is a modification to the Three-bay Threshing barn, adding a hay storage barn addition perpendicular to an existing barn. This addition, sometimes called a straw shed, could have less height than the main portion of the barn or (as shown above at right) be taller than the main barn. The additions could also have an open bay at ground level for a cart to drive into for unloading hay into the loft space.

<sup>175</sup> Noble and Cleek, *The Old Barn Book*, 117.



Shown above are two feeder barns, sometimes called hay barns, in Wheatland Township. The barn at left is in Section 27 on the Eldridge farmstead (PIN 01-27-400-002); the one at right is in Section 30 on the Stewart family farmstead (PIN 01-30-100-005). Note the hay hoods on both barns for lifting hay into the loft space. The feeder barn shown below is on the Dixon-Mather farmstead in Section 32 of Du Page Township.



#### *Feeder Barn*

During the last two decades of the nineteenth century, Illinois and Iowa developed into the regional center for beef production. Farmers with rougher land, fit more for raising cattle than crops, raised their cattle from birth to finished beef. They fattened their stock on surplus corn, alfalfa and feed supplements, and sold them to the rail-connected beef-processing industry in Chicago. The industry was also aided by the introduction of the refrigerated box car. In order to build a barn to hold cattle and hay, the feeder barn (sometimes called the hay barn) was developed. Cattle are housed and fed on the ground floor with a loft above to hold hay.

#### *Pole Barn*

The latest major barn type, called the pole barn, evolved in the eastern Midwest. The walls of the building are hung on poles that are driven into individual footings buried in the ground below the frost line. The floor is typically concrete slab or dirt. There is no loft. Later versions are of metal construction, especially those erected after World War II.<sup>176</sup> The pole barn has no folk antecedents or ethnic connections at all. The most significant area of pole barns is still the eastern Midwest, covering Illinois, Indiana and Michigan.<sup>177</sup>

<sup>176</sup> Noble and Cleek, *The Old Barn Book*, 120.

<sup>177</sup> Noble, *Wood, Brick and Stone*, 64.



*A Round Roof barn in Section 8 of Wheatland Township (PIN 01-08-100-027).*

### *Round Roof Barn*

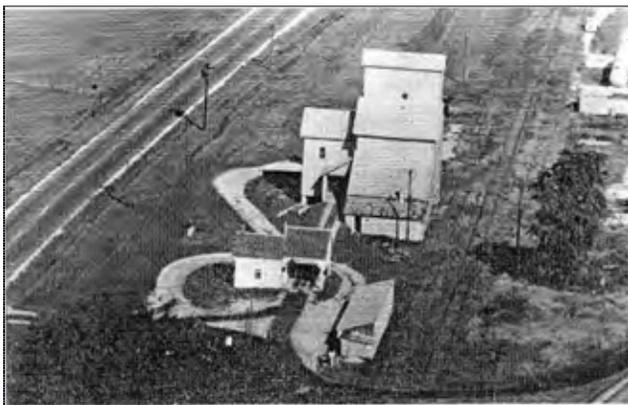
Round Roof Barns came into existence with structural advances in the first quarter of the twentieth century. Although called round, roof shapes for this type are often gothic arch in form. The name describes the roof shape, although the configuration of their floor plans were usually based on more typical barn types such as plank frame, Dairy, or Raised barns.



*The Quonset type implement shed above left is located in Section 27 of Wheatland Township (PIN 01-27-300-008); the interior view at right is on the Clow-Patterson-Wagner farmstead in Section 10 of Wheatland Township (PIN 01-10-300-029).*

### *Quonsets*

Sometime referred to as Quonset “huts,” this building type is named for their use at the U.S. Naval Air Station at Quonset Point in Davisville, Rhode Island, in 1942. However, the building type was introduced in the United States in the 1930s, and similar structures were used by the British and French during World War I. Their universal use by American military forces made it seem to be an ideal economical building type in the post-war years, finding use as storage facilities, offices, homes, and commercial ventures such as movie theaters. Military Quonsets often had steel framing members to support the corrugated galvanized metal sheathing, but civilian examples used wood framing as well. Where it could be observed, the examples present in the rural survey area usually have wood framing. Their use in the survey area includes implement sheds, animal shelters, and other types of storage.



*The cast-in-place concrete silo at Normantown (shown at top left and discussed in Chapter II) dates from the 1920s. The site once included a grain elevator structure, shown at lower left (This is Will County, Illinois, *The American Aerial County History Series*, No. 26, 1955). At right is a grain elevator in Manhattan, Illinois. The elevator in Plainfield, formerly part of the Plainfield Grain Company, is illustrated in Chapter II.*

### **Grain Elevators**

Grain elevators began to be constructed alongside developing rail systems during the second half of the nineteenth century. Early elevators were often associated with the flour mills they served. They were usually timber-framed structures, as were the mills themselves.<sup>178</sup> Concrete grain elevators and silos, usually constructed in banks of two to ten or more, were constructed in the early decades of the twentieth century. Besides the single concrete silo constructed at Normantown (shown above) along the former route of the Elgin, Joliet, and Eastern Railroad, a grain elevator is located on the eastern edge of Kendall County at the crossing of the railroad and Wolf's Crossing Road. Located within Plainfield is the grain elevator of the Plainfield Grain Company. Normantown and Plainfield Grain Company are discussed in Chapter II.

### **Corncribs**

The history of the corncribs can be traced back to pre-Columbian days. Advanced Native American civilizations such as the Aztecs of Mexico had log and stone granaries. Early European explorers reported seeing Indian corn stored in houses fashioned from saplings bound together with strips of hickory bark

<sup>178</sup> Keith E. Roe, *Corncribs in History, Folklife, and Architecture* (Ames, Iowa: Iowa State University Press, 1988), 176.

and set above the ground on poles to keep them out of reach of squirrels and mice. Native Americans in drier climates built pits for underground crop storage.<sup>179</sup>

European settlers first stored their corn in baskets in hovels and later in lofts over their kitchens. Soon they built crude barns to house their animals, although their feed corn was kept in piles or in bins. Only later did separate corn houses or cratches come to be built. By 1681 the terms “corn cribb,” “corn house,” and “corn barne” were in general use. The term “cratch” was also in use to describe a small corn storage bin or building. The Indian method of storing corn in underground pits or mounds, though well known, was not adopted by the colonists for grain storage.<sup>180</sup>

Pioneer farmers frequently built log corncribs during their two centuries of migration into and settlement of the Midwest. Most crude frontier log cribs were little more than bins, loosely constructed of saplings or split rails and laid up with saddle notching to hold them together.<sup>181</sup> Sometimes the logs were skinned to lessen the danger of infestation by worms and insect. The bin-like cribs were typically covered with thatch or cornstalks to help shed the rain; a board and shingle roof took more effort, required nails, and thus was more expensive. Unfortunately, thatch roofs served as housing for rodents and the crib often became their pantry. Log construction of corncribs remained popular through the 1800s in areas where timber resources proved readily accessible.

The invention of the circular saw in 1860 and its growing adaptation to steam power by mid-century made lumber cheap enough for general use on out buildings such as corncribs enabling later versions to be built of narrow lumber slats.<sup>182</sup> The corncrib usually rested on log or stone piers.<sup>183</sup> In constructing a framed corncrib, two ways of attaching the slat siding or cribbing were used. The slats were put on either horizontally or vertically (cribbing attached diagonally for extra strength seems to have come into practice about 1900).<sup>184</sup>



Farmers in northern Will County had the option of setting up temporary corn cribs using materials from Illinois Wire and Manufacturing Company in Joliet (Prairie Farmer’s Reliable Directory of Farmers and Breeders of Will and Southern Cook Counties, Illinois (Chicago: Prairie Farmer Publishing Company, 1918)).

<sup>179</sup> Ibid., 4.

<sup>180</sup> Ibid.

<sup>181</sup> Noble and Cleek, *The Old Barn Book*, 170–1.

<sup>182</sup> Roe, *Corncribs in History, Folklife, and Architecture*, 26.

<sup>183</sup> Noble and Cleek, *The Old Barn Book*, 155.

<sup>184</sup> Roe, *Corncribs in History, Folklife, and Architecture*, 27.

The size of the corncribs remained small, even as corn production rose, during much of the nineteenth century, in part due to the practice of corn shocking. Corn could be gradually “shucked out” as needed and hauled to the crib or barn for milling and feeding to livestock. Large corncribs were unnecessary since farmers could leave much of their corn in the field until spring.<sup>185</sup> Crib width was influenced by the climate of a region; drier conditions allowed for wider cribs with no increased loss of corn due to mold. As corn production outgrew the single crib in the developing Corn Belt, double cribs were formed by extending the roof over a pair of cribs to form a gable roof. If the gap between the cribs was then lofted over, extra space was gained beneath the roof for overflow storage of ear corn. Spreading the cribs apart not only increased the loft space but created a storage area below for wagons, tools and implements. These structures, called crib barns, became common in the Midwest by 1900.<sup>186</sup> The creation of larger corncribs and their overhead grain bins depended upon the invention of new methods to raise the grain and ear corn higher than a farmer could scoop it. High cribs were made possible by the commercial adaptation of continuous belt and cup elevators from grain mills and by the portable grain elevator grain.



*The large double bin concrete block corn crib with integral ventilation holes shown above right is located on the Ward farmstead in Section 5 of Lockport Township (PIN 04-05-100-001). With the exception of the slight gambrel bend in the roofline, it is very similar to the published example shown above left (Plans for Concrete Farm Buildings (N.p.: Portland Cement Association, n.d. [circa 1920s])). The example shown below is on the Dyer-Rathbun-Hageman-Scholz farmstead in Section 31 of Du Page Township.*



<sup>185</sup> Keith E. Roe, “Corncribs to Grain Elevators: Extensions of the Barn,” in *Barns of the Midwest*, Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 170.

<sup>186</sup> Roe, *Corncribs in History, Folklife, and Architecture*, 60.

In the early decades of the twentieth century, both concrete and steel were promoted as alternative construction materials for corncribs and grain elevators. The use of hollow clay tiles was also encouraged in those parts of the Midwest where they were manufactured, notably in Iowa, Illinois and Indiana.<sup>187</sup> The most common variety of concrete corncrib was made of interlocking stave blocks, which had been cast with ventilating slots in them. In some cases, steel wires or rods were incorporated in the vents to keep rats out. The blocks were laid up in the form of a circular bin. These were encircled with steel rods, enabling the structure to withstand side pressures from the corn heaped within. Single and double bin corncribs of this type were most common, although four-bin corncribs were not unusual. Between 1900 and 1940, concrete was promoted as a do-it-yourself material, poured into rented forms, for building corncribs.<sup>188</sup>

Wood frame corn cribs are relatively rare in the rural survey area, or if they are present are often unused and in poor condition. Crib barns and silos are much more common.

### ***Crib Barns***

Crib barns are simple structures formed of pens or cribs that have a space between the cribs for implement storage. There are two basic types: crib barns with the gable or roofline parallel to the cribs, and transverse crib barns with the roofline perpendicular to the pens. Although both are present in the rural survey area, crib barns are more prevalent. Also present in the survey area are two crib barns in Wheatland Township with walk-up stairs to access the top of the grain bins. These are located on the Patterson-Clow farmstead on Plainfield-Naperville Road in Section 11; and on the Fry-Levereny farmstead on Essington Road in Section 25.<sup>189</sup>



*The large crib barn shown above has a gambrel roof and a transverse gable elevator. It is located on the Norton farmstead in Section 3 along the Du Page River. The site is now owned by the Plainfield Park District.*

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<sup>187</sup> Ibid., 177.

<sup>188</sup> Ibid., 176.

<sup>189</sup> The Fry-Levereny farmstead is located in incorporated Bolingbrook and was not included in this survey. Information on the walk-up crib barns provided by Mr. Michael A. Lambert of Plainfield.



*Crib barns, usually with two bins, abound in the four-township survey area. The crib barn with a transverse elevator monitor shown at upper left is on the Werner-Mondrello-Mack farmstead in Section 36 of Lockport Township (PIN 04-36-100-009); the transverse crib barn at upper right is on the Thomas-Brossman farmstead in Section 14 of Wheatland Township (PIN 01-14-400-003). The low "single story" crib barn at middle left is in Section 20 of Wheatland Township (PIN 01-20-200-007); the transverse crib barn with the small elevator monitor shown at middle right is in Section 21 of Wheatland Township (PIN 01-21-300-003). The crib barn at bottom left has diagonally-set ventilation slats, which contribute to the structural rigidity much as the diagonally-set sheathing on a balloon frame house; it is located in Section 32 of Wheatland Township (PIN 01-32-200-001). The crib barn at lower right, located in Section 8 of Plainfield Township (PIN 03-08-400-004), is likely no longer in use for storage since it has been resided with composition cement shingles.*





Both of the early metal bins shown above date from the 1930s or 1940s are located in Wheatland Township. The one at left is on the Kemmerer farmstead in Section 2 (PIN 01-02-302-009). The one at upper right is located on the Leppert-Breitwiesser farmstead in Section 17 (PIN 01-17-200-001); the other metal bins adjacent date from the 1950s or 1960s. The example shown below, located on the Lambert farmstead in Section 32 of Du Page Township, is somewhat unusual as it almost appears to be a short silo.



### ***Metal Bins***

Metal construction for corn storage came into use early in the twentieth century and was promoted by the steel industry during World War I as a crop saver for the patriotic farmer. Rectangular or hexagonal corncribs were constructed from flat, galvanized-steel sheet metal with ventilating perforations. Corrugated, curved sheets created the more common cylindrical bin type, which was usually topped with a conical roof. The steel corncrib had wall ventilation slits and, most times, a roof ventilator at its peak.<sup>190</sup> Steel was ideal for fabricating standard parts, as well as being vermin-proof. Proper design of metal bins included such factors as ventilation, consideration of structural loads from the feed to be contained, and use of a concrete or heavy timber foundation with the exterior walls anchored to the foundation. Roofs usually consisted of overlapping sheets to form a conical form.<sup>191</sup> Corncribs manufactured of steel rods or heavy wire mesh also became available in the 1930s. The wire mesh type was particularly popular after World War II because of its low cost, ease of filling, and low maintenance.



*Mesh bins of various sizes are found frequently in the survey area. This one is located in Section 20 of Wheatland Township (PIN 01-20-400-001).*

<sup>190</sup> Ibid.

<sup>191</sup> R.E. Martin, "Steel Bin Design for Farm Storage of Grain," *Agricultural Engineering* (April 1940): 144 and 146.



*These four structures show the progression in construction techniques for silos. The wood/masonry and cast-in-place concrete structures at top left and top right are located on the Patterson farmstead in Section 9 in Wheatland Township. The concrete stave/steel hoop silo above left is located on the Myers-Elliott farmstead in Section 10 in Wheatland Township. Domical sheet metal roofs are common on silos. The roofless silo shown at lower right, located on the Musselman-Young farmstead in Section 30 of Du Page Township is somewhat unusual as it is constructed of glazed clay tile block, an expensive material for silo construction.*

### **Silos**

Silos, structures used for preserving green fodder crops, principally field corn, in a succulent condition, are a recent phenomenon, employed only after 1875 and not truly established until shortly before the turn of the century. The stored green fodder material is termed ensilage, which is shortened to silage. The acceptance of silos was gradual but eventually came to be enthusiastically embraced by farmers because it offered certain advantages. First, larger numbers of cattle could be kept on the farm because the food value of corn is greater than that of a combination of hay and grain. Second, less water was needed for stock in the winter, making labor requirements less strenuous as frequent ice breaking and thawing was no longer required. Finally, because succulent green fodder could be fed throughout the year, cows produced milk during the entire winter season, increasing the income of the farm.<sup>192</sup>

<sup>192</sup> Noble, *Wood, Brick and Stone*, 71–72.

The first silos were pits excavated inside the barn. The earliest upright or tower silos date from the end of the 1880s and were rectangular or square in form and constructed with the same materials and techniques as those used in the barn itself, with framed lumber walls.<sup>193</sup> Many were constructed within the barn building.<sup>194</sup> Later examples of this silo type had rounded corners on the inside formed by a vertical tongue-in-groove lining. The rectangular silo appeared in some areas as late as 1910. The octagonal silo type that followed attempted to achieve the advantages of a circular silo while keeping the ease of angular construction. In the 1890s circular forms began to be seen. A shift from the rectangular to the circular stems from the efficiency of the circular form in storing corn ensilage by eliminating air space and thereby reducing spoilage.

The wooden-hoop silo was formed with wood, soaked and shaped into gigantic circular hoop forms and then fastened together horizontally in the tower shape. This style did not become popular because the hoops tended to spring apart. A more common type of wood silo was the panel or Minneapolis silo, also known by several other names. It was advertised in numerous farm journals in the early twentieth century. It consisted of ribs set about 20 inches to 24 inches apart and horizontal matched boards (known as staves) set in grooves in the ribs. Steel hoops were placed around silo, which locked boards in place. This type silo was made with either single or double wall construction and was polygonal in plan.

Masonry silos, constructed of either hollow clay tile, brick, or concrete block, appeared in the first decades of the twentieth century. In comparison with the other two types of silos, brick silos were more difficult to construct because of the time required to erect the relatively small masonry units. There were many patents on concrete blocks for silo purposes, with some blocks curved and other finished with rock-faced building blocks. Some patented blocks had reinforcing sold with the blocks or integral with the block units.<sup>195</sup> Concrete block silos were finished on the interior with a layer of cement mortar to seal joints that might leak air or water.

The hollow clay tile block silo, generally known as the “Iowa Silo,” was developed by the Experiment Station of the Iowa State College and erected during the summer of 1908 on the college farm.<sup>196</sup> Brick and tile companies manufactured curved block for silos, advertising them in farm journals. The main complaint regarding the hollow block silo was that the masonry units were porous and leaked water. The mortar joints on both inside and outside of wall needed to be properly pointed as a further precaution against leakage. Some silo builders washed the interior of the wall with cement mortar as a further precaution. Steel reinforcing consisted of heavy wire embedded in the mortar joints.<sup>197</sup>

Cement stave silos were constructed as early as 1904 in Cassopolis, Missouri, which used book-shaped staves.<sup>198</sup> Several patents existed for cement stave silos, including that of the Mason & Lawrence of Elgin, Illinois, dating from 1914.<sup>199</sup> Farmers also could make concrete staves or blocks to construct a silo or other

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<sup>193</sup> Noble and Cleek, *The Old Barn Book*, 158.

<sup>194</sup> Ingolf Vogeler, “Dairying and Dairy Barns in the Northern Midwest,” *Barns of the Midwest* (Athens: Ohio University Press, 1995), 108.

<sup>195</sup> W.A. Foster, “Silo Types and Essentials,” *Hoard’s Dairyman* (21 February 1919): 201, 216, 217, and 232.

<sup>196</sup> *Ibid.*

<sup>197</sup> Clay tile block silos are not found in the rural survey area included in this study and are somewhat rare in northern Illinois.

<sup>198</sup> Foster, “Silo Types and Essentials.” Patents were granted on this type stave in 1908 and was known commercially Playford patent cement stave silo.

<sup>199</sup> “How to Make and Sell Concrete Silo Staves,” *Concrete* (October 1927): 32–35. In addition to their own manufacturing plant, Mason & Lawrence licensed seven other companies to produce their design for concrete staves. Other patents for cement stave silos included the Interlocking patent, with an interlocking end joint; the Caldwell patent, with a stepped end joint and a steel reinforcing bar embedded in the stave; and the Perfection patent, with a hollow side joint filled with cement mortar upon erection (Foster, “Silo Types and Essentials”).

farm structure using a block mix, either by the dry tamp method or the wet cast process. The dry tamp method involved making a relatively dry concrete mix and removing the block after being compressed in a molding machine. The wet cast process used a concrete mix with more water added, which was placed in a series of molds for 24 to 48 hours. Curing of the staves (allowing the concrete mix to attain proper strength) was important with either method. It was recommended to place the staves in a curing room for two or three days so the Portland cement could react with the moisture in the concrete mix. After removal from the curing room, the staves were to be sprinkled with water periodically until they were a week to ten days old. Further open air curing continued over an additional three weeks. Concrete staves could vary in size, but were often approximately 30 inches long, 10 inches wide, and 2 1/2 inches thick. One end of the block was concave and the other convex to allow fitting the blocks in the assembled structure.<sup>200</sup>



A Mason & Lawrence precast concrete stave silo is located on the site of the Haag farmstead in Section 18 of Wheatland Township. Although the other farm buildings on the abandoned site were demolished in early 2000, the silo was still standing late in the year.

The finished staves (or blocks) were then ready for assembly. This excerpt from *Concrete* magazine from 1927 outlines the erection procedure for a concrete stave silo:

Concrete stave silos are quickly and easily erected. Three men can easily erect two average sized silos each week and some crews can do better than that, especially when the proper equipment is at hand. The concrete window and door frames used are precast, made in the plant where the staves are made. A light, adjustable erecting scaffold is a necessary piece of equipment. Scaffolds are of two general types those supported by a center mast and those hooked over the silo wall. Staves are fitted to position by means of a light derrick, which comes as a part of the erecting equipment.

Concrete staves are generally set up dry, no mortar being used in the joints. In some types a groove is molded entirely around the edge of the stave....The hoops or steel rods, placed to reinforce the silo, are set as the erection of the wall progressed. Hoops are usually composed of two or three

<sup>200</sup> David Mocine, "Keep Workmen Busy the Year Round," *Concrete Products* (January 1948): 161. The manufacture and construction of the Mason & Lawrence precast concrete silo was described as follows (Ibid., 161–2):

Staves are formed in flat sections measuring 12 x 30 in. by 2 1/2 in. thick, with the curvature of the completed silo being taken care of by the slight angle made at the joint between each successive stave. Compressive strength of the concrete at 28 days is 70 p.s.i. and flexural strength of the completed stave at 28 days is 1400 pounds. Reinforcing is provided by 1/4-in. smooth round steel bars running the full length of the two vertical sides (concave and convex edges). Each course of staves in the silo is held in place and further reinforced by a 58 in. rolled steel band around the outside. The stave design is so engineered that these bands pull the staves against each other, forming a true curve, which is a basic point of the patent, according to Mr. Lawrence. The completed silo may be from 10 to 18 feet in diameter, and any height up to 60 feet. Chutes, receiving rooms and doorways are also formed to reinforced concrete and designed to fit the silo.

sections, depending upon the diameter of the silo. The sections are joined by means of special lugs. After the hoops are placed in position they are drawn tight enough to hold them in position....After the entire silo walls are completed, the hoops are drawn tight, care being exercised to draw them all to the same tension.

The number of hoops to be used depends on the size of the silo and the material it is to store. The silage or other material exerts an outward pressure which would burst the silo, unless the proper number of steel hoops was provided. This pressure increases in proportion to the depth of the silage. At the top of the silo, where the pressure is light, hoops are usually spaced 30 inches apart. Because the silo staves are 30 inches high, this is the maximum spacing that can be used. A little farther from the top the silos are double hooped, that is, the hoops are spaced fifteen inches apart. Some silo manufacturers double-hoop the silo for its entire height, believing that this adds to its appearance as well as to its strength. The 9/16 inch rod with rolled threads is now most generally used for silo hoops.

After the walls are erected and the hoops tightened, the interior walls are ready for a wash that seals the joints and produces a smooth, impervious surface. A cement wash, made of a mixture of cement and water and of the consistency of thick paint, is often used.<sup>201</sup>



*Detail views of the steel hoops and turnbuckles on a concrete stave silo.*



Silos constructed with monolithic concrete walls also appeared in the early decades of the twentieth century. Concrete silos were built using “slip-forms,” with the forms usually about two feet high and lifted once the level below had cured sufficiently, leaving cold joints between each level.<sup>202</sup> Such silos could be expensive to construct since labor was required to prepare the concrete and lift the forms. However, forms could be rented from contractors or cement manufacturers. Farmers who chose to build a concrete silo were given guidance from farm and building trade journals. Qualities of the reinforcing steel and type, concrete components and mixing, formwork, and concrete placement were outlined, as stated in this excerpt from *Hoard’s Dairyman* from 1919:

<sup>201</sup> “How to Make and Sell Concrete Silo Staves,” *Concrete* (October 1927): 32–35.

<sup>202</sup> The presence of cold joints had the potential to allow air to enter the silo. Therefore, it was important to coat the silo interior with a layer of cement mortar. Like other silo types, this mortar layer would need to be renewed periodically.

When used, the cement should be in perfect condition and contain no lumps, which cannot readily be pulverized between the fingers. Sand and gravel or broken stone should conform to the requirements of proper grading and cleanliness. . . . Water must be clean, free from oil, alkali, silt, loam, and clay in suspension. Steel used in reinforcement should be secured from one of the manufacturers specializing in steel for use in concrete construction.

Wire mesh fabrics may be used instead of steel bars but if used should contain an amount of metal equal in cross-section area to the rods for which substituted. Reinforcing rods must be properly placed to meet the stresses and strains that are to be imposed upon them. The quantity and placing of these cannot be stated without knowing the size of the structure, except that it may be said all reinforcements, whether mesh or rods, should be placed at the center of the silo walls.

Materials should be mixed with sufficient water to produce a concrete which, when deposited, will of its own weight gradually settle to a flat mass, but not wet enough to result in a separation of the mortar from the gravel or broken stone. The most desirable consistency is generally described as “quaky.” Wall foundations of footings should be made of a 1:3:5 mixture. Walls should be made of a 1:2 1/2:4 mixture. Roof, floors, and walls, and floors of tanks should be of a 1:2:3 mixture. . . . Forms may be made of wood or metal but must be free from warp and sufficiently strong to resist springing out of shape when concrete is being placed. The soil will not exceed 3,000 pounds per square foot. . . . Walls should be uniformly 6 inches thick and in the doorways of block silos the horizontal bars should be bent around the vertical bars alongside the doorways and twisted back upon themselves.<sup>203</sup>

In 1913, farmers were lectured at the annual gathering of the Illinois Farmers’ Institute about not only the utility of the silo but also other issues to consider:

The question of general arrangement of the farm buildings is too often neglected. This should be of second consideration, as there is beauty in utility. Often the upper portion of a well-built silo showing above the sloping roof of some of the other buildings adds very materially to the general appearance of the group of buildings. Also the side near the top often affords the best place for the farm name.<sup>204</sup>

Farm journals gave their readers the essential information for constructing a silo with the “essential features. . . necessary to secure good, sweet silage,”<sup>205</sup> mostly focusing on the silo walls. Wall strength, smoothness of interior walls, and air and water tightness were considered essential features. The foundation for the silo could consist of a wall ten inches minimum in width extending below the frost line and six to eight inches above grade. Conical roof shapes were common on some early silos, but gambrel and, later, domical roofs became more prevalent.<sup>206</sup> An essential feature of any roof was a snug fit to prevent birds from entering the silo.

By the late 1940s, a new type of silo appeared: the blue Harvestore silos. Constructed of fiberglass bonded to sheets of metal, they were first introduced in Wisconsin. The glass-coated interior surface prevented silage from freezing and rust from forming, and because the container is airtight, the silage does not spoil. Augers, derived from coal-mining equipment, are used to boar the silage out at the bottom

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<sup>203</sup> H. Colin Campbell, “Concrete Silo Construction,” *Hoard’s Dairyman* (21 February 1919): 200.

<sup>204</sup> King, “Planning the Silo,” in *Eighteenth Annual Report of the Illinois Farmers’ Institute*, 64.

<sup>205</sup> W.A. Foster, “Silo Types and Essentials,” *Hoard’s Dairyman* (21 February 1919): 201.

<sup>206</sup> Gambrel and domical roofs allowed for filling the silo to the top of the outer wall, maximizing the storage capacity.

of the silo, a great change from the earlier top-unloaded silos.<sup>207</sup> In 1974 the company launched another line of products for the containment of manure called Slurrystore. By 1999, over 70,000 of the Harvestore structures of various sizes (tall and short, narrow and stout) had been built.<sup>208</sup>



*Immediately recognizable for their blue color, Harvestore silos are a post-World War II phenomenon on American farms. This silo is located on the Boughton farmstead in Section 27 of Wheatland Township.*

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<sup>207</sup> Noble and Cleek, *The Old Barn Book*, 108–9.

<sup>208</sup> Information from the website of A.O. Smith Harvestore Products, Inc., at [www.slurrystore.com/56/Sp99/spri99nl.htm](http://www.slurrystore.com/56/Sp99/spri99nl.htm).

### *Other Farm Structures*

We did much of our own carpentering as a matter of course. The farmer who couldn't build his own henhouse or woodshed wasn't much of a farmer.<sup>209</sup>

Farmhouses, barns, corn cribs, and silos make up approximately half of the buildings in the survey area. The remaining structures include many of the structures illustrated below. They include chicken houses, hog houses, milk houses, smokehouses, and windmills. As implied by the above quote, many of these structures likely were built by the farmers themselves.

### *Chicken Houses*



*These two chicken houses have quite different roofs: the one at upper left has a traditional gable roof, while the one at upper right has a semi-monitor roof. They are located in Section 27 of Wheatland Township and Section 18 of Lockport Township respectively. The bottom illustrations are of a structure on the Hafenrichter-Noggle farmstead in Section 6 of Wheatland Township, reported by the current owners to be the original dwelling on this site. It was subsequently used as a chicken house, although it is now used for storage.*

<sup>209</sup> Britt, *An America That Was*, 127.

Milk Houses



Illustrated above are three milk houses, used for the temporary storage of milk until picked up for transport to a dairy. Milk houses are located near the main dairy barn but necessarily separated for sanitary reasons. The structure at upper left was constructed in cast-in-place concrete (including a concrete roof slab). Concrete was utilized for its perceived sanitary characteristics: "Concrete buildings contain no crevices in which to harbor vermin...." The building at top left, built around 1910 or 1920, was located on the Haag farmstead in Section 18 of Wheatland Township (it was demolished in early 2000). The concrete block milk house immediately above is likely the same vintage, is on the Kemmerer farmstead in Section 2 of Wheatland Township. The wood frame structure at upper right is located on the Mather-Wilson farmstead in Section 23 of Wheatland Township. The illustration below, showing concrete for use in milkhouses, is from Concrete on the Dairy Farm (N.p.: Portland Cement Association, n.d. [circa 1920s]).

Concrete on the Dairy Farm

### Types of Milkhouses

Plans shown in this booklet illustrate two types of concrete milkhouses, one rectangular and the other circular. A round milkhouse like the one shown can be built by using the conventional forms customarily employed in building circular tanks or silos. A circular milkhouse can also be built by using the type of concrete block used for block silos. Both of the milkhouses shown in the plans mentioned have been purposely designed small so that they will not provide storage space for tools and implements of various kinds, which would soon clutter up the place and make it unsanitary. The milkhouse should be used for handling and caring for milk only.



**CIRCULAR MILKHOUSE**

Materials Required:

Cement	61 sacks
Sand	5 1/2 cubic yards
Pebbles or broken stone	8 cubic yards
Reinforcing steel	.800 feet 3/4 inch round rods

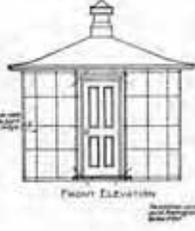
Concrete Mixtures:

Walls and foundation	1:2 1/2:4
Roof, tank and tank	1:2:3

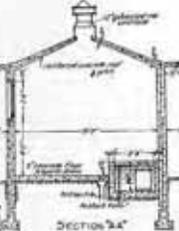
FLOR PLAN



FRONT ELEVATION



SECTION "A-A"





**RECTANGULAR MILKHOUSE**

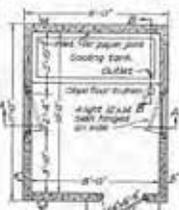
Materials Required:

Cement	62 sacks
Sand	5 1/2 cubic yards
Pebbles or broken stone	9 cubic yards
Reinforcing steel, etc.	1/2 inch round rods

Concrete Mixtures:

Foundation	1:2:3
Walls above ground	1:2 1/2:4
Roof, tank and floor	1:2:3

PLAN



FRONT ELEVATION



SECTION "A-A"



NOTE: Reinforced with 4 round rods as shown. Rods should extend outside and be anchored around corners. Diameter 2" x 4" long at corners of openings.

Smokehouses



Both of these smokehouses are built of local limestone, although the one at left might be of Des Plaines River Valley limestone and the one at right is of Du Page River Valley limestone. The smokehouse at left is located on the Simeon Lonergan farmstead in Section 9 of Lockport Township. The one at right is on the Wolf-Mathers farmstead in Section 18 of Wheatland Township. Other smokehouses in the survey area are constructed of brick and wood framing. Although not present in the survey area, smokehouses continued to be a necessary rural structure into the twentieth century, when concrete became a new material for building construction. Smokehouse illustration below from Plans for Concrete Farm Buildings (N.p.: Portland Cement Association, n.d. [circa 1920s].)

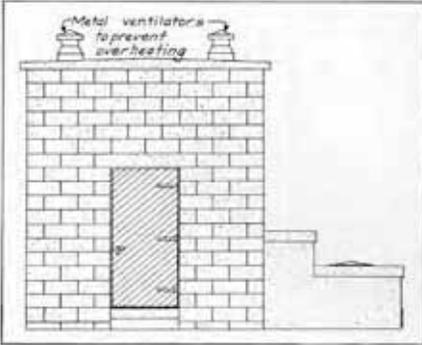
**H**OME curing of meats by smoking is common practice. Houses for this purpose can easily be constructed of concrete, and when so built are permanent and firesafe. Smoke houses constructed with concrete also provide safe storage facilities for the meats and can be used for dry curing if properly ventilated and insulated.

The smoldering fire in a smoke house offers a constant fire threat unless housed in a fire-safe building. Consequently, it is important that the entire building be constructed of non-burnable materials, thus safeguarding the contents as well as the building and eliminating a fire menace to nearby structures.

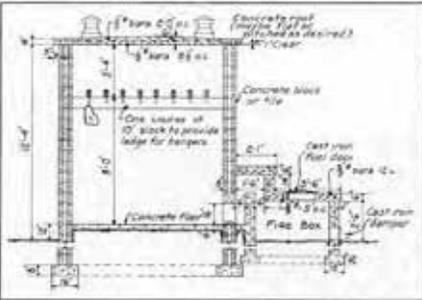
Best practice recommends constructing the fire pit outside the smoke house, a connecting flue allowing smoke to enter the room where meats are hung. If the fire is to be built directly on the floor of the smoke house rather than in a separate fire pit, the meat should be hung at least six feet above the fire to prevent overheating.



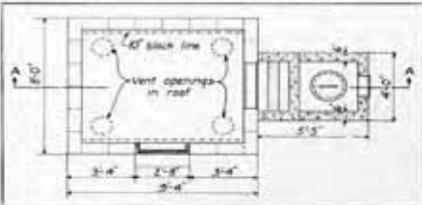
Concrete construction for the farm smoke house reduces fire hazard.



Front elevation.



Cross section.



Floor plan.

**MATERIALS REQUIRED**  
(8 feet by 9 feet 4 inches outside dimensions)  
Drawing No. C-1440

**Footings:** Estimate based on 1-3-5 mix. Requires 63¢

*Windmills, Pump Houses, and Water Tanks*



*Most of the windmills in the survey area are in poor condition, although the one shown at upper right still has its blades and weathervane. The windmill and wood frame pump house at upper left is located on the Adelman-Petges farmstead in Section 25 of Lockport Township. The one at upper right, on the Thomas-Brossman farmstead in Section 14 of Wheatland Township, has a concrete block pump house.*



*The windmill is no longer extant above this wood frame pump house at the Clow-Patterson-Wagner farmstead in Section 10 of Wheatland Township. The water tank at right is located on the Steiner farmstead in Section 7 of Plainfield Township.*

*Miscellaneous Buildings*



*Above left is a concrete block garage on the Clow-Patterson-Wagner farmstead in Section 10 of Wheatland Township. Above right is a hog house in Section 8 of Plainfield Township. The survey area has fewer hog houses than chicken houses, since hog farming has not been one of the significant livestock commodities in the region.*



*Several of the farmstead sites have extant summer kitchens, like that shown at Herzog farmstead in Section 34 of Wheatland Township. The barn on the upper right, similar to a Quebec long barn, is on the John Hafenrichter farmstead in Section 7 of Wheatland Township.*



*Even structures such as this simple shed shown above left, located on the Whalon-Eichelberger-Konicek farmstead in Section 4 of Du Page Township, has a pedigree. The structure shown at right was suggested to farmers during World War II, and like the shed shown above left, is meant to be placed on wooden skids to allow relocation. (Illinois Extension News-Messenger VI, no. 7, p. 8.)*

### The American Post-war Suburb: Successor or Annihilator of the Rural Community?

Beginning in 1940 and continuing during and after American involvement in the Second World War, the marriage and birth rate increased dramatically in the United States. This increase followed a decade long decline during the Depression that paralleled a mostly dormant residential building industry. After the war, demand for housing moved to the forefront of consumer needs. In many cities and surrounding areas the shortages became acute, and in many cases temporary buildings (such as army barracks) were constructed as an interim measure.

Perhaps the most influential solutions for the housing shortage in the United States were developed and implemented by Abraham Levitt and his sons, William and Alfred. Abraham Levitt had begun his career in housing construction on Long Island, New York, in 1929. Levitt continued development on a small scale periodically during the 1930s. In 1941, Levitt and Sons received an important contract from the federal government to construct 1,600 war worker houses in Norfolk, Virginia. Despite numerous construction difficulties and an increase in the contract to 2,350 houses, the Levitts managed to pour dozens of concrete foundations each day and developed techniques for prefabricating wall and roof components. Additional contracts followed during the war for more housing at Portsmouth, Virginia, and Pearl Harbor, Hawaii.<sup>210</sup>



Abraham Levitt, large-scale builder, believes prewar houses cost too much, tells why.

*Father of the post-war suburb? Abraham Levitt and his sons, William and Alfred, built approximately 140,000 homes in the United States between the late 1930s and the 1970s. In the 1970s, Levitt Residential developed a portion of Section 6 in Du Page Township. (Abraham Levitt photograph from the Saturday Evening Post, 28 October 1944; plat map from Atlas & Plat Book, Will County, Illinois (Rockford, Illinois: Rockford Map Publishers, 1976).)*



Concurrent with the development of Levitt and Sons' expertise was the establishment of war veteran financial assistance programs for education and housing purchase. The Servicemen's Readjustment Act of 1944 (known popularly as the GI Bill) had set up a mortgage assistance program similar to the Federal Housing Administration (FHA) dating from a decade earlier.<sup>211</sup> The Federal Housing Administration had

<sup>210</sup> Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 234–36.

<sup>211</sup> These programs were developed in response to the inadequacies in compensation that World War I veterans had received, as evidenced by the Bonus March on Washington, D.C., from May to July 1932 by veterans demanding

been established as part of the National Housing Act of 27 June 1934, as a method to stimulate the building economy in the United States. The primary means to achieve this was through the availability of affordable mortgage insurance and interest rates. The agency also encouraged the improvement in housing standards.

The Levitts applied the techniques developed during their war work to the construction of a series of “Levittowns” in the suburban areas of New York City and Philadelphia. The first of these to utilize mass production techniques that passed the savings along to the home buyer was established near the town of Hempstead, Long Island, and was named Island Trees (later changed to Levittown). After clearing the trees at the site, the construction formula included placing building materials at 60 foot intervals (the width of each residential lot), pouring of flat concrete slabs with perimeter foundation walls (no basements were excavated), and use of prefabricated building materials in the structure, exterior cladding, and interior finishes in the house. Like the assembly line developed by Henry Ford for his Model T, workers were trained to perform one trade, moving from house to house to complete each structure. The development ultimately included 17,400 houses. Two later developments were established near Philadelphia in the 1950s and 1960s. The Levitts had many imitators during the 1950s and 1960s. Among these were Joseph Kelly in Boston, Louis H. Boyar and Fritz B. Burns in Los Angeles, Del Webb in Phoenix, and Irving Blietz and Phillip Klutznick in Chicago.



*“Levittown,” whether actually called that name and built by the Levitt brothers, or contemporary with the Levitt’s construction projects in the post-World War II era, was a watershed in suburban development. Illustrated above is the house of Mrs. Robert Berman at 3626 Regent Lane, Levittown, New York (Gottscho-Schleisner, Inc., photographer, 28 August 1958; Library of Congress Collection.)*

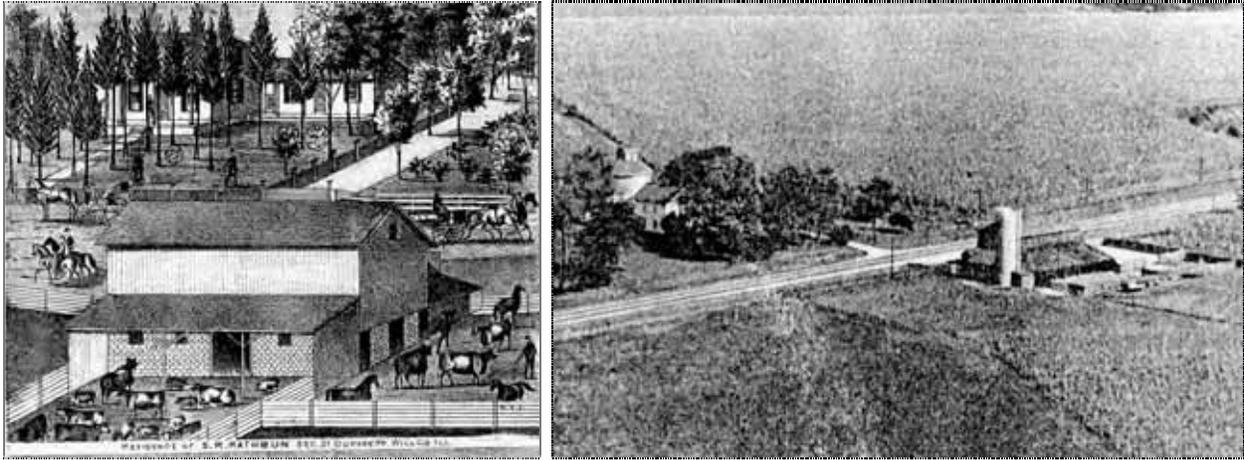
Another postwar development was the construction of the interstate system throughout the United States. The highway system was the result of several concurrent forces, including military strategists who needed to move missiles with nuclear warheads, Cold War planners who encouraged decentralization of cities, contractors who wanted to build highways, auto companies who wanted to sell cars, and numerous others with public interests and private desires. President Dwight Eisenhower appointed a study committee in

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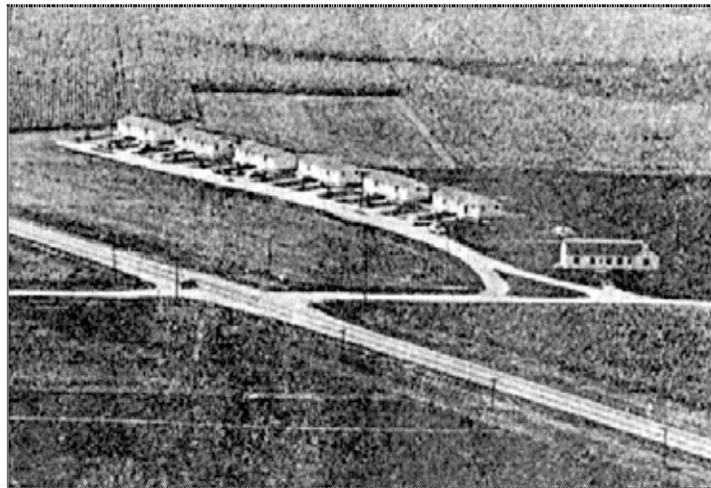
early payment of the bonus due to them from their national service. The FHA alone was responsible to tens of thousands of post-World War II insurance policies on mortgages, including at least 8,000 in Phillip Klutznick’s development in Park Forest, Illinois, located in far southern Cook County bordering eastern Will County (Jackson, *Crabgrass Frontier*, 238.)

1954 that led to legislation passed in 1956 as the Interstate Highway Act, which provided for 41,000 miles of highway with 90 percent of the cost subsidized by the federal government. Funding for this massive project came in part from gasoline taxes, so that as more fuel was consumed, more funds became available.

Du Page Township was one of thousands of then rural regions directly affected by this national policy, when the two-lane Route 66 (formerly Ottawa and Chicago Road) was enlarged as Interstate 55 in the late 1950s. The growth of Bolingbrook in the late 1960s and 1970s was dependent on access that I-55 provided for residents in metropolitan Chicago.



*The Dyer–Rathbun–Mather–Hageman–Scholz farmstead in Section 31 of Du Page Township, whose farmyard was divided by former Ottawa and Chicago Road, lost its barn, barnyard, and silo south of the road when Route 66 was enlarged for Interstate 55 in the late 1950s. The buildings in Section 21 shown below on land once owned by Peter Juengels, presumably a small motel, are still extant along I-55, having been converted to residential use. (Drawing above left from Combination Atlas Map of Will County, 1873; the two aerial photographs are from This is Will County, Illinois, *The American Aerial County History Series*, No. 26 (1955).)*



Recent decades have seen tremendous suburban growth in rural areas of Will County, particularly in the northwestern portions of the county bordering Naperville, Plainfield, and Bolingbrook, and other communities in the eastern portions of the county. Along with this suburban development has come conflict between the “new” settlers and established farmers:

A while back, farmer Ray Dettmering was arrested for plowing his fields late at night in Matteson, Illinois, a rural community 30 miles southwest of Chicago. The 28-year-old farmer told police officers that he needed to prepare his fields for spring planting after days of rain had put him behind schedule. The real problem? A few years earlier, subdivisions had been built near Dettmering's corn and soy bean fields. The new residents claimed they couldn't hear their TVs above the tractor noise. Others were having trouble sleeping. Two neighbors complained to the police, and Dettmering was booked and fingerprinted. "What were these people thinking when they moved to the country?" he asked. "It's not like these farms snuck up on them."<sup>212</sup>

Perhaps in response to incidents like these, the Illinois Farm Bureau issued a booklet in 1999 titled *The Code of Country Living*, aimed at city dwellers and suburbanites who move out to rural areas as a sort of *nouveau* homesteading. The booklet discusses the comparative limitations of rural living versus urban or suburban living:

In rural Illinois, you'll find working farms. You'll also find a level of infrastructure and services generally below that provided through the collective wealth of an urban community. Many other factors, too, make the country living experience very different from what may be found in the city.<sup>213</sup>

Several key issues are discussed in the booklet: access (quality of roads and rural traffic); utilities (extension of power lines, drilling of wells, and fire protection); private property (zoning, fences, and flood plains); and agriculture (cropland and associated pests, farm animals, and noise from machinery).

The information in *The Code of Country Living* probably applies more to the remainder of Will County townships outside of the four included in this study. However, some sections within Du Page, Lockport, Plainfield and Wheatland Township show signs of the conflict that comes with suburban development of agricultural land. When the rural survey was being performed in 1999 in Wheatland Township, the survey team met a descendant of a longtime farming family on what had been his farm in Section 17. The gentleman was renting the farmstead from the development company that had purchased the land. As he put it, "Well, as I see it, we used to raise corn and soybeans, and the people who will live here in the houses [that will likely be there in the future] will be raising children."

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<sup>212</sup> Charles Lockwood, "Sprawl," *Hemispheres* [United Airlines in-flight magazine] (September 1999), 82–84.

<sup>213</sup> *The Code of Country Living* (Bloomington, Illinois: Illinois Farm Bureau, 1999), 3.

## CHAPTER II

### DU PAGE TOWNSHIP

#### Settlement Patterns in Du Page Township

Du Page Township is one of the most geographically varied of the townships in northwestern Will County, containing two river valleys separated by what was once open prairie. The northern edge of the township contains the east branch of the Du Page River, with a valley up to one-half mile wide separating bluffs approximately 60 feet high. In the southeastern quadrant of the township is a bend in the Des Plaines River framed by bluffs more than a mile apart. Parallel to Des Plaines River are the channels of the Illinois and Michigan Canal and the Sanitary and Ship Canal.<sup>1</sup> The prairie that lies between the two rivers is actually a low ridge connecting the Rockdale Moraine to the southwest and the Valparaiso Morainic System to the northeast. (Additional information on the geological development of Du Page Township is contained in Chapter I.)

Du Page Township is crossed by the Indian Boundary Line, established by a treaty between representatives of the Potawatomi, Ottawa, and Chippewa tribes and Illinois Territory commissioners and signed in St. Louis on 24 August 1816. The boundary lines defined a corridor to allow European settlers access to Lake Michigan for the construction of a waterway (developed as the Illinois and Michigan Canal, discussed in Chapter I). The corridor was surveyed by James M. Duncan and T.C. Sullivan in 1819.<sup>2</sup>

There are slightly different versions for the origin of the name Du Page. The traditional story is that it is derived from the name of a French trapper, Du Pazhe, who settled in the 1820s along the river to later bear his name. He is alleged to have been an agent for the American Fur Company of St. Louis (whose presence there dates from 1821) and may have married a Native American woman.<sup>3</sup> DuPazhe's trading post was located at the confluence of the east and west branches of the Du Page River, in either Section 7 of Du Page Township or Section 11 of Wheatland Township. Structures located at the trading post reportedly included crude log cabins enclosed with a timber stockade.<sup>4</sup> A second and perhaps more scholarly version is that the name Du Page is a derivation of the French name Pagé. The owner of the trading post on the Du Page River (which the Native Americans called Tukoquenone) was either Pierre Pagé (1715–1752) or (less likely) his brother Joseph Prisque Pagé (1717–1764). The Pagé brothers were members of a prominent family in Kaskaskia, located on the Mississippi in the southwestern part of the state.<sup>5</sup>

Beginning in 1830, numerous settlers of European origin came to the area, including Pierce Hawley, Stephen J. Scott and his son Willard, and Ralph Stowell. All settled in the wooded areas surrounding the

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<sup>1</sup> The channel of the Des Plaines River widened at a point lying in the southern half of Section 26 and northern half of Section 35 in Du Page Township. This portion of the river was known as Goose Lake, as marked on historical maps. Today, Goose Lake has “moved.” it is now marked on such maps as the U.S Geological Survey map of Romeo Quadrangle as being located in the northern half of Section 19, in what was once likely a former quarry site.

<sup>2</sup> *Will County Property Owners, 1842* (Reprint, Joliet, Illinois: Will County Historical Society, 1973), 1.

<sup>3</sup> Ada Douglas Harmon, “Story of an Old Town – Glen Ellyn,” as quoted in Genevieve Towsley, “A View of Historic Naperville,” N.p, n.d., and reprinted in James D. Bingle, *Bolingbrook Has Even More History* (Bolingbrook, Illinois: Bolingbrook Historical Society, n.d. [circa 1980]).

<sup>4</sup> Elmer F. Ott, “Old Hickory School in Du Page First in Will County” *Joliet Herald-News*, 27 October 1962, p. 7.

<sup>5</sup> Ulrich Danckers and Jane Meredith, *Early Chicago* (River Forest, Illinois: Early Chicago, Incorporated, 1999), 134. Based on research by John F. Swenson, “A French Trader Named Pagé: The Origin of Du Page,” *Du Page History* 3 (1996).

east branch of the Du Page River.<sup>6</sup> The winter of 1830–1831 was known as that of the “Deep Snow,” when, beginning a few days before Christmas, snow fell to a depth of three feet with drifts of four to six feet. High winds and bitterly cold temperatures continued over the next two months, leaving many homesteaders trapped on their land.<sup>7</sup>

In 1831, these early settlers were joined by Israel Blodgett, Robert Strong, Harry Boardman, Reverend Isaac Scarritt, and Lester Peet. Blodgett established the farmstead in Section 6 that was later owned by Jonathan Royce.<sup>8</sup> Boardman, discussed later in this chapter, came from Vermont via New York. Seth Wescott, John Barber, and John Miller arrived in 1832. As with the previous year’s settlers, the new arrivals settled along the valley of the east branch of the Du Page River, a region known at the time as “Fountaindale” because of the presence of many springs and aquifers. The following description was published a few years later:

*Fountaindale*, a flourishing settlement in the forks of the Du Page [River], Cook county [sic], thirty miles west of Chicago. Here are perennial springs, beautiful timber, rich soil, extensive prairies, and good society of industrious and enterprising farmers. The Methodists and Presbyterians have congregations and constant preaching.<sup>9</sup>

A secondary source of early pioneer settlement was written by Mabel Garrette, descendent of three of the European families that came to the region in the 1830s: the Boardmans, Wescotts, and Freemans. Mrs. Garrette was the last family member to own the Boardman land in Section 4 of Du Page Township. Garrette’s remembrances of family lore was written and deposited with the collection at the Martin-Mitchell Mansion in Naperville. She made several remarks not found in published writings on the early period of European settlement. For example, Seth Wescott, recorded as purchasing 320 acres in Section 10 on 2 June 1835,<sup>10</sup> arrived in the area not in 1832, but as early as 1826:

[Seth Wescott] came to the “Du Page country” from New York, but was originally from Vermont, as were most of the settlers there. My grandfather, Seth Jr., told me that the family called him “Indian Wescott,” and that he came west for the first time around 1826. Since he did not like the marshy country around Fort Dearborn, he returned east, but was in Illinois again in 1831. In the winter of 1831, so my grandfather says, he cut timber for Bailey Hobson’s saw mill and occupied a cabin near the Hobson cabin.<sup>11</sup>

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<sup>6</sup> Pierce Hawley was from Vermont and first settled downstate within the early borders of Sangamon County. Hawley was a Mormon, and after some years in the Du Page region emigrated first to Nauvoo, Illinois, and then to Utah. Disgusted with some members having a “plurality of wives” at that time, he left the Mormon faith and settled in Iowa until his death. The Scotts were from Baltimore. Stephen J. Scott later emigrated to California after the Gold Rush of 1849. Ralph Stowell, born in Ohio, established the farmstead that was later owned by Glover, which is discussed at the end of this section of the chapter. (George H. Woodruff, *History of Will County, Illinois* (Chicago: Wm. Le Baron Jr., & Company, 1878), 526–29.)

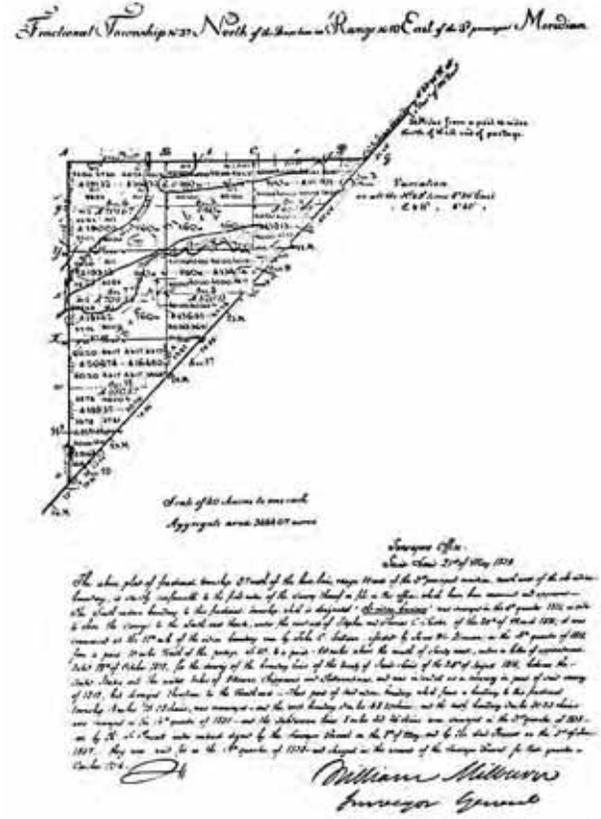
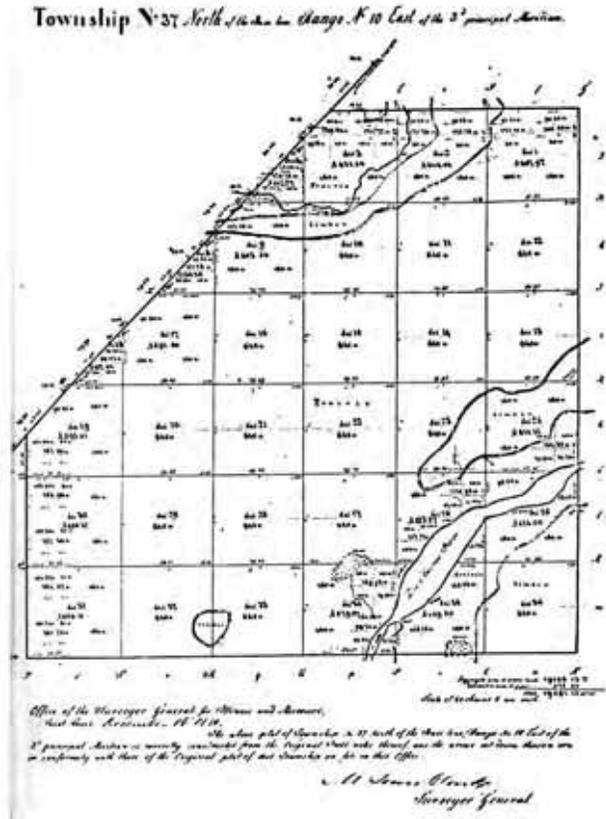
<sup>7</sup> See Appendix D for the experiences of early settler Bailey Hobson in southern Du Page County during this winter.

<sup>8</sup> *Ibid.*, 529. (Burhans and Van Vechten, *Map of Will County, Illinois*, 1862.)

<sup>9</sup> J.M. Peck, *A Gazetteer of Illinois, in Three Parts: Containing a General View of the State, a General View of Each County, and a Particular Description of Each Town, Settlement, Stream, Prairie, Bottom, Bluff, Etc.; Alphabetically Arranged* (Philadelphia: Grigg & Elliot, 1837), 205.

<sup>10</sup> Illinois Public Domain Land Tract Sales Database at <http://www.cyberdriveillinois.com/departments/archives/genealogy/landsrch.html>. Wescott purchased an additional 40 acres, in Section 15, on 18 November 1841, and 80 acres, again in Section 15, on 8 June 1842.

<sup>11</sup> Genevieve Towsley, “Pioneer Triumvirate on East Branch of Du Page,” *Naperville Sun*, part II, 14 September 1979, p. 10, reproduced in Bingle, *Bolingbrook Has Even More History*. The newspaper article that quotes this account states that Wescott’s inhabiting the cabin near Hobson, whose narrative is contained in Appendix C, is substantiated in C.W. Richmond and H.F. Vallette, *A History of the County of Du Page, Illinois* (Chicago: Steam



Shown at left is an illustration of the plat map for Du Page Township dating from 1821. After the ceding of Native American held lands outside of the Indian Boundary Line in 1833, the northwest portion cut off in the 1821 plat map was officially available for settlement, as shown in the plat map at right dating from 1837. However, as discussed in the narrative, European settlers were occupying the out-of-bounds region prior to 1833. (Both illustrations reproduced from James D. Bingle, Bolingbrook Has Even More History (Bolingbrook, Illinois: Bolingbrook Historical Society, n.d. [circa 1980].)

During the Black Hawk War of 1832, European settlers were forced to take shelter in fortifications in the area. In a letter from Caroline Strong, wife of Robert Strong, to her sister Venelia, she reports on the families that sought refuge in Fort Dearborn and Fort Payne, located near Chicago Avenue and Ellsworth Street in Naperville. The fort was a stockade approximately 100 feet square, with block houses set at opposite diagonal corners. The following is an excerpt from Mrs. Strong's letter:

I suppose by now you hear much said of the present affliction of this State. How eagerly you must search for and listen to all the news concerning us, your far-off Robert and Caroline who are really in the midst of trouble! I tell you I am tired of war times as was far and guess you would be too if you had to live as I do. For four days after we came to this place we had to live entirely out of doors, 'tho we were permitted to sleep under shelter. Since then we have had a comfortable house, but there are only two small rooms and six families to occupy them. There are twenty-two children. There are five or six crying, two or three scolding almost constantly, besides all the rest of the confusion naturally expected in such a place as this....

We stayed at Chicago nearly four weeks. (Women and children [had] fled to Fort Dearborn for protection when danger of Indian attack threatened the Naper settlement.) When thinking we

Presses of Scripps, Bross & Spears, 1857). Wescott was among the volunteers in the Black Hawk War. Mrs. Garrette also wrote the following: "The first Seth Jr. died at the age of four and was buried under a tree in the yard for fear of theft by the Indians. My grandfather, the second Seth Jr., vouched for this fact. As stone marked 1835 and placed in the Boardman cemetery, but the body was never moved."

should be as safe at home as there [Fort Dearborn], we ventured to return. As day or two after we got home, Genera Atkinson sent 40 of his men, commanded by Captain Payne, to build a fort and to remain at this place, which is four miles from our house. The day after they arrived here, one of their men was killed by hostile Indians....

...Two months ago we were quietly pursuing our labors, thought not of danger or interruption, especially from such a quarter. But what a contrast! What before was peace and prosperity was suddenly reversed into scenes of fear, distress, and poverty. Homes were deserted, farms left uncultivated, large droves of cattle left to range on their boundless fields. Now people are just beginning to creep out of their hives and tremblingly take a peep at their old homes which, I assure you, do not look as though they had ever been inhabited by human beings. Some houses where the owners were previously permitted to escape were visited by Indians and everything destroyed....<sup>12</sup>

In the late fall of 1832, after the cessation of hostilities in the Black Hawk War, the first public school was constructed in what was then Cook County. It was a log structure located near the intersection of Barkdoll and Royce Roads in Section 5 of Du Page Township, on land owned by Robert Strong. This first school in either Cook or Will Counties was “of cheap construction even for early pioneer days.”<sup>13</sup> The walls were split hickory logs laid on edge, with split side facing the interior; the chinking (or filler material) between the logs was reportedly a mixture of clay, mud, and twigs. The school was built by the early settlers in the immediate vicinity.<sup>14</sup>

After the Black Hawk War and the resettlement of Native Americans to the west of the Mississippi in 1833, settlement in the region increased. Samuel Goodrich, Andrew Godfrey, Harry and Philip Lord, Samuel Whallen, William Smith, and Hannibal Ward arrived in 1833 and 1834, and also settled near the Du Page River.<sup>15</sup> Abner Royce arrived in 1835 (with his son Jonathan) and settled in Section 5. Thomas J. Sprague visited the region in 1837 and settled the following year.<sup>16</sup> Most of these settlers chose land with stands of timber to use as fuel and building materials. It was surmised that the prairies spanning between these wooded sections would not be suitable for farming, and that it would be decades before the region was fully settled. However, by the early 1840s every section in the township had at least one farmstead.<sup>17</sup>

Within a short period of time, enterprising settlers constructed saw and grinding mills in the region. The first such mill was a sawmill built in 1836 by Alden and Scott. Four years later another sawmill was built by Harry Lord, and like the earlier mill was built in the Du Page River. Both were washed away during flooding within a few years. A grinding mill powered by horses was built by Pierce Hawley. The first tavern was kept by Ralph Stowell along what is now Boughton Road east of Naperville Road. Hobson’s mill, located north of the east branch settlers in what later would be southern Du Page County, was also the site of tavern.

As stated in Chapter I, Will County was formed from the south and southwestern portions of Cook County on 12 January 1836, and included the region known after 1850 as Du Page Township. Along with the later named Wheatland Township immediately to the west, the two regions were known as the Du

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<sup>12</sup> Caroline Strong to her sister Venelia, quoted in Genevieve Towsley, “A Letter from Fort Payne,” in *A View from Historic Naperville*, reproduced in James D. Bingle, *Bolingbrook Does Too Have a History* (Bolingbrook, Illinois: Bolingbrook Historical Society, n.d. [circa late 1970s]).

<sup>13</sup> Ott, “Old Hickory School in Du Page First in Will County”; and Woodruff, *History of Will County, Illinois*, 533.

<sup>14</sup> Ibid.

<sup>15</sup> George H. Woodruff, *Forty Years Ago: A Contribution to the Early History of Joliet and Will County* (Joliet, Illinois: Joliet Republican Steam Printing House, 1874), 18.

<sup>16</sup> Woodruff, *History of Will County, Illinois*, 532.

<sup>17</sup> Ibid.

Page precinct (the name Fountaindale had been abandoned).<sup>18</sup> On 9 February 1839, Du Page County to the north was formed from nine townships on the western edge of Cook County. As originally planned, the northern half of Wheatland and Du Page Townships were to be included in the new county to the north. However, this plan was contingent on the passage of a referendum held in the two Will County townships in August of that year. The referendum failed by one vote, leaving Du Page precinct part of Will County.

Du Page Township was formally organized in 1850, following legislation passed in Springfield in 1849 that called for the township form of government in Illinois counties.

An early post office in the region was at Barber's Corners, located at the intersection of contemporary Boughton Road and Route 53 between Sections 10 and 11 on land owned by John Barber and his sons. It was opened on 21 December 1846. Later, the Du Page Post Office (established on 16 April 1856) was located at the intersection of contemporary Naperville Road and Lily Cache Lane.<sup>19</sup> Another post office was located in the southwestern portion of the township, named "Long John" after John Wentworth. "Long John" Post Office was opened 13 January 1848 and disbanded 2 July 1859.<sup>20</sup> By the early 1900s the only post office reported to be operating in the township was at Romeo station on the railroad line paralleling the Des Plaines River.<sup>21</sup>

The Social Statistics schedule from the 1860 federal census lists seven schools in Du Page Township with a total of 212 pupils. Approximately 40 percent of the funding for the school was provided by local taxation, 40 percent from other public funds, and 20 percent of other sources (which presumably includes private donations).<sup>22</sup> No churches are listed on the Social Statistics schedule for 1860, nor are any shown on the plat map from 1862.<sup>23</sup> However, the first church established in Du Page Township was First Presbyterian Church of Du Page, whose original church building dates from 1853. This congregation and the crossroads region at which it lies is discussed later in this chapter.

The Agriculture Schedules for the 1870 federal census lists a total of 20,032 acres of improved (tilled) land and 2,752 acres of woodland. Seven hundred and eighty-two horses, eleven mules, and four working oxen were present. Dairy cattle numbered 1,099 head and beef cattle 1,092 head. Sheep were quite numerous at this time, with 2,132 head, and swine numbered 971 head. The spring wheat crop at that time was 16,821 bushels. Corn yields were 84,170 bushels and oat yields were 125,642 bushels. Among other crops produced, the largest yields were in potatoes, with 14,692 bushels.<sup>24</sup> The following table summarizes dairy production in Du Page Township as compared to other selected regions of the county, including the adjacent townships:<sup>25</sup>

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<sup>18</sup> W.W. Stevens, *Past and Present of Will County, Illinois* (Chicago: S.J. Clarke Publishing, 1907), 75.

<sup>19</sup> *Illinois Place Names*, William E. Keller, editor, and James N. Adams, compiler (Springfield, Illinois: Illinois State Historical Society, 1989), 286 and 344.

<sup>20</sup> Woodruff, *History of Will County, Illinois*, 533; and *Illinois Place Names*, 423.

<sup>21</sup> Stevens, *Past and Present of Will County, Illinois*, 75.

<sup>22</sup> Social Statistic Schedules for Illinois, Eighth Federal Census, 1860. Illinois State Archives, Record Group 951.017. This census data was compiled by A. Amsden, whose farmstead was located on land that is now occupied by the George L. Mather farmstead in Section 28 of Du Page Township.

<sup>23</sup> Burhans and Van Vechten, *Map of Will County, Illinois*, 1862.

<sup>24</sup> Productions of Agriculture, Agriculture Schedules for Illinois, Ninth Federal Census, 1870. Illinois State Archives, Record Group 951.010. Du Page Township hay production as listed in the schedule was 6,579 bushels.

<sup>25</sup> It is possible that the statistics (from the Agriculture Schedules for Illinois, Ninth Federal Census, 1870) are not complete, as shown by the lack of entries for Wheatland and Plainfield Townships.

Item	Du Page Township	Wheatland Township	Plainfield Township	Lockport Township	Homer Township	Channahon Township (southwest Will County)	Crete Township (eastern Will County)
Butter (pounds)	68,605	60,335	56,780	1,180	65,915	45,664	84,660
Cheese (pounds)	21,340	6,810	Not listed	Not listed	660	300	19,200
Milk (gallons)	9,944	Not listed	Not listed	Not listed	Not listed	Not listed	72,790

Census data from 1880 lists two cheese factories: T.J. Sprague and Sons and S.H. Richardson.<sup>26</sup> Sprague’s business, open April 1 through the end of the year, was valued at \$3,000. Richardson’s business was open year-round and was valued at \$8,000. Average daily wages for dairymen were \$2.25 and \$2.50, respectively. Each enterprise utilized a boiler and steam engine with four horsepower capacity.<sup>27</sup> Production for the two dairies is summarized below:

Dairy	Number of Cows Providing Milk	Butter Produced (pounds)	Price per Pound of Butter	Cheese Produced (pounds)	Price per Pound of Cheese	Net Profit (Fiscal Year 1 June 1879 to 31 May 1880)
T.J. Sprague and Sons <sup>28</sup>	300	30,522	23 ¢	110,992	6 ½ ¢	\$5,078
S.R. Richardson <sup>29</sup>	500	40,911	26 ¢	107,913	8 ¢	\$8,060

The following sections focus on specific settlement patterns in Du Page Township.

***The Rural Crossroads of Du Page Township***

Unlike Lockport and Plainfield Townships, Du Page and Wheatland Townships never developed any large-scale settlements—although another viewpoint would be that these two townships did not develop *from* any large-scale settlements. Since Lockport and Plainfield both date from early in the settlement period of the region, a symbiotic relationship between urban and agricultural areas was able to evolve. These towns developed from commercial and transportation concerns that were not specifically related to the surrounding rural community (although as already cited, both town and farm evolved together). Lockport was founded around the Illinois and Michigan Canal; Plainfield was founded from a variety of interests, including the Oswego to Chicago Stage route.

However, Du Page Township contains numerous types of smaller settlements or gatherings of people and functions, and these smaller types such as hamlets and rural crossroads are found throughout rural areas. Hamlets have been defined as places with less than 250 permanent residents. Rural crossroads are even smaller, although they have the same combination of rural and formal, almost urban qualities found in larger communities. Rural crossroads are of two types: social centers and commercial centers. These include the presence of institutional structures and sites, such as a post office, a school, a church, a

<sup>26</sup> Biographical information on Thomas Sprague is provided below in the discussion of Sprague’s Corner.

<sup>27</sup> Flour and Grist Mills – Cheese, Butter, and Condensed Milk Factories, Special Schedules of Manufactures, Industrial Schedules of Illinois, Tenth Federal Census, 1880. Illinois State Archives, Record Group 951.015.

<sup>28</sup> The location of T.J. Sprague’s cheese factory was at “Sprague’s Corners.” However, the location of Sprague’s Corners cannot be determined from the available research material.

<sup>29</sup> S.R. Richardson’s cheese factory located at Barber’s Corners, as discussed later in this chapter.

commercial structure, or a park or recreation space as the core of the crossroads.<sup>30</sup> These institutions were established to meet the needs of the surrounding farmers: a post office to send and receive mail, a school to educate their children, a church for the religion common to the farmers in the region, a shop or business conveniently located for trading purposes, or simply a gathering space. The placement of such centers depended on the distance from which area farmers could complete a round trip in one-half day's time. Besides buildings and parks, physical features may include some basic elements, such as groups of fences defining different property owners' land (which are usually smaller tracts than typically found in the surrounding rural areas); roadside parking for several vehicles, defined by gravel areas; or short lengths of sidewalks.

The following are some of the rural crossroad that were once present in Du Page Township; few signs of these settlements are still present. As discussed in the rural survey report for Wheatland Township, some significant elements of the rural crossroads have survived there.

### *Barber's Corners*

The site was named for John Barber, who owned the land on two easterly quadrants of the corner; Seth Wescott owned the other two. The "corners" are defined by two roads: Boughton Road (originally called Plainfield-Chicago Road) running northeast to southwest, which connected Plainfield with Chicago via the Du Page River Valley; and Route 53 running north south, which connected Lockport and the west bank of the Des Plaines River Valley with settlements in Du Page County. An early post office in the region was at Barber's Corners, opened on 21 December 1846.<sup>31</sup> Barber's Corners was the site of a Methodist Church, built sometime in the 1850s.<sup>32</sup> Seth Wescott gave 99/100 of an acre for a school at the Barber's Corners site, in the northwest quadrant, in 1855. A cheese factory was founded here around 1870, having been moved to this location from Lemont. The factory, described as being a frame building with a brick basement, was purchased by S.R. Richardson in early 1878.<sup>33</sup>



**Barber's Corners circa early 1950s.** The two illustrations are aerial views dating from the 1950s, showing the schoolhouse and general store at the west side of the intersection (left photograph top) and the farm implement shop in the southeast quadrant (left photograph bottom and right photograph). (Both images from This is Will County, Illinois, *The American Aerial County History Series*, No. 26, 1955; the reproduction at left courtesy the Bolingbrook Historic Preservation Commission.)

<sup>30</sup> However, the presence of a school does not always define a rural crossroads, since schools are typically positioned more frequently on the landscape because of the limited distances that children could walk (Michael A. Lambert, "Rural Crossroads: Meaning and Architecture," Master's degree student paper, University of Illinois, 1985).

<sup>31</sup> *Illinois Place Names*, 286.

<sup>32</sup> Woodruff, *History of Will County, Illinois*, 534. The plat map from 1862 shows a symbol in the southwest quadrant of the corner that may be indicating a church building – this is more clearly marked on the 1873 plat map.

<sup>33</sup> *Ibid.*, 535.



**Barber's Corners.** The illustration at left is a detail of the plat map for Du Page Township in the Combination Atlas Map of Will County, 1873, showing the crossroads where Barber's Corners was located. Named for the Barber family who owned half the land at the site (Seth Wescott owned the other half), it had a Methodist church, a schoolhouse, and a cheese factory. The illustration at right is from the 1948 plat map, where the name Barber's Corners is prominently written.

Activity at the crossroads continued until the 1950s and 1960s, when first the school was closed and moved for use as a house and then the surrounding area became enveloped in the development of Bolingbrook. Until that time, besides the church and school there was a farm implement store in a one story building on the southeast quadrant of the intersection and a general store (Clover Farm store) on the southwest quadrant. In 1979, the Bolingbrook Historical Society placed a marker, a boulder with a metal plaque, at the northeast corner of the intersection of Boughton Road and Route 53 (now Bolingbrook Drive), on the lawn of the Central Federal Savings and Loan, to commemorate the site of Barber's Corners. The boulder, likely deposited there during the ice ages, was moved from the site of Clow Airport.<sup>34</sup> The plaque has the following statement:

#### Barber's Corners

This intersection of Route 53 and Boughton Road, known as Barber's Corners, was never an incorporated municipality. It was named after the John Barber family who came here from Vermont in 1832. Over the last century and a half there has been at this corner a general store, Methodist church, cheese factory, and one-room school house. It was twice the location of the Du Page Post Office. Barber's Corners served the needs of the people in the area for decades, long before Bolingbrook was incorporated in 1965. This plaque is to insure that this part of our history endures, even though the name may disappear from the map.

Bolingbrook Historical Society  
1979

<sup>34</sup> "Historical Marker Commemorates Old Barber's Corners of the Past," *Bolingbrook Beacon*, 12 September 1979, p. 4, reproduced in Bingle, *Bolingbrook Has Even More History*.



As shown above, Barber’s Corners has changed considerably in the last 50 years. It is one of the region’s busiest intersections and at the time of survey in July 2000 was undergoing roadwork to widen lanes. The marker unveiled in 1979, shown at lower left, was slightly displaced during the road work, making the plaque more difficult to read. (Newspaper image reproduced from James D. Bingle, Bolingbrook Has Even More History.)



### *Sprague's Corner*

“Sprague’s Corner” appears to have had an ephemeral existence as compared to Barber’s Corners, since it does not appear on any available plat maps and is mentioned little in published histories of the region. It may have been located near the home of Thomas J. Sprague in Section 27, perhaps near present day Joliet Road and Normantown Road. T.J. Sprague and Sons’ cheese factory discussed above was originally built by Sylvester Ward<sup>35</sup> at Sprague’s Corners. It was described as having a substantial frame building with a stone basement. The new enterprise cost \$3,000 to construct.<sup>36</sup>



*Sprague’s Corners. Although not definitively identified, Sprague’s Corners may have been located at near the intersection of present day Joliet Road and Normantown Road. However, this rural crossroads appears to have had a short existence. By 1902, the farmstead above located near the site of Sprague’s Corners was owned by the Phelps family. (Illustration above from Robert E. Sterling, A Pictorial History of Will County: Volume II (Joliet, Illinois: 2H Printing, 1976); at right from Combination Atlas Map of Will County, 1873.)*



Thomas J. Sprague was born on 23 November 1810 in Hamburg, Erie County, New York. He moved west in March 1838 and settled in Du Page Township as a farm laborer. After spending 1839 as a laborer on the Illinois and Michigan Canal, Sprague purchased 160 acres in Section 22. He married Mrs. Lydia Godfrey, a widow, with whom he had nine children, six of whom survived to adulthood. In 1858, he moved to a new residence and 590 acre farm in Section 27. He was primarily involved in dairy farming.<sup>37</sup>

### *First Presbyterian Church of Du Page*

The Scotch Presbyterian congregation that later became the First Presbyterian Church of Du Page initially met in the log structure that was the first public school on Robert Strong’s land, constructed at the end of 1832. The congregation was ministered by Reverend Aratas Kent, a travelling missionary. In 1833,

<sup>35</sup> Sylvester Ward was born in Genesee County, New York, 29 May 1831. With his parents Hannibal and Jane Ward, he emigrated to the west in September 1833 and settled on land in Section 2. When Sylvester came of age, he moved to St. Charles in Kane County to work in his Uncle Justice Ward’s wagon-hub manufacturing shop. Sylvester made improvements to the hub manufacturing machine invented by his uncle, allowing three workers to produce 100 hubs per day. This business was expanded to an 80 acre plot in Porter County, Indiana, and Sylvester Ward stayed with this venture for nearly three years. He then became the co-owner of a grist mill in Leland, LaSalle County, Illinois, for an additional two and one-half years. Sylvester Ward then returned to his family farmstead in Du Page Township and took over farming duties. He married Lorina Johnson in 1860, and the couple had two children, one of whom lived to adulthood. Hannibal Ward died on 23 December 1874, and was buried on the homestead. By the late 1870s, Sylvester Ward owned 355 acres valued at \$21,000, and operated a large cheese factory that cost \$3,000 to build. (Woodruff, *History of Will County, Illinois*, 899–900.)

<sup>36</sup> Woodruff, *History of Will County, Illinois*, 535.

<sup>37</sup> *Ibid.*, 898.

Reverend Nathaniel Cattlin Clark arrived to lead the congregation. The adoption of articles of faith and church covenants on 13 July 1833 followed the organization of the First Presbyterian Church in Chicago by only 17 days. In the 1840s the congregation met in the Naperville Courthouse, and was known as the First Presbyterian Church of Naperville. Since this location was inconvenient to those members of the congregation from Du Page Township, the First Presbyterian Church of Du Page was organized on 9 March 1844. Their first meeting house was the schoolhouse located on Robert Strong's land.<sup>38</sup>



**First Presbyterian Church of Du Page.** The original building for the First Presbyterian Church of Du Page dates from the 1850s and reportedly is still extant. When the church was remodeled and a new sanctuary constructed in 1908, the original wood frame church building was overlaid with a brick veneer. Comparing the historic photograph at upper left with the current condition photographs above and below shows that the volume of the original structure is still visible. (Historic photograph at upper left courtesy Bolingbrook Historic Preservation Commission, date unknown; aerial photograph at lower left from This is Will County, Illinois, *The American Aerial County History Series, No. 26, 1955.*)



<sup>38</sup> "First Presbyterian Church of Du Page – Historical Sketch," reproduced in Bingle, *Bolingbrook Does Too Have a History*.

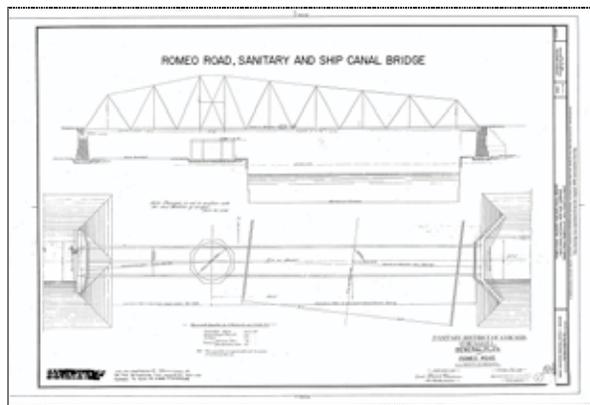
By the early 1850s plans were underway for the construction of a church building, which was located in the southwest quadrant of Section 8 of the township, along the road leading to Naperville. Land for the structure was leased from Reuben W. Smith, whose farmstead was located a half mile north on Naperville Road. The completed structure was completed on 24 February 1853.<sup>39</sup> This original church structure was renovated and enlarged in 1908, with a brick veneer overcladding the wood frame structure. (Comparison of the historic photographs illustrated above shows that the overall massing of the original structure is still visible.) An addition containing the present church entrance was constructed in the late 1970s.

#### *Romeo Depot and Romeoville*

European settlement at the site of Romeo dates from the early 1830s and was related to the construction of the Illinois and Michigan Canal and the founding of Lockport. Romeo was planned by the Canal Commissioners as a port along the proposed canal, with a plat recorded on 14 September 1835. A post office on the site had been established in the region on 29 June 1833 under the name of Juliet; on 29 October 1833, it was renamed Romeo, then changed back to Juliet on 27 February 1834.<sup>40</sup> In the last quarter of the nineteenth century, stone quarrying developed as an important business in the area. Another important business concern was a grain elevator located along the Illinois and Michigan Canal at 135<sup>th</sup> Street. With construction of the Sanitary and Ship Canal in the 1890s, the settlement grew.

A post office was established on 5 December 1892 and the settlement was incorporated as a village on 21 January 1895 as Romeoville. After the turn of the century, the town was a distribution point for pulverized limestone as fertilizer for farmers in the surrounding area. Some of the gravel quarries in the vicinity were converted to a recreation area, which was known as Romeo Beach. On 11 April 1918, the entire village was threatened by fire as Peter Startz's saloon, residence, icehouse, garage, and barns were burned. Farrell's grocery store and dwelling were also destroyed before the fire was checked. The population of Romeoville in 1929 was 200 people with approximately 46 homes. After the first decades of the twentieth century the population of Romeoville declined – by 1950, there were only 147 residents.

In 1955, the Will County Electric Generating Station was placed into service by Commonwealth Edison Company at Romeoville's southern edge. In 1957, Romeoville was revived through a suburban development on over 600 acres of farmland west of the Des Plaines River along Illinois Route 53. This became the Hampton Park Subdivision and was annexed into Romeoville. In 1964, another section of 446 acres of the subdivision were annexed into the village. From 197 resident in 1957, the population grew to 6,358 residents in 1963.<sup>41</sup>



*The illustration at left is a HAER drawing, showing a reproduction of the original construction drawing, of the bridge at 135<sup>th</sup> Street that was moved just west of its original location to the Isle de la Cache Forest Preserve (HAER IL-41).*

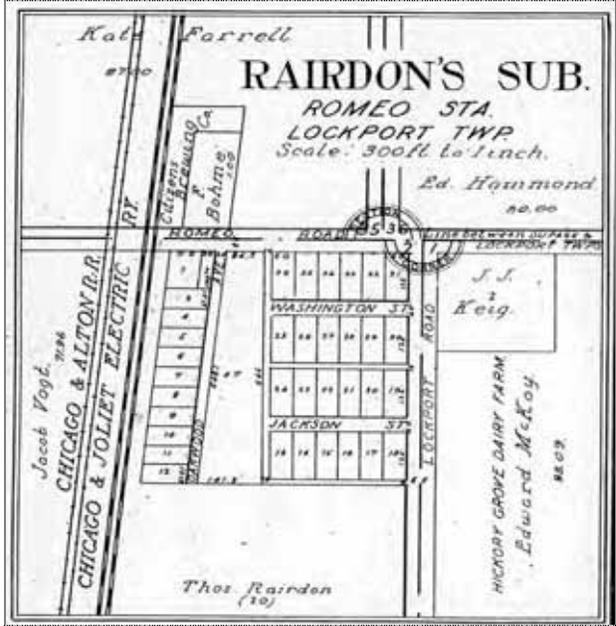
<sup>39</sup> Ibid. Other references list 1854 or 1855 (Woodruff, *History of Will County, Illinois*, 534, who also mentions a remodeling circa 1875) and 1856 (Michael A. Lambert, "Rural Crossroads: Meaning and Architecture" [Master's degree student paper, University of Illinois, 1985.], 19).

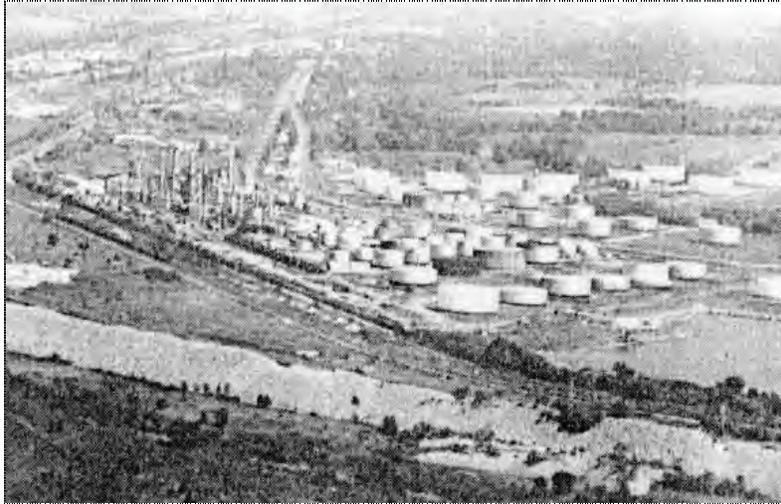
<sup>40</sup> *Illinois Place Names*, 404–5.

<sup>41</sup> Mabel Hrpcha, "Romeoville, Illinois," (N.p., 1967), 1–3.



There are few recognizable remains of Romeo Depot or Romeo Beach. Shown above is the original plat for Romeo prepared for the I & M Canal Commissioners (reproduced from Mabel Hrpcha, Romeoville, Illinois (N.p., 1967)). Houses of the original settlement of Romeo circa 1900 are shown above right; today a few of the wood frame structures remain on the east shore of the ship channel near the bridge at 135<sup>th</sup> Street (historic photograph above right from John Lamb, Lockport, Illinois: The Old Canal Town (Charleston, South Carolina: Arcadia, 1999)). The plat map of Rairdon's Subdivision at right is from Geo. A. Ogle & Co., Standard Atlas of Will County, Illinois (Chicago, 1909). Several houses and a church, including the house and church shown below, are extant at the site of Rairdon's Subdivision. Shown below right is the former gravel quarry that was converted for recreational use as "Romeo Beach" in the early 1900s. The pit still remains but is not readily accessible (historic photograph reproduced from Robert E. Sterling, A Pictorial History of Will County: Volume I (Joliet, Illinois: 2H Printing, 1975)). A current view of the Illinois Central Railroad tracks (formerly the Chicago and Alton Railroad), which was the site of Romeo Depot, is shown at bottom left.





**Industry on the Des Plaines River.** The land south of the bend in the Des Plaines River in Du Page Township was likely agricultural in the 1860s and 1870s, when it was owned by the Farrell family. The land later was owned by a business related to the stone industry, but became a petroleum refinery in the late 1930s. The oblique aerial photograph above is from *This is Will County, Illinois, The American Aerial County History Series, No. 26, 1955*. The overhead aerial photographs date from 1939 (above right), downloaded from the website of Grainger Map Library of the University of Illinois at [images.grainger.uiuc.edu](http://images.grainger.uiuc.edu).



### *Schoolhouses in Du Page Township*

From the first log schoolhouse built on Robert Strong's land in 1832, the education system in Du Page Township expanded to five school districts with seven single room schoolhouses by 1860. This rate of expansion continued in the post-Civil War period with 11 schoolhouses (each comprising a district) with 22 teachers and 375 students by 1872.<sup>42</sup> Of these 11 schoolhouses, one was stone masonry and the remainder wood frame. As reported by one former student of the school system, "the pupils had to carry the drinking water from the nearby farms at recess and noon, also carry in the corn cobs and coal from the woodshed to feed a potbellied heater...."<sup>43</sup> The school buildings contained all eight elementary grades. Between 1880 to 1920, the population of Du Page Township decreased from 1,101 to 939. From the 11 districts and schoolhouses in the 1870s, there were only 8 in 1920. This was in response to a dramatically decreased student population of only 146 in 1920.<sup>44</sup>

The student population continued to decrease, with only 101 in 1948. In that year the Will County Survey Committee recommended that school districts in the region be reorganized, with schools in Du Page, Lockport, and Homer Townships merged into a unit school district. In 1951, the six separate school systems in Du Page and Lockport Townships were merged into District 96. The following year the district constructed Valley View School in what is now Romeoville. With the merger of the school system, the Chapman School was sold, moved to a site west of the former Barber's Corner, and renovated as a house



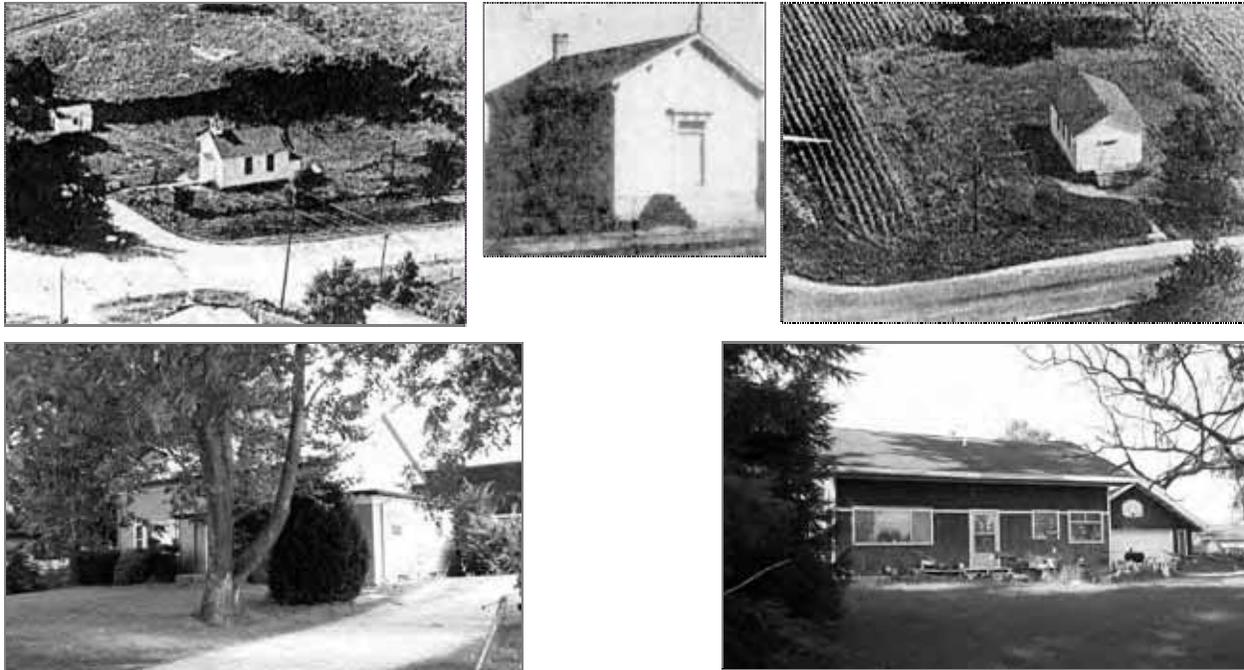
The map at left, dating from 1921, shows the following schools: Royce School on the boundary of Sections 7 and 8; Graves School in Section 13; Chapman School near the boundary of Sections 14 and 23; Higgins School in Section 17; Sprague School in Section 27; Red and Lambert Schools in Section 30; and Burkhart School in Section 36. Also shown is Orchard School in adjacent Downers Grove Township of Du Page County. (Map excerpted from Joliet Quadrangle, State of Illinois Department of Registration and Education, State Geological Survey Division (1921).)

<sup>42</sup> Woodruff, *History of Will County, Illinois*, 534.

<sup>43</sup> Elizabeth Eichelberger, "Octogenarian [sic] Tells How it Used To Be in the Old Days," *Bolingbrook Beacon*, 17 November 1971, p. 6.

<sup>44</sup> Leslie Joseph Farrington, "Development of Public School Administration in the Public Schools of Will County, Illinois, As Shown in a Comparison of Three Selected Years: 1877, 1920, and 1965" (Ph.D. diss., Northern Illinois University, 1967), 85–86, 167–68, and 276–79.

on the Gordon and Mae Konicek farm (Section 9). Barber's Corner School was purchased by Carl Rott and converted to a residence; it was later relocated west of its original site. Ricken School was purchased by Dwight Andrus, and later was the home of Mr. and Mrs. Charles Sahs. Gordon School became the home of Matthew Featherstone. Taylor School, located on Route 66 (now Interstate 55) was bought by Stephen Ward and renovated for his daughter and son-in-law, Mr. and Mrs. Ernest Koch. Hillside School on Naperville Road became the lodge of the Hampton Park American Legion, but later burned in a fire. Orchard School saw new life as a school when it was relocated to Lemont Road with an addition constructed, and was renamed Bromberk School. Graves and Sprague Schools were reportedly demolished.<sup>45</sup> In 1972, after the incorporation of Bolingbrook seven years before, Valley View School District 365-U was formed.



*At least two of the schoolhouses in Du Page Township were relocated and renovated. Top and above left is the Barber's Corner School, which was moved a few hundred yards west on Boughton Road. The top two illustrations at right are the Chapman School, relocated on Boughton Road as well. (Top left and right illustrations from This is Will County, Illinois, The American Aerial County History Series, No. 26, 1955); top middle illustration courtesy Bolingbrook Historic Preservation Commission.)*

### *Cemeteries of Du Page Township*

While not true anchor points for rural crossroads, the three historic cemeteries in Du Page Township remain as intact landmarks today. The three cemeteries include Hillcrest Cemetery (also known as Barber's Corner Cemetery), in Section 2; Boardman's Cemetery in Section 4; and Williams Alexander Cemetery in Section 34. Resurrection Cemetery in Sections 33 and 34 is a modern cemetery dating from the 1950s.

Boardman's Cemetery has received the most recognition as a historic site. The first recorded death of a European settler in Du Page precinct was Elizabeth Cleveland, 55, wife of a recent settler. She died in 1832 and was buried in the plot of land that had been set aside by Harry Boardman as a cemetery. Over the next 95 years, at least 86 individuals were interred in the cemetery.<sup>46</sup> Most burials occurred over the

<sup>45</sup> Eichelberger, "Octogenarian [sic] Tells How it Used To Be in the Old Days," *Bolingbrook Beacon*, 17 November 1971.

<sup>46</sup> Boardman Cemetery – Chronological List of Known Burials (1979), reproduced in Bingle, *Bolingbrook Has Even More History*.

next 50 years; only 8 burials have been identified after 1885 until the last in 1927. The list of persons buried in the plot reads like a *Who's Who* of early settlers and their descendents. Boardman's son Clarke, 1 year old, was the second burial. Strongs, Freemans, Wescotts, and Barbers are also present. Harry Boardman himself was interred here in 1877. Royces are present too, and their family members were the last seven to be placed here between 1896 and 1927.

Boardman's Cemetery was "lost" for nearly 45 years, as the plot was forgotten and overgrown. The cemetery was "rediscovered" by Lois Michel in 1972. Wanting more information on the burial ground lying in the middle of a field, she made inquiries to James Bingle, Du Page Township Assessor. No record of the cemetery existed, and only after further investigation was it discovered that Robert Strong, Samuel Whallon, and Isaac Scarrett had purchased the land from Harry Boardman in 1846. The three subsequently deeded the one acre plot to Will County, who lost record of it in the ensuing 125 years. Word of the re-identified cemetery reached the Will County Historical Society, which then wished to restore the markers and grounds. The Will County Board passed a resolution on 28 April 1972 deeding the plot to Du Page Township.<sup>47</sup> At the present, the cemetery is surrounded by a chain link fence. Signage indicates contacts to call to gain access to it. A housing development dating from the last two decades was built around the cemetery, with three sides of it facing back yards of houses and the fourth facing a street.



*Boardman's Cemetery has survived and is now surrounded by a recently built subdivision. A fence encloses the site and it does receive regular maintenance such as grass cutting.*

Hillcrest and Williams Alexander Cemeteries are no less significant. These were located along major traffic routes (Boughton Road and Route 53, respectively) and as such were less likely to be "lost," like Boardman's Cemetery was. Hillcrest Cemetery is the largest of the three plots, bounded on the east and north by a housing development, on the west by commercially zoned land (formerly the site of the Steward Ward farmstead), and on the south by Boughton Road. The cemetery was incorporated on 1 July 1854 as Barber's Corner Cemetery, although the first burial there was of Harriet Martin, who died in July 1835.<sup>48</sup> The cemetery is first shown on the 1873 plat map. It was renamed Hillcrest Cemetery in 1929, and is still used today for burials. The plot is easily accessible since it has no gates at the driveway openings in the stone wall facing Boughton Road. At present, some of the markers are in poor condition and the landscaping requires tending.

Williams Alexander Cemetery, the smallest of the three historic cemeteries discussed here, is named for Thomas Williams and James Alexander. Williams, was born in the county of Cornwall, England, and

<sup>47</sup> "Hot Line," *Bolingbrook Beacon*, 23 February and 3 May 1972, reproduced in Bingle, *Bolingbrook Does Too Have a History*. Perhaps significantly, the current U.S. Geological Survey map for Romeoville Quadrangle, dated 1993 but based on original survey information dating from 1952, does not show Boardman's Cemetery but does show "Barber's Corners Cemetery" and Alexander Cemetery.

<sup>48</sup> "Relate History of Old Du Page Cemetery," *Bolingbrook Beacon*, 3 May 1972, p. 26.

emigrated to the United States in 1825, was shown on the 1862 plat map as the owner of 160 acres in Sections 33 and 34. Williams had been in Du Page Township since 1836 to work on a contract for the construction of the Illinois and Michigan Canal. He later accepted a contract to build 12 miles of the Galena Division of the North-Western Railway.



*Hillcrest Cemetery, shown above, on Boughton Road is the largest of the three historic cemeteries in Du Page Township. It contains the resting places of several farming families, including the Spragues, Hasserts, and Godfreys. The Williams Alexander Cemetery shown below is located in southern Du Page Township on Route 53. The cemetery contains two sections enclosed by low limestone walls.*



James Alexander is listed in the Illinois Public Domain Land Tract Sales as the purchaser of 120 acres of land in Section 33 on 11 September 1848.<sup>49</sup> It was on this land that the cemetery was established. Alexander was born in Massachusetts in 1805 and moved west in 1837. The first known burial in the cemetery was of Alexander's daughter Mary, who died on 9 October 1845. Both James Alexander and his wife Betsy were later buried in the cemetery as well. Other early burials were of members of the Smith, Gilbert, and Goudy families. Thomas Williams inherited the Alexander family farm in 1853, and Williams established a family plot in the cemetery near the Alexander plot. The Williams Alexander Cemetery first appears on the 1873 plat map.

The Alexander-Williams farm was acquired by Thomas Kirman in 1883. The Kirman family owned the farm until 1949, when it was purchased by Joseph and Minnie Mikan. The Mikans subsequently sold the land east of Route 53 as part of the post-World War II development of Romeoville. In 1953, the land west of Route 53 adjacent to Williams Alexander Cemetery was sold to the Roman Catholic Diocese of Joliet. This land was later developed for Resurrection Cemetery.



*West of Williams Alexander Cemetery is a more recent last place of rest: Resurrection Cemetery. This site had been the farm of Mrs. Fiona Kirman (as shown on the 1940 plat map), and historically had been listed as owned by Robinson and Anderson (as 1862 plat map). (Photograph at left from This is Will County, Illinois, The American Aerial County History Series, No. 26, 1955.)*

### ***Bolingbrook***

Du Page Township remained essentially rural in character until the early 1960s, when three subdivisions were built by the Dover Construction Company. The apocryphal story is that Dover named the new community “Bolingbrook” after Henry Bolingbroke, Duke of Hereford, from Shakespeare’s *Richard II*. Construction problems with the new houses inspired the formation of the Bolingbrook Homeowners Association, which in turn led to referenda for incorporation. Incorporation began in Bolingbrook as a grass roots movement. Area residents published newsletters, including *The Bolingbrook Beacon* and *The Bull Sheet*, which promoted incorporation as a means to solving problems in the new community. When a referendum for incorporation was passed on the second attempt in 1965, the population of the village was 5,357.

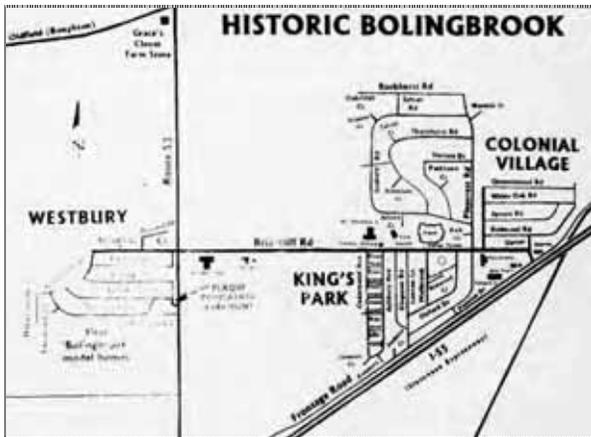
At a parade to celebrate the first anniversary of the village, Judge Michael A. Orenic delivered a speech in which he made very insightful comments regarding urbanization, comments made at a time when suburbs in America were thriving and so many downtowns were declining:

A real city is not merely a statutory corporation formed as a subdivision of the state for the administration of the laws. A real city is a living, throbbing, pulsing body and soul with all classes of people, of all ages and ethnic backgrounds, with infinite variety of houses and buildings, with narrow crooked streets and broad boulevards, and interesting alleys; with churches, schools, factories, stores, shops, noise, dust, smoke, children running and shouting, sirens and whistles, and above all else, a downtown. Every city must have a downtown – whether it be the corner drugstore of a little hamlet or the Loop in Chicago. Don’t let any planners do away with your downtown....Whether or not you realize it, you must make your decision now. Do you want to be a real city or do you want to be the

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<sup>49</sup> Illinois Public Domain Land Tract Sales Database.

Bedroom of the Metropolis? Your zoning ordinances based on comprehensive plans, your building codes, fire and police protection, municipal building and construction, utilities and services, annexation of territory—your every action—all will depend upon your vision of the future—suburban sprawl or living city?<sup>50</sup>



The former farmhouse shown in a historic photograph above right and in a current view above left was the first village hall for Bolingbrook. The house is located on Briarcliff Road and was part of the Graves-Schroeder farmstead. As shown on the map at left, early Bolingbrook consisted of isolated subdivisions separated by farmland: Colonial Village, King's Park, and Westbury.

When this aerial photograph shown below was taken on 8 October 1978, the landscape still had an agricultural character surrounding enclaves of suburban growth. On the photograph, number 1 is Old Chicago, 2 is Route 53, 3 is Interstate 55, 4 is Beaconridge townhomes (formerly the Reuben Weber farmstead), 5 is Westbury subdivision; 6 is North View School, 7 is Briar Square Shopping Center, and 8 is McDonald's. (Map and historic photographs courtesy the Bolingbrook Historic Preservation Commission.)



<sup>50</sup> "Bolingbrook Parade Huge Success," *Bolingbrook Beacon*, 29 September 1966, reproduced in Bingle, *Bolingbrook Has Even More History*.

The following table summarizes the housing developments in Bolingbrook in the first ten years of its existence:<sup>51</sup>

Name	Type of development	Number of units	Year started	Developer	Original farmstead owner (1862 or 1873)	Last known farmstead owner (year of plat map)
Westbury	Single family	288	1960	Dover	Seth Wescott (1862)	Nicholas Eipers (circa 1940)
Colonial Village	Single family		1962	Dover	G. Cheese, A. Paxson, and H. Boardman (1862)	C.F. Schrader, Peter Grabow, and A.B. Graves (circa 1940)
King's Park					J. Halleck (1862)	John Reed and W. and M. Albrecht (1966)
Beaconridge	Townhomes	583	1967	K & B	L. and William Simmons (1862)	Reuben Weber (circa 1940)
Old Bolingbrook	Single family	986	1968	Dover		
Sugarbrook 1 – 4	Single family	630	1968	K & B	S.R. Rathbun, J.Q. Lander, Hiram Warren, and B.B. Clark (1862)	William and Grace Mathers, T. Moeller, R. and E. Kelm, and Marvin Hudek (1966)
Brentwood	Apartments	789	1971	Vavrus		
Cherrywood	Single family	385	1971	U.S. Home	Seth Wescott (1862)	Jerome Head (1966)
Indian Oaks 1 – 9	Single family	1,042	1971	Hoffman	L. Overholser, B.B. Clark, and Hiram Warren (1862)	Hattie Bushing, Gordon Konicek, and Thomas W. Bruce Jr. (1966)
Indian Oaks Townhomes	Townhomes	506	1971	Hoffman		
Innsbruck	Apartments	475	1971	Norman		
Ivanhoe 1 – 5	Single family	718	1971	Surety	John Barber and John Miller Estate (1862)	Joseph Breitweiser and Florence and George Steinhouse (1966)
Sugarbrook 5 & 6	Single family	275	1971	K & B		
Winston Woods	Single family	940	1971	Centex	John Barber and John Miller Estate (1862)	Joseph Breitweiser and Florence and George Steinhouse (1966)
Winston Village	Townhomes	649	1971	Centex		
Winston Oaks	Apartments	16	1971	Centex		
Balstrode	Single family	241	1972	K & B		
Cinnamon Creek	Single family	624	1972	K & B	D. Gordon and E.T. Durant (1862)	J. and E. Gordon and Joe Schumacher Jr. (circa 1940)
Home Run	Single family	205	1972	Pres. Malone	A. Warren (1862)	Charles Erickson (1966)
Pinemeadow / Sunridge	Townhomes	422	1972	K & B	S. Welch and L. Chapman (1862)	Mrs. Clara Heussner and Helen Schrader (1966)
Robinhood Way I	Townhomes	14	1972	Hoffman	Seth Wescott (1862)	Mattias Palzer (circa 1940)

A unique commercial and recreational development was opened in the Bolingbrook area on 21 June 1975. Planning for the development began in 1973. The \$40 million project combined a “completely enclosed and climatized fairgrounds” with a 200 unit retail store and restaurant complex totaling 545,000 square feet. Built by Brant Construction Company of Long Beach, California, the structure was planned by Recreational Retail Builders, Inc., headed by Robert Brindle. It was hoped that the millions of people in metropolitan Chicago would flock to the attraction. The 31-ride amusement park lay at the center of the building with

<sup>51</sup> “Subdivision Analysis,” May 1994, reproduced in Bingle, *Bolingbrook Keeps Making History*.

facades “depicting turn-of-the-century Chicago,” or “Chicago’s 1893 Columbian (Fair) Exposition buildings,” surrounded by the ring of shops and restaurants.<sup>52</sup> However, Old Chicago failed to be a long-term success. The amusement park area closed in 1980. Stores in the mall stayed open while efforts were made to find a new owner. The building closed for good in 1981. After considering different possible uses for the building, it was demolished in 1986. The lot is now occupied by the Arena Auto Auction.<sup>53</sup>



*The intersection of Route 53 and Old Chicago Drive, the name of which is not the only remnant of the amusement park at the site—the trees along Route 53 were part of its’ original landscaping.*

With the coming of the American Bi-centennial in 1976 and the growing awareness of our nation’s heritage, many local groups examined their own histories.<sup>54</sup> One effort in the Bolingbrook area was the founding of Bolingbrook Historical Society. “Even though the village was incorporated in 1965, we were settled in 1832 [sic],”<sup>55</sup> as Village Clerk Carol Penning was quoted in 1993. This recognition of Du Page Township’s past is perhaps unique in a “new” suburban community, creating a sense of historical continuity. Known as the Bolingbrook Historic Preservation Commission since 1993, the group meets often to plan historical displays (such as those at the Bolingbrook Town Center), collect artifacts of the area’s history, and participate in town events. Many of the commission’s members have been from longtime farming families of the township, who are now residents of the suburb. One of the future plans of the commission is to open the original Village Hall on Briarcliff Road as a museum. As commission members were reminded at a recent meeting, Bolingbrook will be 50 years old in another 14 years.

In the 1980s, planning and construction began for Interstate 355, a beltway on the perimeter of metropolitan Chicago to link Interstates 90, 88, and 55. Planning for the extension of 355 has been developed, and will cut across the eastern edge of Du Page Township. However, implementation of these plans is awaiting approval of funding.<sup>56</sup>

<sup>52</sup> “Full Steam Ahead for Old Chicago Project,” *Old Chicago News* 1, no. 3, n.d., reproduced in James D. Bingle, *Bolingbrook Keeps Making History* (Bolingbrook, Illinois: Bolingbrook Historic Preservation Commission, n.d. [circa 1995]). The primary author of this rural survey report spent his eleventh birthday at Old Chicago a few months after its opening.

<sup>53</sup> Website of Lisa Cummings, at <http://members.tripod.com/lisawebworld/index.html>. A chronology of Old Chicago’s history is available at <http://www.geocities.com/RVNRDR2/OldChicago/OCHistory.html>.

<sup>54</sup> A similar awareness in 1876, during the time of the American Centennial, was one of the influences that led to the writing of many of the county histories, such as Woodruff’s *History of Will County, Illinois*. Such histories provide a valuable resource, since they were written while many of the early settlers of some regions were still alive.

<sup>55</sup> Carney, Dan, “Bolingbrook Group Seeks Pieces of History,” *Suburban Life Graphic*, 21 July 1993, reproduced in Bingle, *Bolingbrook Keeps Making History*.

<sup>56</sup> A similar highway was planned in the late 1960s, meant to connect the Interstate 90 near Itasca to Interstate 80 near New Lenox. See “Hot Line,” *Bolingbrook Beacon*, 12 November 1969, reproduced in Bingle, *Bolingbrook Keeps Making History*.

Bolingbrook village officials announced in 1992 that an additional 2.5 square miles were to be annexed southwest of the existing boundary, extending the village to the incorporated limits of Plainfield. This land included farms owned by families for generations, including the Bronks, Kemmerers, and Days. The annexations were voluntary, with the Village of Bolingbrook negotiating with the property owners. In addition to the possibility for residential or light industrial development (much of what *has* been built falls in the latter category), the village was planning the annexed area to include the site of a new sewerage treatment plant.<sup>57</sup>

### **Du Page Township and the Will County Land Resource Management Plan**

In 1990, the Will County Land Use Department, in conjunction with Teska Associates, Inc., prepared the Will County Land Resource Management Plan (LRMP) outlining the future development goals for the county in general and for each township. With respect to Du Page Township, the LRMP states that it is expected that region will continue to be urbanized, “second only to Joliet Township”<sup>58</sup> in density. Recommendations of the LRMP included the construction of interchanges along Interstate 55, since this was projected to be a significant corridor of light industrial and office development. However, careful planning was urged for development along the Des Plaines and Du Page River Valley because of the sensitive environmental conditions in each area. Much of this area at present is still occupied by industrial and mining operations, although park development has occurred along a portion of the Du Page River.

### **Neighboring Communities in Du Page and Cook Counties**

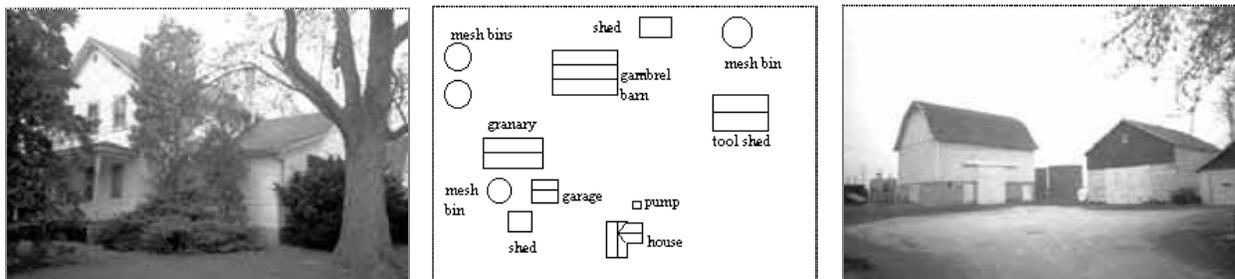
Because of the proximity of Du Page County to Du Page Township (Will County) and Wheatland Township, it is illuminating to examine the historical development of this region. Appendix D of this report contains a summary of the development of the Du Page County municipalities of Naperville, Downers Grove, and Woodridge, and the Cook County municipality of Lemont. Although Du Page County is now having a significant influence on northern Will County, during the period of early settlement the reverse was the case. Personalities like Bailey Hobson, Willard Scott, and Israel Blodgett had all been early settlers of the river valley of the north branch of the Du Page River but later moved to southern Du Page County. Also, along with the limestone industry that, literally as well as economically, formed the foundation of Lemont, this Cook County community was nearly as significant to the region as Lockport.

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<sup>57</sup> “Bolingbrook to Annex Clear to Plainfield,” *Bolingbrook Metropolitan*, 22 October 1992, reproduced in Bingle, *Bolingbrook Keeps Making History*.

<sup>58</sup> Teska Associates, Inc., and Will County Land Use Department, Planning Division, *Will County Land Resource Management Plan*, October 1990 and amended November 1996, 53.

## Significant and Contributing Farmsteads in Du Page Township<sup>59</sup>



Shown above are extant buildings on the Amsden-Biggins-Mather farmstead on Normantown Road in Section 28 of Du Page Township (PIN 02-28-400-003). The farmhouse shown above left is a Side Hallway type, and shown above right is Erie Shore barn and the crib barn (marked as a granary on the plan view at center).

### *Amsden-Biggins-Mather*

Albert Amsden is shown on the 1862 plat map as being the owner of the southeastern quarter section of Section 28 in Du Page Township. The plat map also shows the farmstead fronting on contemporary Naperville Road. The 1860 federal population census lists Albert Amsden, 36; his wife Sarah, 30; and three children: Oscar (born in Michigan), 11; Ella (born in Illinois), 8; and Alice, 9 months. The Agricultural Schedules of the 1860 federal census listed the A. Amsden farm as having 160 improved and 5 unimproved acres. The estimated values of the farm and the farming implements were \$4,125 and \$200, respectively. The farm had livestock valued at \$600, which included 5 horses, 8 dairy cows, 5 cattle, and 12 swine. The output of the farms for the preceding year was 150 bushels of wheat, 700 bushels of corn, 450 bushels of oats, 10 bushels of peas and beans, 60 bushels of potatoes, 65 bushels of barley, 700 pounds of butter, and 40 tons of hay. (Albert Amsden was the census taker in Du Page Township in 1860.)

The 1860 census also lists Patrick Biggins farm as being 160 acres. As shown on the 1862 plat map, Biggins farm was located in the northwest quadrant of Section 33 in Du Page Township, land he had owned since 1848.<sup>60</sup> The 1850 federal population census listed Patrick Biggins (spelled “Begins” on census forms), 40, born in Ireland; Bridget, 45, also born in Ireland; sons Francis, 12; Philip, 9; and James, 4; and daughters Ann, 15; Catherine, 10; and Rosanna, 7. Ten years later, the census does not include Bridget Biggins, indicating that she had died.

Between 1860 and 1870, Biggins purchased the Amsden farm (this is shown on the 1873 plat map). The 1870 census indicates the Biggins farm contained 320 improved acres. The estimated values of the farm and the farming implements were \$16,000 and \$1,000 respectively. A total of \$600 were paid in wages for hired help including the cost of board. The farm had livestock valued at \$1,900, which included 11 horses, 6 dairy cows, 28 cattle, and 10 swine. The output of the farms for the preceding year was 300

<sup>59</sup> This portion of the narrative describes the families who occupied significant extant farmstead sites in the three-township survey area. A few, although by no means all, of the families who had a significant impact on Will County agriculture and whose farmstead sites have not survived are also described. Sources of information have included the plat maps listed in the bibliography to this report as well as a variety of historical writings, including *Will County Property Owners* (1842); George H. Woodruff, *History of Will County Illinois* (1878); *Souvenir of Settlement and Progress of Will County, Illinois: A Review* (1884); *Portrait and Biographical Album of Will County, Illinois* (1890); *Genealogical and Biographical Record of Will County, Illinois* (1900), W.W. Stevens, *Past and Present of Will County, Illinois* (1907); August Maue, *History of Will County, Illinois* (1927); as well as federal census data and the Agricultural Schedules from the 1850, 1860, 1870, and 1880 censuses.

<sup>60</sup> Illinois Public Domain Land Tract Sales Database.

bushels of spring wheat, 1200 bushels of corn, 2500 bushels of oats, 110 bushels of potatoes, \$3 worth of orchard produce, 300 pounds of butter, and 60 tons of hay.

Presumably after Patrick Biggin's death the farm in Section 28 passed to his son James.<sup>61</sup> This is the farmstead that is present on Normantown Road today. As shown on the 1893 plat map, the farmstead belonging to the James Biggins family occupied the west half of the southeastern quarter section in Section 28. The eastern half of this quarter section is identified as belonging to Margaret Reardon (her relationship to the Biggins family, if any, is not known).

The 1909 plat maps show E. Biggins as the holder of the farmstead in Section 28 (Catherine Biggins, discussed below, is listed as owning the land in Section 29). The *Will County Farmers' Directory* of 1918 lists E.W. Biggins as a chicken farmer married to Mamie O'Connor with five children: William, James, May, Catherine, and Margaret. His farm was 182 acres and he had lived in the county since 1870. H.R. Phelps is listed as owner of the farmstead on the plat map from circa 1940. By the 1960s, this farmstead had passed to members of the Mather family. George, Millie, and George L. Mather are listed in succession on the plat maps between 1966 and 1998.



Shown above is the farmhouse and support buildings on the Anglemire-Kopperud farmstead in Section 20 of Du Page Township (PIN 02-20-300-001).

### *Anglemire-Kopperud*

Emmanuel Anglemire is not listed in the census of Du Page Township from 1850. The 1860 federal population census lists Emmanuel Anglemire, 50, born in Pennsylvania; and children Henry, 21; Maria, 19; Elphaim, 17; Emma, 15; and William, 7. The Agricultural Schedules from the 1860 federal census list the Anglemire farm as having 160 improved acres. The estimated values of the farm and the farming implements were \$4,800 and \$100 respectively. The farm had livestock valued at \$300, which included 2 horses, 2 dairy cows, 2 cattle, and 3 swine. The output of the farm for the preceding year was 500 bushels of wheat, 300 bushels of corn, 400 bushels of oats, 20 bushels of peas and beans, 200 bushels of potatoes, 150 pounds of butter, and 10 tons of hay.

The 1870 census indicates that the Anglemire farm had reduced in size, containing only 40 improved acres. The estimated values of the farm and the farming implements were \$2,000 and \$250 respectively. A total of \$325 were paid in wages including the cost of board. The farm had livestock valued at \$325, which included 2 horses, 2 dairy cows, 1 cattle, and 3 swine. The output of the farms for the preceding year was 50 bushels of spring wheat, 300 bushels of corn, and 250 bushels of oats. The Anglemire farm is not listed in the 1880 federal census.

<sup>61</sup> The James Biggins discussed here is not to be confused with the James Biggins discussed below. Based on the research materials that were reviewed, it is not clear if the two were related. However, the farms comprising the James Biggins Estate did pass to Catherine Biggins as of the 1909 plat map.

The Anglemire Estate held the land through the circa 1940 plat map. By the mid-1960s, Anglemire and Kopperud are listed on plat maps, with Mrs. William Kopperud and Dorothy A. Kopperud listed on plat maps in the 1980s and 1990s.



*The farmhouse on the Bartoo-Elwood-Patterson farmstead in Section 7 of Du Page Township (PIN 02-07-300-009) was illustrated in the Combination Atlas Map of Will County of 1873. The house appears to have been an Upright and Wing type, although the one story wing was later enlarged to two floors. A later addition extends from the wing.*

#### *Bartoo-Elwood-Patterson*

The 1860 lists Benjamin Elwood, originally from New York, as a 55 year old farmer who lived with Sara W., aged 36, and Grace G., aged 9. The occupied two tracts of adjacent land in the southern portion of Section 7 and the northern portion of Section 18 according to the 1862 map. The 1893 map indicates the two tracts along with the plots owned by Bartoo and Virgil transferred ownership to Robert Patterson. The 1909 map indicates a larger plot owned by Patterson. The 1940s map indicates the land is now owned by M.J. Patterson. In 1966, the land was owned by Warren Patterson. By 1976, the map was owned by Warren and Frances Patterson. By 1990, the Frances M. Patterson was listed as the sole owner of the property.



*The Gabled Ell farmhouse on the Biggins-Doyle-Kelley farmstead (PIN 02-30-300-010) is clad with asphalt shingle siding, a synthetic siding material that had common usage in the mid-1900s. The barn on the farm is clad with composition shingle siding, another common siding material.*

#### *Biggins-Doyle-Kelley*

The farmstead at 21038 Normantown Road has been operated by a number of families. S. Annis is listed on the 1862 plat map. The 1873 plat map shows E. Mather to be the owner. Catherine Biggins is listed as owner on this plot as well as the remaining southwest quarter section on the 1893 and 1909 plat maps. E.M.

Biggins is listed on the plat map from circa 1940. The *Will County Farmers' Directory* of 1918 lists Edward M. Biggins as a breeder of Chester White hogs. Joseph J. Doyle, followed by Mary Kelley, have been the owners since at least the 1960s.



*The farmhouse on the Biggins-Yackley-Boldt farmstead (PIN 02-29-200-003) has had numerous additions. Shown above right are the Three-bay Threshing barn, the clay tile block silo (an atypical material for construction silos in this region), and the crib barn with a transverse elevator.*

### *Biggins–Yackley–Boldt*

James Biggins, the first known owner of this farmstead, was born in County Monaghan, Ireland, on 11 May 1822, immigrating to America in 1840. He was joined by his brother Owen. The two settled in Du Page Township of Will County, establishing farmsteads in the southern half of Section 29. James married Catherine Poor in 1861, and the couple had six children: Eugene, James, Edward, William, George, and Mary. The elder James Biggins died on 15 June 1884. Owen Biggins died 19 April 1885.<sup>62</sup>

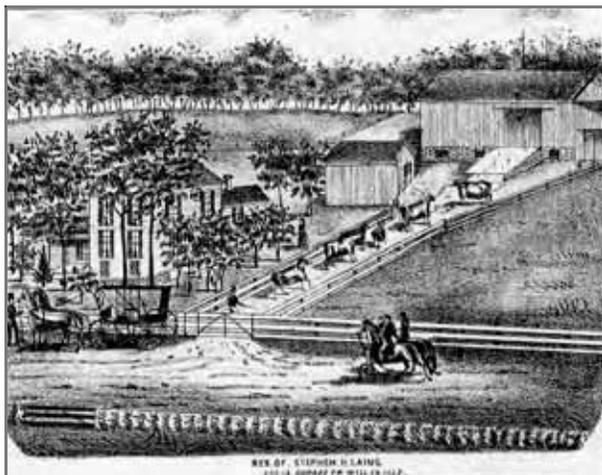
The 1870 census indicates the James Biggins farm contained 120 improved acres. The estimated values of the farm and the farming implements were \$4,800 and \$150 respectively. A total of \$150 were paid in wages including the cost of board. The farm had livestock valued at \$525, which included 4 horses, 4 dairy cows, 5 cattle, and 6 swine. The output of the farms for the preceding year was 100 bushels of spring wheat, 300 bushels of corn, 600 bushels of oats, 20 bushels of potatoes, 300 pounds of butter, and 40 tons of hay. The Owen Biggins farmstead is listed in the 1870 census as having 120 acres of improved land, with livestock including 4 horses, 6 dairy cows, 5 head of cattle, and 3 swine. Crop yields included 500 bushels each of corn and oats. Three hundred pounds of butter were produced.

The 1880 census listed the James Biggins farm as having 70 tilled and 8 pasture acres. The estimated values of the farm and the farming implements were \$4,000 and \$100 respectively. The farm had livestock valued at \$500, which included 6 horses, 7 dairy cows, 9 cattle, and 14 swine. The output of the farms for the preceding year was 45 bushels of wheat, 500 bushels of corn, 1600 bushels of oats, 70 bushels of potatoes, 400 pounds of butter, and 10 tons of hay. In the 1880 census, the Owen Biggins farmstead reported that \$300 in farm labor was hired for a total of 50 man-weeks. Only two dairy cows were present, and butter production was 200 pounds for the previous year. Other farm animals included 50 chickens. Fifty acres of Owen Biggin's land produced seven hundred bushels of corn, and twenty acres produced 1,000 bushels of oats.

After the death of James and Owen Biggins, the farmsteads in Section 29 are shown on the 1893 plat map as belonging to the James Biggins Estate. Catherine Biggins, presumably the daughter of the other James Biggins in Du Page Township, is shown on the 1909 plat map as the owner. Albert Yackley is listed on

<sup>62</sup> *Genealogical and Biographical Record of Will County, Illinois* (Chicago: Biographical Publishing Company, 1900), 586.

the circa 1940 plat map. The 1966 plat map shows Harvey and Edna Boldt, owners of the farmstead through 1998.<sup>63</sup>



Both the Upright and Wing farmhouse (with Greek Revival details) and Raised barn on the Calkins-Laing-Reardon-Smith-Jurca farmstead (PIN 02-13-400-016) were illustrated in the Combination Atlas Map of Will County of 1873. The cow in the righthand photograph is a statue.

#### *Calkins–Laing–Reardon–Smith–Jurca*

The farmstead at 17025 Davey Road has had numerous owners. James Calkins is shown on the 1862 plat map at the farmstead illustrated above in Section 13 of Du Page Township. James M. Calkins purchased 80 acres in Section 13 in 1848.<sup>64</sup> The 1850 federal population census listing for Calkins in Du Page Township lists James N., 36, born in New York State; Videlia, 29, born in Massachusetts; and children Mary, 10; Newel, 7; Julia, 6; and Ruth, 3 months, all born in Illinois. Also listed is Ezra Calkins, 21, presumably a brother or relative of James, and also born in New York. The Agricultural Schedules of the census list the Calkins farm as having 60 improved acres and 30 wooded or pasturage acres. Livestock included six dairy cows and six head of cattle. Crop yields included 300 bushels of wheat, 200 bushels of corn, and 550 bushels of oats. Dairy production included 400 pounds of butter and 200 pounds of cheese. James M. Calkins was also listed in the *Will County Directory for 1859–60*.

The 1873 plat map shows S.H. Laing as the farm's owner. Twenty years later, the Du Page Township plat map indicates that Thomas Reardon owned the farmstead. The 1880 federal census listed the Reardon farm as having 40 tilled and 40 untilled acres. The estimated values of the farm and the farming implements were \$4,000 and \$100 respectively. The farm had livestock valued at \$500, which included 4 horses, 5 dairy

<sup>63</sup> *Will County & Plat Book: Will County, Illinois* (Joliet, Illinois: Rockford Map Publishers, Inc., 1998). The 1998 plat map lists Harvey and Pearl Boldt.

<sup>64</sup> Illinois Public Domain Land Tract Sales Database

cows, 10 cattle, and 7 swine. The output of the farm for the preceding year was 80 bushels of wheat, 75 bushels of rye, 300 bushels of corn, 250 bushels of oats, 5 bushels of potatoes, 500 pounds of butter, and 20 tons of hay. The farmstead remained in the Reardon family through at least 1940. The most recent owners have been P. and A. Jurca.



*One of the greatest discoveries during the survey of Du Page Township was the Des Plaines River valley farmhouse on the Bennett-Clifford-Ketchum-Heeg-Peabody-Hullett farmstead (02-24-102-045). The site is now operated by a religious foundation.*

#### *Bennett-Clifford-Ketchum-Heeg-Peabody-Hullett*

The farm and limestone farmhouse in Section 24 of Du Page Township has passed through many owners. The 1862 plat map shows L. Clifford as property holder at this location. However, L. Clifford had purchased 160 acres in Section 11, not Section 24, in 1842, meaning that he may have acquired the farmstead Section 24 between 1842 and 1862 and may not be the original builder. (A search of the Illinois Public Domain Land Tract Sales Database revealed that the property had been originally purchased by Samuel C. Bennett in 1835.) The 1850 federal population census lists Leander Clifford, 30, farmer; Jeanette, 37; and Ellena, 69. Also listed at this location was Ernest Gise, 30, a farm laborer from Hanover, Germany; and Nicholas Ambrosin, 22, also a farm laborer from Germany.

On the 1873 plat map, Levi Ketchum is listed as owning this farm plot. On the 1870 federal census, the Levi Ketchum farm is listed as having 120 improved acres and 30 woodland acres. A total of \$250, including the value of board, was paid in outside laborer wages. Livestock included 3 horses, 2 mules, and 20 dairy cows.

The 1893 plat map listed Franklin Heeg as the owner of the land formerly known as the L. Clifford farm. The 1880 federal census listed the Heeg farm as having 40 tilled and 32 untilled acres. The estimated values of the farm and the farming implements were \$3,000 and \$100 respectively. The farm had livestock valued at \$300, which included 2 horses, 4 dairy cows, 3 cattle, and 4 swine. The output of the farm for the preceding year was 20 bushels of wheat, 300 bushels of corn, 900 bushels of oats, 40 bushels of potatoes, 10 bushels of apples, 400 pounds of butter, and 8 tons of hay. The *Will County Farmers' Directory* of 1918 lists Frank Heeg with five children (these included Frank, Samuel, and Edith; the other

two are not named). He had lived in Will County since 1866. Frank Heeg Jr., born in 1880, was married to Elizabeth Seiler, the couple having two children: Catherine and Bernard. Frank Jr. managed the rental of his father's 152 acres.

Although the plat maps for 1893 and 1909 show the Heeg farmstead as being only 30 acres, much more land is indicated by the 1918. This is shown by the circa 1940 plat map, when S. Peabody is shown as the owner. The tract of land extended into Section 23 to the west. By 1966, the plat map shows that the Peabody land had been subdivided, with the limestone farmhouse owned by M. and K. Hullett. Hulletts have been the owners of the farmhouse to the present.



Also present on the Clifford-Ketchum-Heeg-Peabody-Hullett farmstead is this wood frame farmhouse with Greed Revival detailing. Unfortunately, the structure is in only fair to poor condition and has been altered for use as a garage.

#### *Dyer–Rathbun–Mather–Hageman–Scholz*

The endangered farmstead in the northwest quarter section of Section 31 has belonged to numerous farming families. George R. Dyer is shown on the plat map from 1862, and he and his family is listed in the 1850 and 1860 federal censuses. Dyer had emigrated from Vermont in 1834 and remained in Chicago and Milwaukee for seven years. During this period, he helped to organize the Wisconsin Territory, and later assisted in the survey of the Fox River when it was planned to utilize it as a feeder for the Illinois and Michigan Canal.<sup>65</sup> George R. Dyer is recorded as purchasing a total of 164.87 acres in Section 31 of Du Page Township on 11 September 1848.<sup>66</sup>

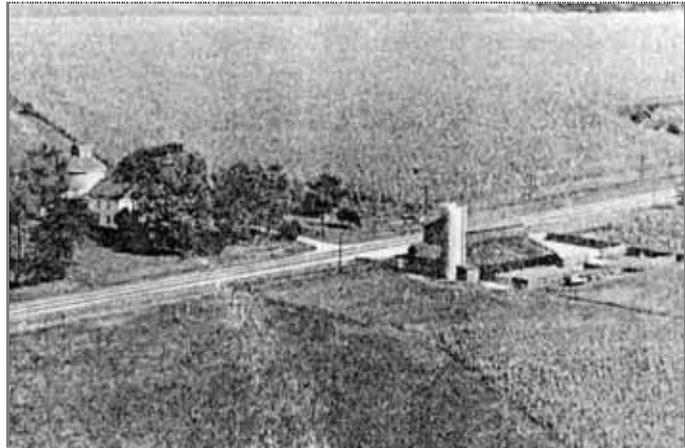
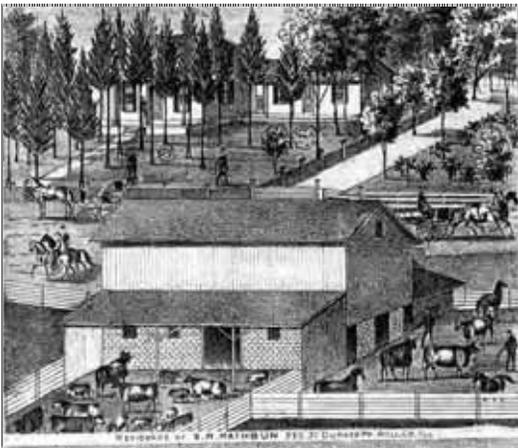
In 1850, G.R. Dyer's household consisted of himself, 37, born in Vermont; wife Elizabeth H., 32, born in New Hampshire; and children Belvidere (called Belle in the 1860 census), 8; George D., 5; Susan O., 3; and David B., 1, all born in Illinois. Workers on his farm included laborers Thomas Leggott, 25, born in England; and Henry Eaton, 21, born in Vermont; and helper Winnefred Nonan, 18, born in Ireland. The 1850 census listed the Dyer farm as 180 improved and 30 unimproved acres. The estimated values of the farm and the farming implements were \$3,000 and \$180 respectively. The farm had livestock valued at \$1,100, which included 9 horses, 1 dairy cows, 4 working oxen, and 15 swine. The output of the farms for the preceding year was 600 bushels of wheat, 800 bushels of corn, 500 bushels of oats, 25 pounds of wool, 30 bushels of potatoes, 100 pounds of butter, 18 tons of hay, and 2 bushels of other grass seed. Dyer served a term as Will County sheriff, and lived in Joliet during this period.<sup>67</sup>

<sup>65</sup> Woodruff, *History of Will County*, 675.

<sup>66</sup> Illinois Public Domain Land Tract Sales Database.

<sup>67</sup> Arris Architects and Planners [Michael A. Lambert, principal author], *Dyer–Rathbun Farm, Bolingbrook, Illinois*. October 1997, 4.

The population census from 1860 lists additional children Elizabeth, 8; and Ida M., 6. Also living on the farmstead were Daniel H. Dyer, 63; and Philanda Dyer, 55, both born in Vermont. The Agricultural Schedules of the 1860 census listed the Dyer farm as 184 improved and 10 unimproved acres. The estimated values of the farm and the farming implements were \$9,000 and \$600 respectively. The farm had livestock valued at \$2,500, which included 12 horses, 48 dairy cows, 6 cattle, and 15 swine. The output of the farms for the preceding year was 300 bushels of wheat, 1500 bushels of corn, 800 bushels of oats, 30 bushels of potatoes, 75 pounds of butter, and 30 tons of hay. As listed for the next farmstead site, Dyer owned a second farm in Section 32 by 1862. During the Civil War, George R. Dyer attained the rank of Captain in the Union army. He moved to Joliet at the end of the war, and was described in the 1878 *History of Will County* as being “a little eccentric, witty, jolly as a companion,” and “a defender of the rights of man” and a committed Abolitionist.<sup>68</sup>



The farmhouse on the Dyer-Rathbun-Mather-Hageman-Scholz farmstead (PIN 02-31-100-003) was illustrated in the Combination Atlas Map of Will County of 1873, shown at top left. However, several additions were made to the structure after the 1870s, including the main gabled portion with the Victorian style brackets. The aerial photograph at top right dates from the early 1950s before the barn and farmyard were demolished during the construction of the northbound lane of Interstate 55 (This is Will County, Illinois, *The American Aerial County History Series, No. 26 (1955)*).

<sup>68</sup> Woodruff, *History of Will County*, 675.

The farm was purchased by Saxon R. Rathbun in 1868, who arrived in the region with his family in that year. Rathbun was born in 1805 in Marcellus, Onondaga County, New York, and married Maria Lander in 1827. Of the couple's fourteen children, ten lived to adulthood: Volentine, William, Permelia, Bela, Sabrina, Mary, Ester, Alvin, and Charles (another son, Hiram, was killed in 1863 while fighting in the Civil War). S.R. Rathbun had arrived in Illinois in 1845 and settled in Wheatland Township the following year. After farming there for 20 years, he moved to Lake County. He returned to Will County two years later, settling in Du Page Township on the Dyer farm.

The 1873 and 1893 plat maps show W.R.(William) Rathbun and C.W. (Charles) Rathbun, respectively, as owners of the farm. (S.R. Rathbun continued to reside there until his death in 1886.) The *Combination Atlas Map of Will County* of 1873 shows an illustration of the Rathbun farm, which was arranged with farmhouse on the northwest side of Chicago–Oswego Road and the barn and farmyard on the southeast side. (For additional information on the development of the structures on the Rathbun farm during this period, see Arris Architects and Planners, *Dyer–Rathbun Farm, Bolingbrook, Illinois*, pages 7 and 8, which dates the large barn south of Chicago–Oswego Road as prior to 1873 and the large gabled portion of the house as built after 1873 but prior to 1885.)

Jonathan Mather is listed as the farm's owner on the 1909 plat map, which also indicates that the farmstead on the land was the residence of E.T. Mather. (Other Mather family members are discussed in connection to Wheatland Township in the rural survey report of that region.) By 1940 the farmstead was owned by Fred Hageman, who retained it until the 1980s when Fred Scholz is listed as the owner. However, the farm became a tenant property, with the owners no longer in residence, during the 1940s.<sup>69</sup>



*The Dyer–Rathbun–Mather–Hageman–Scholz farmstead has a double bin concrete block corn crib, shown at left, with a center elevator and equipment bay.*

<sup>69</sup> Arris Architects and Planners, *Dyer–Rathbun Farm, Bolingbrook, Illinois*, 9.



*The orientation of the Dyer–Rathbun–Mather–Hageman–Scholz farmstead, shown above from the southwest is significant. While most farms are located on the orthogonal road system found in most Midwestern and western states, the Dyer–Rathbun–Mather–Hageman–Scholz farmstead is located on Chicago Road, which runs southwest-northeast between Chicago and Plainfield. The farm now lies on a frontage road constructed along Interstate 55, which subsumed the route of Chicago Road (later called Route 66). The original route of Chicago Road is now the southbound lane of I-55.*



*Shown above left is the farmhouse on the Dyer–Dixon–Mather–Haley farmstead (PIN 02-32-200-020). It appears to be a Gabled Ell type house; however, because of the shallow one-room depth of the side wing, was probably an Upright and Wind type house that was expanded. Shown above right is the crib barn on the property, with the remnants of a limestone wall in the foreground.*

#### *Dyer–Dixon–Mather–Haley*

George R. Dyer, discussed above, is shown on the 1862 plat map as the owner of the farm in the northern half of Section 32. By the time of the 1873 plat mapping, the land had been divided, with two-thirds of it (including the farmstead) going to George Dixon. George Dixon was born in Lincolnshire, England, on 25 December 1832. He emigrated to America in 1851 and was a farm laborer for G. R. Dyer for six years. After working as a laborer for a Mr. Ray another six years, when he moved to 320 acres of timber land in

Michigan that he had purchased 1856. After a fire destroyed much of the timber, he returned to England. In 1869 he returned to the Du Page Township region and purchased a portion of the G.R. Dyer farm.

The 1870 federal census lists the George Dixon farm as being 160 acres of improved land with a total value of \$6,500. Eight dairy cows were present, as well as 12 head of cattle. However, no other information for the farmstead is recorded. In the 1880 federal census, George Dixon's farm is listed as being 40 tilled acres and 120 pasturage acres. Seven dairy cows and 18 head of other cattle were present. Crop yields included 800 bushels of corn from 18 acres and 700 bushels of oats from 12 acres. George Dixon is shown as owner on the 1893 plat map, although his total land holdings were 240 acres.

The 1909 plat map shows A.F. Mather as the farm's owner, followed by R.O. Mather in the 1940s. Although Robert M. Haley is shown as owner on the 1966 plat maps, the Union Trust National Bank and Standard National Bank and Trust are shown as trustees in recent years.



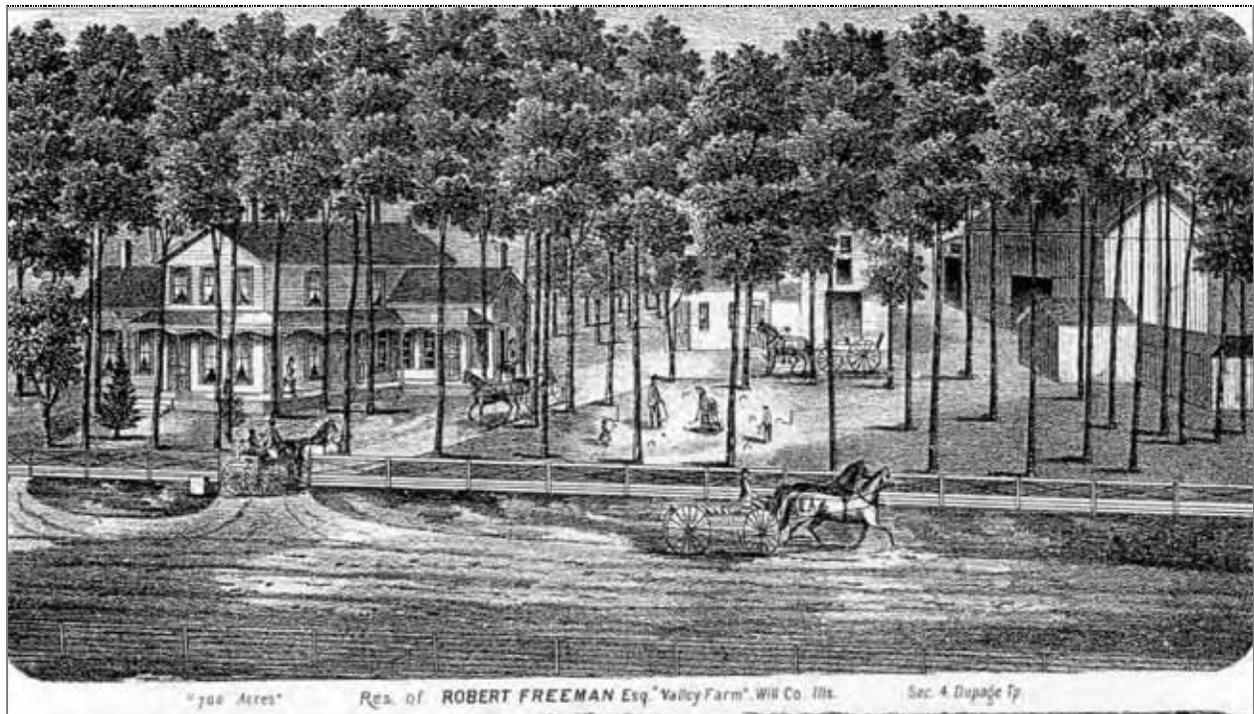
*The farmhouse on the Eaton-Weinhold-Schafer-Schoenherr farmstead on Ferguson Road is an Gabled Ell type house, although the rear wing is a much simpler construct. Reportedly, the original building beneath the clapboard siding is a log structure. The house and farmstead site is now owned by a religious-affiliated organization and reportedly will be demolished in the future to build a church building.*

#### *Eaton-Weinhold-Schafer-Schoenherr*

As recorded in the 1850 federal census, Henry Eaton must have been a recent arrival to Illinois, being a 21 year old from Vermont and working as a laborer on the George Dyer farm. By 1860, the census recorded Henry Eaton as being an independent farmer, with wife Elizabeth, 25; son Charles, 2; and parents E.D. and Harriet Eaton (57 and 60, respectively) from Vermont. The Agricultural Schedules from the 1860 federal census recorded the Eaton farm as being 100 acres of improved land and 17 acres of woodland. Eaton had 10 horses, 5 dairy cows, and 14 head of cattle.

The 1873 plat map indicates that the land had changed ownership from H.C. Eaton to Richard Weinhold. The 1880 census listed the Weinhold farm as having 160 tilled and 50 pasture acres. The estimated values of the farm and the farming implements were \$8,800 and \$200, respectively. The farm had livestock valued at \$1,200, which included 9 horses, 10 dairy cows, 4 cattle, and 7 swine. The output of the farms for the preceding year was 100 bushels of wheat, 1500 bushels of corn, 800 bushels of oats, 100 bushels of rye, 100 bushels of potatoes, 1200 pounds of butter, 30 tons of hay, and 5 bushels of clover seed.

H. Weinhold is shown as the owner of the farm on the 1893 plat map. The 1909 plat map shows Simon Schafer as the owner, followed by William Shafer on the circa 1940 map, Schafer and Schoedherr on the 1966 map, and other Schoenherr family members on the plat maps since that time.



Shown above is the Freeman–Wescott–Garrette farmstead as illustrated in the Combination Atlas Map of Will County of 1873.

### *Freeman–Wescott–Garrette*

The Robert Freeman farmhouse on Royce Road in Section 3 is one of the most architecturally intact structures of its type in the township. Born in 1809, Robert Freeman had come to Chicago in 1833, working as a carpenter for ten years. He performed his civic duty in the newly incorporated town by serving in the fire department. Within a few years Freeman was investing money in land, and became interested in the Du Page Township area later in the decade. In 1841, he married Adeline Boardman, daughter of Harry Boardman. The couple moved from Chicago to 48 acres adjoining her parents' land in Du Page Township in 1843. The first portion of the farmhouse on Royce Road dates from this period.<sup>70</sup>

The 1850 federal population census lists Robert Freeman, 38; his wife Adeline, 29; and children Harry, 8; Emma, 4; and Jane, 11 months. Laborers on the farm included “Augustus F.,” 25, tanner and courier; and Joel Plant, 19. The Agricultural Schedules recorded the Freeman farm as 326 improved acres. The estimated values of the farm and the farming implements were \$6,000 and \$250, respectively. The farm had livestock valued at approximately \$800, which included 7 horses, 6 dairy cows, 2 working oxen, 10

<sup>70</sup> Manuscript of Mabel Garrette, collection of the Martin-Mitchell Mansion at Naper Settlement, Naperville, Illinois, as referenced in Towsley, “Pioneer Triumvirate on East Branch of Du Page,” part II.

cattle, 156 sheep, and 9 swine. The output of the farm for the preceding year was 700 bushels of wheat, 1,500 bushels of corn, 700 bushels of oats, 125 bushels of potatoes, \$5 worth of orchard produce, 400 pounds of butter, 200 pounds of cheese, 100 tons of hay, 6 bushels of other grass seed, and 200 pounds of beeswax and honey. Freeman is recorded as purchasing land twice in the 1850s. In 1851 he bought 80 acres in Section 21. He purchased an additional 80 acres, also in Section 21, in 1854.<sup>71</sup>

Adeline Boardman Freeman died in 1859. Robert Freeman remarried two years later, to Cynthia Dewey, and subsequently enlarged the farmhouse. The 1860 census lists the Freeman farm as being 200 improved acres and 150 unimproved acres. Sixty head of cattle were kept on the farm. Crop yields included 150 bushels of wheat, 200 bushels of corn, and 1,500 bushels of oats. Seven hundred pounds of butter were produced from 7 dairy cows.

November 1860 was the election of Abraham Lincoln as president. Freeman wrote the following letter to the President-elect, offering to be part of the entourage to escort him to Washington, D.C.:<sup>72</sup>

Du Page Will Co. Jan 21 1861

Hon. Abraham Lincoln  
President Elect of the United States

Dear Sir,

Permit me one of the people to address you on the all important subject of the day; the preservation of the Union.

And the first step (so far as we Republicans are concerned) is your peaceable inauguration. Peaceable if it can be done so, forcibly if must be.

God grant that it be may be done peaceably.

But in this crisis, and especially at this juncture of the affair it becomes us to be prepared for the worst. And as I honestly believe there mite [sic] be strong opposition to your taking the Chair, I honestly tender my services in any way you require thus, and would be most happy to be one of the number who will escort you to Washington and see that you are placed in position as President.

And to his end, and the preservation of this glorious Union I pledge Life, Property and Sacred Honor.

Hoping to hear from you, or any one you may select to act in this matter, I remain your obedient servant.

R. Freeman

P.S.

As you are not known [to] me personally, not perhaps even by reputation I will just say that I am a man of some property and the reputation (when known) of being a positive man, knowing to some extent my duty, and always willing to do it.

I also have the honor of belonging to the Mounted Wid[e]-A-Wakes Lincoln Rangers of the Town of Du Page Will County.

For further particulars please call on your friend and mine the Honorable Fred Mather, member of the legislature of this District.

R. Freeman

[...]If you think proper to answer please direct Naperville, Ill.

Freeman is reported to have used the two front rooms of the farmhouse as granaries when he anticipated a sharp rise in prices with the start of hostilities between the north and south.<sup>73</sup>

<sup>71</sup> Illinois Public Domain Land Tract Sales Database.

<sup>72</sup> Image of the original manuscript available for viewing on the internet at the website of the Library of Congress.

<sup>73</sup> Towsley, "Pioneer Triumvirate on East Branch of Du Page," part II.

The 1870 census indicates the Freeman farm contained 450 improved and 270 unimproved acres. The estimated values of the farm and the farming implements were \$46,300 and \$750 respectively. A total of \$1,652 was paid in wages including the cost of board. The farm had livestock valued at \$3,746, which included 22 horses, 14 dairy cows, 6 cattle, and 31 swine. The output of the farms for the preceding year was 550 bushels of spring wheat, 5,000 bushels of corn, 3,700 bushels of oats, 20 bushels of peas and beans, 400 bushels of potatoes, \$250 of produce, 2500 pounds of butter, and 200 tons of hay.

The Will County Business Directory published in the *Combination Atlas Map of Will County* of 1873 lists Robert Freeman as a capitalist and farmer. Freeman married again, to Frances Wescott, daughter of Seth Wescott (Cynthia Dewey Freeman had died in 1866). In 1876, Robert and Frances moved to a brick residence at the corner of Chicago Avenue and Brainard Street in Naperville.



*One of the most intact houses architecturally in Du Page Township is on the Freeman-Wescott-Garrette farmstead (PIN 02-04-200-011). The house appears to have been rehabilitated within the last decade. Compared with the illustration on the following page, the house retains the same overall form as in the 1870s.*



The top illustration is from the Combination Atlas Map of Will County of 1873. The although the existing driveway is located on the opposite side of the house today, the farmyard illustrated above remains defined by one farm support structure, a Quonset-style implement shed shown above. (The aerial photograph at left is from This is Will County, Illinois, The American Aerial County History Series, No. 26, 1955.) Shown at left is an enlarged view of the Quonset-style implement shed. The concrete slab shown below is located near the front of the site opposite the house and is inscribed with the date July 1934. The function of the slab is not known.



The Upright and Wing type farmhouse, Three-bay Threshing barn with concrete stave silo, and concrete milk house on the Lambert farmstead (02-32-400-008) are shown above.

### Lambert

The Lambert farmstead located in Section 32 off of Romeo Road has been in the same family since before 1870. The earliest record identified during the rural survey, the plat map of 1862, lists the owner only as "J.M.," but on the Agricultural Schedules of the 1870 census John Lambert was listed as the proprietor of the farm. Originally from Ireland, he moved to Will County in 1854. The described farm is smaller than

others in the area containing only 50 improved acres with an estimated value of the farm and the farming implements as \$1,600 and \$100 respectively. The farm had livestock valued at \$400 including 4 horses, 2 dairy cows, 3 cattle, and 2 swine. The output of the farm for the preceding year was predominately oats (200 bushels), corn (100 bushels), and potatoes (100 bushels), and to a lesser extent spring wheat (23 bushels), and hay (15 tons). The farm produced 150 pounds of butter. The 1873 plat map listed the owner of this farmstead as J. Lambert.

The 1880 agricultural schedule continues to list John Lambert as the owner of the farm. It is listed as a 50 acre farm including 40 tilled acres, 5 acres of permanent meadows, and 5 acres of woodland. The farm and farming implements are listed as having a values of \$2,500 and \$100 respectively. The farm had livestock valued at \$400 including 2 horses, 6 dairy cows, 1 cattle, and 7 swine. The output of the farm for the preceding year was predominately oats (700 bushels), and corn (700 bushels), and to a lesser extent potatoes (80 bushels) and hay (5 tons). The farm dramatically increased its butter production to 600 pounds.

The 1893 Historical Directory of Will County, Illinois continues to lists John Lambert as the owner of the farm located in Section 32, but the plat map of the same year indicates the farm had decreased slightly in size with the sale of a small plot on the north side of the lot to D. Ward. The 1909 plat map indicates that John Lambert increased the size of his farm to 80 acres by purchasing the land from D. Ward immediately to the east of the original section.

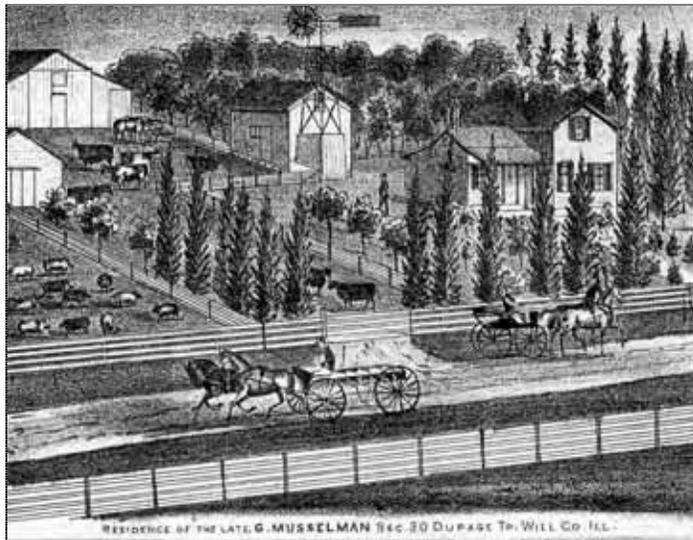
The map from the 1940s indicates that Mrs. Thomas Lambert owned the entire plot formerly owned by John Lambert. An additional 10 acres to the north of the area purchased from D. Ward was added to the lot, this plot bought from Edward Ward. The land then passed to Mrs. Frances Lambert by 1976, as illustrated by the map of that year. The 1985 map indicates that the land again changed ownership. Loretta Lambert now owned 60 acres of the original farm. The land on the east part of the property, previously belonging to D. Ward and Edward Ward, was sold to the Village of Romeoville. In 1998, Loretta Lambert was still listed as the owner of the farm.

#### *Musselman*

The Musselman farm, located in Section 30, was the home to Gidding and Barbara Musselman according to the 1860 Federal Census. Gidding, a 45 year old farmer from Pennsylvania, and his wife Barbara, a 30 year old woman from Germany, had three children: Josephine, aged 6; Jacob, aged 3; and Lathan, aged 1 year.

The 1860 Agricultural Schedule of the Federal Census describes the Musselman farm and production. It was 180 improved and 5 unimproved acres. The estimated values of the farm and the farming implements were \$4,950 and \$100 respectively. The farm had livestock valued at \$400 including 4 horses, 3 dairy cows, 12 cattle, and 6 swine. The main crops of the farm included wheat (200 bushels), oats (200 bushels), and to a lesser extent corn (100 Bushels), potatoes (50 bushels), hay (5 tons), and clover seed (6 bushels). The farm also produced 280 pounds of butter.

The 1873 map indicates the farm is still owned by the Musselman family. The 1893 plat map and Historical Directory of Will County indicate that the farm was now operated by Gidding Mussleman's son, Jacob. The 1880 Agricultural Schedule lists Jacob Musselman as renting 183 tilled and 60 untilled acres of land. The farm and machinery had estimated values of \$10,000 and \$300 respectively, and livestock valued at \$400 included 7 horses, 14 dairy cows, 15 cattle, and 20 swine. The main crops of the farm included oats (3,300 bushels), and corn (3,400 Bushels), and to a lesser extent potatoes (50 bushels), hay (40 tons), and apples (50 bushels). The farm also produced 1,300 pounds of butter.



*The Musselman farmstead (02-30-100-008) was illustrated in the Combination Atlas Map of Will County of 1873, which shows that the layout of the farm has changed little. The farmhouse is an Upright and Wing that has had several modifications, including the addition of a second floor to the wing and the raising of the roof over the main gable “upright.”*

The 1893 map still listed J. E. Musselman as the owner of the farm. The 1909 map indicates that the land was sold to Albert Corbin, and a school was built on the northwest corner of the property. By the 1940s, the property was owned by Mrs. Joseph Sonntag. The 1966 map indicates the land was sold again, this time the owner was Miriam Young; by this time, the school had been moved. The 1985 map indicates the land again changed hands, this time Mary A. Kelley is now listed as the owner. The 1998 map continues to list her as the owner.

### *Royce-McDonald*

Born on 9 May 1822, Jonathan Royce came to Illinois with his family when he was 13. Abner Royce, Jonathan’s father, first had a farmstead in what is now Section 5 along the east branch of the Du Page River.<sup>74</sup> In 1847, Jonathan Royce obtained the farm of Israel Blodgett located today in Section 6 of Du Page Township. It has nearly the same property lines shown on the 1998 plat map as in the 1862 plat map.<sup>75</sup> The 1850 census indicates that Jonathan and Polly Royce from New Hampshire natives with three children: Hypsabeth, aged 34; Jonathan Jr., aged 27; and Abner, aged 20. A German laborer also lived on the farm in 1850. The Agricultural Schedule of the same year describe a farm with 200 cultivated acres and 286 acres of prairie and woodlands. The estimated values of the farm and the farming implements were \$5,500 and \$200 respectively. The farm had livestock valued at \$530 including 2 horses, 7 dairy cows, 2 working oxen, 35 cattle, and 6 swine. The major crops of the Royce’s farm were wheat (400 bushels), corn (300 bushels), oats (300 Bushels), and hay (50 tons). The farm also produced 150 pounds of butter.

<sup>74</sup> Abner Royce also purchased land totaling 160 acres Sections 17, 23, and 28 of Wheatland Township between 1844 and 1847 (Illinois Public Domain Land Tract Sales Database).

<sup>75</sup> Jonathan Royce purchased land totaling 335.52 acres across Sections 4, 5, and 6 in Du Page Township in 1839. Royce also purchased 814.46 acres, likely as an investment, in Sections 1, 2, 11, 12, and 25 of Wheatland Township between 1839 and 1844. Royce also purchased land in the name of his children Charlotte, Hypsabeth, and Jonathan Jr. in Wheatland Township in 1844 and 1845. (Illinois Public Domain Land Tract Sales Database.)

Jonathan Royce married Sarah A. Mather (born in Essex County, New York) on 18 October 1853. Royce and his wife had five children: Jonathan, George, Asa, Maria, and Emma. He and his family moved to Naperville for some three years in the mid-1870s, but then returned to his farmstead. His total land holdings, as stated in the 1878 history of Will County, was 500 acres with the raising of cattle the primary focus of his agricultural pursuits. His farmstead was “the best improved and his buildings the most substantial of any of his entire neighborhood.”<sup>76</sup>



The series of photographs and illustrations above show the intact state of the Royce-McDonald farmstead (02-06-300-007). Although the original farmhouse is no longer present, having been replaced with a ranch style house sometime prior to the 1950s, the orientation of the buildings remains mostly the same. The site is now operated by a private non-profit foundation. (Top illustration from Combination Atlas Map of Will County (1873); aerial view middle left from This is Will County, Illinois, (1955).)

<sup>76</sup> Woodruff, *History of Will County*, 898.

By the 1860 federal census, Jonathan and Polly were no longer listed as occupants of the Royce farmstead and were instead listed as occupants of Abner Royce's farmstead just west of their farm. Jonathan Royce died 14 December 1863 at the age of 83 and is buried in Boardman Cemetery. Polly Royce died 25 April 25 1875 at the age of 90 and is buried in Boardman Cemetery. The farm had transferred ownership to Jonathon Royce Jr., now aged 38, who was married to Sara A., aged 25, also from New York. They had two daughters: Maria and Emma, ages 5 and 3 respectively.

The 1870 federal census indicates that the Royce farm had substantially increased the amount of farmed land and its total output. It now contained 400 improved acres and 40 acres of prairie and woodlands. The estimated values of the farm and the farming implements had also increased substantially and were now \$23,000 and \$1,000 respectively. A total of \$1,000 was paid in wages including the cost of board. The farm had livestock valued at \$1,700 which included the addition of 175 sheep (producing 750 pounds of wool), as well as, 6 horses, 8 dairy cows, 20 cattle, and 24 swine. The main crops the preceding year included corn (1,200 bushels), and oats (1,500 bushels), and to a lesser degree wheat (220 bushels), potatoes (100 bushels), produce (\$10), and hay (200 tons). The farm's butter production also increased over 3 times to 500 pounds. The business directory included in the *Combination Atlas Map of Will County* (1873) notes Jonathon Royce's farm expansion and describes him as a supervisor and stock raiser.

That plat map still refers to Jonathan Royce Jr. as the owner of the same plot of land through the 1909 census. By the 1940s, the plat map indicates the land was sold to Miller and covered the same boundaries. By 1966 the land was owned by Sterling McDonald. The 1985 plat map indicates the land had passed to Lenore McDonald with the same boundaries. The 1998 plat map indicates the portion bordering the Du Page River as no longer part of the property.



*The aerial view of the Whallon-Eichelberger-Konicek farmstead (PIN 02-04-300-004) dates from the early 1950s when the farm was still in operation. At the time of survey most of the buildings shown in this view were extant, including the farmhouse, smokehouse, barn and silo, and crib barn. (This is Will County, Illinois, *The American Aerial County History Series*, No. 26 (1955).)*

### *Whallon-Eichelberger-Konicek*

The 1862 map of Will County indicates that the land in the southwest quadrant of Section 4 was owned by S. Whallon. The 1860 federal census record Samuel Whallon as a 78 year old farmer from New Jersey, and his wife Louisa as a 50 year old woman from Connecticut. The 1873 map lists S. Whallon as the owner of the same plot of land. The 1870 census describes the Whallon farm as containing 113 improved and 13 unimproved acres. The estimated values of the farm and the farming implements were \$5,000 and \$300 respectively. The farm had livestock valued at \$550 which included 4 horses, 5 dairy cows, 3 cattle, and 3 swine. The output of the farm for the preceding year was 600 bushels of potatoes, 300 bushels of corn, 250 bushels of oats, 200 bushels of spring wheat, 100 bushels of barley, \$30 of produce, and 20 tons of hay. The farm also produced 400 pounds of butter. Samuel Whallon died 15 June 1873 at the age of 94, just before Louisa Whallon who died 22 June 1873 at the age of 63. They were both buried at Boardman's Cemetery.



*Shown above are views of the farmhouse on the Whallon-Eichelberger-Konicek farmstead. The structure was built as a one-room deep I-house type, with later additions as what was originally the rear of the house but functionally was the most used entrance since it faced the farmyard.*

The 1893 map shows the land is now owned by Urias Eichelberger. The total lot incorporates over half of Section 4 including half the southwest quadrant and nearly all of the northeast and southeast quadrants. This includes the entire lot formerly owned by S. Whallon, plus nearly all of the land formerly owned by Horace Boardman. The map also shows Boardman's Cemetery in the northeast quadrant east of Boardman's property. The 1909 map shows that Eichelberger owned the property with the same boundaries. The 1940s map indicates the center portion of the southern half of Section 4 was owned by Urias Eichelberger, but the land in the northwest quadrant and some of the land in the southwest quadrant had been sold to Ralph Garrett. This area includes the cemetery. The 1966 map shows a larger 192 acre property belonging to John Konicek. The property includes the entire property formerly owned by Eichelberger, but also includes the entire southeast corner of Section 4 formerly owned by R. Garrett. This area was part of the original plot owned by Eichelberger in 1909. The 1976 map does not indicate an owner for the plot of land making up the southern portion of Section 6, but it does show two buildings along Royce Road. The 1985 and 1990 map list John Konicek Jr. as the owner of a small portion of the property in the southwest quadrant of Section 4. The property is currently part of the Will County Forest Preserve.



*The Whallon-Eichelberger-Konicek farmstead has several support structures in various states of condition. Top left is a Raised barn with concrete stave silo. Top right is a crib barn with a shed roof addition on the south side. The Du Page River valley limestone smokehouse, where hanging timbers are still present on the interior. The concrete block milkhouse contains a concrete tub for keeping milk cool and a painted wood board ceiling. The choice of concrete block and interior finish materials was meant to contribute to the cleanliness in the farm's dairy operations.*

### Non-contributing or Non-existing Farmsteads in Du Page Township

Because of the degree of development that has occurred in Du Page Township, and the amount of rural properties that have been lost since the 1988 survey, it is worthwhile to look at a selected number of additional sites that date back to the early period of settlement. For this section, farmsteads illustrated in the Combination Atlas Map of Will County from 1873 but no longer extant are discussed in the following section. In addition to this number, farmstead sites in Du Page Township that were surveyed but “non-contributing” (either in poor condition at present or lacking sufficient integrity to be recognizable as a farmstead) are discussed as well. These sites were traced from the earliest available plat maps to the most recent.<sup>77</sup>



*The farmstead shown above, photographed in late November 2001, was to be demolished soon afterwards. It had been the Anderson-Nair-Blum-Bauman-Gerten farmstead, with an Upright and Wing type farmhouse that probably dates from the 1870s. The property was located in incorporated Bolingbrook at the time of survey.*

#### *Barber–Breitweiser*

The man for whom Barber’s Corners was named was John Barber, who came to Fort Dearborn in 1832 and settled east branch of the Du Page River that same year. John Barber served as a soldier in the Black Hawk War. John Barber is recorded as having purchased 80 acres in Section 2, southwest quadrant, in 1835.<sup>78</sup> His son Franklin E. Barber was born 25 August 1835 in Du Page Township. The 1850 federal population census lists John Barber, 54; his wife Emma, 55; and twin sons Franklin and Francis, 14. The Agricultural Schedules from that year’s census list Barber’s farmstead as having 150 acres of improved land and 80 acres of woodland and prairie. Livestock included 8 dairy cows, 50 sheep (producing 150 pounds of wool), and 7 swine. Barber’s major crop was oats (500 bushels), with lesser amounts of corn and wheat (300 bushels each). The 1860 federal census lists the Barber farm as being 160 improved acres and 76 acres of woodland and prairie acres. Sheep were no longer kept at the farm. Eight dairy cows were present. Oat production was still at 500 bushels, and corn production at 400 bushels. Three hundred pounds of butter were produced.

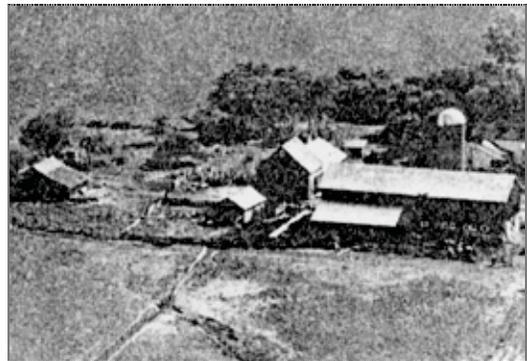
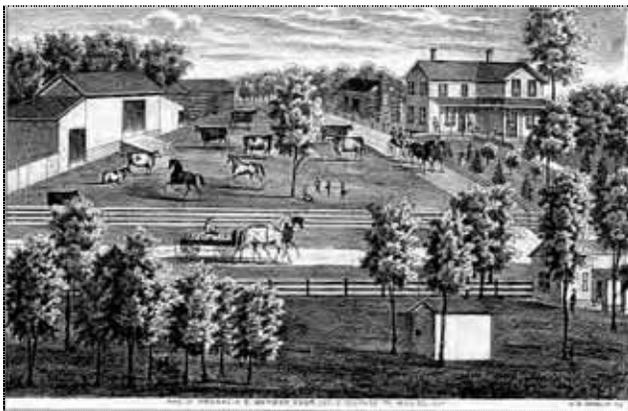
Franklin Barber married Adelaide Volentine, a widow with a daughter (Mary), on 2 September 1867. They had five children of their own: Emma, Etta, Edward, Jessie, and one other daughter. By 1870, the farm was listed under Frank (Franklin) Barber. The census that year records it to be 170 improved acres and 50 acres of woodland. There were now 14 dairy cows as well as 12 other head of cattle, and oat production had

<sup>77</sup> In developing this section of the report, it was noted the farmsteads that are no longer extant or are extant but non-contributing were more likely to pass through the ownership of several more families, or were subdivided more frequently, than those that are still extant and are either locally an/or nationally contributing or significant. This may indicate that farmsteads that did not remain in families for several generations, or farmsteads that were not subdivided into smaller and, depending on the conditions of the time, poorly sized units economically, had better chances to remain intact. However, additional research would be necessary to confirm this conclusion.

<sup>78</sup> Illinois Public Domain Land Tract Sales Database. John Barber also purchased 80 acres in Section 26 of Lockport Township at the same time as his land in Du Page Township.

increased to 1,200 bushels. Corn production was 250 bushels. Butter production was up to 700 pounds annually. Franklin Barber continued to maintain his father John's farmstead after the latter's death in 1876. Frank E. Barber is listed on the 1880 federal census as having a 180 acre farm (100 acres tilled and 80 acres pasturage). Wages in 1879 for outside labor were \$400 with a total of 75 man-weeks for the year. Twenty-five dairy cattle were present, producing 8,000 gallons of milk. Thirty acres of corn produced 800 bushels and 25 acres of oats produced 1,200 bushels. Franklin Barber's farm supplied milk to the cheese factory in operation near his residence.

The 1893 plat map lists J. Breitweiser<sup>79</sup> as the owner of the Barber farmstead. The *Will County Farmers' Directory* of 1918 lists John Breitwieser as married to Amanda Kaylor, the two having five children. He owned his 212 acre farm (named "Oak Knoll Farm") and had lived in the county since 1886. Breitwieser kept dairy cattle, Duroc Jersey hogs, and chickens. The same directory lists him as having a wood silo. Joseph Breitweiser is listed on the plat map from 1966. The land appears to have been developed in the late 1960s or early 1970s, since it is shown incorporated into Bolingbrook by 1976.



The source of the name Barber's Corners was the farmstead of John Barber, later owned by John Breitweiser (also a well known farming family of northwest Will County). The illustration above left from the Combination Atlas Map of Will County (1873) shows the main barn perpendicular to the road that became Route 53. The aerial view above right from *This is Will County, Illinois* (1955) shows the farmstead from the northwest. The site of the farmstead was developed by the mid-1970s at the latest.

### Boardman

Harry Boardman was born circa 1793 in Vermont. Among Harry Boardman's children were Horace and Franklin. Franklin later settled in Section 13 of Wheatland Township. Harry Boardman's son Horace was born in Orleans County, New York, on 25 July 1819. Harry Boardman brought his family west to Illinois in August 1831, settling land in that would later be Section 3 of Du Page Township. An example of the hospitality extended by early settlers is shown in how Boardman gave shelter to Deacon Goodrich and his family for several months in 1832.<sup>80</sup> Goodrich settled in Du Page County once his own first homestead was constructed there.<sup>81</sup>

Harry Boardman is recorded as having purchased 317.89 acres of land in Section 4 of Du Page Township, with another 80 acres purchased in Section 14 the same year. In 1844 and 1845, he purchased an additional 160 acres in Section 13 and 120 acres in Section 24.<sup>82</sup> Boardman is reported to have purchased Will

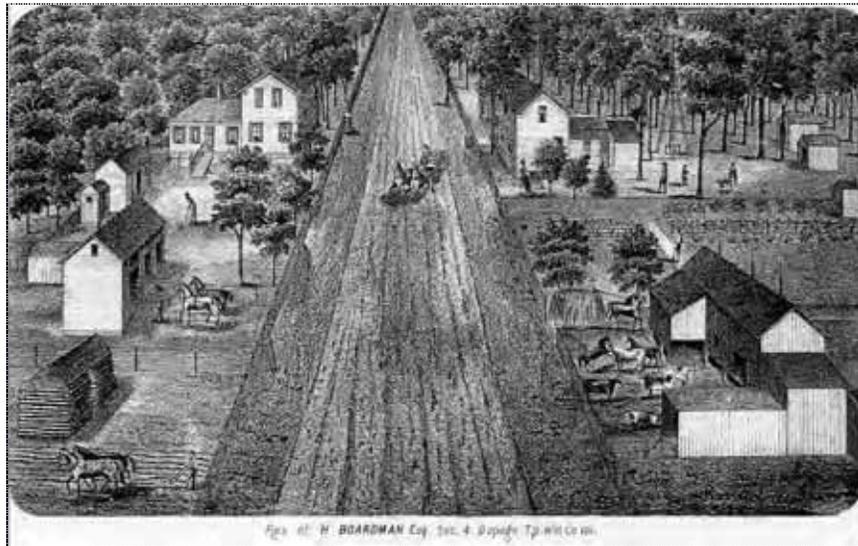
<sup>79</sup> Breitweisers were owners of a farmstead in Section 17 of Wheatland Township until recently. That property was owned by a development company at the time of survey in 1999.

<sup>80</sup> Towsley, "Pioneer Triumvirate on East Branch of Du Page," part I.

<sup>81</sup> Goodrich became one of the early prominent citizens of Lisle Township of Du Page County, as discussed in Appendix D (Newton Bateman and Paul Selby, editors, *Historical Encyclopedia of Illinois and History of Du Page County* (Chicago: Munsell Publishing Company, 1913), 682).

<sup>82</sup> Illinois Public Domain Land Tract Sales Database.

County's first McCormick Reaper, in 1846. Boardman was acquainted with Cyrus Hall McCormick in New York (from which he had emigrated in 1831), and purchased a mechanical reaper with the provision that McCormick would compensate Boardman if the equipment failed to perform as promised. However, the new farm implement delivered more than satisfactory results.<sup>83</sup>



*The Boardmans had farmhouses facing each other on what later became Royce Road (Combination Atlas Map of Will County (1873)).*

Horace lived at home until he was 28 years old, when he moved to Grand Traverse Bay, Michigan, to work in the lumber industry. Horace returned to Illinois in 1853, and moved again, this time to Wisconsin, in 1864. He returned to the family homestead in 1867. Horace Boardman married three times, first in 1843 to Laura Farr from New York State. The couple had two daughters: Ellen and Maria. Laura died in 1846. Horace married his second wife, Emily Cowles, also from New York State, in 1849. Horace and Emily had three children: James, Abby, and Walker. After Emily's death in 1862, Horace Boardman married again, in 1863, to the widowed Mrs. Isabella Lewis, with whom he had six more children: George, Fannie, Frank, Harry, Edith, and Charles Roy. Harry and Horace Boardman worked their farms together to raise crops to feed their large numbers of dairy cows. Harry Boardman died 20 May 1877.<sup>84</sup>

The farmsteads had passed to Urias Eichelberger by the time of the 1893 plat mapping, followed by John Konicek and R.D. Garrette by the late 1940s. (Sometime after the farm passed from the Boardman family to others, it may have been rented out since both Konicek and Garette had farmsteads nearby that are still intact today.) It is not clear from available documentation when the Boardman farmsteads were demolished.

#### *Johnson–Eaton–George*

The farmstead formerly located in the southeastern portion of Section 32, fronting on Ferguson Road (119<sup>th</sup> Street), was significant as it was the site of the Ron George Round Barn, an experimental round barn developed at the University of Illinois. The barn was constructed sometime in 1912 or 1913 by farmer Frank Eaton, whose half-sister, Alice, was married to University of Illinois agriculture professor Wilbur Fraser. Fraser was developing and promoting the use of round barns, and succeeded in convincing his brother-in-law to erect what was an experimental barn types. The structure, named for Ron George, grandson of Frank

<sup>83</sup> Woodruff, *History of Will County, Illinois*, 529–30. The 1846 purchase date predates the initiation of McCormick's large-scale manufacture of the reapers in Chicago by one year.

<sup>84</sup> Woodruff, *History of Will County, Illinois*, 895–6.

Eaton and resident on the farmstead until the 1970s, was documented in 1998 for the Illinois Historic American Buildings Survey (Illinois HABS No. WI-1998-4). The following year the barn was dismantled and placed in storage. The Village of Bolingbrook plans to reassemble and restore the barn on a site as part of a historic farm exhibit.<sup>85</sup>



*The Ron George Round Barn (Illinois HABS No. WI-1998-4), located on Ferguson Road, is shown at left shortly before it was dismantled. (Photograph by Anthony May, Anthony May Photography.)*



*Although most of the buildings on the Dagen-Ward-Weber farmstead lack historical integrity, the summer kitchen shown at left is relatively intact from the exterior.*

### *Dagen-Ward-Weber*

The farmstead in the southwestern quarter section of Section 32 is shown on the 1862 plat map as belonging to Malachi Dagen, who is listed in the 1860 federal population census as being 40 years old and born in Ireland. The Agricultural Schedules for that year's federal census list the Dagen farm as having 80 improved acres. The estimated values of the farm and the farming implements were \$1,000 and \$50 respectively. The farm had livestock valued at \$200, which included 3 horses, 1 dairy cow, 1 head of cattle, and 2 swine. The output of the farms for the preceding year was 100 bushels of wheat, 150 bushels of corn, 200 bushels of oats, 30 pounds of potatoes, 100 pounds of butter, and 15 tons of hay.

The 1870 federal census indicates that the Dagen farm contained 160 improved and 8 woodland acres. The estimated values of the farm and the farming implements were \$6,000 and \$150 respectively. A total of \$75 was paid in wages including the cost of board. The farm had livestock valued at \$550, which included 3 horses, 5 dairy cows, 5 cattle, and 5 swine. The output of the farms for the preceding year was 50 bushels of

<sup>85</sup> Illinois Historic American Buildings Survey, Ron George Round Barn, Illinois HABS No. WI-1998-4.

spring wheat, 200 bushels of corn, 1,000 bushels of oats, 100 bushels of potatoes, 200 pounds of butter, and 30 tons of hay. The 1893 plat map shows that Daniel Ward was the owner of the farm. William Ward is shown on the 1909 plat map as owner. The *Will County Farmers' Directory* of 1918 lists William D. Ward as married to Agnes Erickson with two children, Marvin and Florence. Plat maps since circa 1940 show members of the Weber family as owners. At the time of survey, the farmstead lacked sufficient integrity to be considered contributing or significant to rural heritage in the region, although the summer kitchen shown above is still mostly intact.



*The Glover farm, formerly located in Section 8 of Du Page Township on Boughton Road, was illustrated in the Combination Atlas Map of Will County of 1873.*

*Glover*

The 1850 census describes John Glover as 34 year old farmer from England; his wife Harriet, aged 24; William, aged 2; and Samuel Harrington, a 20 year old laborer from England. The farm was located in the west half of Section 8. The 1860 census listed the Glover farm as being 360 improved acres. The estimated values of the farm, farming implements, and livestock, were \$10,000, \$900, and \$2,000 respectively. The 1873 Will County Business directory lists John Glover as a stock raiser, dairyman, and farmer. The 1880 census describes the farm as being nearly half the size of the 1860 farm, with 180 tilled and 60 untilled acres. The estimated values of the farm, farming implements, and livestock, were \$15,000, \$300, and \$1,800 respectively. The 1893 map indicates the land had been divided with William Glover owning the east half of the farm; Sarah E. Glover and Mary E. Murr each owned half of the west side of the farm. By the 1940s, John Glover was listed as the owner of the property. By 1966, the farm site was owned by the Exchange National Bank. At the time of survey, the farmstead lacked sufficient integrity to contribute to rural heritage in the area.

*Godfrey*

Austin Godfrey was born 31 August 1822 in Erie County, New York. He came west to Illinois with his parents, Henry and Kansas Godfrey, in the fall of 1833. They first settled on land that, with the creation of Will and Du Page Counties in the ensuing years, was spread across both counties. The farm was located on the stage coach line between Chicago and Ottawa and had a tavern and station for changing stage horses.<sup>86</sup> (The tavern is noted on the 1851 plat map shown at the beginning of Chapter III.) Henry Godfrey died in 1850. Austin's land, which he obtained from his father in 1836, was located within Will County. Austin Godfrey married twice: to Lorenia Warren, on 25 December 1847, with whom he had two

<sup>86</sup> This land, located in Section 12 of Du Page Township, is listed as having been purchased by Orrin Godfrey in 1835 (Illinois Public Domain Land Tract Sales Database).

children, Emma and William; and to Lucy Denton, on 24 December 1857, with whom he had seven children, Herbert, Howard, Abbie, Carrie, Arthur, Guy, and Roy. Austin Godfrey is listed as purchasing a total of 120 acres in Du Page Township in 1853, although this land was in Section 1.<sup>87</sup> In order to allow the approximately 60 head of dairy cattle to cross road bisecting his farm, he built a tunnel under the road. Godfrey moved to Joliet in 1874 to give his children access to better schools. During this period he maintained the farm in Du Page Township, and returned there in 1876. In 1886, he bought 247 acres in



*The Godfrey farm in Section 12 was one of the largest in the township, with well over 200 acres at one time. The farm remained active under Charles and Ray Elliott until the mid-1970s, when it was annexed into Bolingbrook and developed. (Illustration above of Austin Godfrey from Genealogical and Biographical Record of Will County, Illinois (Chicago: Biographical Publishing Company, 1900); above right from Combination Atlas Map of Will County (1873); at right from This is Will County, Illinois (1955).)*



Section 28 of Lockport Township.<sup>88</sup> Here he built a residence, granary, and an addition to the barn. The *Genealogical and Biographical Record of Will County, Illinois*, published in 1900, reported that the original portion of the barn was the first frame barn built in Will County. Godfrey also owned four other farms that he rented out. Austin Godfrey held public offices of Supervisor and Road Commissioner of Du Page Township.<sup>89</sup> By 1909, G.R. and R.S. Godfrey were listed as the owners of the farm. The 1940s map indicates the land was owned by H.A. Godfrey. In 1966, the plat map indicates the land was owned by Charles H. and Ray H. Elliott. By 1976, the property had been sold to the Centex Winston Corporation, after which the land was developed and incorporated.

<sup>87</sup> Ibid.

<sup>88</sup> This land was later obtained by the State of Illinois for Stateville Penitentiary (now Stateville Correctional Center), constructed at the northern end of Section 28 between 1916 and 1932.

<sup>89</sup> Woodruff, *History of Will County, Illinois*, 896–7; *Genealogical and Biographical Record of Will County, Illinois*, 473–4.

*Higgins*

The 1862 plat map shows a triangular shaped lot in the northwest portion of Section 17 and the northeast portion of Section 18 owned by Chauncey Higgins. The 1860 federal census describes Higgins as being a 46 year old farmer from New York, and his wife Emily as 47 years old, also from New York. They had seven children, all born in Illinois. By 1914, the property was owned by James McMicken and Franklin Clow, the latter buying out the former twenty years later. Franklin Clow's three children (Caroline Collins, William Franklin Clow, and Oliver Boyd Clow) owned the land by 1968. Subsequently, the land was developed into Clow Airport. The airport, comprising 70 acres, was sold in 1998 to Mr. Joe DePaulo of Naperville. The remainder of the farmland was sold and commercially developed.



*The Chauncey Higgins farmstead in Section 7 (incorrectly identified as being in Section 17 on the illustration above left from the Combination Atlas Map of Will County of 1873) was located on Naperville Road south of the intersection with Boughton Road. The aerial photograph above right (courtesy of the Bolingbrook Historic Preservation Commission) shows the farmstead from the opposite side when it formed part of the Clow Airport.*

*King*

The 1862 map shows a triangular plot of land on the north portion of Section 6 owned by Charles B King. The 1893 map indicates the plot was plat owned by James B. King. By 1909, the land was owned by Urias Eichelberger, followed by George Eichelberger at the time of the 1940 plat map. By 1966, the land had been transferred to Donald M. Greer. In 1976, the land was owned by Levitt Residential Commercial, Inc. The land has subsequently been developed and incorporated into Naperville.



*The James B. King farmstead in Section 6 was located at the northwest corner of the township. It is illustration at left from the Combination Atlas Map of Will County (1873). The Gable Front farmhouse was still extant at the time the aerial photograph at right was taken (This is Will County, Illinois (1955)). The site was developed in the late 1960s or early 1970s by Levitt Residential.*





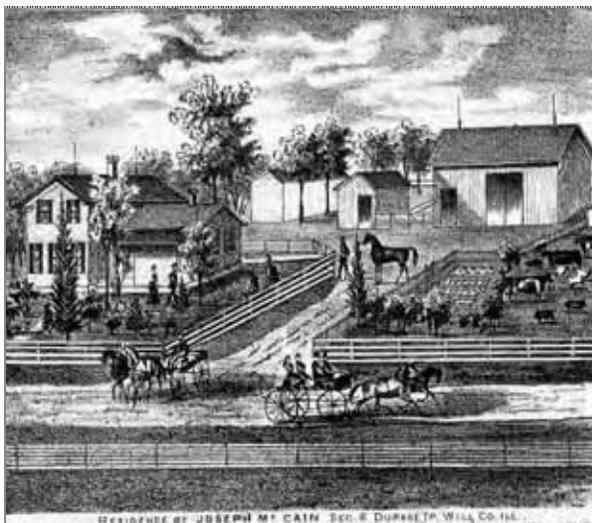
The Harry Lord farmstead in Section 27 is illustrated at left from the Combination Atlas Map of Will County (1873).

### Lord

The 1850 census describes Henry Lord as a 58 year old farmer from Massachusetts. The 1862 map, shows an L-shaped farm in the northwest quadrant of Section 27 marked as owned by H. Lord. By 1893, the land was owned by Enoch Stafford.<sup>90</sup> By the 1940s, the land had been divided and J.L. Kennedy owned the southern portion of the land. In 1966, the land was owned by Belle Kennedy. After that date, the land was developed and incorporated.

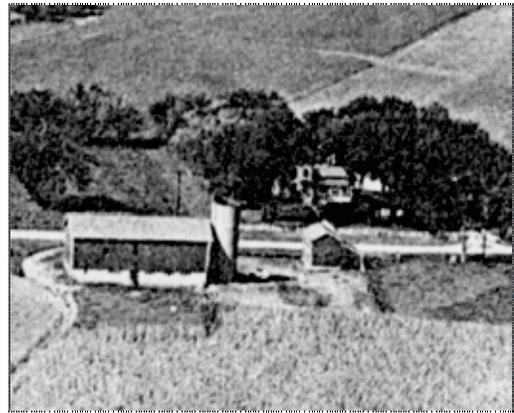
### McCain

The 1850 Federal Census describes Joseph McCain as 36 years old and from New York. His farm was located in the southeast quadrant of Section 16. The 1893 plat map shows the land owned by Fred Edrn. The 1909 map lists Herman Zarn as owning the 100 acre lot. In the 1940s, the property was owned by Joe Schlumachen Jr. The 1966 map indicates the plot was owned by Earl Konicek. By 1990, the land was owned by Harris Trust and Savings, and by 1998, the land was owned by Montalband Builders, Inc.



The Joseph McCain farmstead in Section 6 is illustrated at left from the Combination Atlas Map of Will County (1873). By the time the farmstead was photographed for This is Will County, Illinois (1955), shown above, it was owned by Earl Konicek.

<sup>90</sup> Enoch Stafford was born in Nottinghamshire, England, on 23 February 1830. When he was 21 years old, he emigrated to America, working as a farm laborer. After ten years he invested his savings in farm property, purchasing 190 acres in Du Page Township. William Stafford was born on 13 February 1856 from Enoch's first marriage with Sarah Wheat Stafford; his second marriage was to his first wife's sister, with whom he had eight more children (four survived to adulthood). William remained on his father's farm until 1890, when he joined the Du Page Creamery. By 1900, William Stafford was the largest wholesale and retail milk dealer in Joliet, providing milk and cream for the state penitentiary (now Joliet Correctional Center) as well as for many businesses.



The illustration above left from the *Combination Atlas Map of Will County (1873)* shows the Frank Hulett farmstead in Section 2, which was divided by the road later known as Boughton Road. Shown above right is an aerial photograph of the farmstead from *This is Will County, Illinois (1955)*, when it was owned by George Steinhouse.

### *Miller–Hulett*

In 1862, the Estate of John Miller owned a farm on part of the southern portion of Section 2 and part of the northern portion of Section 11. The 1873 plat map indicates that the land was owned by Frank Hulett, whom the business directory of the *Combination Atlas Map of Will County* of 1873 described as a cheese maker and farmer. The 1893 plat map indicates that the land had changed hands and was now owned by Louis Seegers. By 1909, the land was owned by P. Hermann. The 1940s map indicates that the land was owned by George Steinhouse. By 1966, the owner of the land was Florence and George Steinhouse. By 1976, the land had been developed and incorporated into Bolingbrook.



Shown at left is a contemporary view of the brick farmhouse that is located on the former Overholser farmstead.

### *Overholser*

The 1862 map, indicates that a plot of land in the center of the northern portion of Section 9 was owned by S. Overholser. By 1873, the plot had been purchased by E. Stutencoth along with the plot directly to the south owned by L. Overholser. The 1893 plat map indicates that the entire plot of land was owned by Matthew Eipers. The 1909 map shows the land was owned by the Estate of Matthew Eipers. The 1940s map indicates that the 181 acre farm was owned by Louis Bushing. The 1966 map shows that the land was owned by Hattie Bushing. The 1976 map indicates that the southern portion of the land had been incorporated into Bolingbrook, but that 90 undeveloped acres in the northern portion of Section 9 remained and owned by the Hoffman Rosner Corporation. The 1985 plat map shows that the land north of Boughton Road was owned by V.P.C.O. Properties. By 1990, additional parts of the lot had been developed and incorporated, the remaining property is owned by V.P.P.I Reo, Inc. By 1998, ownership of the land had been transferred to the Oliver Hoffman Trust. At the time of survey, the farmhouse on the property was the only discernable remnant.

*Ranck*

The 1862 atlas shows the J. Ranck farm in the eastern half of the southwest quadrant of Section 28. Subsequent owners included J. Alexander and Henry Dollinger. The 1940s map shows Emma Dollinger as the property owner. The 1966 plat map lists the Chanslor-Western Company as the property owner. The 1976 map indicates that Pearl M. Thoman owned the property. Irene Schindel was listed as the owner of the property on the 1985 map. The 1998 map listed the Oak Creek Development as the owner of the plot in Section 28. At the time of survey, the farmstead lacked sufficient integrity to contribute to rural heritage in the area.

*Rank*

The 1862 atlas shows the S.B. Rank farm directly to the west of the J. Ranck Farm in Section 28. The 1873 map shows, M. Kelley as the owner of the property by 1873. By 1893, Michael Kelley doubled his lot size by purchasing a lot of equal size in Section 33. The 1940s map indicates the owner of the farm was Albert Hassert. The Hassert property was divided into three sections. Albert Hassert remained the owner of the northern half in Section 28. By 1985, Roy Hassert owned the northern half of the property and Irene Schindel owned the entire southern half of the property. The 1998 map lists the Roy F. Hassert Trust as the owner of the property in Section 28. At the time of survey, the farmstead lacked sufficient integrity to contribute to rural heritage in the area.

*Schmid*

The 1862 atlas shows two small properties in the southeast quadrant of Section 36 owned by "A.P." and Schmid. By 1873, these plots along with the area north were consolidated into a larger farm owned by J. Smith. By 1909, Anton Kwasniewski was listed as the owner of the 115 acre parcel of land. By the 1940s, Ignatz Kwasniewski is listed as the owner of the land. In 1966, Max Hoehnel is listed as the owner of the 115 acres. By 1976, the Chicago Title and Trust Company had obtained ownership of the property. By 1985, the property had been subsumed into a larger plot of land to the north and west owned by the Union Oil Company of California. At the time of survey, the farmstead lacked sufficient integrity to contribute to rural heritage in the area.

*Smith*

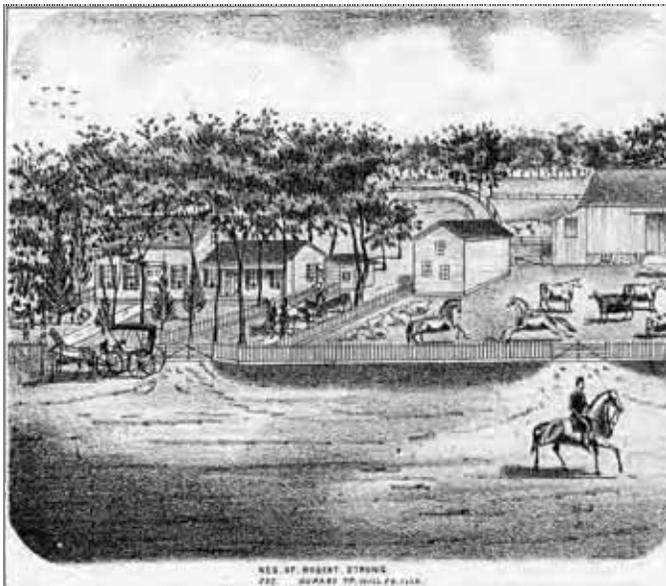
The 1862 map indicates a large tract of land incorporating the eastern half of Section 7 and the western half of Section 8 as owned by R.W. Smith. The 1893 map shows the property had been subdivided, and John S. White owned the east quarter of Section 7. By 1909, the land had been further divided and S.W. Chilvers owned the portion north of Patterson Road. By the 1940s map, C.S. Chilvers owned the farm. By 1966, Walter S. Chilvers had enlarged the property to incorporate land to the east and south of the previous lot. After 1966, the land was subdivided and developed.



The Smith farmstead located in Sections 7 and 8 of Du Page Township is illustrated at left from the Combination Atlas Map of Will County (1873). The aerial view above from This is Will County, Illinois (1955) shows the farmstead when it was owned by the Chilvers family.

*Strong*

According to the 1862 plat map, the eastern quarter of Section 5 was owned by Robert Strong. Strong was born 28 August 1806 in Greensboro, Vermont. When he was eight years old, his family moved to Pennsylvania; eleven years later, his father moved the family to Monroe County, New York. Robert married Caroline Willey on 12 April 1831, and the same year the couple moved west to Du Page Township, establishing their farm in Section 5. Of the couple's eleven children, four lived to adulthood: Alfred, Robert, Mary, and Albert. Robert Strong's land purchases in 1839 in Sections 5 and 6 (160 acres, respectively) is recorded in the Illinois Public Domain Land Tract Sales Database. As of 1878, Strong owned 230 acres of land. Strong held the offices of Supervisor, Justice of the Peace, and School Treasurer. The 1893 plat map shows the same 150 acres owned by A.M. Strong. Frank Huke is listed as the owner on the plat map of 1930. By the 1940s, the property was owned by the Prudential Insurance Company. The 1966 map shows that the land had been divided, with Louise Hartung owning the southern half of the property. By 1976, the Chicago Title and Trust Company owned the entire 150 acre plot. Subsequently, the entire plot was developed and incorporated into Naperville.



*The Robert Strong farmstead in Section 5, one of the oldest in the township, is shown at left as illustrated in the Combination Atlas Map of Will County (1873). It was on or near this farmstead that the log structure was situated that served as the first school in the region (as well as Cook County) and the predecessor home of the First Presbyterian Church of Du Page. It is possible that the small structure tucked behind the wing of the farmhouse as illustrated at left was that log building.*

*Walker*

Jonas Walker was shown as the owner of the northwest quadrant of Section 21 on the 1862 plat map. Walker was born in Worcester County, Massachusetts, on 5 April 1817, the son of James and Sally Walker. Jonas Walker left home at the age of 13, and after working in farming and manufacturing, emigrated to Greene (now Jersey) County, Illinois, where he engaged in farming for six years. In the fall of 1844, he came to Lockport, Will County, to work for Hiram Norton, hauling flour to Chicago by horse cart and bringing back goods. Two years later, Walker settled a farm in Section 29 of Lockport Township later owned by S. Wilson, who is marked as owner on the 1862 plat map. Walker settled a farm in Section 16 of Lockport Township before moving to Du Page Township in 1855. His first farmstead in Du Page Township was on land one-quarter mile south of the 160 acre plot in the northwest quadrant in Section 21 that he obtained in 1859. By 1873, he had expanded his farm to an adjacent lot in Section 20.

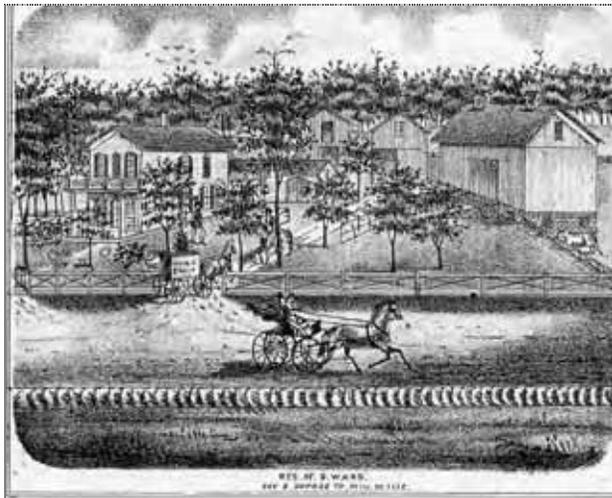
The 1909 map shows that Peter Brook owned the land in Section 20 and 21. By the 1940s, Myrtle Brown owned the northwest quadrant of Section 21 and the Northeast Quadrant of Section 20. By 1966, Alice Fern Brown is listed as the owner of the land. The 1985 map lists the owner as "Fern Brown c/o Samuel Saxon." Walsh Gahlberg Real Estate owned the property by 1990. By 1998, the land had been developed and incorporated.



*The Jonas Walker farmstead in Section 21 is shown at left from the Combination Atlas Map of Will County of 1873, and above in an aerial view from This is Will County, Illinois of 1955. According to historic plat maps, the farm had been owned by members of the Brown family since at least the 1930s.*

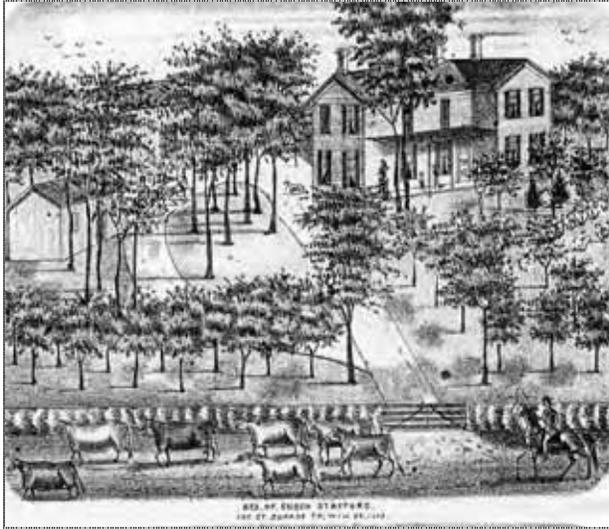
### *Ward*

The 1862 atlas shows H. Ward as the owner of a portion of land in the southwest quadrant of Section 2, land that he had purchased in 1835.<sup>91</sup> S. Ward was listed as the owner of the land by 1873, and a small cemetery (now Hillcrest Cemetery) was indicated in the eastern portion of the plot. By 1893, Seraphine Rott was listed as the owner of the property. By 1909, James Clifford was listed as the property owner. N.G. Eipers owned the property by the 1940s. By 1966, W. and H. Brehm were listed as the owners. The land had been developed and incorporated by 1976.



*The illustration at left of the S. Ward farmstead in Section 2 of Du Page Township is from the Combination Atlas Map of Will County of 1873.*

<sup>91</sup> Illinois Public Domain Land Tract Sales Database. Other members of the Ward family are discussed in connection with the intensive rural survey of Lockport Township conducted in 1999 and 2000.



*Located on Joliet Road in Section 27, the two illustrations above and at left of the Williams-Stafford farmstead show how the barn and other farm buildings were roughly parallel to the street while the house was positioned on a north-south axis. (At left, from the Combination Atlas Map of Will County (1873); above, from This is Will County, Illinois (1955).)*

### *Williams*

The 1862 atlas shows T. Williams as owner of a farm in the northwest quadrant of Section 27. Thomas Williams was born in the county of Cornwall in England, emigrating to the United States in 1825. Nine years later he arrived in Chicago, moving finally to the Du Page Township area in 1836 to work on a contract for the construction of the Illinois and Michigan Canal. After working on the canal, he accepted a contract to build 12 miles of the Galena Division of the North-Western Railway. Later in life he retired to his farm in Du Page Township. By 1873, Enoch Stafford owned the land.<sup>92</sup> Enoch Stafford increased the size of his farm by purchasing portions to the south by 1893. The 1909 plat map indicates two residents on Enoch Stafford's property. By the 1940s, Charles Hahn owned the 80 acres in the northwest quadrant of Section 27. Charles A. and Rose Hahn were jointly listed as the owners of the same property in 1966. Subsequently, the parcel was developed and incorporated.

<sup>92</sup> Background information on Enoch Stafford is given in a footnote to the entry above for the Lord farmstead.



**Sod Farming.** One of the most active “agricultural” activities in Wheatland Township and western Du Page Township is sod farming, which gradually strips away the topsoil from the land. The illustration shown above is located at the southeast corner of Heggs Road and Tamarack Road (127<sup>th</sup> Street), where a schoolhouse was once located at the Tamarack rural crossroads settlement.

## CHAPTER III:

### SURVEY SUMMARY AND RECOMMENDATIONS

#### Period of Significance: 1830 to 1970

The four townships that have been intensively surveyed to date were first settled by farmers of European origin in the late 1820s and early 1830s. Settlers came to the east branch of the Du Page River Valley as early as the late 1820s, and several of the settlers in this region were significant to the development of Du Page County as well. Plainfield was platted in 1834 and 1835. Construction of the Illinois and Michigan Canal began in 1836 and Lockport was platted in 1837. Most of Wheatland Township was not officially available for settlement until the land was obtained by the Treaty of Chicago in 1833. Based upon these development trends, a general date of 1830 seems appropriate for a beginning date of European-influenced agricultural development.

Farming would continue to be the dominant use of the land in the survey region until the recent past. Suburban development did not begin on a large scale until the post-World War II era, as subdivisions were established outside of Joliet, followed by new suburbs such as Bolingbrook in the 1960s. By the 1970s, the towns of Plainfield, Lockport, and Romeoville annexed more land as development progressed. Therefore, a closing date for a period of agricultural significance would fall approximately around 1970, when agriculture in the region when agriculture declined as a major social and economic force in the region.<sup>1</sup>



*The map shown at left, dating from 1851, and that shown on the next page roughly frame the period of significance for the survey area. This map shows the major roads present at that time. (Map of the Counties of Cook, Du Page, the East Part of Kane and Kendall, the Northern Part of Will, State of Illinois (Chicago: James H. Rees, 1851).)*

<sup>1</sup> The use of the closing 1970 date does not mean that *all* structures constructed prior to that time were surveyed. Only a select number obviously constructed between 1950 and 1970 are included. The ones included in the survey were chosen for their importance as part of the overall rural landscape or unique construction.



*The map shown at left dates from 1980, prior to the recent period of suburban development in the four townships in northwestern Will County. The middle gray tone covering most of the area on the map was mostly used for agricultural purposes. (U.S. Department of Agriculture, Soil Conservation Service, Will County, Illinois (Washington, D.C., May 1980).)*

## Significance

### *National Register and Local Landmark Criteria*

A selected number of properties within the rural survey area are potentially eligible for listing on the National Register of Historic Places. The National Register Criteria for Evaluation, as cited below, provide standards that significant historic properties are required to meet in order to be listed in the register:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information in prehistory or history.<sup>2</sup>

<sup>2</sup> Quoted from National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resources Division, 1997), 2; originally published in *Code of Federal Regulations, Title 36, Part 60*.

The three criteria that are most applicable to the rural survey area are A, B, and C. Under Criterion A, the survey region has significance as a historic agricultural region with over 100 years of historical significance. The survey region has less significance under Criterion B, except on a local level as discussed below. Under Criteria A and C, the survey region contains architecturally significant structures that represent the diverse range of agricultural practices that occurred during the period of significance.

Under the criteria for National Register listing, the survey region has several properties with appropriate significance. These fall into three general themes: a rural heritage district in Wheatland and portions of Plainfield Townships; a limestone building district on multiple sites in the three townships; and a multiple property listing at the Wheatland Presbyterian Church Rural Crossroads.<sup>3</sup> Each of these potential listings is described below.

In addition to eligibility for national listing, properties within the survey region are also eligible for local Will County listing, either individually as landmarks or as a group as a preservation district. The following are the criteria for Will County landmark listing as given in the Will County Preservation Ordinance:

Criteria for Consideration of Nomination. The Commission may recommend to the County Board the designation of landmarks and preservation districts, where not more than fifty percent (50%) of the property owners whose property is located within the boundaries of the proposed district object to designation, when after a thorough investigation results in a determination that a property, structure or improvement, or area so recommended meets one (1) or more of the following criteria:

- a) It has character, interest, or value which is part of the development, heritage, or cultural characteristics of a local community, the County of Will, State of Illinois or the Nation;
- b) Its location is a site of a significant local, County, State, or National event;
- c) It is identified with a person or persons who significantly contributed to the development of the local community County of Will, State of Illinois, or the Nation;
- d) It embodies distinguishing characteristics of an architectural style valuable for the study of a period, type, method of construction, or use of indigenous materials;
- e) It is identified with the work of a master builder, designer, architect, engineer, or landscape architect whose individual work has influenced the development of the local area, County of Will, State of Illinois, or the Nation;
- f) It embodies elements of design, detailing, materials, or craftsmanship that render it architecturally significant;
- g) It embodies design elements that make it structurally or architecturally innovative;
- h) It has a unique location or singular physical characteristics that make it an established or familiar visual feature;
- i) It has character which is a particularly fine or unique example of a utilitarian structure with a high level of integrity or architectural significance;
- j) It is suitable for preservation or restoration;
- k) It is included in the National Register of Historic Places and/or the Illinois Register of Historic Places.
- l) It has yielded, or may be likely to yield, information important to pre-history, history or other areas of archaeological significance.

In the event a property, structure, or an area is found to be of such significant character and quality where it is determined that its designation as a landmark or preservation district is in the overall best interest of the general welfare, any person may nominate and the Commission may recommend to the County Board such appropriate designation.

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<sup>3</sup> The concepts for a limestone building district and the Wheatland Presbyterian Church Rural Crossroads originated with past and current members of the Historic Preservation Commission, with Mr. Michael A. Lambert, former chairperson of the commission, providing most of the background information.

In addition to the themes discussed above for potential National Register listing, there are numerous properties in the survey region that are potentially eligible for listing as Will County Landmarks. These include the individual properties or sites listed below. The primary difference between national and local listing is that local significance is easier to justify than national significance.<sup>4</sup> The suggested properties have been researched sufficiently in performing this survey to merit consideration as Will County Landmarks.<sup>5</sup> It should be noted that some of the properties with local landmark potential could be determined, after performing additional research, to have sufficient significance for National Register listing.

### ***Integrity***

One important issue in the consideration of significance of a property or site is its historical and architectural integrity. There are many properties in the survey region, including several that were built or are located on the farmsteads of some of the region's earliest settlers. These include the Thomas Patterson farmhouse, located in Section 11 of Wheatland Township and illustrated in Chapter II. However, this property, like several others, has been substantially altered, making it difficult to recognize the original architectural form of the house. In addition, this property no longer has its barn or other original support buildings.

Another example of a farmstead with eroded integrity but with one significant structure is the Freeman farmstead in Section 3 of Du Page Township and illustrated in Chapter II. At this site the farmhouse is relatively intact (more recent additions have been confined to the rear of the house) but the farm service structures, save for one Quonset structure used as an implement shed, are no longer extant. Despite the lack of a coherent, multi-structured farmstead at the Freeman site, the strong presence of the farmhouse communicates its agricultural origin.

### ***Contributing and Non-contributing Properties***

For potential historic districts based on rural heritage, the three-township survey area contains many more farmsteads and supporting rural sites that can be considered contributing than are not contributing. In evaluating the sites in this survey, a contributing site is one that retains a *coherent* appearance as a farmstead or whatever its original function once was. Most of the structures on the property were observed to be in good or fair condition, although a few of the structures might be considered to be in

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<sup>4</sup> Properties that are eligible and listed as local landmarks, but are more difficult to nominate for the National Register, receive important recognition and thereby afforded a certain measure of protection. Eventually, it is possible that these properties could be nominated and listed as National Register properties.

<sup>5</sup> It is useful at this point to provide general readers of this report with information on the issues surrounding the designation of a property as a Landmark as embodied in the Will County Preservation Ordinance. (The issues discussed herein are current as of the date of this report.) Landmarks may be properties (including districts), structures, or natural features. Any individual or group may propose a property for designation to the Historic Preservation Commission. Although the property owner does *not* need to be the party proposing designation, and the property owner does *not* need to grant consent in event of approval by the Historic Preservation Commission and the Will County Board, the property owner is notified in accordance with legal requirements of public hearings (adjacent property owners are notified as well).

The Will County Preservation Ordinance protects Landmarks from alteration and demolition. All work on the Landmark (with the exception of normal maintenance) must be reviewed by the Historic Preservation Commission prior to beginning work, although work limited by economic hardship or in response to emergency situations is allowable with proper documentation. Demolition of a Landmark is permitted only after review of the demolition application by the Historic Preservation Commission, who may require written, graphic, and/or photographic documentation of the Landmark prior to demolition. Owners of Will County Landmarks are not obligated to preserve, rehabilitate, or restore their properties; however, owners may be eligible for low-interest loans, tax credits, or grants to assist with such actions. (Source: "Will County Landmark Nomination Questions," n.d.)

poor condition. Non-contributing sites are listed as such because they lack integrity, or the structures on the site were observed to be in poor condition.

***Will County Land Resource Management Plan (1990, Amended 1996)***

In 1990, the Will County Land Use Department in conjunction with their consultant, Teska Associates, Inc., prepared a comprehensive Land Resource Management Plan (LRMP) that examined the environmental, cultural, historical, industrial, and residential development in the county. With respect to the rural areas of the county, the LRMP set forth the following goals and objectives:

*Goal: A rural environment that provides for continuation of viable agricultural activities and a rural character and lifestyle.*

Objective: Preserve cultural, social, economic, environmental and aesthetic amenities provided by agricultural land use for the benefit of both Will County and Northeastern Illinois.

Objective: Maintain the most productive agricultural lands for agricultural purposes, allowing only less productive lands to be used for urbanization.

Objective: Prohibit urbanization from penetrating prematurely into productive zones of agriculture and support services.

Objective: Encourage the use of agriculture techniques [that] produce long term advances in agriculture production and soil and water conservation.

*Goal: The preservation of the County's cultural heritage and scenic character.*

Objective: Identify and conserve historically significant structures, areas, and open spaces.

Objective: Carefully control urban development and countryside conditions so as not to conflict with the scale and character of nearby historic homes, landmarks and sites.

Objective: Increase awareness of the history and culture upon which Will County is built.

Objective: Preserve the importance and function of existing central business districts within communities.

Objective: Increase the awareness of the National Heritage Corridor as both a historic and cultural resource.<sup>6</sup>

The LRMP also addressed the importance of encouraging growth contiguous to existing communities rather than allowing isolated development. The LRMP stated the goal to “support and maintain housing and support services within rural communities,” and to “preserve the intimate setting of hamlets within areas bounded by the existing limited pattern of streets and homes.”<sup>7</sup> Historic sites were addressed specifically with the objective to “preserve and enhance places of cultural and historic significance...whether within municipal boundaries or in unincorporated areas.”<sup>8</sup> The management plan also included goals to establish portions of Wilton, Green Garden, Washington, Florence, Will, Wesley, Reed, and Custer Townships as agricultural preservation areas.

Although the management plan addresses land use and is not specific to buildings or structures, by implication the preservation of rural areas should include the preservation of those elements significant to agricultural production and the agricultural landscape, which would include rural structures. Therefore, the Land Resource Management Plan supports the goals for the preservation of rural structures.

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<sup>6</sup> Teska and Associates, Inc., and Will County Land Use Department, Planning Division, *Will County Land Resource Management Plan*, October 1990 and amended November 1996, 8 and 9.

<sup>7</sup> *Ibid.*, 28.

<sup>8</sup> *Ibid.*, 29.

## Potential Historic Districts and Landmarks

### *Wheatland Rural Heritage District*

The four townships in the region intensively surveyed to date contain three municipalities, Lockport, Plainfield, and Bolingbrook, with several others (such as Naperville and Joliet) that have expanded from adjacent townships and counties. As shown on Map 1B in Appendix A, the remaining landscape outside of these municipalities has retained varying degrees of rural character. This remaining landscape is partitioned into four contiguous areas: the western portions of Wheatland and Plainfield Townships; the east central and west central portions, respectively, of Plainfield and Lockport Townships; the southeast and northeast corners, respectively, of Du Page and Lockport Townships; and the southeast corner of Lockport Township. Of these, only the western portions of Wheatland and Plainfield Townships retain a degree of integrity meriting local or national historic district recognition. (Depending on the results of the Homer Township survey, scheduled for completion in the first half of 2002, the remaining rural areas of southeast Lockport Township may merit inclusion in a potential historic district with properties in Homer.)

Within Wheatland Township, the most significant changes to the rural landscape have been due to the growth and development of Naperville on the northern edge. Recent annexations by Plainfield and Bolingbrook have also encroached upon the landscape, but these areas had not yet been developed at the time of the Du Page Township survey. The western half of Wheatland Township retains much of its rural landscape, and also contains the former site of Tamarack, the remnants of Normantown, and the relatively intact Wheatland Presbyterian Church rural crossroads. This latter site, consisting of the church, parsonage, cemetery, playing field, former schoolhouse, and collection of houses has significance that could be considered self-contained and is discussed in more detail in the following section. The Wheatland Presbyterian Church rural crossroads lies at the core of the intact rural landscape. The region also contains many of the sites for the Wheatland Plowing Match. Many of the surveyed sites in this area are still active farmsteads and have enough integrity to be considered as contributing to a rural heritage district. Several of these farmsteads and rural sites are locally significant landmarks. Similar farmsteads are present in the northwest corner of Plainfield Township, extending for a contiguous area of approximately 8 or 9 sections.

In evaluating the southwest portion of Wheatland Township and western Plainfield Township with National Register criteria, it meets Criterion A as representing the historic agricultural practices that occurred during the period of significance. It also meets Criterion C because of the presence of an extensive number of representative rural structures, many of which retain their historical and architectural integrity. Therefore, it would be possible to define a historic district centered as shown on Maps 3B and 4B in Appendix C on the western half of these two townships. The region could also be established as a local landmark district, in that it had great significance as an agricultural region for Will County.

However, establishing a historic district in this region might be difficult because of the large number of property owners and the rapid pace of development, especially on the northern edge bordering Naperville and Aurora. Therefore, Maps 3B and 4B show primary and secondary zones for the definition of a Wheatland Rural Heritage District. The primary zone serves as a buffer zone around the Wheatland Presbyterian Church rural crossroads and contains several extant farmsteads that are active to some degree.<sup>9</sup> Since the primary zone may not establish enough “critical mass” for a rural heritage district, portions of the secondary zone may be included as well. Determination of which areas should be included depends on which farmstead or farmland is actively engaged in farming, and which areas are already

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<sup>9</sup> It should be noted that the southwest portion of Wheatland Township and western Plainfield Township were identified in the Will County Land Resource Master Plan (1990 and amended 1996) as meriting conservation as an agricultural district.

planned for development or sold to developers. Therefore, additional study and analysis are necessary to determine the exact boundaries for a Wheatland Rural Heritage District, either for National Register nomination or Will County Landmark status.

In assessing the remaining rural areas of the survey region, numerous farmsteads, ranging from active to abandoned, are extant in the corridor between Romeoville and Stateville Correctional Center on the east and Plainfield on the west. (In fact, most of the landscape surrounding the walled prison structure is rural in character, although only a few farm structures are present.) However, an area approximately one township section in land area has been annexed by Romeoville in the center of this corridor. Also, many of the properties within this corridor are either in poor condition or are not intact farmsteads. Because of development along I-55, this area is probably too isolated geographically to link it with a potential historic district in Wheatland Township.

The remaining properties in Lockport Township are located primarily on the eastern edge of the township. Although there are many contributing sites and a few significant structures, it would be difficult to relate this area to the proposed district in the remainder of Lockport Township. However, numerous farmsteads are present in the western portion of Homer Township. In order to create a coherent district from the properties on the eastern portion of Lockport Township, farmsteads in Homer Township should be surveyed.

***Wheatland Presbyterian Church Rural Crossroads***

The rural crossroads at the Wheatland Presbyterian Church, discussed in Chapter II, has a rich social and architectural history in the local region. It retains many of its original buildings (although in the case of the schoolhouse that is now a house, the function has changed) and has retained the basic layout of a rural crossroads. Therefore, this region should be considered for nomination to the National Register. Map 8 in Appendix C shows this region. The follow properties are located at this site:

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
	119TH STREET & HEGGS (BASEBALL FIELD)	01-19-300-007	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS
26200	119TH STREET (HOUSE)	01-19-300-009	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS
26202	119TH STREET (HOUSE)	01-19-300-010	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS
11619	HEGGS ROAD	01-19-400-002	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS
26000	119TH & HEGGS (CHURCH AND PARSONAGE)	01-19-400-004	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS
	HEGGS ROAD (CEMETERY)	01-19-400-004	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS
	119TH STREET (HOUSE)	01-19-400-008	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS
26002	119TH STREET (HOUSE)	01-19-400-010	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
	119TH & HEGGS (RESIDENCE, FORMER SCHOOLHOUSE)	01-30-200-000	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS
12464	HEGGS ROAD (HOUSE)	01-30-300-006	CONTRIBUTING	SIGNIFICANT; OWNER SAYS THAT THE FOUNDATION OF AN 1847 HOUSE IS UNDER THE CURRENT GARAGE. THIS IS THE SAME HOUSE WHERE THE LOCAL CHURCH WAS FOUNDED. ADDITIONAL RESEARCH REQUIRED TO CONFIRM THIS

As an alternative to establishing a historic district in a large region of western Wheatland Township and northwestern Plainfield Township, the Wheatland Presbyterian Church Rural Crossroads could serve as the center of a smaller rural historic district. The borders of such a district could be located sufficiently far from existing area of development to allow time for the establishment of such a district. Possible borders for this region could include Route 30 on the northeast, Pilcher Road on the south, and the Will-Kendall county line on the west.

***Limestone Multiple Property Historic District***

Previous survey efforts in the region by Mr. Michael A. Lambert recognized several properties that interrelate because of the use of local limestone as a building material. This use of limestone occurred early in the development of the region because of the lack of sufficient milled lumber and the ready supply of limestone for building. Therefore, these structures fall under Criterion C, due to their unique construction. The following properties contain structures and sites with potential for inclusion in a limestone structure historic district:

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
	104TH STREET	01-14-200-000	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK, AS A FARMSTEAD SITE DATING FROM THE 1850S (ALTHOUGH ONLY THE LIMESTONE FARMHOUSE REMAINS)
	111TH STREET	01-14-300-002	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
10856	PLAINFIELD-NAPERVILLE	01-14-400-003	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK, MANY BUILDINGS INTACT ON FARMSTEAD SITE DATING FROM THE 1850S
	BOOK ROAD & 103RD ST	01-15-200-000	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
	BOOK ROAD	01-22-200-000	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK, MANY BUILDINGS INTACT ON FARMSTEAD SITE DATING FROM THE 1850S
	BOOK ROAD	01-22-400-005	NON-CONTRIBUTING	NON-CONTRIBUTING
11314	PLAINFIELD-NAPERVILLE	01-23-200-016	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
11313	KATHERINE'S CROSSING	02-24-102-045	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
14216	BUDLER	03-01-300-009	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
	143RD STREET	03-02-400-000	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
1019	143RD STREET	03-02-400-016	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
1052	143RD STREET	03-11-200-006	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
19425	TAYLOR	04-09-200-001	CONTRIBUTING, ALTHOUGH COULD BE SIGNIFICANT IF SMOKEHOUSE IS CONSIDERED PART OF "LIMESTONE DISTRICT"	CONTRIBUTING; SMOKEHOUSE IS SIGNIFICANT LOCAL LANDMARK AS LIMESTONE BUILDING
	ROUTE 53	04-10-100-014	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
1053	NORTH STATE	04-13-100-018	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
	ROUTE 53	04-15-400-014	ALREADY ON THE NATIONAL REGISTER OF HISTORIC PLACES (ENTERED FEBRUARY 9, 1984); SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
510	BRUCE	04-35-200-027	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
17121	OAK	04-36-400-022	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK

**Individual Landmarks**

In addition these three themes, there are several individual structures and sites that have potential for local landmark status. As noted above, some of these sites may have potential for National Register nomination after additional research. The following sites are recommended for possible Will County Landmark nomination:

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
	91ST & 248TH	01-04-100-006	CONTRIBUTING; SOME POTENTIAL FOR SIGNIFICANT DESIGNATION AFTER ADDITIONAL RESEARCH	SIGNIFICANT AS AN EARLY HOUSE TYPE (DESPITE ITS FAIR TO POOR CONDITION) IN THE SURVEY REGION, THE BARN AND OTHER SUPPORT BUILDINGS ARE IN POOR CONDITION
	NORMANTOWN ROAD (VERMONT CEMETERY)	01-08-400-000	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK; CURRENTLY UNDER THE JURISDICTION OF THE WILL COUNTY FOREST PRESERVE DISTRICT
9900	ROUTE 59	01-09-400-001	CONTRIBUTING; SOME POTENTIAL FOR SIGNIFICANT DESIGNATION AFTER ADDITIONAL RESEARCH	SIGNIFICANT LOCAL LANDMARK AS THE FARMSTEAD OF ONE OF WHEATLAND'S MOST IMPORTANT FAMILIES
E. OF R59	95TH STREET	01-10-100-007	CONTRIBUTING; SOME POTENTIAL FOR SIGNIFICANT DESIGNATION AFTER ADDITIONAL RESEARCH	SIGNIFICANT LOCAL LANDMARK, PRIMARILY BECAUSE OF ITS BARN
	104TH STREET (WHEATLAND CEMETERY)	01-12-200-000	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
21602	111TH STREET	01-13-400-002	CONTRIBUTING; SOME POTENTIAL FOR SIGNIFICANT DESIGNATION AFTER ADDITIONAL RESEARCH	SIGNIFICANT LOCAL LANDMARK, MANY BUILDINGS INTACT ON FARMSTEAD SITE DATING FROM THE 1850S
11746	PLAINFIELD-NAPERVILLE	01-23-300-004	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK, ILLUSTRATED IN 1873 ATLAS OF WILL COUNTY
12206	PLAINFIELD-NAPERVILLE (LIMESTONE BARN)	01-26-100-008	CONTRIBUTING, ALTHOUGH SUBSTANTIALLY ALTERED	CONTRIBUTING, POTENTIALLY SIGNIFICANT ALTHOUGH SUBSTANTIALLY ALTERED
	PLAINFIELD-NAPERVILLE	01-26-300-001	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK, MANY BUILDINGS INTACT ON FARMSTEAD SITE DATING FROM THE 1850S

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
12655	PLAINFIELD-NAPERVILLE	01-26-300-001	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK, MANY BUILDINGS INTACT ON FARMSTEAD SITE DATING FROM THE 1850S
12550	SOUTH 252ND	01-29-300-002	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
25224	ROUTE 30 (CONCRETE SILO)	01-29-300-012	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
119	135TH STREET	01-34-400-006	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK, FARMSTEAD ILLUSTRATED IN 1873 ATLAS OF WILL COUNTY
	PLAINFIELD-NAPERVILLE ROAD	01-35-200-000	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK, FARMSTEAD ILLUSTRATED IN 1873 ATLAS OF WILL COUNTY
2205	ROYCE ROAD	02-03-100-000	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK; HOMESTEAD OF ROBERT FREEMAN
1490	ROYCE ROAD	02-04-300-000	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK AS A FINE WORK OF ARCHITECTURE; SITE UNDER JURISDICTION OF WILL COUNTY FOREST PRESERVE DISTRICT. HOWEVER, HOUSE AND SEVERAL OTHER BUILDINGS SCHEDULED FOR DEMOLITION
1570	RODEO DR. (FERGUSON)	02-19-300-006	CONTRIBUTING	POSSIBLE LOCAL LANDMARK AFTER DETERMINATION IF ORIGINAL PORTION OF FARMHOUSE IS LOG STRUCTURE
11313	KATHARINE'S CROSSING (WOOD FRAME FARMHOUSE)	02-24-102-045	CONTRIBUTING	SOME LOCAL LANDMARK POTENTIAL, ALTHOUGH IN POOR CONDITION AND SUBSTANTIALLY ALTERED FOR USE AS GARAGE
1840	N. FRONTAGE RD.(55)	02-31-100-003	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
120	PILCHER	03-03-100-002	CONTRIBUTING	CONTRIBUTING; SOME POTENTIAL AS A LOCAL LANDMARK PENDING ADDITIONAL SURVEY TO DETERMINE CONDITION AND INTEGRITY OF THE STRUCTURES ON SITE
	LOCKPORT ROAD	03-14-100-000	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK; CRANE FROM GRAVEL QUARRY
	LOCKPORT	03-15-200-001	SIGNIFICANT AS A FINE WORK OF ARCHITECTURE	SIGNIFICANT LOCAL LANDMARK AS A FINE WORK OF ARCHITECTURE
39	RENWICK	03-15-300-011	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK; HOMESTEAD OF HENRY SPANGLER
	STATEVILLE ROAD (NIVERS-PICKEL-WALSH HOUSE)	03-24-400-000	CONTRIBUTING	ALREADY DESIGNATED AS A LOCAL LANDMARK
2708	CATON FARM ROAD	03-36-100-029	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK AS A FINE WORK OF ARCHITECTURE
20100	TAYLOR	04-05-400-004	SIGNIFICANT AS A FINE WORK OF ARCHITECTURE	SIGNIFICANT LOCAL LANDMARK AS A FINE WORK OF ARCHITECTURE

## Survey Summary

The survey of Du Page Township documented 131 structures, including 26 houses, 17 barns, and 88 agricultural support structures. The previous survey of Lockport, Plainfield, and Wheatland Townships documented a total of 890 structures, including 204 houses, 108 barns, and 578 agricultural support structures on 227 sites.<sup>10</sup> The following tables give a breakdown for the four townships intensively surveyed to date for each of the building types discussed in Chapter I:

### Farmhouses

House Type	Du Page	Wheatland	Plainfield	Lockport	Totals
I House	1	4	3	3	11
Hall and Parlor	2	4	3	4	13
German Farmhouse	—	—	1	1	2
Four over Four	5	11	11	8	36
Side Hallway	—	1	1	1	3
Italianate	—	1	—	1	2
Upright and Wing	3	27	8	7	45
Gabled Ell	8	15	15	6	44
Gable Front	4	5	3	6	17
Queen Anne	1	2	—	—	2
Foursquare	—	11	8	4	24
Bungalow	—	4	1	7	12
Tudor Revival	—	1	—	—	1
Cape Cod	—	7	1	1	9
Other	2 <sup>11</sup>	4 <sup>12</sup>	2 <sup>13</sup>	1 <sup>14</sup>	9
<b>Totals</b>	<b>26</b>	<b>97</b>	<b>57</b>	<b>50</b>	<b>230</b>

### Barns

Barn Type	Du Page	Wheatland	Plainfield	Lockport	Totals
Three-bay Threshing	9	16	7	10	42
Bank	1	1	—	1	3
Raised	1	2	1	1	5
Pennsylvania German	—	7	1	—	8
Three-ended	1	3	—	—	4
Plank Frame	1	14	15	4	35
Feeder	1	6	—	—	7
Dairy	1	9	3	5	17
Other or unknown	2 <sup>15</sup>	1 <sup>16</sup>	1	—	4
<b>Totals</b>	<b>17</b>	<b>59</b>	<b>28</b>	<b>21</b>	<b>125</b>

<sup>10</sup> Approximately half of the surveyed sites were in Wheatland Township (101 of the total of 227), with a total of 499 structures and elements dating from 1950 or before. Plainfield Township contained 70 sites with a total of 225 structures and elements. Lockport Township contained 56 sites with a total of 166 structures and elements.

<sup>11</sup> In Du Page Township, two ranch houses were identified in the survey.

<sup>12</sup> In Wheatland Township, two former schoolhouses (now residences), one International Style house (discussed in Chapter I), and one “cottage” were identified in the survey.

<sup>13</sup> In Plainfield Township, two “cottages” were identified in the survey.

<sup>14</sup> In Lockport Township, one “cottage” was identified in the survey.

<sup>15</sup> In Du Page Township, two unclassified barns were identified in the survey.

<sup>16</sup> A barn on the Hafenrichter farmstead in Section 7 of Wheatland Township appeared to be similar to a Quebec long barn, although this type is unusual for the region.

## Support Buildings

Building Type	Du Page	Wheatland	Plainfield	Lockport	Totals
Animal Shed/Shelter	2	27	1	2	32
Small Barn	1	4	7	2	14
Cellar	—	1	—	1	2
Chicken House/Coop	3	18	6	4	31
Corn Crib	1	3	—	1	5
Crib Barn	13	48	24	14	99
Foundation <sup>17</sup>	2	10	1	1	14
Garage	3	36	15	8	62
Hog House	—	3	1	—	4
Implement Shed	7	41	35	14	97
Mesh Bin	7	4	—	8	19
Metal Bin	9	10	1	2	21
Milk House	4	3	—	—	7
Pole Barn	1	10	—	5	16
Privy	—	3	1	—	4
Pump House	3	16	12	10	41
Shed	12	36	11	2	61
Silo	11	46	16	15	88
Smokehouse	2	3	—	—	5
Summer Kitchen	1	5	1	—	7
Windmill	3	10	4	5	22
Workshop/Carriage House	1	1	—	—	2
Other	1 <sup>18</sup>	5 <sup>19</sup>	4 <sup>20</sup>	1 <sup>21</sup>	11
<b>Totals</b>	88	343	140	95	664

The following series of tables list farmsteads and agriculturally-related sites and their status toward landmark potential; farmhouse types; barn types; and all other support buildings. The tables cover all four townships that have been included to date in the intensive survey: Du Page, Wheatland, Plainfield, and Lockport Townships.

<sup>17</sup> Most foundations appeared to be for sheds or other small buildings. Larger foundations for barns were present at a few farmsteads.

<sup>18</sup> In Du Page Township, the other structure was a concrete slab dated “July 1934.”

<sup>19</sup> In Wheatland Township, other structures include a water tank tower, a prefabricated cottage, a mechanical sorter, a cistern, and a gas pump.

<sup>20</sup> In Plainfield Township, other structures include a well, a cistern, and two concrete troughs.

<sup>21</sup> In Lockport Township, a trough was surveyed as well.

**Farmsteads and Agriculturally-related Sites (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
28W621	87TH STREET	01-02-101-013	CONTRIBUTING	CONTRIBUTING
10S130 ?	BOOK ROAD	01-02-106-012	CONTRIBUTING	CONTRIBUTING
10S521	BOOK ROAD	01-02-302-008	CONTRIBUTING	CONTRIBUTING
10S551	BOOK ROAD	01-02-302-009	CONTRIBUTING	CONTRIBUTING
	BOOK ROAD	01-03-200-006	NON-CONTRIBUTING	NON-CONTRIBUTING
	91ST & 248TH	01-04-100-006	CONTRIBUTING	SIGNIFICANT
24626	95TH STREET	01-04-300-004	CONTRIBUTING	CONTRIBUTING
25564	HAFENRICHTER	01-05-300-002	CONTRIBUTING	CONTRIBUTING
25400	HAFENRICHTER	01-05-300-016	CONTRIBUTING	CONTRIBUTING
9426	248TH STREET	01-05-400-004	CONTRIBUTING	CONTRIBUTING
9500	HEGGS ROAD	01-06-300-005	CONTRIBUTING	CONTRIBUTING
25950	HAFENRICHTER	01-06-400-005	CONTRIBUTING	CONTRIBUTING
9647	HEGGS ROAD	01-07-200-005	NON-CONTRIBUTING	NON-CONTRIBUTING
26216	WOLFS CROSSING ROAD	01-07-300-001	CONTRIBUTING	CONTRIBUTING
S 1200	CARL DRIVE	01-08-100-027	CONTRIBUTING	CONTRIBUTING
9746	CARL DRIVE	01-08-100-038	NON-CONTRIBUTING	NON-CONTRIBUTING
25501	WOLFS CROSSING ROAD	01-08-100-040	CONTRIBUTING	CONTRIBUTING
25126	OSWEGO ROAD	01-08-200-005	NON-CONTRIBUTING	NON-CONTRIBUTING; BUILDINGS IN POOR CONDITION
25336	OSWEGO ROAD	01-08-300-015	CONTRIBUTING	CONTRIBUTING
	NORMANTOWN ROAD	01-08-400-000	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK; CURRENTLY UNDER THE JURISDICTION OF THE WILL COUNTY FOREST PRESERVE DISTRICT
9900	248TH STREET	01-08-400-009	CONTRIBUTING	CONTRIBUTING
9900	ROUTE 59	01-09-400-001	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK AS THE FARMSTEAD OF ONE OF WHEATLAND'S MOST IMPORTANT FAMILIES
E. OF R59	95TH STREET	01-10-100-007	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK, PRIMARILY BECAUSE OF ITS BARN
11S300 ?	BOOK ROAD	01-10-200-017	CONTRIBUTING	CONTRIBUTING
9937	ROUTE 59	01-10-300-029	CONTRIBUTING	CONTRIBUTING
9915	ROUTE 59	01-10-300-029	CONTRIBUTING	CONTRIBUTING
10038	PLAINFIELD-NAPERVILLE	01-11-400-014	NON-CONTRIBUTING	NON-CONTRIBUTING
10046	PLAINFIELD-NAPERVILLE	01-11-400-017	NON-CONTRIBUTING	NON-CONTRIBUTING
10953	PLAINFIELD-NAPERVILLE	01-13-300-003	NON-CONTRIBUTING	NON-CONTRIBUTING
21602	111TH STREET	01-13-400-002	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK, MANY BUILDINGS INTACT ON FARMSTEAD SITE DATING FROM THE 1850S
	104TH STREET	01-14-200-000	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK, AS A FARMSTEAD SITE DATING FROM THE 1850S (ALTHOUGH ONLY THE LIMESTONE FARMHOUSE REMAINS)
	104TH STREET	01-14-200-000	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
	111TH STREET	01-14-300-002	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
10856	PLAINFIELD-NAPERVILLE	01-14-400-003	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK, MANY BUILDINGS INTACT ON FARMSTEAD SITE DATING FROM THE 1850S
	BOOK ROAD & 103RD ST	01-15-200-000	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK

**Farmsteads and Agriculturally-related Sites (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
10826	BOOK ROAD	01-15-400-002	CONTRIBUTING	CONTRIBUTING
10846	BOOK ROAD	01-15-400-005	CONTRIBUTING	CONTRIBUTING
10413	248TH STREET	01-16-100-008	NON-CONTRIBUTING	NON-CONTRIBUTING
24524	111TH STREET	01-16-300-010	CONTRIBUTING	CONTRIBUTING
W/248TH ST	103RD STREET	01-17-200-001	CONTRIBUTING	CONTRIBUTING
10752	248TH STREET	01-17-400-008	CONTRIBUTING	CONTRIBUTING
W OF 111TH	248TH STREET	01-17-400-010	CONTRIBUTING	CONTRIBUTING
	HEGGS ROAD	01-18-200-001	NON-CONTRIBUTING	NON-CONTRIBUTING
50	ROUTE 30	01-18-300-002	NON-CONTRIBUTING	NON-CONTRIBUTING
12 S 670	HEGGS ROAD	01-18-300-003	CONTRIBUTING	CONTRIBUTING
	HEGGS ROAD	01-18-400-001	NON-CONTRIBUTING	NON-CONTRIBUTING, DEMOLISHED EARLY 2000
11150	HEGGS ROAD	01-19-100-004	CONTRIBUTING	CONTRIBUTING
11152	HEGGS ROAD	01-19-100-009	CONTRIBUTING	CONTRIBUTING
	119TH STREET & HEGGS	01-19-300-007	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT
26200	119TH STREET	01-19-300-009	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT
26202	119TH	01-19-300-010	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT
11619	HEGGS ROAD	01-19-400-002	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT
26000	119TH & HEGGS	01-19-400-004	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT
	HEGGS ROAD	01-19-400-004	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT
	119TH STREET	01-19-400-008	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT
26002	119TH STREET	01-19-400-010	CONTRIBUTING; SIGNIFICANT AS PART OF WHEATLAND PRESBYTERIAN CHURCH RURAL CROSSROADS	SIGNIFICANT
25728	119TH STREET	01-19-400-014	NON-CONTRIBUTING	NON-CONTRIBUTING
11230	NORMANTOWN	01-20-100-003	CONTRIBUTING	CONTRIBUTING
2503	111TH STREET	01-20-200-006	CONTRIBUTING	CONTRIBUTING
	248TH STREET	01-20-200-007	CONTRIBUTING	CONTRIBUTING
	119TH STREET	01-20-300-002	CONTRIBUTING	CONTRIBUTING
11563	NORMANTOWN	01-20-400-001	CONTRIBUTING	CONTRIBUTING
11341	248TH STREET	01-21-100-002	CONTRIBUTING	CONTRIBUTING
24462	119TH STREET	01-21-300-003	CONTRIBUTING	CONTRIBUTING
24310	119TH STREET	01-21-400-006	CONTRIBUTING	CONTRIBUTING
	BOOK ROAD	01-22-200-000	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK, MANY BUILDINGS INTACT ON FARMSTEAD SITE DATING FROM THE 1850S
	BOOK ROAD	01-22-400-005	NON-CONTRIBUTING	NON-CONTRIBUTING

**Farmsteads and Agriculturally-related Sites (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
11314	PLAINFIELD-NAPERVILLE	01-23-200-016	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
11630	PLAINFIELD-NAPERVILLE	01-23-300-001	CONTRIBUTING	CONTRIBUTING
11746	PLAINFIELD-NAPERVILLE	01-23-300-004	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
12211	PLAINFIELD-NAPERVILLE	01-26-100-007	NON-CONTRIBUTING	NON-CONTRIBUTING
12206	PLAINFIELD-NAPERVILLE	01-26-100-008	CONTRIBUTING, ALTHOUGH SUBSTANTIALLY ALTERED	CONTRIBUTING, ALTHOUGH SUBSTANTIALLY ALTERED
	PLAINFIELD-NAPERVILLE	01-26-300-001	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK, MANY BUILDINGS INTACT ON FARMSTEAD SITE DATING FROM THE 1850S
12655	PLAINFIELD-NAPERVILLE	01-26-300-001	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK, MANY BUILDINGS INTACT ON FARMSTEAD SITE DATING FROM THE 1850S
12629	PLAINFIELD-NAPERVILLE	01-26-300-003	NON-CONTRIBUTING	NON-CONTRIBUTING
23721	119TH STREET	01-27-200-001	CONTRIBUTING	CONTRIBUTING
23459	119TH STREET	01-27-200-001	CONTRIBUTING	CONTRIBUTING
	119TH STREET	01-27-200-001	CONTRIBUTING	CONTRIBUTING
12262	BOOK ROAD	01-27-200-002	CONTRIBUTING	CONTRIBUTING
12262	BOOK ROAD	01-27-200-002	CONTRIBUTING	CONTRIBUTING
23228	127TH STREET	01-27-300-008	NON-CONTRIBUTING	NON-CONTRIBUTING
23358	127TH STREET	01-27-400-002	CONTRIBUTING	CONTRIBUTING
24741	119TH STREET	01-28-100-001	CONTRIBUTING	CONTRIBUTING
	VAN DYKE	01-28-100-002	CONTRIBUTING	CONTRIBUTING
12415	248TH STREET	01-28-300-018	CONTRIBUTING	CONTRIBUTING
12550	SOUTH 252ND	01-29-300-002	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
25224	ROUTE 30	01-29-300-012	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
	ROUTE 30	01-29-400-006	CONTRIBUTING	CONTRIBUTING
12248	248TH STREET	01-29-400-011	CONTRIBUTING	CONTRIBUTING
12130	248TH STREET	01-29-400-013	CONTRIBUTING	CONTRIBUTING
12264	HEGGS ROAD	01-30-100-005	CONTRIBUTING	CONTRIBUTING
	HEGGS ROAD	01-30-200-003	CONTRIBUTING	CONTRIBUTING
26034	127TH STREET	01-30-300-002	NON-CONTRIBUTING	NON-CONTRIBUTING
12464	HEGGS ROAD	01-30-300-006	CONTRIBUTING	CONTRIBUTING
	HEGGS ROAD	01-31-400-003	CONTRIBUTING	CONTRIBUTING
	135TH STREET	01-31-400-006	CONTRIBUTING	CONTRIBUTING
25353	127TH STREET	01-32-100-002	CONTRIBUTING	CONTRIBUTING
25333	127TH STREET	01-32-100-002	CONTRIBUTING	CONTRIBUTING
	ROUTE 30	01-32-200-001	CONTRIBUTING	CONTRIBUTING
	VAN DYKE	01-33-100-006	CONTRIBUTING	CONTRIBUTING
1163	135TH STREET	01-33-300-007	CONTRIBUTING	CONTRIBUTING
	127TH STREET	01-34-100-001	NON-CONTRIBUTING	NON-CONTRIBUTING
	GREENFIELD DRIVE	01-34-100-002	NON-CONTRIBUTING	NON-CONTRIBUTING
125	135TH STREET	01-34-300-013	NON-CONTRIBUTING	NON-CONTRIBUTING
119	135TH STREET	01-34-400-006	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
	PLAINFIELD-NAPERVILLE	01-35-200-000	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
22449	127TH ST.	01-35-200-004	NON-CONTRIBUTING	NON-CONTRIBUTING

**Farmsteads and Agriculturally-related Sites (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
2205	Royce Road	02-04-200-011	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
1490	Royce Road	02-04-300-004	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
	Knoch Knolls	02-06-300-007	CONTRIBUTING	CONTRIBUTING
21339	Boughton Rd.	02-07-300-009	CONTRIBUTING	CONTRIBUTING
910	Boughton Rd.	02-08-200-003	NON-CONTRIBUTING	NON-CONTRIBUTING
550	Boughton	02-09-200-021	NON-CONTRIBUTING	NON-CONTRIBUTING
17025	Davey	02-13-400-016	CONTRIBUTING	CONTRIBUTING
1570	Rodeo Dr. (Ferguson)	02-19-300-006	CONTRIBUTING	POSSIBLE LOCAL LANDMARK AFTER DETERMINATION IF ORIGINAL PORTION OF FARMHOUSE IS LOG STRUCTURE
	Weber (Williams)	02-20-100-001	NON-CONTRIBUTING	NON-CONTRIBUTING
	Weber	02-20-300-001	CONTRIBUTING	CONTRIBUTING
	Naperville Road	02-20-400-002	CONTRIBUTING	CONTRIBUTING
	S. Frontage Road	02-21-300-002	CONTRIBUTING	CONTRIBUTING
	S. Frontage Road	02-22-176-002	CONTRIBUTING	CONTRIBUTING
11313	Katherine's Crossing (Limestone farmhouse)	02-24-102-045	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
11313	Katherine's Crossing (Wood frame farmhouse)	02-24-102-045	CONTRIBUTING	SOME LOCAL LANDMARK POTENTIAL, ALTHOUGH IN POOR CONDITION
	S. Frontage Road	02-28-100-019	CONTRIBUTING	CONTRIBUTING
	Naperville Road	02-28-200-006	CONTRIBUTING	CONTRIBUTING
19628	Normantown	02-28-300-003	NON-CONTRIBUTING	NON-CONTRIBUTING
19852	Normantown	02-28-300-001	NON-CONTRIBUTING	NON-CONTRIBUTING
19504	W. Normantown	02-28-400-003	CONTRIBUTING	CONTRIBUTING
	Normantown	02-29-200-002	CONTRIBUTING	CONTRIBUTING
	Ferguson	02-30-100-008	CONTRIBUTING	CONTRIBUTING
21038	Normantown (127th)	02-30-300-010	CONTRIBUTING	CONTRIBUTING
1840	N. Frontage Rd.(55)	02-31-100-003	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
	Normantown	02-32-200-020	CONTRIBUTING	CONTRIBUTING
20442	Romeo Rd.	02-32-300-003	NON-CONTRIBUTING	NON-CONTRIBUTING
11528	Naper-Romeo Rd.	02-32-400-008	CONTRIBUTING	CONTRIBUTING
13336	Smith	02-36-400-007	NON-CONTRIBUTING	NON-CONTRIBUTING

**Farmsteads and Agriculturally-related Sites (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
14216	BUDLER	03-01-300-009	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
413	MAIN	03-02-300-004	NON-CONTRIBUTING	NON-CONTRIBUTING
	143RD STREET	03-02-400-000	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
1019	143RD STREET	03-02-400-016	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
120	PILCHER	03-03-100-002	CONTRIBUTING	CONTRIBUTING
1926	PILCHER	03-05-100-003	CONTRIBUTING	CONTRIBUTING
2005	143RD (WHISKEY RD.)	03-05-300-004	CONTRIBUTING	CONTRIBUTING
25963	PILCHER	03-06-100-007	CONTRIBUTING	CONTRIBUTING
25710	143RD (WHISKEY RD.)	03-06-400-002	CONTRIBUTING	CONTRIBUTING
25725	143RD (WHISKEY RD.)	03-07-100-001	CONTRIBUTING	CONTRIBUTING
	STEINER ROAD	03-07-100-002	NON-CONTRIBUTING	NON-CONTRIBUTING
15040	STEINER ROAD	03-07-400-002	CONTRIBUTING	CONTRIBUTING
1828	143RD (WHISKEY RD.)	03-08-100-002	CONTRIBUTING	CONTRIBUTING
1813	LOCKPORT	03-08-300-008	CONTRIBUTING	CONTRIBUTING
1907	LOCKPORT	03-08-300-015	CONTRIBUTING	CONTRIBUTING
721	ROUTE 30	03-08-400-004	CONTRIBUTING	CONTRIBUTING
1857	LOCKPORT	03-08-400-014	CONTRIBUTING	CONTRIBUTING
14844	VAN DYKE	03-09-300-004	CONTRIBUTING	CONTRIBUTING
1131	VAN DYKE	03-09-400-002	CONTRIBUTING	CONTRIBUTING
1052	143RD STREET	03-11-200-006	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
14631	BUDLER	03-12-200-010	CONTRIBUTING	CONTRIBUTING
	LOCKPORT AND BUDLER	03-12-300-009	CONTRIBUTING	CONTRIBUTING
14804	BUDLER	03-12-300-013	CONTRIBUTING	CONTRIBUTING
21270	LOCKPORT	03-12-400-012	NON-CONTRIBUTING	NON-CONTRIBUTING
22313	FRONTAGE-EAST OF 55	03-13-100-009	CONTRIBUTING	CONTRIBUTING
22207	LOCKPORT	03-13-100-011	CONTRIBUTING	CONTRIBUTING
22045	LOCKPORT	03-13-100-017	CONTRIBUTING	CONTRIBUTING
21600	LOCKPORT	03-13-200-005	CONTRIBUTING	CONTRIBUTING
	FRONTAGE-EAST OF 55	03-13-300-004	CONTRIBUTING	CONTRIBUTING
	LOCKPORT ROAD	03-14-100-000	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
	LOCKPORT	03-15-200-001	SIGNIFICANT AS A FINE WORK OF ARCHITECTURE	SIGNIFICANT LOCAL LANDMARK
39	RENWICK	03-15-300-011	CONTRIBUTING	SIGNIFICANT LOCAL LANDMARK
1900	ROWLEY ROAD	03-17-100-018	CONTRIBUTING	CONTRIBUTING
26049	LOCKPORT	03-18-100-004	CONTRIBUTING	CONTRIBUTING
25857	LOCKPORT	03-18-200-004	NON-CONTRIBUTING	NON-CONTRIBUTING
26160	RENWICK	03-18-300-002	CONTRIBUTING	CONTRIBUTING
16523	INDIAN BOUNDARY RD.	03-19-300-001	CONTRIBUTING	CONTRIBUTING
16521	INDIAN BOUNDARY RD.	03-19-400-003	CONTRIBUTING	CONTRIBUTING
1950	RENWICK	03-20-100-001	NON-CONTRIBUTING	NON-CONTRIBUTING
1628	RENWICK	03-20-200-020	CONTRIBUTING	CONTRIBUTING
15929	DRAUDEN ROAD	03-20-200-024	CONTRIBUTING	CONTRIBUTING
17150	DRAUDEN ROAD	03-20-300-001	CONTRIBUTING	CONTRIBUTING
24501	FRASER	03-21-300-004	CONTRIBUTING	CONTRIBUTING

**Farmsteads and Agriculturally-related Sites (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
1018	RENWICK	03-22-100-006	CONTRIBUTING	CONTRIBUTING
16608	LILY CACHE ROAD	03-22-400-034	CONTRIBUTING	CONTRIBUTING
	ROUTE 30	03-23-300-000	CONTRIBUTING	CONTRIBUTING
22300	OLD STATE ROAD	03-24-100-008	CONTRIBUTING	CONTRIBUTING
22228	OLD STATE ROAD	03-24-100-019	CONTRIBUTING	CONTRIBUTING
21629	RENWICK	03-24-200-022	CONTRIBUTING	CONTRIBUTING
	STATEVILLE ROAD	03-24-400-000	CONTRIBUTING	ALREADY DESIGNATED AS A LOCAL LANDMARK
26846	GAYLORD	03-25-202-032	CONTRIBUTING	CONTRIBUTING
16761	ROUTE 59	03-27-100-001	CONTRIBUTING	CONTRIBUTING
16938	LILY CACHE ROAD	03-27-200-013	CONTRIBUTING	CONTRIBUTING
23622	CATON FARM ROAD	03-27-300-009	CONTRIBUTING	CONTRIBUTING
23808	CATON FARM ROAD	03-27-300-049	CONTRIBUTING	CONTRIBUTING
23440	CATON FARM ROAD	03-27-400-007	CONTRIBUTING	CONTRIBUTING
16710	ROUTE 59	03-28-200-003	CONTRIBUTING	CONTRIBUTING
24820	CATON FARM ROAD	03-29-400-006	CONTRIBUTING	CONTRIBUTING
	CATON FARM ROAD	03-30-400-000	CONTRIBUTING	CONTRIBUTING
26233	CATON FARM ROAD	03-31-100-003	CONTRIBUTING	CONTRIBUTING
17552	DRAUDEN ROAD	03-32-100-004	CONTRIBUTING	CONTRIBUTING
25536	THEODORE	03-32-300-006	NON-CONTRIBUTING	NON-CONTRIBUTING
24639	CATON FARM ROAD	03-33-100-006	CONTRIBUTING	CONTRIBUTING
24447	CATON FARM ROAD	03-33-100-008	NON-CONTRIBUTING	NON-CONTRIBUTING
23839	CATON FARM	03-34-100-006	CONTRIBUTING	CONTRIBUTING
23865	CATON FARM ROAD	03-34-100-008	CONTRIBUTING	CONTRIBUTING. IT HAS A LOW INTEGRITY, BUT IF IT IS 1850S, THEN ITS WORTHY OF FURTHER RESEARCH.
18130	BRONK	03-34-400-003	NON-CONTRIBUTING	NON-CONTRIBUTING
18038	BRONK	03-34-400-015	NON-CONTRIBUTING	NON-CONTRIBUTING
2708	CATON FARM ROAD	03-36-100-029	CONTRIBUTING	CONTRIBUTING
2500	CATON FARM ROAD	03-36-202-001	CONTRIBUTING	CONTRIBUTING

Farmsteads and Agriculturally-related Sites (Sort by PIN)

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
17361	143RD STREET	04-01-300-008	NON-CONTRIBUTING	NON-CONTRIBUTING
17114	143RD STREET	04-01-400-008	NON-CONTRIBUTING	NON-CONTRIBUTING
19924	TAYLOR	04-04-300-002	CONTRIBUTING	CONTRIBUTING
20210	TAYLOR	04-04-400-012	CONTRIBUTING	CONTRIBUTING
13849	WEBER	04-05-100-001	NON-CONTRIBUTING	NON-CONTRIBUTING
	WEBER (AND TAYLOR)	04-05-300-003	NON-CONTRIBUTING	NON-CONTRIBUTING
	TAYLOR	04-05-300-005	CONTRIBUTING	CONTRIBUTING
20100	TAYLOR	04-05-400-004	SIGNIFICANT AS A FINE WORK OF ARCHITECTURE	SIGNIFICANT LOCAL LANDMARK
21411	AIRPORT ROAD	04-07-300-001	CONTRIBUTING	CONTRIBUTING
20760	WEBER	04-08-100-018	NON-CONTRIBUTING	NON-CONTRIBUTING
20103	TAYLOR	04-08-200-005	NON-CONTRIBUTING	NON-CONTRIBUTING
20724	AIRPORT ROAD	04-08-300-007	CONTRIBUTING	CONTRIBUTING
19832	AIRPORT ROAD	04-08-400-004	CONTRIBUTING	CONTRIBUTING
20102	AIRPORT ROAD	04-08-400-004	NON-CONTRIBUTING	NON-CONTRIBUTING
19425	TAYLOR	04-09-200-001	CONTRIBUTING, ALTHOUGH COULD BE SIGNIFICANT IF SMOKEHOUSE IS CONSIDERED PART OF "LIMESTONE DISTRICT"	CONTRIBUTING; SMOKEHOUSE IS SIGNIFICANT LOCAL LANDMARK AS LIMESTONE BUILDING
	ROUTE 53	04-10-100-014	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
17361	143RD STREET	04-12-103-032	NON-CONTRIBUTING	NON-CONTRIBUTING
14612	ARCHER AVENUE	04-12-203-020-	NON-CONTRIBUTING	NON-CONTRIBUTING
14747	HIGH ROAD	04-12-300-001	CONTRIBUTING	CONTRIBUTING
1053	NORTH STATE	04-13-100-018	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
610	TABLE	04-14-401-002	NON-CONTRIBUTING	NON-CONTRIBUTING
	ROUTE 53	04-15-400-014	ALREADY ON THE NATIONAL REGISTER OF HISTORIC PLACES (ENTERED FEBRUARY 9, 1984); SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
20100	RENEWICK	04-16-300-002	CONTRIBUTING	CONTRIBUTING
19826	RENEWICK	04-16-300-004	CONTRIBUTING	CONTRIBUTING
19260	RENEWICK	04-16-400-025	CONTRIBUTING	CONTRIBUTING
20645	AIRPORT ROAD	04-17-100-001	CONTRIBUTING	CONTRIBUTING
20413	AIRPORT ROAD	04-17-100-007	CONTRIBUTING	CONTRIBUTING
20309	AIRPORT ROAD	04-17-200-007	CONTRIBUTING	CONTRIBUTING
20707	RENEWICK	04-17-300-019	CONTRIBUTING	CONTRIBUTING
21400	RENEWICK	04-18-300-002	CONTRIBUTING	CONTRIBUTING
21144	RENEWICK	04-18-300-006	CONTRIBUTING	CONTRIBUTING
21440	RENEWICK	04-18-300-006	CONTRIBUTING	CONTRIBUTING
20858	RENEWICK	04-18-400-001	CONTRIBUTING	CONTRIBUTING
21329	RENEWICK	04-19-100-013	CONTRIBUTING	CONTRIBUTING
21527	RENEWICK	04-19-100-014	CONTRIBUTING	CONTRIBUTING
16457	GAYLORD	04-19-300-023	NON-CONTRIBUTING	NON-CONTRIBUTING
20665	RENEWICK	04-20-100-008	CONTRIBUTING	CONTRIBUTING
	ROUTE 53	04-22-200-005	CONTRIBUTING	CONTRIBUTING
1736	BRIGGS	04-25-100-017	CONTRIBUTING	CONTRIBUTING
2516	SOUTH FARRELL	04-25-200-022	CONTRIBUTING	CONTRIBUTING
1915	SOUTH FARRELL	04-25-200-026	NON-CONTRIBUTING	NON-CONTRIBUTING
2725	SOUTH FARRELL	04-25-400-004	CONTRIBUTING	CONTRIBUTING
22	LAWRENCE	04-26-400-037	CONTRIBUTING	CONTRIBUTING
16820	WEBER	04-30-200-004	CONTRIBUTING	CONTRIBUTING
510	BRUCE	04-35-200-027	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK
17963	OAK	04-35-400-001	CONTRIBUTING	CONTRIBUTING
18060	BRIGGS	04-35-400-016	NON-CONTRIBUTING	NON-CONTRIBUTING
17918	ROSALIND	04-35-401-008	NON-CONTRIBUTING	NON-CONTRIBUTING
1025	BRUCE	04-36-100-009	CONTRIBUTING	CONTRIBUTING
17024	OAK	04-36-100-019	CONTRIBUTING	CONTRIBUTING

**Farmsteads and Agriculturally-related Sites (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	NATIONAL LANDMARK POTENTIAL	LOCAL LANDMARK POTENTIAL
17421	OAK	04-36-300-002	NON-CONTRIBUTING	NON-CONTRIBUTING
18225	BRIGGS	04-36-300-030	NON-CONTRIBUTING	NON-CONTRIBUTING
17551	OAK	04-36-300-037	CONTRIBUTING	CONTRIBUTING
18021	BRIGGS	04-36-300-038	NON-CONTRIBUTING	NON-CONTRIBUTING
17324	ROSALIND	04-36-300-041	CONTRIBUTING	CONTRIBUTING
17121	OAK	04-36-400-022	SIGNIFICANT AS PART OF A "LIMESTONE DISTRICT"	SIGNIFICANT LOCAL LANDMARK

**Farmhouses (Sorted by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	BUILDING STYLE	DETAILS STYLE
28W621	87TH STREET	01-02-101-013	UPRIGHT AND WING	VERNACULAR
10S130 ?	BOOK ROAD	01-02-106-012	I HOUSE	VERNACULAR
10S521	BOOK ROAD	01-02-302-008	FOUR OVER FOUR	VERNACULAR
	91ST & 248TH	01-04-100-006	I HOUSE	GREEK REVIVAL
24626	95TH STREET	01-04-300-004	UPRIGHT AND WING	VERNACULAR
25564	HAFENRICHTER	01-05-300-002	ONE ROOM SCHOOLHOUSE	VERNACULAR
25400	HAFENRICHTER	01-05-300-016	CAPE COD	
25400	HAFENRICHTER	01-05-300-016	GABLED ELL	VERNACULAR
9426	248TH STREET	01-05-400-004	FOURSQUARE	PRAIRIE VERNACULAR
9500	HEGGS ROAD	01-06-300-005	QUEEN ANNE VERNACULAR	QUEEN ANNE
25950	HAFENRICHTER	01-06-400-005	MODIFIED FOURSQUARE	PRAIRIE VERNACULAR
9647	HEGGS ROAD	01-07-200-005	FOURSQUARE	PRAIRIE VERNACULAR
26216	WOLFS CROSSING	01-07-300-001	GABLED ELL	VERNACULAR
S 1200	CARL DRIVE	01-08-100-027	GABLE FRONT	ITALIANATE VERNACULAR
9746	CARL DRIVE	01-08-100-038	UPRIGHT AND WING	VERNACULAR
25501	WOLFS CROSSING ROAD	01-08-100-040	UPRIGHT AND WING	VERNACULAR
25126	OSWEGO ROAD	01-08-200-005	CAPE COD	
25336	OSWEGO ROAD	01-08-300-015	FOURSQUARE	PRAIRIE VERNACULAR
	NORMANTOWN ROAD	01-08-400-000	VERMONT CEMETERY	
9900	248TH STREET	01-08-400-009	UPRIGHT AND WING	VERNACULAR
9900	ROUTE 59	01-09-400-001	UPRIGHT AND WING	VERNACULAR
9900	ROUTE 59	01-09-400-001	GABLE FRONT	VERNACULAR
9900	ROUTE 59	01-09-400-001	CAPE COD	
E. OF R59	95TH STREET	01-10-100-007	CAPE COD	
11S300 ?	BOOK ROAD	01-10-200-017	UPRIGHT AND WING	
9937	ROUTE 59	01-10-300-029	FOURSQUARE	CLASSICAL REVIVAL
9915	ROUTE 59	01-10-300-029	DORMER FRONT BUNGALOW	
10038	PLAINFIELD-NAPERVILLE	01-11-400-014	UPRIGHT AND WING	VERNACULAR
10046	PLAINFIELD-NAPERVILLE	01-11-400-017	FOURSQUARE	PRAIRIE VERNACULAR
21602	111TH STREET	01-13-400-002	UPRIGHT AND WING	VERNACULAR
	104TH STREET	01-14-200-000	UPRIGHT AND WING	GREEK REVIVAL
	104TH STREET	01-14-200-000	WHEATLAND CEMETERY	
	111TH STREET	01-14-300-002	VERNACULAR	FEDERAL VERNACULAR
10856	PLAINFIELD-NAPERVILLE	01-14-400-003	UPRIGHT AND WING	VERNACULAR
	BOOK ROAD & 103RD ST	01-15-200-000	CLOW FARMSTEAD	
10826	BOOK ROAD	01-15-400-002	FOUR OVER FOUR	VERNACULAR
10846	BOOK ROAD	01-15-400-005	HALL AND PARLOR	VERNACULAR
10413	248TH STREET	01-16-100-008	GABLED ELL	VERNACULAR
24524	111TH STREET	01-16-300-010	HALL AND PARLOR	VERNACULAR
W/248TH STREET	103RD STREET	01-17-200-001	GABLED ELL	VERNACULAR
10752	248TH STREET	01-17-400-008	FOUR OVER FOUR	VERNACULAR

**Farmhouses (Sorted by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	BUILDING STYLE	DETAILS STYLE
50	ROUTE 30	01-18-300-002	FOUR OVER FOUR	CLASSICAL REVIVAL
12 S 670	HEGGS ROAD	01-18-300-003	GABLED ELL	QUEEN ANNE
11150	HEGGS ROAD	01-19-100-004	FOURSQUARE	COLONIAL REVIVAL
11152	HEGGS ROAD	01-19-100-009	FOUR OVER FOUR	
	119TH STREET & HEGGS	01-19-300-007	BASEBALL FIELD	
26200	119TH STREET	01-19-300-009	CAPE COD	
26202	119TH	01-19-300-010	GABLED ELL	
11619	HEGGS ROAD	01-19-400-002	SIDE HALLWAY	ITALIANATE
26000	119TH & HEGGS	01-19-400-004	FOURSQUARE	CRAFTSMAN
	HEGGS ROAD	01-19-400-004	STICK STYLE	VERNACULAR
	119TH STREET	01-19-400-008	FOURSQUARE	
26002	119TH STREET	01-19-400-010	GABLE FRONT BUNGALOW	
25728	119TH STREET	01-19-400-014	GABLE FRONT	GREEK REVIVAL
11230	NORMANTOWN	01-20-100-003	FOUR OVER FOUR	
2503	111TH STREET	01-20-200-006	I HOUSE	
	248TH STREET	01-20-200-007	UPRIGHT AND WING	
	119TH STREET	01-20-300-002	GABLED ELL	ITALIANATE
11563	NORMANTOWN	01-20-400-001	UPRIGHT AND WING	
11341	248TH STREET	01-21-100-002	COTTAGE	
24462	119TH STREET	01-21-300-003	UPRIGHT AND WING	
24310	119TH STREET	01-21-400-006	GABLED ELL	
	BOOK ROAD	01-22-200-000	FOUR-OVER-FOUR	GREEK REVIVAL
	BOOK ROAD	01-22-400-005	GABLE FRONT	VERNACULAR
11314	PLAINFIELD-NAPERVILLE	01-23-200-016	UPRIGHT AND WING	GERMAN VERNACULAR
11630	PLAINFIELD-NAPERVILLE	01-23-300-001	UPRIGHT AND WING	VERNACULAR
11746	PLAINFIELD-NAPERVILLE	01-23-300-004	HALL AND PARLOR	VERNACULAR
12211	PLAINFIELD-NAPERVILLE	01-26-100-007	UPRIGHT AND WING	VERNACULAR
12655	PLAINFIELD-NAPERVILLE	01-26-300-001	TUDOR REVIVAL	TUDOR REVIVAL
12629	PLAINFIELD-NAPERVILLE	01-26-300-003	FOUR OVER FOUR	VERNACULAR
23721	119TH STREET	01-27-200-001	GABLED ELL	ITALIANATE
23459	119TH STREET	01-27-200-001	GABLED ELL	ITALIANATE
	119TH STREET	01-27-200-001	PLOWING MATCH MARKER	
12262	BOOK ROAD	01-27-200-002	CAPE COD	
12262	BOOK ROAD	01-27-200-002	UPRIGHT AND WING	VERNACULAR
23228	127TH STREET	01-27-300-008	UPRIGHT AND WING	
23358	127TH STREET	01-27-400-002	GABLED ELL	
24741	119TH STREET	01-28-100-001	UPRIGHT AND WING	ITALIANATE
	VAN DYKE	01-28-100-002	FOUR OVER FOUR	
12415	248TH STREET	01-28-300-018	GABLED ELL	
12550	SOUTH 252ND	01-29-300-002	I HOUSE	
	ROUTE 30	01-29-400-006	GABLE FRONT	
12248	248TH STREET	01-29-400-011	FOURSQUARE	
12130	248TH STREET	01-29-400-013	UPRIGHT AND WING	
12264	HEGGS ROAD	01-30-100-005	SIDE GABLE	
	HEGGS ROAD	01-30-200-003	GABLED ELL	
26034	127TH STREET	01-30-300-002	SIDE GABLE	
	HEGGS ROAD	01-31-400-003	UPRIGHT AND WING	
	135TH STREET	01-31-400-006	UPRIGHT AND WING	
25353	127TH STREET	01-32-100-002	SIDE GABLE	
25333	127TH STREET	01-32-100-002	BUNGALOW	
	ROUTE 30	01-32-200-001	UPRIGHT AND WING	
	VAN DYKE	01-33-100-006	FOUR OVER FOUR	
1163	135TH STREET	01-33-300-007	UPRIGHT AND WING	
	127TH STREET	01-34-100-001	GABLE FRONT BUNGALOW	VERNACULAR
	GREENFIELD	01-34-100-002	FOURSQUARE	VERNACULAR/DORIC COLUMNS

**Farmhouses (Sorted by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	BUILDING STYLE	DETAILS STYLE
119	135TH STREET	01-34-400-006	GABLED ELL	GERMAN VERNACULAR
	PLAINFIELD-NAPERVILL	01-35-200-000	HALL AND PARLOR	
22449	127TH ST.	01-35-200-004	INTERNATIONAL STYLE	
2205	ROYCE ROAD	02-04-200-011	GABLE FRONT	ITALIANATE
1490	ROYCE ROAD	02-04-300-004	I HOUSE	GREEK REVIVAL
21339	BOUGHTON RD.	02-07-300-009	GABLED ELL	VERNACULAR
910	BOUGHTON RD.	02-08-200-003	GABLE FRONT AND WING	ITALIANATE
550	BOUGHTON	02-09-200-021	QUEEN ANNE	VERNACULAR
17025	DAVEY	02-13-400-016	FOUR OVER FOUR	VERNACULAR
1570	RODEO DR. (FERGUSON)	02-19-300-006	GABLED ELL	VERNACULAR
	WEBER	02-20-300-001	I HOUSE OR HALL & PARLOR	VERNACULAR
	NAPERVILLE ROAD	02-20-400-002	HALL & PARLOR	VERNACULAR
	FRONTAGE ROAD	02-21-300-002	UPRIGHT AND WING	VERNACULAR
	FRONTAGE ROAD	02-22-176-002	FOUR-OVER-FOUR	GREEK REVIVAL
	FRONTAGE ROAD	02-22-176-002	GABLE FRONT	VERNACULAR
11313	KATHARINE'S CROSSING	02-24-102-045	SIDE GABLE VERNACULAR	VERNACULAR
11313	KATHARINE'S CROSSING	02-24-102-045	FOUR OVER FOUR	VERNACULAR
	FRONTAGE ROAD	02-28-100-019	GABLED ELL	DUTCH COLONIAL
	NAPERVILLE RD.	02-28-200-006	GABLED ELL	VERNACULAR
19628	NORMANTOWN	02-28-300-003	UPRIGHT AND WING	VERNACULAR
19504	W. NORMANTOWN	02-28-400-003	FOUR OVER FOUR	ITALIANATE
	NORMANTOWN	02-29-200-002	GABLED ELL	VERNACULAR
	FERGUSON	02-30-100-008	GABLED ELL	ITALIANATE
21038	NORMANTOWN (127TH)	02-30-300-010	GABLED ELL	VERNACULAR
1840	N. FRONTAGE RD.(55)	02-31-100-003	UPRIGHT AND WING	ITALIANATE
	NORMANTOWN	02-32-200-020	GABLED ELL	VERNACULAR
11528	NAPER-ROMEO RD.	02-32-400-008	UPRIGHT AND WING	VERNACULAR
14216	BUDLER	03-01-300-009	GERMAN STONE HOUSE	
413	MAIN	03-02-300-004	FOUR OVER FOUR	
	143RD STREET	03-02-400-000	AUTO SALVAGE YARD	
1019	143RD STREET	03-02-400-016	FOUR OVER FOUR	
120	PILCHER	03-03-100-002	FOUR OVER FOUR	
1926	PILCHER	03-05-100-003	FOURSQUARE	
2005	143RD (WHISKEY RD.)	03-05-300-004	GABLED ELL	
25963	PILCHER	03-06-100-007	GABLED ELL	
25710	143RD (WHISKEY RD.)	03-06-400-002	GABLED ELL	ITALIANATE
25725	143RD (WHISKEY RD.)	03-07-100-001	FOURSQUARE	
	STEINER ROAD	03-07-100-002	GREEK REVIVAL	GREEK REVIVAL
15040	STEINER ROAD	03-07-400-002	HALL AND PARLOR	
1828	143RD (WHISKEY RD.)	03-08-100-002	GABLED ELL	
1907	LOCKPORT	03-08-300-015	FOURSQUARE	GREEK REVIVAL
721	ROUTE 30	03-08-400-004	GABLED ELL	ITALIANATE
1857	LOCKPORT	03-08-400-014	FOUR OVER FOUR	COLONIAL REVIVAL
14844	VAN DYKE	03-09-300-004	FOUR OVER FOUR	GREEK REVIVAL
1131	VAN DYKE	03-09-400-002	GABLE FRONT	
1052	143RD STREET	03-11-200-006	FOUR OVER FOUR	
14631	BUDLER	03-12-200-010	GABLED ELL	
	LOCKPORT AND BUDLER	03-12-300-009	I HOUSE	

**Farmhouses (Sorted by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	BUILDING STYLE	DETAILS STYLE
14804	BUDLER	03-12-300-013	UPRIGHT AND WING	
21270	LOCKPORT	03-12-400-012	GABLED ELL	
22313	FRONTAGE-EAST OF 55	03-13-100-009	GABLED ELL	
22045	LOCKPORT	03-13-100-017	FOUR OVER FOUR	
21600	LOCKPORT	03-13-200-005	UPRIGHT AND WING	
	FRONTAGE-EAST OF 55	03-13-300-004	GABLED ELL	GOTHIC REVIVAL VERNACULAR
	LOCKPORT	03-15-200-001	I HOUSE	GREEK REVIVAL
39	RENWICK	03-15-300-011	GABLED ELL	QUEEN ANNE/STICK STYLE
1900	ROWLEY ROAD	03-17-100-018	UPRIGHT AND WING	GREEK REVIVAL
26049	LOCKPORT	03-18-100-004	FOUR OVER FOUR	
25857	LOCKPORT	03-18-200-004	FOURSQUARE	
26160	RENWICK	03-18-300-002	GABLED ELL	
16523	INDIAN BOUNDARY RD.	03-19-300-001	GABLED ELL	
16521	INDIAN BOUNDARY RD.	03-19-400-003	GABLE FRONT	
1950	RENWICK	03-20-100-001	FOUR OVER FOUR	
1628	RENWICK	03-20-200-020	UPRIGHT AND WING	
15929	DRAUDEN ROAD	03-20-200-024	UPRIGHT AND WING	
17150	DRAUDEN ROAD	03-20-300-001	GABLED ELL	
24501	FRASER	03-21-300-004	HALL AND PARLOR	
1018	RENWICK	03-22-100-006	FOURSQUARE	
16608	LILY CACHE ROAD	03-22-400-034	UPRIGHT AND WING	
	ROUTE 30	03-23-300-000	SECOND EMPIRE	VERNACULAR
22300	OLD STATE ROAD	03-24-100-008	GABLED ELL	
22228	OLD STATE ROAD	03-24-100-019	GABLED ELL	
21629	RENWICK	03-24-200-022	GABLED ELL	
	STATEVILLE RD.	03-24-400-000	GREEK REVIVAL	GREEK REVIVAL
26846	GAYLORD	03-25-202-032	CAPE COD	
16761	ROUTE 59	03-27-100-001	FOURSQUARE	GREEK REVIVAL
16938	LILY CACHE ROAD	03-27-200-013	FOURSQUARE	
23622	CATON FARM ROAD	03-27-300-009	HALL AND PARLOR	ITALIANATE
23808	CATON FARM ROAD	03-27-300-049	GABLED ELL	
23440	CATON FARM ROAD	03-27-400-007	GABLED ELL	ITALIANATE
16710	ROUTE 59	03-28-200-003	COTTAGE	
24820	CATON FARM ROAD	03-29-400-006	COTTAGE	
	CATON FARM ROAD	03-30-400-000	FOURSQUARE	
17552	DRAUDEN ROAD	03-32-100-004	GABLED ELL	ITALIANATE
25536	THEODORE	03-32-300-006	GABLED ELL	
24639	CATON FARM ROAD	03-33-100-006	GABLE FRONT	
24447	CATON FARM ROAD	03-33-100-008	DORMER FRONT BUNGALOW	SHINGLE STYLE
23839	CATON FARM ROAD	03-34-100-006	FOUR OVER FOUR	
23865	CATON FARM ROAD	03-34-100-008	I HOUSE	
18130	BRONK	03-34-400-003	UPRIGHT AND WING	
18038	BRONK	03-34-400-015	UPRIGHT AND WING	
2708	CATON FARM RD.	03-36-100-029	SIDE HALLWAY	
2500	CATON FARM RD.	03-36-202-001	FOURSQUARE	
17114	143RD STREET	04-01-400-008	I HOUSE	VERNACULAR
19924	TAYLOR	04-04-300-002	UPRIGHT AND WING	
13849	WEBER	04-05-100-001	I HOUSE	GREEK REVIVAL

**Farmhouses (Sorted by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	BUILDING STYLE	DETAILS STYLE
	WEBER (AND TAYLOR)	04-05-300-003	FOUR OVER FOUR	
	TAYLOR	04-05-300-005	CAPE COD	
20100	TAYLOR	04-05-400-004	ITALIANATE	ITALIANATE
20760	WEBER	04-08-100-018	BUNGALOW	
20103	TAYLOR	04-08-200-005	COTTAGE	QUEEN ANNE
19832	AIRPORT ROAD	04-08-400-004	UPRIGHT AND WING	
20102	AIRPORT ROAD	04-08-400-004	BUNGALOW	
19425	TAYLOR	04-09-200-001	GABLE FRONT	
	ROUTE 53	04-10-100-014	GABLED ELL	VERNACULAR
17361	143RD STREET	04-12-103-032	FOURSQUARE	
14612	ARCHER AVENUE	04-12-203-020-	UPRIGHT AND WING	VERNACULAR
14747	HIGH ROAD	04-12-300-001	FOUR OVER FOUR	VERNACULAR
1053	NORTH STATE	04-13-100-018	HALL AND PARLOR	GREEK REVIVAL
610	TABLE	04-14-401-002	GABLE FRONT	VERNACULAR
	ROUTE 53	04-15-400-014	UPRIGHT AND WING	GREEK REVIVAL/ITALIANATE
20100	RENWICK	04-16-300-002	DORMER FRONT BUNGALOW	
19826	RENWICK	04-16-300-004	GABLED ELL	
19260	RENWICK	04-16-400-025	SIDE HALLWAY	
20645	AIRPORT ROAD	04-17-100-001	GABLE FRONT	
20413	AIRPORT ROAD	04-17-100-007	GABLE FRONT	
20309	AIRPORT ROAD	04-17-200-007	GABLED ELL	
20707	RENWICK	04-17-300-019	UPRIGHT AND WING	
21144	RENWICK	04-18-300-006	BUNGALOW	VERNACULAR
21440	RENWICK	04-18-300-006	FOUR OVER FOUR	
20858	RENWICK	04-18-400-001	HALL AND PARLOR	GREEK REVIVAL
21527	RENWICK	04-19-100-014	UPRIGHT AND WING	
16457	GAYLORD	04-19-300-023	GABLED ELL	
20665	RENWICK	04-20-100-008	HALL AND PARLOR	
	ROUTE 53	04-22-200-005	FOUR-OVER-FOUR	GERMAN FARMHOUSE
1736	BRIGGS	04-25-100-017	FOURSQUARE	
2516	SOUTH FARRELL	04-25-200-022	PRAIRIE VERNACULAR	
1915	SOUTH FARRELL	04-25-200-026	QUEEN ANNE/GABLED ELL	VERNACULAR
2725	SOUTH FARRELL	04-25-400-004	GABLED ELL	VERNACULAR
22	LAWRENCE	04-26-400-037	FOUR OVER FOUR	
510	BRUCE	04-35-200-027	FOUR OVER FOUR	
17963	OAK	04-35-400-001	GABLE FRONT BUNGALOW	
18060	BRIGGS	04-35-400-016	GABLE FRONT	
17918	ROSALIND	04-35-401-008	GABLE FRONT BUNGALOW	
1025	BRUCE	04-36-100-009	FOUR OVER FOUR	
17024	OAK	04-36-100-019	GABLE FRONT	
17421	OAK	04-36-300-002	BUNGALOW	
18225	BRIGGS	04-36-300-030	UPRIGHT AND WING	
17324	ROSALIND	04-36-300-041	I HOUSE	
17121	OAK	04-36-400-022	GERMAN STONE HOUSE	

**Barns (Sorted by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	BARN TYPE(S)
28W621	87TH STREET	01-02-101-013	PLANK FRAME BARN
10S551	BOOK ROAD	01-02-302-009	DAIRY BARN
	BOOK ROAD	01-03-200-006	DAIRY BARN
	91ST & 248TH	01-04-100-006	PLANK FRAME BARN
24626	95TH STREET	01-04-300-004	DAIRY BARN
25400	HAFENRICHTER	01-05-300-016	PLANK FRAME BARN
9500	HEGGS ROAD	01-06-300-005	QUEBEC LONG BARN
25950	HAFENRICHTER	01-06-400-005	FEEDER BARN
26216	WOLFS CROSSING ROAD	01-07-300-001	THREE-BAY THRESHING
S 1200	CARL DRIVE	01-08-100-027	PLANK FRAME BARN
25501	WOLFS CROSSING	01-08-100-040	THREE-BAY THRESHING
9900	ROUTE 59	01-09-400-001	RAISED BARN AND HAY/FEEDER BARN
E. OF R59	95TH STREET	01-10-100-007	PENNSYLVANIA GERMAN BARN
11S300 ?	BOOK ROAD	01-10-200-017	PLANK FRAME BARN
10046	PLAINFIELD-NAPERVILLE	01-11-400-017	THREE-BAY THRESHING
21602	111TH STREET	01-13-400-002	PLANK FRAME BARN
10856	PLAINFIELD-NAPERVILLE	01-14-400-003	THREE-BAY THRESHING
10826	BOOK ROAD	01-15-400-002	DAIRY BARN
10413	248TH STREET	01-16-100-008	DAIRY BARN
24524	111TH STREET	01-16-300-010	DAIRY BARN
W/248TH ST	103RD STREET	01-17-200-001	THREE-BAY THRESHING
10752	248TH STREET	01-17-400-008	THREE-BAY THRESHING
W OF 111TH	248TH STREET	01-17-400-010	BANK BARN
	HEGGS ROAD	01-18-200-001	THREE-BAY THRESHING BARN AND FEEDER BARN
12 S 670	HEGGS ROAD	01-18-300-003	PENNSYLVANIA GERMAN / RAISED BARN
	HEGGS ROAD	01-18-400-001	DAIRY BARN
11230	NORMANTOWN	01-20-100-003	THREE-BAY THRESHING
2503	111TH STREET	01-20-200-006	THREE-END BARN
	119TH STREET	01-20-300-002	THREE-BAY THRESHING
11563	NORMANTOWN	01-20-400-001	THREE-BAY THRESHING
11341	248TH STREET	01-21-100-002	PLANK FRAME BARN
24462	119TH STREET	01-21-300-003	PLANK FRAME BARN
24310	119TH STREET	01-21-400-006	THREE-END BARN
	BOOK ROAD	01-22-200-000	THREE-BAY THRESHING
	BOOK ROAD	01-22-400-005	THREE-BAY THRESHING
11314	PLAINFIELD-NAPERVILLE	01-23-200-016	POLE BARN 1
11746	PLAINFIELD-NAPERVILLE	01-23-300-004	THREE-BAY THRESHING
12206	PLAINFIELD-NAPERVILLE	01-26-100-008	PENNSYLVANIA GERMAN BARN
	PLAINFIELD-NAPERVILLE	01-26-300-001	PENNSYLVANIA GERMAN / RAISED BARN
23459	119TH STREET	01-27-200-001	PENNSYLVANIA GERMAN BARN
12262	BOOK ROAD	01-27-200-002	THREE-BAY THRESHING BARN1
12262	BOOK ROAD	01-27-200-002	CATTLE BARN (BARN 2)
23358	127TH STREET	01-27-400-002	FEEDER BARN
24741	119TH STREET	01-28-100-001	THREE-END BARN
	VAN DYKE	01-28-100-002	PLANK FRAME BARN
12415	248TH STREET	01-28-300-018	PLANK FRAME BARN
	ROUTE 30	01-29-400-006	PLANK FRAME BARN
12248	248TH STREET	01-29-400-011	THREE-BAY THRESHING
12264	HEGGS ROAD	01-30-100-005	RAISED BARN
	HEGGS ROAD	01-30-200-003	DAIRY BARN

**Barns (Sorted by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	BARN TYPE(S)
12464	HEGGS ROAD	01-30-300-006	THREE-BAY THRESHING
25333	127TH STREET	01-32-100-002	PLANK FRAME BARN
	ROUTE 30	01-32-200-001	PLANK FRAME BARN
	VAN DYKE	01-33-100-006	PLANK FRAME BARN
119	135TH STREET	01-34-400-006	PENNSYLVANIA GERMAN BARN, OPEN FOREBAY
	PLAINFIELD-NAPERVILLE	01-35-200-000	PENNSYLVANIA GERMAN/RAISED BARN AND PLANK FRAME BARN
1490	ROYCE ROAD	02-04-300-004	BANK BARN
	KNOCH KNOLLS	02-06-300-007	THREE-END BARN
21339	BOUGHTON RD.	02-07-300-009	THREE-BAY THRESHING
910	BOUGHTON RD.	02-08-200-003	THREE-BAY THRESHING
17025	DAVEY	02-13-400-016	RAISED/BANK BARN
	WEBER	02-20-300-001	NOT IDENTIFIED
	NAPERVILLE ROAD	02-20-400-002	PLANK FRAME BARN
	FRONTAGE ROAD	02-28-100-019	UNKNOWN
	NAPERVILLE ROAD	02-28-200-006	THREE-BAY THRESHING
19504	W. NORMANTOWN	02-28-400-003	DAIRY BARN
	NORMANTOWN	02-29-200-002	THREE-BAY THRESHING
	FERGUSON	02-30-100-008	NOT IDENTIFIED
21038	NORMANTOWN (127TH)	02-30-300-010	THREE-BAY THRESHING
1840	N. FRONTAGE RD.(55)	02-31-100-003	POLE BARN
	NORMANTOWN	02-32-200-020	FEEDER BARN
20442	ROMEO RD.	02-32-300-003	THREE-BAY THRESHING
11528	NAPER-ROMEO RD.	02-32-400-008	THREE-BAY THRESHING
13336	SMITH	02-36-400-007	THREE-BAY THRESHING
14216	BUDLER	03-01-300-009	(UNKNOWN TYPE)
1019	143 <sup>RD</sup> STREET	03-02-400-016	PENNSYLVANIA GERMAN BARN
120	PILCHER	03-03-100-002	DAIRY BARN
1926	PILCHER	03-05-100-003	THREE-BAY THRESHING
2005	143 <sup>RD</sup> (WHISKEY ROAD)	03-05-300-004	BANK BARN
1813	LOCKPORT	03-08-300-008	PLANK FRAME BARN ?
721	ROUTE 30	03-08-400-004	FEEDER BARN
14844	VAN DYKE	03-09-300-004	RAISED BARN
1131	VAN DYKE	03-09-400-002	THREE-BAY THRESHING
14804	BUDLER	03-12-300-013	PLANK FRAME BARN
22045	LOCKPORT	03-13-100-017	PLANK FRAME BARN
26049	LOCKPORT	03-18-100-004	PLANK FRAME BARN ?
26160	RENWICK	03-18-300-002	DAIRY BARN
16521	INDIAN BOUNDARY ROAD	03-19-400-003	PLANK FRAME BARN
15929	DRAUDEN ROAD	03-20-200-024	THREE-BAY THRESHING
24501	FRASER	03-21-300-004	PLANK FRAME BARN
1018	RENWICK	03-22-100-006	PLANK FRAME BARN
22300	OLD STATE ROAD	03-24-100-008	THREE-BAY THRESHING
21629	RENWICK	03-24-200-022	PLANK FRAME BARN
16761	ROUTE 59	03-27-100-001	PLANK FRAME BARN
16938	LILY CACHE ROAD	03-27-200-013	PLANK FRAME BARN
16710	ROUTE 59	03-28-200-003	PLANK FRAME BARN
24820	CATON FARM ROAD	03-29-400-006	THREE-BAY THRESHING
	CATON FARM ROAD	03-30-400-000	PLANK FRAME BARN AND FEEDER BARN ?
26233	CATON FARM ROAD	03-31-100-003	PLANK FRAME BARN
17552	DRAUDEN ROAD	03-32-100-004	THREE-BAY THRESHING
24639	CATON FARM ROAD	03-33-100-006	PLANK FRAME BARN
23865	CATON FARM ROAD	03-34-100-008	PLANK FRAME BARN
18038	BRONK	03-34-400-015	DAIRY BARN
2708	CATON FARM ROAD	03-36-100-029	THREE-BAY THRESHING

**Barns (Sorted by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	BARN TYPE(S)
17361	143RD STREET	04-01-300-008	THREE-BAY THRESHING
19924	TAYLOR	04-04-300-002	THREE-BAY THRESHING
13849	WEBER	04-05-100-001	THREE-BAY THRESHING
	TAYLOR	04-05-300-005	THREE-BAY THRESHING
21411	AIRPORT ROAD	04-07-300-001	PLANK FRAME BARN
20760	WEBER	04-08-100-018	RAISED BARN
19832	AIRPORT ROAD	04-08-400-004	PLANK FRAME BARN
19425	TAYLOR	04-09-200-001	THREE-BAY THRESHING
	ROUTE 53	04-10-100-014	PLANK FRAME BARN
14612	ARCHER AVENUE	04-12-203-020-	THREE-BAY
14747	HIGH ROAD	04-12-300-001	THREE-BAY
20645	AIRPORT ROAD	04-17-100-001	DAIRY BARN
20707	RENWICK	04-17-300-019	THREE-BAY THRESHING
21400	RENWICK	04-18-300-002	CRIB BARN
21144	RENWICK	04-18-300-006	DAIRY OR CATTLE BARN
21440	RENWICK	04-18-300-006	DAIRY BARN
21329	RENWICK	04-19-100-013	DAIRY BARN
21527	RENWICK	04-19-100-014	DAIRY BARN
16457	GAYLORD	04-19-300-023	PLANK FRAME BARN
20665	RENWICK	04-20-100-008	PLANK FRAME BARN
1736	BRIGGS	04-25-100-017	THREE-BAY THRESHING
16820	WEBER	04-30-200-004	DAIRY BARN
1025	BRUCE	04-36-100-009	BANK BARN

**Support Buildings (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	STRUCTURE 1	STRUCTURE 2	STRUCTURE 3	STRUCTURE 4	STRUCTURE 5	ADDITIONAL STRUCTURES
28W621	87TH STREET	01-02-101-013	SHED	PUMP HOUSE	SILO			
10S130 ?	BOOK ROAD	01-02-106-012	SUMMER KITCHEN ?	CRIB BARN				
10S521	BOOK ROAD	01-02-302-008	CHICKEN HOUSE					
10S551	BOOK ROAD	01-02-302-009	IMPLEMENT SHED	METAL BIN	ANIMAL SHED	SILO	PUMP HOUSE	
	BOOK ROAD	01-03-200-006	CRIB BARN					
	91ST & 248TH	01-04-100-006	GARAGE	CHICKEN HOUSE	SHED			
24626	95TH STREET	01-04-300-004	SILO	CRIB BARN	CHICKEN HOUSE	GARAGE 2	HOG HOUSE	
24626	95TH STREET	01-04-300-004	GARAGE 3	IMPLEMENT SHED	GARAGE 1			
25564	HAFENRICH TER	01-05-300-002						
25400	HAFENRICH TER	01-05-300-016	GARAGE	CRIB BARN	WINDMILL			
25400	HAFENRICH TER	01-05-300-016	IMPLEMENT SHED					
9426	248TH STREET	01-05-400-004	GARAGE					
9500	HEGGS ROAD	01-06-300-005	WORKSHOP ?	FOUNDATION	CORN BIN	FOUNDATION	MECHANICAL SORTER	
25950	HAFENRICH TER	01-06-400-005	SILO	MESH BIN	GARAGE	CORN BIN		
25950	HAFENRICH TER	01-06-400-005	SHED	CHICKEN HOUSE	CRIB BARN	IMPLEMENT SHED	ANIMAL SHED	
26216	WOLFS CROSSING ROAD	01-07-300-001	SILO 3	SILO 4	SILO 5	ANIMAL SHED	IMPLEMENT SHED	
26216	WOLFS CROSSING ROAD	01-07-300-001	SHED 1	IMPLEMENT SHED	HARVESTORE SILO	SILO 2	SILO 1	
S 1200	CARL DRIVE	01-08-100-027	CRIB BARN	ANIMAL SHED	GARAGE	WATER TANK TOWER	CHICKEN HOUSE	
25501	WOLFS CROSSING ROAD	01-08-100-040	IMPLEMENT SHED ?	SILO				
25126	OSWEGO ROAD	01-08-200-005	CORN CRIB	CORN CRIB	GARAGE 1	GARAGE		
25336	OSWEGO ROAD	01-08-300-015	SHED 1	SHED 2	GARAGE	CRIB BARN		
	NORMANTO WN ROAD	01-08-400-000						
9900	248TH STREET	01-08-400-009	CRIB BARN	SILO	POLE BARN	SHED	GARAGE	
9900	248TH STREET	01-08-400-009	SHED					
9900	ROUTE 59	01-09-400-001	CRIB BARN	GARAGE	IMPLEMENT SHED	HAY/FEEDER BARN	CRIB BARN	
9900	ROUTE 59	01-09-400-001	CRIB BARN	QUONSET HUT	BIG SILO	SMALL SILO	WINDMILL	
9900	ROUTE 59	01-09-400-001	CRIB BARN 2	SHED	SHED	SMOKE HOUSE	CONCRETE FOUNDATION	
E. OF R59	95TH STREET	01-10-100-007	IMPLEMENT SHED	SILO	CRIB BARN	SILO FOUNDATION	ANIMAL SHED	
11S300 ?	BOOK ROAD	01-10-200-017	CRIB BARN	IMPLEMENT SHED	ANIMAL SHED			
9937	ROUTE 59	01-10-300-029	GARAGE	PUMP HOUSE	IMPLEMENT SHED	SILO	IMPLEMENT SHED	SEE NEXT ENTRY
9937	ROUTE 59	01-10-300-029	IMPLEMENT AND ANIMAL SHED					
9915	ROUTE 59	01-10-300-029	GARAGE					

**Support Buildings (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	STRUCTURE 1	STRUCTURE 2	STRUCTURE 3	STRUCTURE 4	STRUCTURE 5	ADDITIONAL STRUCTURES
10046	PLAINFIELD-NAPERVILLE	01-11-400-017	PUMP HOUSE	FOUNDATION	CRIB BARN			
10953	PLAINFIELD-NAPERVILLE	01-13-300-003	SILO					
21602	111TH STREET	01-13-400-002	CRIB BARN	MOVEABLE CHICKEN COOP	CORRUGATED METAL BIN	GARAGE	CRIB BARN	
21602	111TH STREET	01-13-400-002	CHICKEN HOUSE					
21602	111TH STREET	01-13-400-002	SUMMER KITCHEN	CHICKEN HOUSE	PREFAB OCTAGON COTTAGE	IMPLEMENT SHED	ANIMAL SHELTER	
10856	PLAINFIELD-NAPERVILLE	01-14-400-003	PRIVY	GAS PUMP	STONE FOUNDATION			
10856	PLAINFIELD-NAPERVILLE	01-14-400-003	ANIMAL SHED 1	ANIMAL SHED 2	WINDMILL AND PUMP HOUSE	HOG HOUSE	PRIVY	
10856	PLAINFIELD-NAPERVILLE	01-14-400-003	GARAGE	TRANSVERSE CRIB BARN	MESH BIN	SILO	ANIMAL SHED	
10826	BOOK ROAD	01-15-400-002	SUMMER KITCHEN	IMPLEMENT SHED	CRIB BARN	SILOS (2)	BIN	
10413	248TH STREET	01-16-100-008	SILO	SMALL BARN				
24524	111TH STREET	01-16-300-010	CORN BIN	SMALL BARN	SILO			
W/248TH ST	103RD STREET	01-17-200-001	SHED 1	CHICKEN HOUSE	CRIB BARN	MILK HOUSE ?	PRIVY ?	
W/248TH ST	103RD STREET	01-17-200-001	CHICKEN COOP 1	CHICKEN COOP 2	CORN BIN			
10752	248TH STREET	01-17-400-008	POLE BARN	CRIB BARN	GARAGE	SILO 1	SILO 2	
10752	248TH STREET	01-17-400-008	WINDMILL	IMPLEMENT SHED				
W OF 111TH	248TH STREET	01-17-400-010	POLE BARN					
	HEGGS ROAD	01-18-200-001	GARAGE 1	GARAGE 2	FEEDER BARN			
12 S 670	HEGGS ROAD	01-18-300-003	SHED	CRIB BARN	SILO	CELLAR	MILK HOUSE	
	HEGGS ROAD	01-18-400-001	CRIB BARN	ANIMAL SHELTER	GARAGE 2	GARAGE 3	FOUNDATION	
	HEGGS ROAD	01-18-400-001	GARAGE 1	SILO	CHICKEN HOUSE 1	CHICKEN HOUSE 2	QUONSET IMPLEMENT SHED	
11150	HEGGS ROAD	01-19-100-004	IMPLEMENT SHED					
11152	HEGGS ROAD	01-19-100-009	IMPLEMENT SHED					
26200	119TH STREET	01-19-300-009	STORAGE BARN	SILO	IMPLEMENT SHED			
26202	119TH STREET	01-19-300-010	IMPLEMENT SHED (GARAGE)					
	119TH STREET	01-19-400-008	CRIB BARN	ANIMAL SHED				
25728	119TH STREET	01-19-400-014	ANIMAL SHED	IMPLEMENT SHED				
11230	NORMANTOWN	01-20-100-003	SHED 1	PUMP HOUSE	SHED 2	CRIB BARN		
2503	111TH STREET	01-20-200-006	SHED 1	SHED 2	CRIB BARN	SHED 3	ANIMAL SHED	ANIMAL SHED; SHED 4; PUMP HOUSE; WINDMILL

**Support Buildings (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	STRUCTURE 1	STRUCTURE 2	STRUCTURE 3	STRUCTURE 4	STRUCTURE 5	ADDITIONAL STRUCTURES
	248TH STREET	01-20-200-007	SHED 1	SHED 2	CRIB BARN	SHED 3		
	119TH STREET	01-20-300-002	IMPLEMENT SHED	CRIB BARN	SILO			
11563	NORMANTOWN	01-20-400-001	GARAGE	IMPLEMENT SHED	CRIB BARN	WIRE MESH BIN	SILO	
11341	248TH STREET	01-21-100-002	CRIB BARN	IMPLEMENT SHED				
24462	119TH STREET	01-21-300-003	GARAGE	CRIB BARN	IMPLEMENT SHED	ANIMAL SHED		
	BOOK ROAD	01-22-200-000	SMALL BARN					
	BOOK ROAD	01-22-400-005	SILO	CHICKEN HOUSE	IMPLEMENT SHED	CRIB BARN		
11314	PLAINFIELD-NAPERVILLE	01-23-200-016	SILO	POLE BARN 2	TOOL SHED	IMPLEMENT SHED	CRIB BARN	SEE NEXT ENTRY
11314	PLAINFIELD-NAPERVILLE	01-23-200-016	ANIMAL SHED	CHICKEN HOUSE	HOG HOUSE	SHED 1	SHED 2	SEE NEXT ENTRY
11314	PLAINFIELD-NAPERVILLE	01-23-200-016	GARAGE/HOUSE	MILK HOUSE ?	PUMP HOUSE			
11630	PLAINFIELD-NAPERVILLE	01-23-300-001	CRIB BARN	WINDMILL	FOUNDATION	SILO	CONCRETE SLAB	SEE NEXT PAGE
11630	PLAINFIELD-NAPERVILLE	01-23-300-001	IMPLEMENT SHED	CHICKEN HOUSE	GARAGE			
11746	PLAINFIELD-NAPERVILLE	01-23-300-004	IMPLEMENT SHED	CRIB BARN	ANIMAL SHED	SHED 3	WINDMILL 2	
11746	PLAINFIELD-NAPERVILLE	01-23-300-004	SHED 2	SHED 1	CHICKEN HOUSE	WINDMILL 1	CORN CRIB	SEE NEXT ENTRY
	PLAINFIELD-NAPERVILLE	01-26-300-001	SILO	ANIMAL SHED				
12655	PLAINFIELD-NAPERVILLE	01-26-300-001	GARAGE	CHICKEN HOUSE	PUMP HOUSE ?			
23721	119TH STREET	01-27-200-001	CRIB BARN					
23459	119TH STREET	01-27-200-001	CRIB BARN	SHED 1	LONG STORAGE SHEDS	SILO	HARVESTORE SILOS	PUMP HOUSE
12262	BOOK ROAD	01-27-200-002	SILO 1	SILO 2				
12262	BOOK ROAD	01-27-200-002	WINDMILL	CRIB BARN	GARAGE	IMPLEMENT SHED	HARVESTORE SILO	
23228	127TH STREET	01-27-300-008	IMPLEMENT SHED	GARAGE/SHED	ANIMAL SHED	STORAGE BARN		
24741	119TH STREET	01-28-100-001	IMPLEMENT SHED	CRIB BARN	WIRE MESH BIN	METAL BIN		
	VAN DYKE	01-28-100-002	CRIB BARN					
12415	248TH STREET	01-28-300-018	SILO	PUMP HOUSE				
12550	SOUTH 252ND	01-29-300-002	SHED 1	SHED 2	SHED 3			
25224	ROUTE 30	01-29-300-012	CONCRETE SILO	CONCRETE SLAB				
	ROUTE 30	01-29-400-006	CRIB BARN	ANIMAL SHED 1	ANIMAL SHED 2			
12248	248TH STREET	01-29-400-011	SHED/PLAYHOUSE	CRIB BARN				
12264	HEGGS ROAD	01-30-100-005	GARAGE	SUMMER KITCHEN	IMPLEMENT SHED	FEEDER BARN		
	HEGGS ROAD	01-30-200-003	GARAGE	SHED ADDITION	SILO	PUMP HOUSE	CRIB BARN	ANIMAL SHED.
26034	127TH STREET	01-30-300-002	GARAGE					
12464	HEGGS ROAD	01-30-300-006	SILO	CRIB BARN	PUMP HOUSE			

**Support Buildings (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	STRUCTURE 1	STRUCTURE 2	STRUCTURE 3	STRUCTURE 4	STRUCTURE 5	ADDITIONAL STRUCTURES
	135TH STREET	01-31-400-006	IMPLEMENT SHED					
25353	127TH STREET	01-32-100-002	IMPLEMENT SHED					
25333	127TH STREET	01-32-100-002	GARAGE	CRIB BARN	CISTERN			
	ROUTE 30	01-32-200-001	CRIB BARN	ANIMAL SHED	ANIMAL SHED 2	IMPLEMENT SHED	WINDMILL	
	VAN DYKE	01-33-100-006	PUMP HOUSE	SILO	CRIB BARN	IMPLEMENT SHED	PUMP HOUSE	SHED 2; SHED 3
1163	135TH STREET	01-33-300-007	GARAGE	CRIB BARN	METAL BIN			
	127TH STREET	01-34-100-001	SMOKE HOUSE OR SHED					
125	135TH STREET	01-34-300-013	CORN BIN	CRIB BARN	COTTAGE	GARAGE		
119	135TH STREET	01-34-400-006	SUMMER KITCHEN	SMOKE HOUSE	IMPLEMENT SHED	SILO		
	PLAINFIELD-NAPERVILLE	01-35-200-000	SHED ?	SILO	POLE BARN	PLANK FRAME BARN		
2205	ROYCE ROAD	02-04-200-011	IMPLEMENT SHED	CONCRETE SLAB				
1490	ROYCE ROAD	02-04-300-004	CRIB BARN	CHICKEN HOUSE	SILO	SMOKE HOUSE	CHICKEN COOP/SHED	MILK HOUSE
	KNOCH KNOLLS	02-06-300-007	CARRIAGE HOUSE	CHICKEN HOUSE	CRIB BARN	MILK HOUSE		
21339	BOUGHTON RD.	02-07-300-009	THREE-BAY THRESHING	CRIB BARN	CORN BIN			
910	BOUGHTON RD.	02-08-200-003	PUMP HOUSE	WINDMILL	CRIB BARN	IMPLEMENT SHED	SILOS	ANIMAL SHED
550	BOUGHTON	02-09-200-021	GARAGE	POLE SHED				
17025	DAVEY	02-13-400-016	IMPLEMENT SHED	CRIB BARN	SILO	MILK HOUSE		
1570	RODEO DR.	02-19-300-006	MESH BIN	CORN BIN	RUINS	WINDMILL		
	WEBER	02-20-100-001	SHED	CORN BIN	MESH BINS (2)			
	WEBER	02-20-300-001	SHED	CRIB BARN	MESH BIN	METAL BIN		
	NAPERVILLE	02-20-400-002	CRIB BARN	METAL BIN	MESH BIN			
	FRONTAGE ROAD	02-21-300-002	CHICKEN HOUSE					
	FRONTAGE ROAD	02-22-176-002	CRIB BARN	QUONSET SHED	GARAGE	ANIMAL SHED	IMPLEMENT SHED	
	FRONTAGE ROAD	02-22-176-002	COACH HOUSE					
	FRONTAGE ROAD	02-28-100-019	SILO	CRIB BARN				
	NAPERVILLE ROAD	02-28-200-006	SILO	CRIB BARN	MESH BIN	IMPLEMENT SHED		
19852	NORMANTOWN	02-28-300-001	SHED	PUMP HOUSE	SILO			
19628	NORMANTOWN	02-28-300-003	PUMP HOUSE	SILO	SHED/CRIB BARN			
19504	NORMANTOWN	02-28-400-003	CRIB BARN	MESH BINS (4)				
	NORMANTOWN	02-29-200-002	CRIB BARN	SHED 1	SILO	SHED 2	SHED 3	
	FERGUSON	02-30-100-008	SHED	CORN BINS (4)	WINDMILL			
21038	NORMANTOWN	02-30-300-010	SILO	SHED 1	SMOKE HOUSE	SHED 2	CRIB BARN	
1840	FRONTAGE	02-31-100-003	CORN BIN	SILO	ANIMAL SHED			
	NORMANTOWN	02-32-200-020	CRIB BARN	BARN	SILOS	LIMESTONE RUBBLE WALL		
20442	ROMEO RD.	02-32-300-003	SUMMER KITCHEN	CORN BINS (2)	IMPLEMENT SHED			
11528	NAPER-ROMEO RD.	02-32-400-008	MILK HOUSE	CORN BIN	MESH BIN	SILO		
13336	SMITH	02-36-400-007	SHED 1	CORN CRIB	SHED 2			

**Support Buildings (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	STRUCTURE 1	STRUCTURE 2	STRUCTURE 3	STRUCTURE 4	STRUCTURE 5	ADDITIONAL STRUCTURES
14216	BUDLER	03-01-300-009	GARAGE	IMPLEMENT SHED				
1019	143RD STREET	03-02-400-016	GARAGE	PRIVY	CHICKEN HOUSE	IMPLEMENT SHED		
120	PILCHER	03-03-100-002	CRIB BARN	CRIB BARN	BARN 3	IMPLEMENT SHED	PUMP HOUSE	SILO.
1926	PILCHER	03-05-100-003	GARAGE	CRIB BARN	SILO	SILO		
2005	143RD (WHISKEY RD.)	03-05-300-004	CRIB BARN	SILO	SHED			
25963	PILCHER	03-06-100-007	SILO					
25725	143RD (WHISKEY RD.)	03-07-100-001	CISTERN	IMPLEMENT SHED	SHED			
15040	STEINER ROAD	03-07-400-002	IMPLEMENT SHED	IMPLEMENT SHED 2				
1813	LOCKPORT	03-08-300-008	CRIB BARN	IMPLEMENT SHED 1	IMPLEMENT SHED 2	IMPLEMENT SHED 3		
721	ROUTE 30	03-08-400-004	CRIB BARN	GARAGE	IMPLEMENT SHED	PUMP HOUSE	HOG HOUSE	SILO.
1131	VAN DYKE	03-09-400-002	IMPLEMENT SHED	CHICKEN HOUSE	PUMP HOUSE	IMPLEMENT SHED		
1052	143RD STREET	03-11-200-006	IMPLEMENT SHED	CONCRETE TROUGH	SILO	CRIB BARN		
14631	BUDLER	03-12-200-010	IMPLEMENT SHED					
	LOCKPORT AND BUDLER	03-12-300-009	CHICKEN HOUSE					
14804	BUDLER	03-12-300-013	CONCRETE TROUGH	CHICKEN HOUSE	CRIB BARN	IMPLEMENT SHED	PUMP HOUSE	
21270	LOCKPORT	03-12-400-012	CRIB BARN					
22207	LOCKPORT	03-13-100-011	CRIB BARN					
22045	LOCKPORT	03-13-100-017	CRIB BARN	ANIMAL SHED	SILO	WINDMILL	PUMP HOUSE	
21600	LOCKPORT	03-13-200-005	SILO					
39	RENWICK	03-15-300-011	GARAGE	IMPLEMENT SHED				
1900	ROWLEY ROAD	03-17-100-018	IMPLEMENT SHED	GARAGE				
26049	LOCKPORT	03-18-100-004	SHED 1	SHED 2				
26160	RENWICK	03-18-300-002	DAIRY BARN	SILO	IMPLEMENT SHED	WELL		
16523	INDIAN BOUNDARY RD.	03-19-300-001	CRIB BARN (2)	SILO				
16521	INDIAN BOUNDARY RD.	03-19-400-003	GARAGE	IMPLEMENT SHED	STORAGE BARN	CRIB BARN	SILOS	SHED
1628	RENWICK	03-20-200-020	PUMP HOUSE					
15929	DRAUDEN ROAD	03-20-200-024	BARN	GARAGE	SHED	SHED		
17150	DRAUDEN ROAD	03-20-300-001	GARAGE	PUMP HOUSE	IMPLEMENT SHED	CRIB BARN		
24501	FRASER	03-21-300-004	CRIB BARN					
1018	RENWICK	03-22-100-006	IMPLEMENT SHED 1	IMPLEMENT SHED 2				
16608	LILY CACHE ROAD	03-22-400-034	PUMP HOUSE	WINDMILL				
22300	OLD STATE ROAD	03-24-100-008	BARN	IMPLEMENT SHED	IMPLEMENT SHED	IMPLEMENT SHED	FOUNDATION	
22228	OLD STATE ROAD	03-24-100-019	GARAGE					

**Support Buildings (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	STRUCTURE 1	STRUCTURE 2	STRUCTURE 3	STRUCTURE 4	STRUCTURE 5	ADDITIONAL STRUCTURES
21629	RENWICK	03-24-200-022	CRIB BARN					
	STATEVILLE ROAD	03-24-400-000	CRIB BARN	CHICKEN HOUSE				
26846	GAYLORD	03-25-202-032	GARAGE	PUMP HOUSE	IMPLEMENT SHED			
16761	ROUTE 59	03-27-100-001	SHED	SHED	CRIB BARN	SHED	SILO	
16938	LILY CACHE ROAD	03-27-200-013	IMPLEMENT SHED	WINDMILL				
23808	CATON FARM ROAD	03-27-300-049	GARAGE	CHICKEN HOUSE				
23440	CATON FARM ROAD	03-27-400-007	PUMP HOUSE	CRIB BARN				
16710	ROUTE 59	03-28-200-003	CRIB BARN	PUMP HOUSE	WINDMILL	SUMMER KITCHEN	SHED	CHICKEN HOUSE
24820	CATON FARM ROAD	03-29-400-006	GARAGE	CRIB BARN				
	CATON FARM ROAD	03-30-400-000	POLE BARN	FEEDER BARN?	IMPLEMENT SHED	GARAGE	CRIB BARN	
26233	CATON FARM ROAD	03-31-100-003	STORAGE BARN	CRIB BARN	SILO			
17552	DRAUDEN ROAD	03-32-100-004	IMPLEMENT SHED	IMPLEMENT SHED	CRIB BARN			
25536	THEODORE	03-32-300-006	GARAGE	PUMP HOUSE	STORAGE BARN	STORAGE BARN	CRIB BARN	
24639	CATON FARM ROAD	03-33-100-006	IMPLEMENT SHED	SILO				
23839	CATON FARM ROAD	03-34-100-006	CRIB BARN					
18130	BRONK	03-34-400-003	IMPLEMENT SHED					
18038	BRONK	03-34-400-015	METAL BIN	IMPLEMENT SHED				
2708	CATON FARM ROAD	03-36-100-029	IMPLEMENT SHED	IMPLEMENT SHED 2				
2500	CATON FARM ROAD	03-36-202-001	GARAGE					
17361	143RD STREET	04-01-300-008	WIRE MESH BIN	CORN CRIB	PUMP HOUSE			
17114	143RD STREET	04-01-400-008	SHED	SILO				
19924	TAYLOR	04-04-300-002	WINDMILL	PUMP HOUSE	WATER TROUGH	CRIB BARN	WIRE MESH BIN	SILO
20210	TAYLOR	04-04-400-012	IMPLEMENT SHED					
13849	WEBER	04-05-100-001	CRIB BARN	SILO	PUMP HOUSE			
	WEBER (AND TAYLOR)	04-05-300-003	GARAGE					
	TAYLOR	04-05-300-005	PUMP HOUSE	WINDMILL	WIRE MESH BIN	SILO		
20100	TAYLOR	04-05-400-004	WIRE MESH BIN	SILO	CRIB BARN			
21411	AIRPORT ROAD	04-07-300-001	BARN	IMPLEMENT SHED				
20760	WEBER	04-08-100-018	PUMP HOUSE					
20103	TAYLOR	04-08-200-005	SILO	PUMP HOUSE				
20724	AIRPORT ROAD	04-08-300-007	CRIB BARN					
19832	AIRPORT ROAD	04-08-400-004	CRIB BARN	BARN	GARAGE	PUMP HOUSE	SILO	
20102	AIRPORT ROAD	04-08-400-004	SHED	SILO				

**Support Buildings (Sort by PIN)**

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	STRUCTURE 1	STRUCTURE 2	STRUCTURE 3	STRUCTURE 4	STRUCTURE 5	ADDITIONAL STRUCTURES
19425	TAYLOR	04-09-200-001	SPRING OR SMOKE HOUSE	SILO				
	ROUTE 53	04-10-100-014	CHICKEN HOUSE	SILO				
14747	HIGH ROAD	04-12-300-001	IMPLEMENT SHED					
	ROUTE 53	04-15-400-014	GARAGE	BARN FOUNDATION				
20100	RENWICK	04-16-300-002	CRIB BARN					
19826	RENWICK	04-16-300-004	CRIB BARN					
19260	RENWICK	04-16-400-025	GARAGE	PUMP HOUSE				
20645	AIRPORT RD	04-17-100-001	CRIB BARN	SILO				
20309	AIRPORT ROAD	04-17-200-007	IMPLEMENT SHED 1	IMPLEMENT SHED 2	CRIB BARN			
20707	RENWICK	04-17-300-019	WINDMILL					
21400	RENWICK	04-18-300-002	CRIB BARN					
21144	RENWICK	04-18-300-006	IMPLEMENT SHED	CRIB BARN	WIRE MESH BIN	CORN BIN		
21440	RENWICK	04-18-300-006	IMPLEMENT SHED	ANIMAL SHED	IMPLEMENT SHED	WIRE MESH BIN	DAIRY BARN	
20858	RENWICK	04-18-400-001	CRIB BARN	CHICKEN HOUSE	POLE BARN			
21329	RENWICK	04-19-100-013	SILO	IMPLEMENT SHED				
21527	RENWICK	04-19-100-014	WIRE MESH BINS					
16457	GAYLORD	04-19-300-023	WINDMILL	ANIMAL SHED				
20665	RENWICK	04-20-100-008	GARAGE					
	ROUTE 53	04-22-200-005	GARAGE					
1736	BRIGGS	04-25-100-017	WINDMILL	PUMP HOUSE	CRIB BARN	WIRE MESH BIN	IMPLEMENT SHED	FOURSQUARE COTTAGE.
2725	SOUTH FARRELL	04-25-400-004	GARAGE	CHICKEN HOUSE				
22	LAWRENCE	04-26-400-037	HORSE BARN					
16820	WEBER	04-30-200-004	SILO	IMPLEMENT SHED				
17918	ROSALIND	04-35-401-008	GARAGE					
1025	BRUCE	04-36-100-009	IMPLEMENT SHED	SILO	PUMP HOUSE	CHICKEN HOUSE	IMPLEMENT SHED	
18225	BRIGGS	04-36-300-030	IMPLEMENT SHED					
17551	OAK	04-36-300-037	POLE BARN					
18021	BRIGGS	04-36-300-038	METAL BIN	POLE BARN				
17324	ROSALIND	04-36-300-041	POLE BARN					
17121	OAK	04-36-400-022	SILO					

## Recommendations for Additional Survey Work

### Summary

Based on the townships included in the intensive survey to date, the following are the immediate priorities for additional survey work:

1. Homer Township should be surveyed in order to complete the study of northern Will County. *WJE was recently selected by Will County to prepare the survey of Homer Township. Work on the survey began in December 2001.*
2. Several other areas of Will County are experiencing development that potentially threatens rural historic resources. These include the following townships: New Lenox, Joliet, Troy, Jackson, Frankfort, and Crete. *We understand that the Historic Preservation Commission, through Will County Land Use Department staff, is applying to the Illinois Historic Preservation Agency for matching funds to survey New Lenox Township.*
3. Eastern Will County will be affected dramatically if a “third airport” is developed. Although plans for a new airport are tenuous at best at the present, political pressures could keep this possibility alive for several more years, and planning for the site may continue in the interim. Under the current plan, the townships that would ultimately be affected include Peotone, Green Garden, Monee, and Will. *We understand that the Historic Preservation Commission, through Will County Land Use Department staff, is applying to the Illinois Historic Preservation Agency for matching funds to survey Will Township.*

### Introduction

The rate of development of rural areas is a significant topic, not only to Will County and the Historic Preservation Commission, but to the general public as well as indicated by several articles that have appeared in the print media. On a single day in late 1999, two stories appeared in the *Chicago Tribune* on farmsteads: one in eastern Will County and two sites in Kane County.<sup>22</sup>

Will County performed a rural survey in 1988 that identified approximately 4,867 structures. (A discussion of this survey is provided in the bibliography.) However, numerous changes have occurred in the 12 years since the original survey and a reassessment should be performed in the remaining townships in the county. For the most historically and architecturally significant area, this reassessment should be an intensive survey as this report documents for Du Page Township.

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<sup>22</sup> James Janega, “Development Uproots Town’s Rural Heritage,” *Chicago Tribune*, sec. 2, p. 1; Phil Borchmann, “Planting the Seeds to Save 2 Farms,” *Chicago Tribune*, sec. 2, p. 6. Kane County performed a thorough rural architecture survey in the late 1980s, which was published in 1991. Recently the county was recognized by the Landmarks Preservation Council of Illinois (LPCI) for their efforts in completing rural survey work and in funding preservation efforts in rural areas (see Landmarks Preservation Council of Illinois, Preservation Brief #66, December 1999). Kane County’s efforts began in the 1970s when several studies were performed of rural villages and vernacular farm buildings. Since the rural survey of the 1980s, the county has developed a land resource management plan and a planning, development, and preservation program. In 1997, the Kane County Board began receiving funds from casino revenues, with almost \$750,000 appropriated for historic preservation and heritage tourism. (Kane County Development Department, Planning and Projects Division. *Built for Farming: A Guide to the Historic Rural Architecture of Kane County* (N.p., 1991).)

Another region with significant rural heritage is Kendall County. The general pattern of farmstead development on the western edge of Wheatland and Plainfield Townships continues into eastern Kendall County. In performing historical research, we found that some of the farming families in the survey area also had land in Kendall County or had relatives with farms on the eastern edge of Kendall County. However, we are not aware of any rural survey work in Kendall County. If performed, this would provide historians and preservationists a broader picture of agriculture in the region.



*This image is a warning. Although this crib barn was not located in the survey area (photographed in the summer of 1999, it was located along Route 59 in southern Naperville in Du Page County and was no longer extant by September 2000), it illustrates the sad fate of many farmsteads and farm structures. No longer used in farming operations, it served as a billboard for the type of development that will lead to its destruction.*

### **Areas Adjacent to the Survey Region**

The Will County Historic Preservation Commission intends Phase I of the re-survey of Will County to include the five northern townships. Homer Township, the remaining area to be surveyed in Phase I, has had a significant rural history closely tied to the four townships documented to date. It also has been closely linked to the settlement and development of southwest Cook County.

Settlement increased in Homer Township with the building of the Illinois and Michigan Canal, which passed through the southeastern sections, in the latter 1830s and 1840s. Homer Township included a settlement called Goodings Grove, settled in 1832 named for Deacon James Gooding and located in the northeast portion of the township. Will County towns outside of Homer Township that have influenced its development include Lockport, located to the west, and New Lenox, located to the south. Cook County towns that have influenced Homer Township development include Lemont (originally called Athens), located in Lemont Township to the north, and Orland Park, located in Orland Township to the east.

Growth of surrounding communities and unincorporated subdivisions within Homer Township has begun to change its character, which was essentially rural until recent times. Significant development has occurred in the northeast portion of the township, although development extending from Lockport, New Lenox, and Orland Park has changed the landscape as well. The extension of Interstate 355 is proposed in the west and southwest sections of the township. We understand that in early 2001 voters in the township passed a referendum to incorporate, potentially under the name of Goodings Grove. All of these factors emphasize the importance of rural survey work at this point in time.

### **Other Townships in Will County**

Several areas of Will County are experiencing residential and industrial development that will potentially affect farmsteads and other historic rural resources. According to information provided by the Land Use Department, New Lenox, Troy, Joliet, Jackson, and Frankfort Townships are experiencing widespread development and therefore should be considered for future rural survey action. Another area of recent growth is eastern Will County, including Crete Township.

We understand that the Historic Preservation Commission is seeking matching funds from the Illinois Historic Preservation Agency for funds to survey New Lenox Township. A brief recognition of the New Lenox area by WJE identified numerous interesting historic structures along U.S. Highway 6. Like Lockport and Plainfield, New Lenox has a rich rural history.

Despite the recent downturn in airline traffic in the United States after the tragic events of 11 September of this year, the possibility for a “third airport” in eastern Will County remains. This would have a significant impact on not only the immediate vicinity around an airport but the entire eastern half of Will County. We understand that the Historic Preservation Commission is applying to the Illinois Historic Preservation Agency for funds to survey Will Township. This is a prudent move, since study of eastern Will County is an important issue, and Will Township is an appropriate starting point whether a third airport is built or not.

### **Landscape Features**

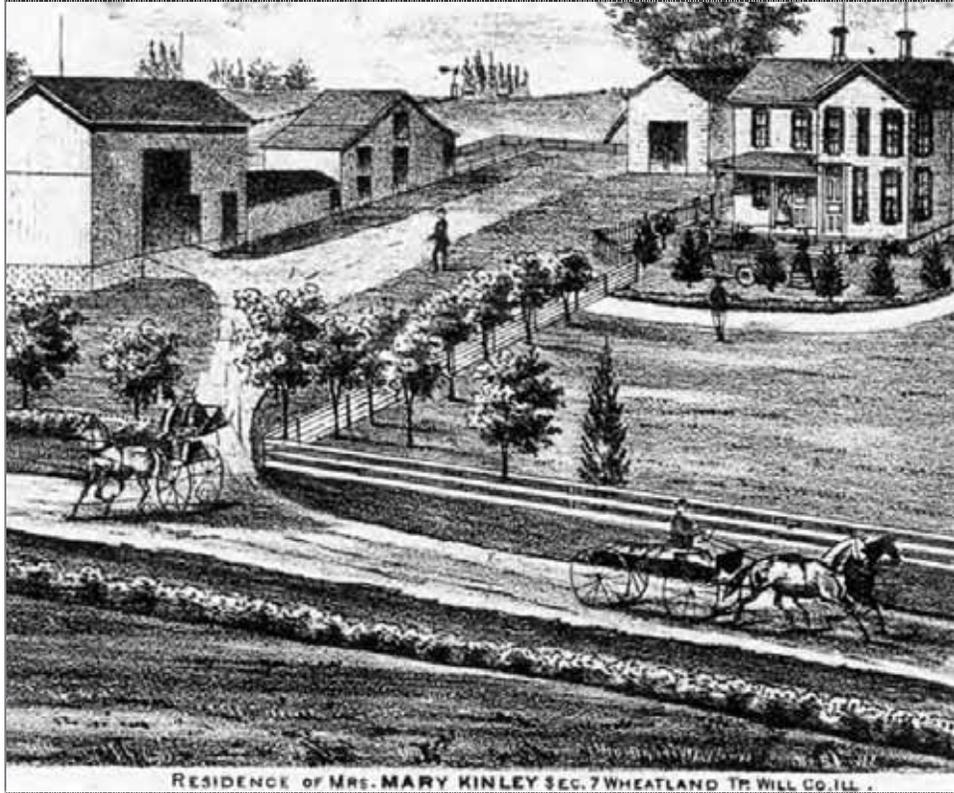
One overall issue to consider in performing additional surveys is to include a component that examines the rural *landscape* as well as the rural *architecture*. In performing this survey, efforts were made to comment on certain significant landscape features, although unlike the survey of the rural architecture this has not been performed in a comprehensive manner. Landscape is more than the spaces between buildings – it is what binds and defines the rural environment.

National Register Bulletin 30 is titled “Guidelines for Evaluating and Documenting Rural Historic Landscapes,” which is a document meant to guide the process of assessing rural environments toward nomination on the National Register of Historic Places. The document states that the examination may require using “the combined efforts of historians, landscape historians, architectural historians, architects, landscape architects, archaeologists, and anthropologists.”<sup>23</sup> Therefore, the Land Use Department and Will County Historic Preservation Commission should consider performing a limited landscape survey or a landscape survey component for the survey of rural architecture in the areas described below. In addition, there should be consideration to have the results of the rural structures survey of Wheatland, Plainfield, and Lockport Townships reviewed by a qualified consultant as part of any National Register nomination action on properties in the survey area.



*Shown above are two views from a farmstead site in southeastern Homer Township, which has slightly rolling terrain. It was formed by the runoff channels of melting glaciers, which now are present as Spring Creek (present just beyond the farmstead shown above) and Fraction Run. This site is among those included in the rural survey of Homer Township.*

<sup>23</sup> National Register Bulletin 30, *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Interagency Resources Division, n.d.), 7.



*Present in Vermont Cemetery (discussed in Chapter II) are several surviving markers, including the one illustrated below for a Kinley family member. The Kinley farmstead (located in Section 6 of Wheatland Township, not Section 7 as noted above) was later subsumed by the Hafenrichter farmstead.*



## CHAPTER IV: SURVEY METHODOLOGY

### Survey Team

The survey team for this report from WJE consisted of Jeffrey Koerber, Project Manager and Architect; Joshua D. Freedland, Project Conservator; and David J. Felletti, Project Technician. Historic preservation consultant Lawrence M. Shure provided extensive assistance to WJE as a subconsultant by performing field survey work. This report incorporates information from the previous report on Wheatland, Plainfield, and Lockport Townships dated November 2000, which included historical research by Kaaren R. Staveteig and Marci R. Uihlein.

### Background Research

Work on the rural survey of Du Page Township began in April 2001, with background research performed at the State of Illinois Archives, Springfield, the Joliet Public Library, and the Chicago Public Library. This report incorporates material from the November 2000 rural survey report, which included research performed at the following institutions:

- State of Illinois Archives, Springfield
- University of Illinois Libraries
- Joliet Public Library
- Des Plaines Valley Library (Lockport)
- Plainfield Public Library
- Chicago Public Library
- Will County Historical Society
- Joliet Area Historical Society
- Plainfield Historical Society

The November 2000 report included additional historical information provided by Mr. Michael A. Lambert, former chair of the Will County Historic Preservation Commission, and current commission member Mr. John Lamb. Mr. Lambert provided information on the development of Plainfield, the rural crossroads of Wheatland Township, and the Du Page River valley limestone industry. Mr. Lamb provided comments on the development of Lockport.

Historical information included development of northwestern Will County and the surrounding region. This information was used by the survey teams to understand the pattern of agricultural growth in the region. In addition, general background research was performed in a variety of areas, including the development of agriculture in the United States, immigration of major ethnic groups, and types of agricultural structures.

### Field Survey

Field survey of Du Page Township was performed by Mr. Shure, Mr. Koerber, and Mr. Freedland in April and May 2001, utilizing the survey forms developed during the 1999–2000 rural survey work. The database (using Microsoft Access), developed previously by Mr. Shure, was then used to compile the field survey information.

On a typical day of survey, drive-through identification of former or current farmsteads and related support structures buildings was performed in a given location (usually about one to three square mile sections in area, depending on farmstead density) before the site-to-site survey. Maps produced using ArcView GIS were used in the field in conjunction with detailed road maps. Approximately five to twelve farmsteads were surveyed in a typical day, for a total of 7 personnel days until completion of the field survey in mid-May 2001.

Each site was entered by first approaching the house on each property and requesting permission to survey from the property owner or occupant. (Survey teams were in possession of a letter from the Land Use Department that requested that owners allow the survey to be conducted.) If residents were not home, survey was conducted from the main driveway to the site, staying in open view should the resident return. In instances where the property owner or occupant requested that the survey team leave, the survey was conducted from the public right-of-way; this occurred at only a few sites.

Using a minimum age of 50 years as a general limit for structures to be included in the survey, each structure built before 1950 was documented on a printed version of the database input form, with the most detailed information taken on the farmhouse and primary barn. Each structure was photographed with a 35mm camera with a 28 to 90 mm zoom lens. Kodak Plus-X or Tri-X film was used for all photographs. Many structures dating from approximately 1950 to 1960, were also included in the survey, given that this would allow the data to be used for several years following the completion of this report. Very few structures less than 40 years old were documented – one of the exceptions was Harvestore silos, which were included because their construction demonstrated the continued vitality of the farm economy in the post-World War II era. During each day of field survey, the taxpayer identification numbers (referred to as “PIN numbers”) were looked up at the Will County Office Building in Joliet.

### **Presentations**

A presentation of the survey finding was given to the Historic Preservation Commission at its monthly meeting in September 2001. WJE received verbal comments that were subsequently reviewed and included in this report. *Note: We anticipate that this draft report will elicit comments, which will reviewed and responded to in the final report.*

### **Database and Base Map Preparation**

Mr. Shure and Mr. Koerber were responsible for entering the field data into the Microsoft Access database. At the time of data entry, details such as house style and barn type were re-examined based on the photographic documentation. Enlarged contact sheets were made of each roll of film, resulting in black and white prints approximately 2-1/4 inches by 3-1/2 inches.

Concurrent with the field survey, the base map for the survey region was prepared using ArcView GIS Version 3.1. (GIS stands for Geographical Information System.) Base map information was downloaded from the website of the Illinois Natural Resources Geospatial Data Clearinghouse at [www.isgs.uiuc.edu/nsdihome/ISGSindex.html](http://www.isgs.uiuc.edu/nsdihome/ISGSindex.html). Information on the geographical data included in the base map is contained at the end of Appendix C. The sites included in the survey were plotted on the base map during June and July 2001, identifying sites as being significant, contributing, or non-contributing according to the evaluation criteria.

### **Survey Sheets**

Two original copies of the survey sheets and five xerographic copies are being provided to the Land Use Department under separate cover. The survey sheets were generated from Microsoft Access with each structure (or site in the case of elements such as baseball fields or cemeteries) having one page. General information for the site was provided on each page, including address or street intersection, PIN number, property name, site plan sketch, and survey date. The database was set up assuming that each site had one farmhouse, one main barn, and up to five additional structures. For most sites, this was sufficient. However, when a site had numerous additional structures, another line of data in the database was entered and the PIN numbers and other identifying information repeated.

Information on the survey sheets included building type, features, and condition. The general condition of the exterior walls, trim, porches, and roofs was noted as good, fair, or poor. Condition was determined

based solely on brief visual examination and does not consider comprehensive structural or material condition.

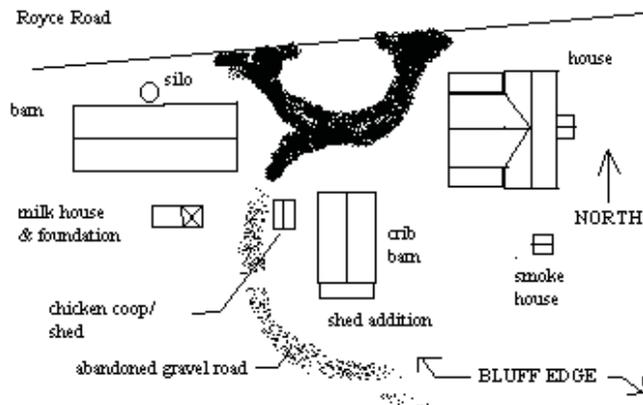
Although PIN numbers were looked up for all of the properties within the rural survey area, sites that were recorded in the database but were outside the scope of the survey work were recorded generically, with township number, section number, and quarter section number with “-000” at the end. In this manner, it is possible to sort these properties in the database.



*Shown above is another view of the Whallon-Eichelberger-Konicek farmhouse in Section 4 of Du Page Township, with the original I-House form and local limestone foundation visible. This property is now owned by the Will County Forest Preserve District; however, it has been reported that the house is to be demolished.*



*During the execution of the rural survey, unique remnants are often encountered. At the Whalon-Eichelberger-Konicek farmstead in Section 4 of Du Page Township, an overgrown farm road leading from the farmyard was encountered. The road led down the bluff to what was either crop or pasture land along the Du Page River.*



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*In 1999, the Will County Land Use Department, acting as liaisons for the Will County Historic Preservation Commission, engaged Wiss, Janney, Elstner Associates, Inc. to perform an intensive survey of Wheatland, Plainfield, and Lockport Townships in northwest Will County, Illinois. The resulting report, dated November 2000 and printed in January 2001, was used as a basis for developing this report.*

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## Tables

The following tables were developed for this report on the rural survey of Du Page Township. Although Du Page Township has

over a 100 year period. The accompanying maps shows each of these locations in contemporary Wheatland Township. The table and map are based on the following sources:

- “Historical Sketch of the Wheatland Plowing Match Association,” 1927, reproduced in August Maue, *History of Will County*, 1928, 372-95.
- “100<sup>th</sup> Annual Wheatland Plowing Match,” 1976.
- *Combination Atlas Map of Will County*. Elgin, Illinois: Thompson Brothers & Burr, 1873.
- Geo. A. Ogle & Co. *Plat Book, Will County, Illinois*. Chicago, 1893.
- Geo. A. Ogle & Co. *Standard Atlas of Will County, Illinois*. Chicago, 1909.
- *Plat Book of Will County, Illinois*. Rockford, Illinois, n.d. [Circa 1940.]
- *Farm Plat Book and Business Guide: Will County, Illinois*. Joliet, Illinois: Rockford Map Publishers, Inc., 1948.
- *Will County, Illinois: Official Farm Plat Book and Directory*. Joliet, Illinois: Dreher & Schorie, 1970.
- *Will County & Plat Book: Will County, Illinois*. Joliet, Illinois: Rockford Map Publishers, Inc., 1998.



<p align="center"><b>TABLE 1</b>  <b>Will County Rural Historic Structural Survey</b>  <b>Du Page Township Survey Sites (April and May 2001)</b>  Names Listed on Historic Plat Maps Listed in Bibliography</p>													
Street Number	Street Name	PIN (Sidwell # only)	Assessment of Significance	1862	1873	1893	1909	Circa 1940	1966	1976	1985	1990	1998
	South Frontage Road (I-55)	02-28-100-019	Contributing	R. Goudy	W. Dunlop	G. Lambert	William Walker	Daniel Mostyn	Leo Mostyn	Madeleine Mostyn	Madeleine Mostyn	First American Trust	First National Bank of Cicero
	Naperville Road	02-28-200-006	Contributing	J.P. Glavy	Peter Ward	Peter Ward	Peter Ward	Stephen S. Ward	Stephen S. Ward	Stephen S. Ward	Stephen S. Ward	Stephen S. Ward	William Gahlberg
19852	Normantown Road	02-28-300-001	Non-contributing	S.B. Rank	Michael Kelly	Michael Kelly	Michael Kelly	Albert Hassert	Albert Hassert	Albert Hassert	Roy F. Hassert	Roy F. Hassert	Roy F. Hassert Trust
19628	Normantown Road	02-28-300-003	Non-contributing	J. Ranck	J. Alexander	Henry Dollinger	Henry Dollinger	Emma Dollinger	Chanslor-Western Co.	Pearl M. Thoman	Irene T. Schindel	Irene T. Schindel	Oak Creek Development
19504	Normantown Road	02-28-400-003	Contributing	A. Amsden (original farmstead at east end of quarter-section)	P. Biggins (original farmstead at east end of quarter-section)	James A. Biggins	E. Biggins	H.R. Phelps	George Mather	George Mather	Millie Mather	George Mather	George L. Mather
	Normantown Road	02-29-200-002	Contributing	J. Biggins	J. Biggins	Biggins Estate	Catherine Biggins	Albert Yackley	Harvey and Edna Boldt	Harvey and Edna Boldt	Harvey and Edna Boldt	Harvey and Edna Boldt	Harvey and Pearl Boldt
	Ferguson Road	02-30-100-008	Contributing	Gidding Musselman	Gidding Musselman	J.E. Musselman	Albert Corbin	Mrs. Joseph Sonntag	Mrs. Miriam Young	Mrs. Miriam Young	Mary Kelley	Mary Kelley	Mary Kelley
21038	Normantown Road (127th)	02-30-300-010	Contributing	S. Annis	E. Mather	Catherine Biggins	Catherine Biggins	E.M. Biggins	Joseph J. Doyle	Joseph J. Doyle	Mary Kelley	Mary Kelley	Mary Kelley
1840	North Frontage Road (I-55)	02-31-100-003	Local Landmark Eligible	G.R. Dyer	R. Rathburn	C.W. Rathburn	Jonathan Mather	Fred Hageman	Fred Hageman	Fred Hageman	Fred Scholz	Fred Scholz	Fred Scholz Trust
	Normantown Road	02-32-200-020	Contributing	G.R. Dyer	George Dixon	George Dixon	A.F. Mather	R.O. Mather	Robert M. Haley	Union National Bank Trust	Union National Bank Trust	Union National Bank Trust	Standard National Bank and Trust Trust
20442	Romeo Road	02-32-300-003	Non-contributing	Dagen	M. Dagen	Daniel Ward	William Ward	P.C. Weber	Peter Weber	Phillip and Ann Weber	Robert C. Weber	Robert C. Weber	Irene Weber
11528	Romeo Road	02-32-400-008	Contributing	"J.M."	J. Lambert	John Lambert	John Lambert	Mrs. Thomas Lambert	Mrs. Frances Lambert	Loretta Lambert	Loretta Lambert	Loretta Lambert	Loretta Lambert
13336	Smith	02-36-400-007	Non-contributing	Schmid and/or "A.P."	J. Smith	John Smith	Anton Kwasniewski	Anton Kwasniewski	Max Haehmel	Chicago Title and Trust	Union Oil Company	Union Oil Company	Union Oil Company

<p align="center"><b>TABLE 2</b>  <b>Will County Rural Historic Structural Survey</b>  <b>Selected Historic Du Page Township Farmstead Sites No Longer Extant</b>  <b>(including those illustrated in the <i>Combination Atlas Map of Will County, 1873</i>)</b></p>										
Section	1862	1873	1893	1909	Circa 1940	1966	1976	1985	1990	1998
2	H. Ward	S. Ward	Seraphine Rott	James Clifford	N.G. Eipers	W. and H. Brehm	Subsequently developed and incorporated	1985	1990	1998
2	John Miller Estate	Frank Hulett	Louis Seegers	P. Hermann	George Steinhouse	Florence and George Steinhouse	Subsequently developed and incorporated	1985	1990	1998
2	John Barber	John Barber	John and Franklin Barber	J. Breitweiser	J. Breitweiser	Joseph Breitweiser	Subsequently developed and incorporated	1985	1990	1998
4	H. Boardman	Horace and Harry Boardman	Urias Eichelberger	Urias Eichelberger	Urias Eichelberger	John Konicek and others	Carlton F. Nodelhofer and Elmhurst Stone Company	Elmhurst Stone Company	Elmhurst Stone Company	Elmhurst Stone Company
5	Robert Strong	Robert Strong	A.M. Strong	A.M. Strong	Prudential Insurance Company	Louise Hartung	Chicago Title and Trust	Subsequently developed and incorporated	1990	1998
6	Charles King	Charles King	James King	Urias Eichelberger	George Eichelberger	Donald Greer	Levitt Residential	Subsequently developed and incorporated	1990	1998
7	R.W. Smith	Smith Estate	John White	S.W. Chilvers	C.S. Chilvers	Walter Chilvers	Subsequently developed and incorporated	1985	1990	1998
12	Austin Godfrey	Austin Godfrey	Austin Godfrey	G.R. and R.S. Godfrey	H.A. Godfrey	Charles and Ray Elliot	Centex Winston Corporation	Subsequently developed and incorporated	1990	1998
16	S.R. Rathburn and J.Q. Lander	V. Rathburn	P. Didow and H. Schultz	J. Grabow and H. Schultz	J. Grabow and Minnie Kehm (Kelm?)	Mathers and Moeller	Subsequently developed and incorporated	1985	1990	1998
16	J. McCain	J. McCain	J. Dreyfus	Herman Zarn	Joe Schumacher	Earl Konicek	Earl Konicek	Kaufman and Broad	Harris Trust and Savings	Montalband Builders
17	Chauncy Higgins	Chauncy Higgins	Chauncy Higgins	Chauncy Higgins	James McMicken and F. Clow	Chicago Title and Trust	Subsequently developed as Clow (International) Airport	1985	1990	1998
21	Jonas Walker	Jonas Walker	Jonathan Walker	Peter Book	Myrtle Brown	Alice Fern Brown	Fern Brown	Fern Brown, Samuel Saxon, trustee	Walsh Gahlberg Real Estate	Subsequently developed and incorporated
27	Thomas Williams	Enoch Stafford	Enoch Stafford	Stafford Brothers	Charles Hahn	Charles and Rose Hahn	Subsequently developed and incorporated	1985	1990	1998
27	H. Lord	H. Lord	Enoch Stafford	Enoch Stafford	J.L. Kennedy	Belle Kennedy	Subsequently developed and incorporated	1985	1990	1998
35 and 36	Farrell family	Farrell family	Century Stone Co. and George Monroe	Central Stone Co., Joliet Flux Co., and Madden, Campbell, and Munro	Theophine Products Co. and Bruce Ice Co.	Pure Oil Company	Union Oil Company	Mobil Oil Corporation	Mobil Oil Corporation	Mobil Joliet Refining

*Names Listed on Historic Plat Maps Listed in Bibliography*

## Appendix A

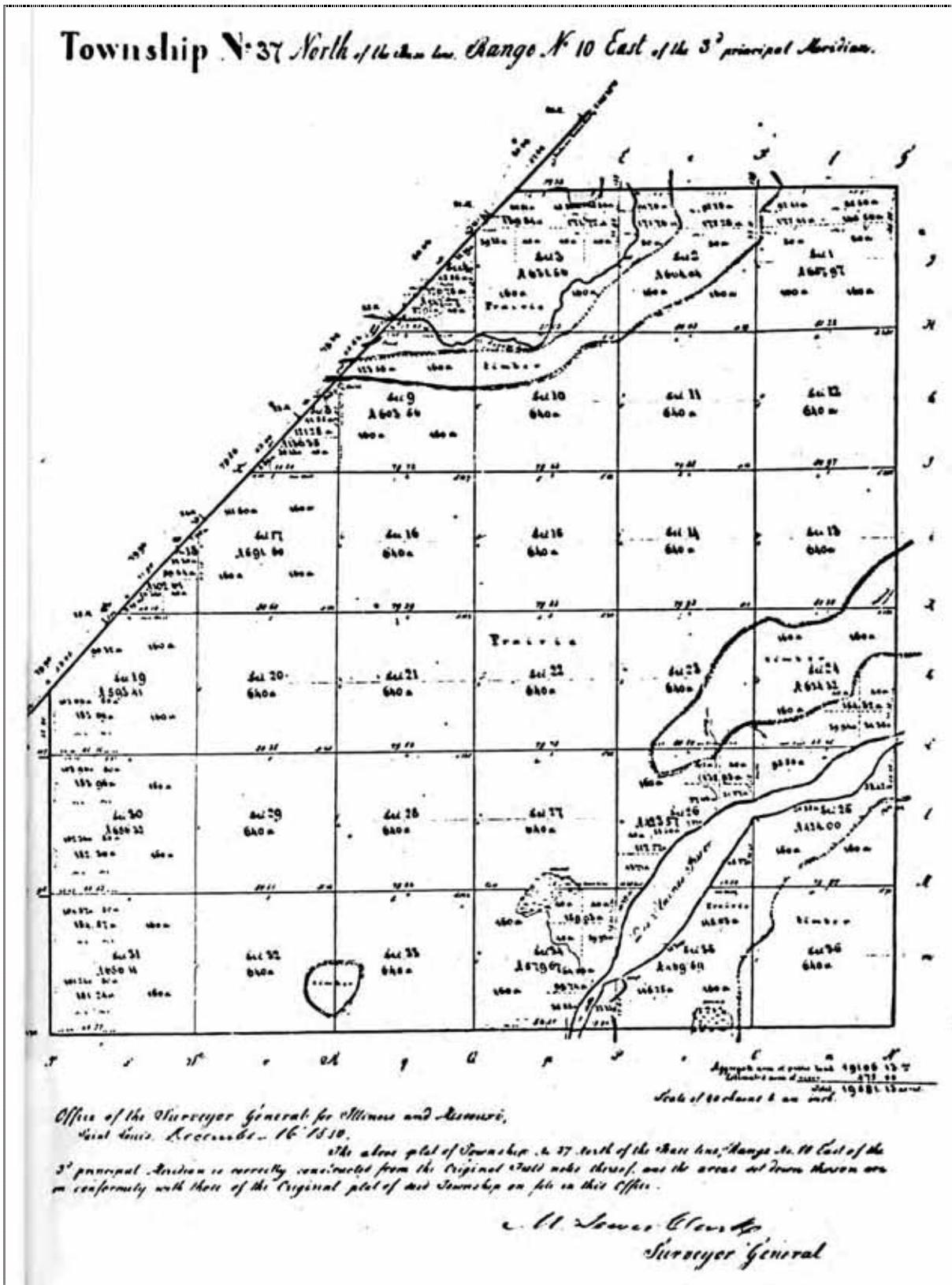
### Reproductions of Plat Maps

**Will County Plat Maps of Du Page, Lockport, Plainfield, and Wheatland Townships**  
**Du Page County Plat Maps of Naperville, Lisle, and Downers Grove Townships**  
**Cook County Plat Maps of Lemont Township**

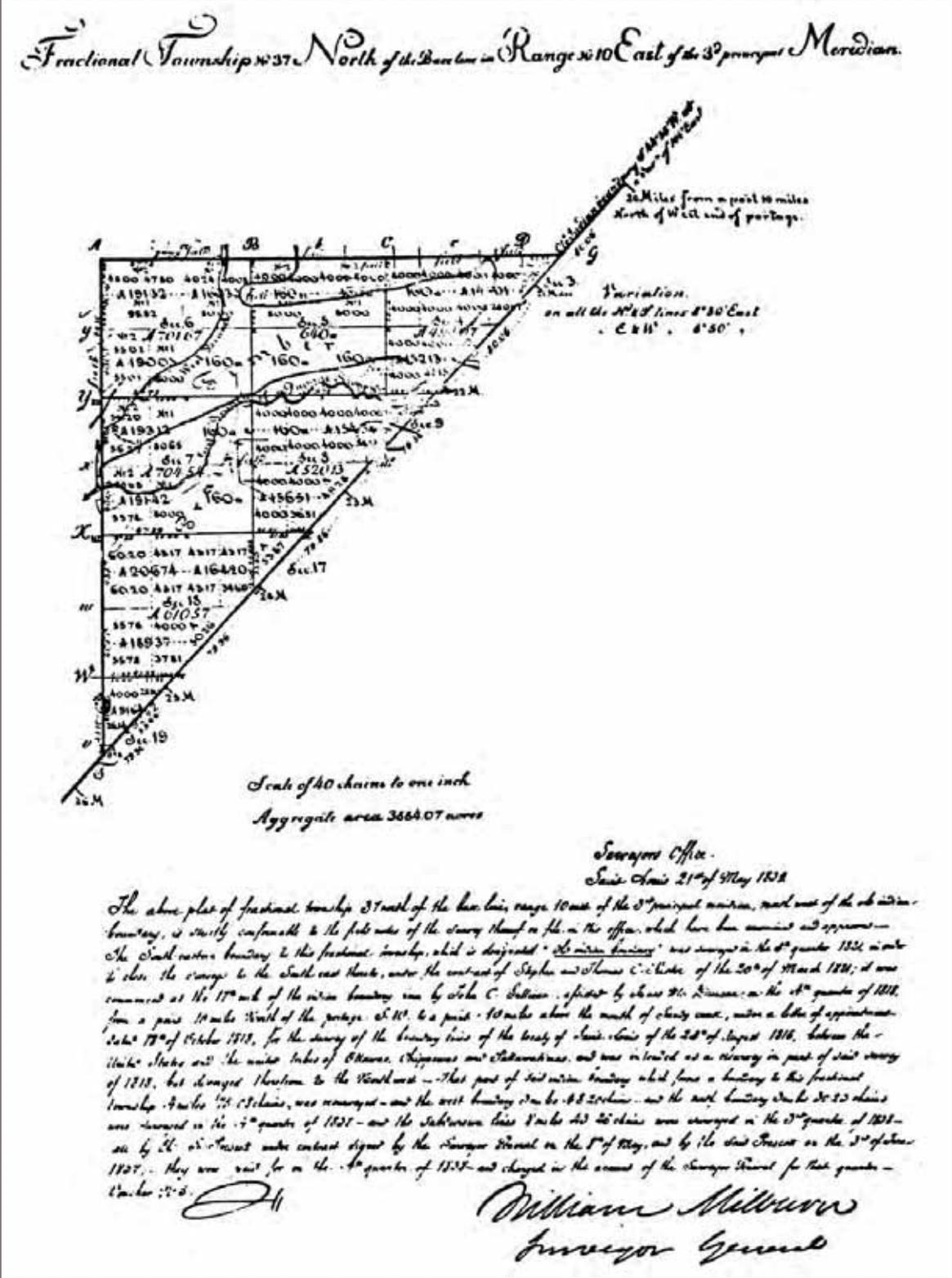
#### Introduction

In researching and analyzing the farmsteads included in this study, a range of historic plat maps were reviewed to determine the recorded owner of each of the more significant sites. As with any plat map, the *owner* of the property is listed and not necessarily the *occupant*. Nonetheless, these maps are useful in determining the overall patterns of settlement; tracking the uses of the land for farming and subsequent other uses (such as residential and industrial development or quarrying operations); and for understanding the patrimony of some of the more significant families, as farmsteads passed from generation to generation.

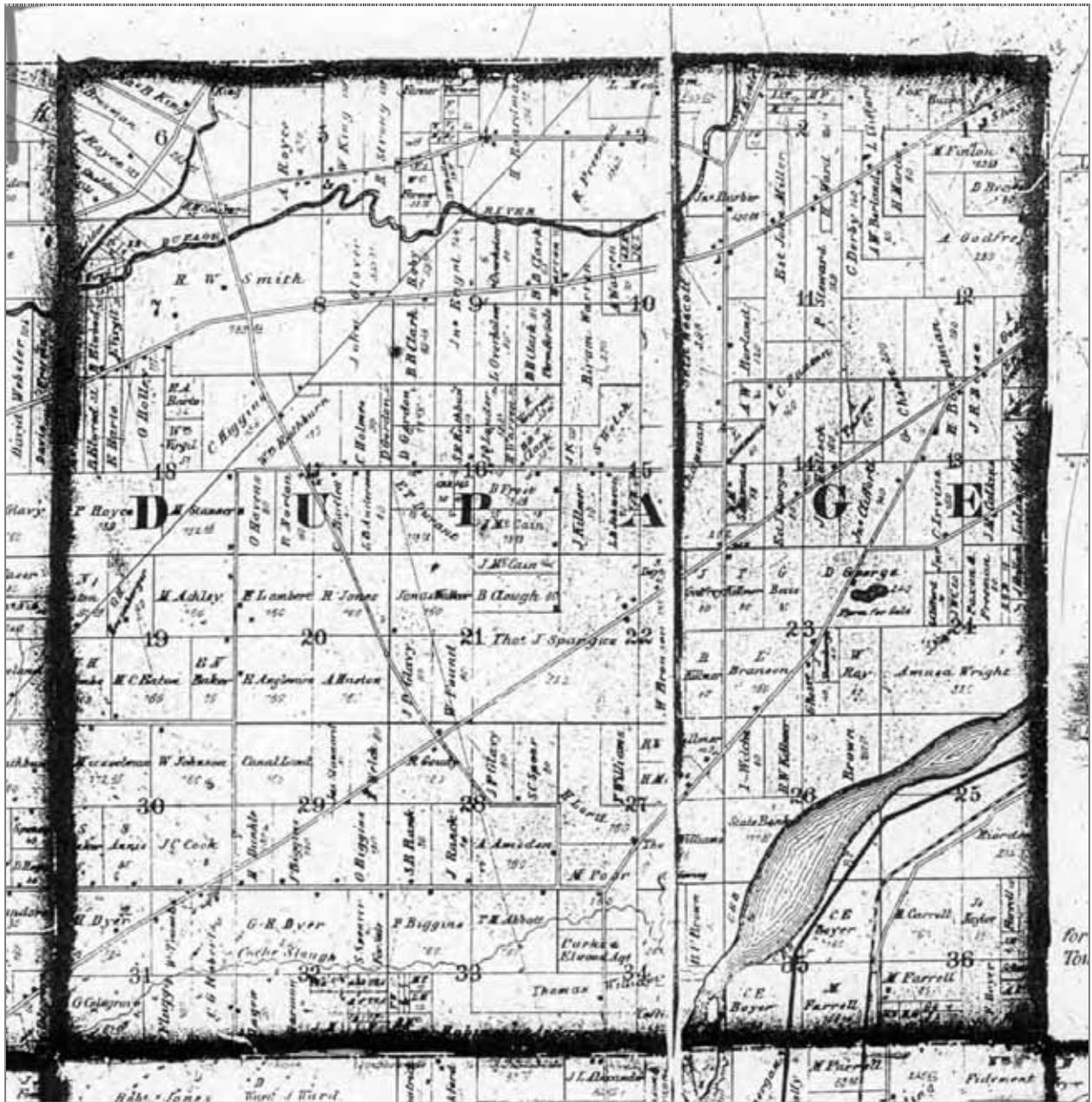
They are reproduced here from copies obtained from a variety of sources. For some of the maps, more legible or original copies may exist. Most maps dating between 1940 and 1998 are copyright Rockford Map Publishers, Inc., and are used with permission; reproduction of these maps for commercial use is prohibited.



Du Page Township Survey (1821–1822), reproduced from James D. Bingle, compiler, *Bolingbrook Has Even More History* (Bolingbrook, Illinois: Bolingbrook Historical Society, n.d. [circa 1980]).



Du Page Township Survey (1837-1838), reproduced from James D. Bingle, compiler, *Bolingbrook Has Even More History* (Bolingbrook, Illinois: Bolingbrook Historical Society, n.d. [circa 1980]).



Source: S.H. Burhans and J. Van Vechten, *Map of Will County, Illinois* (1862).



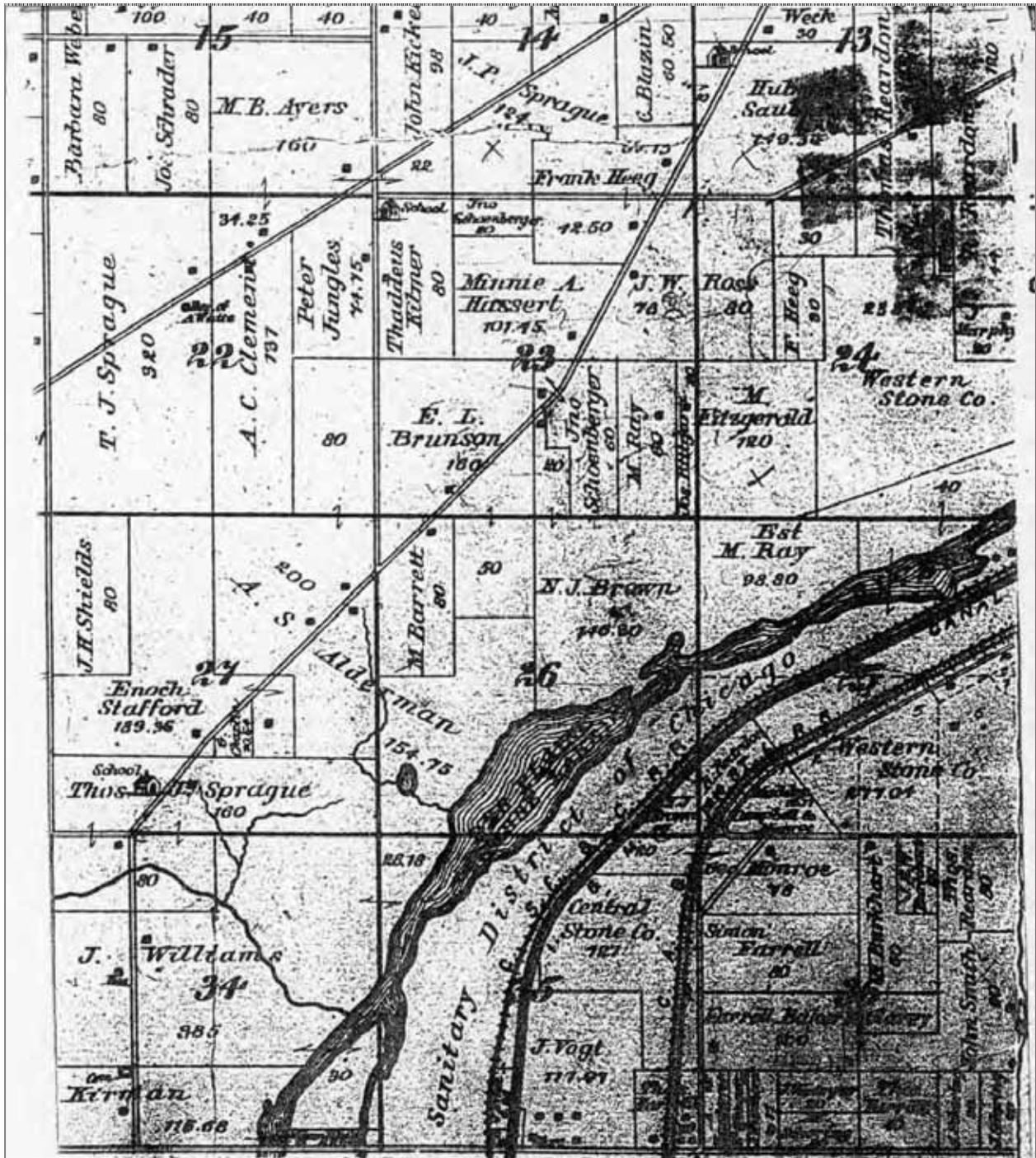
Source: Redrawn version contained in Will/Grundy Counties Genealogical Society, 1860 Federal Census, Will County, Illinois (1987), after original in S.H. Burhans and J. Van Vechten, Map of Will County, Illinois (1862).



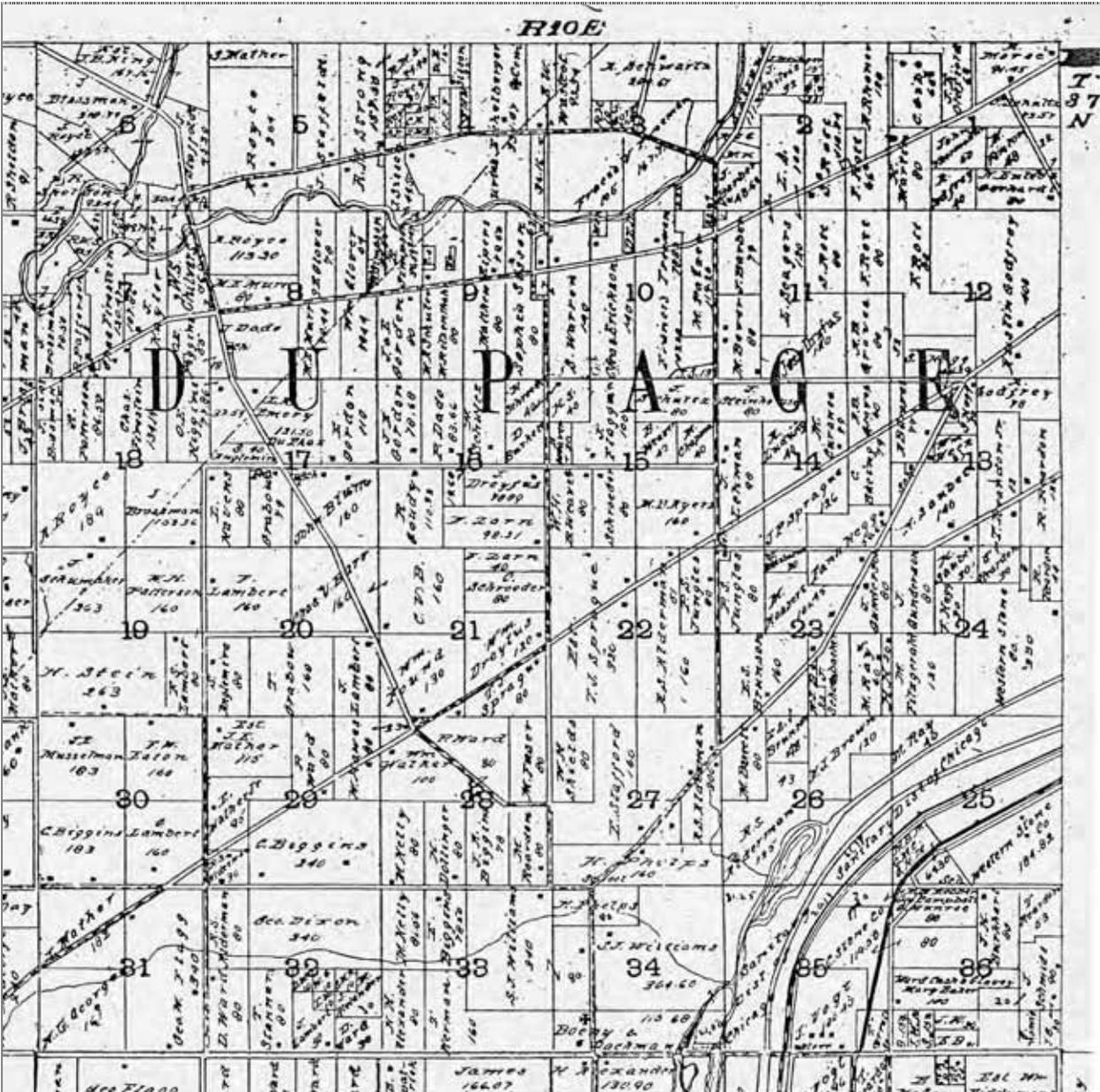
Source: *Combination Atlas Map of Will County* (Elgin, Illinois: Thompson Brothers & Burr, 1873).



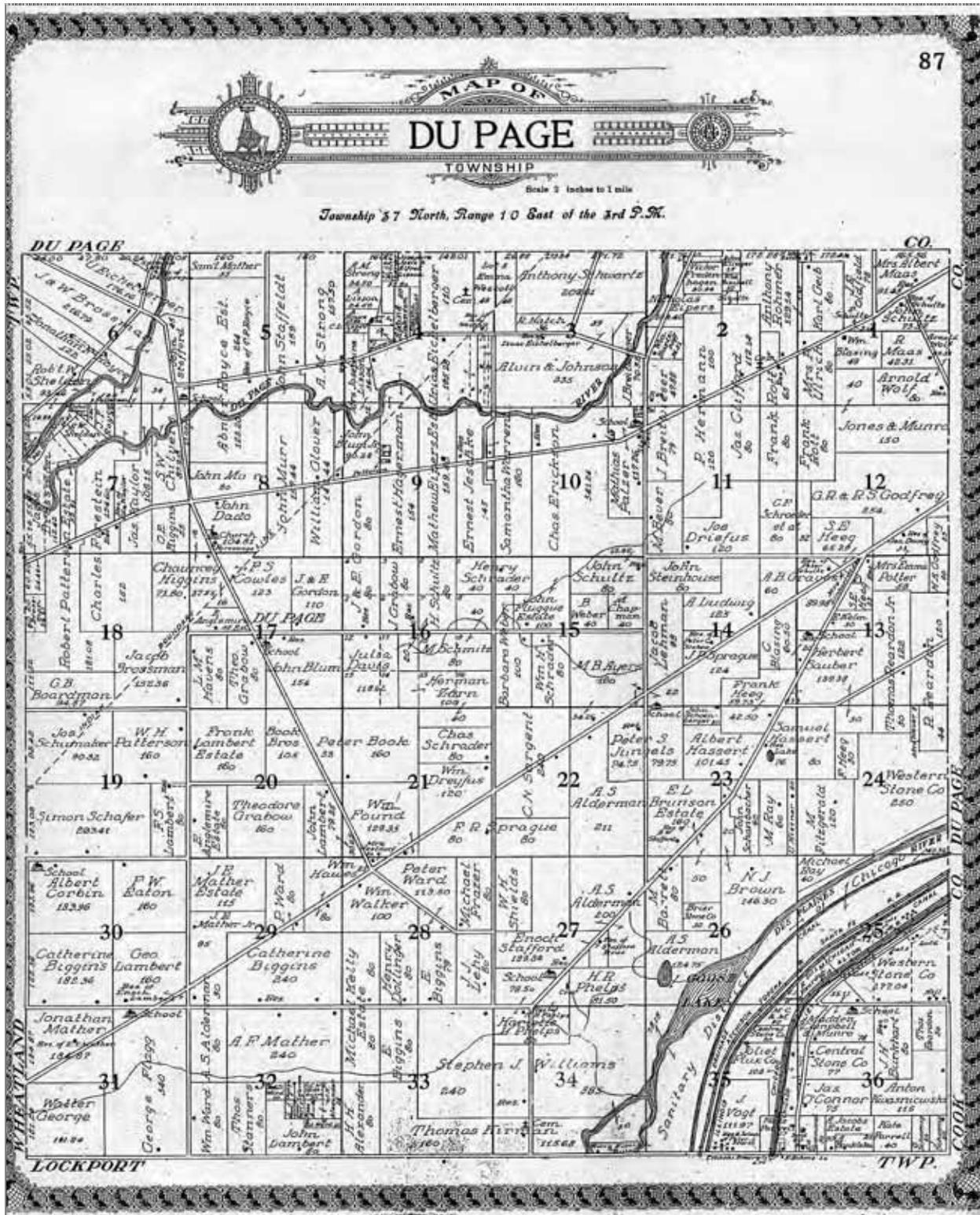
Source: Geo. A. Ogle & Co., *Plat Book, Will County, Illinois* (Chicago, 1893).



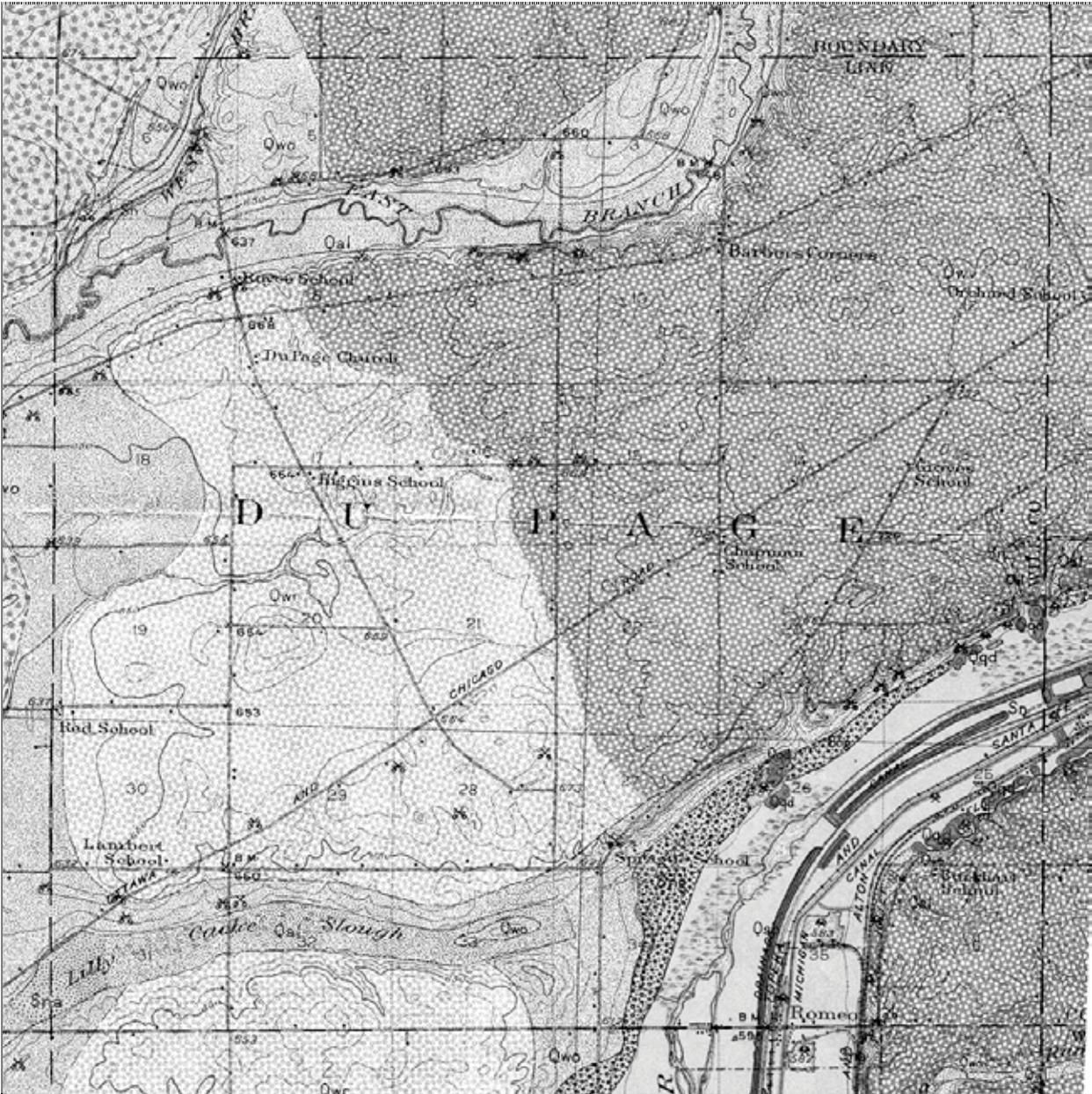
Detail from Geo. A. Ogle & Co., *Plat Book, Will County, Illinois* (Chicago, 1893).



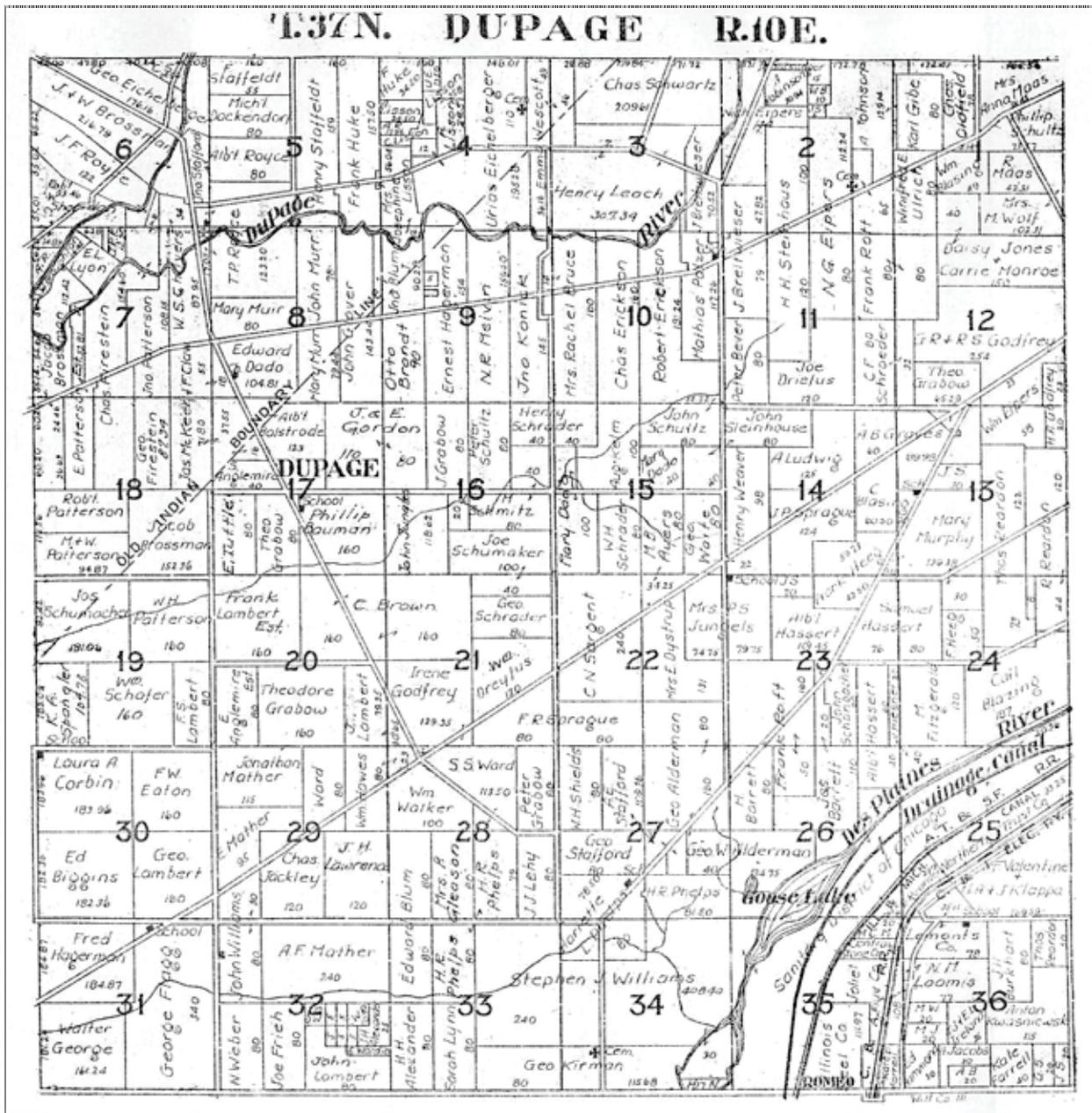
Source: Map of Will County, Illinois (Rockford, Illinois: Hixson Map Co., 1902).



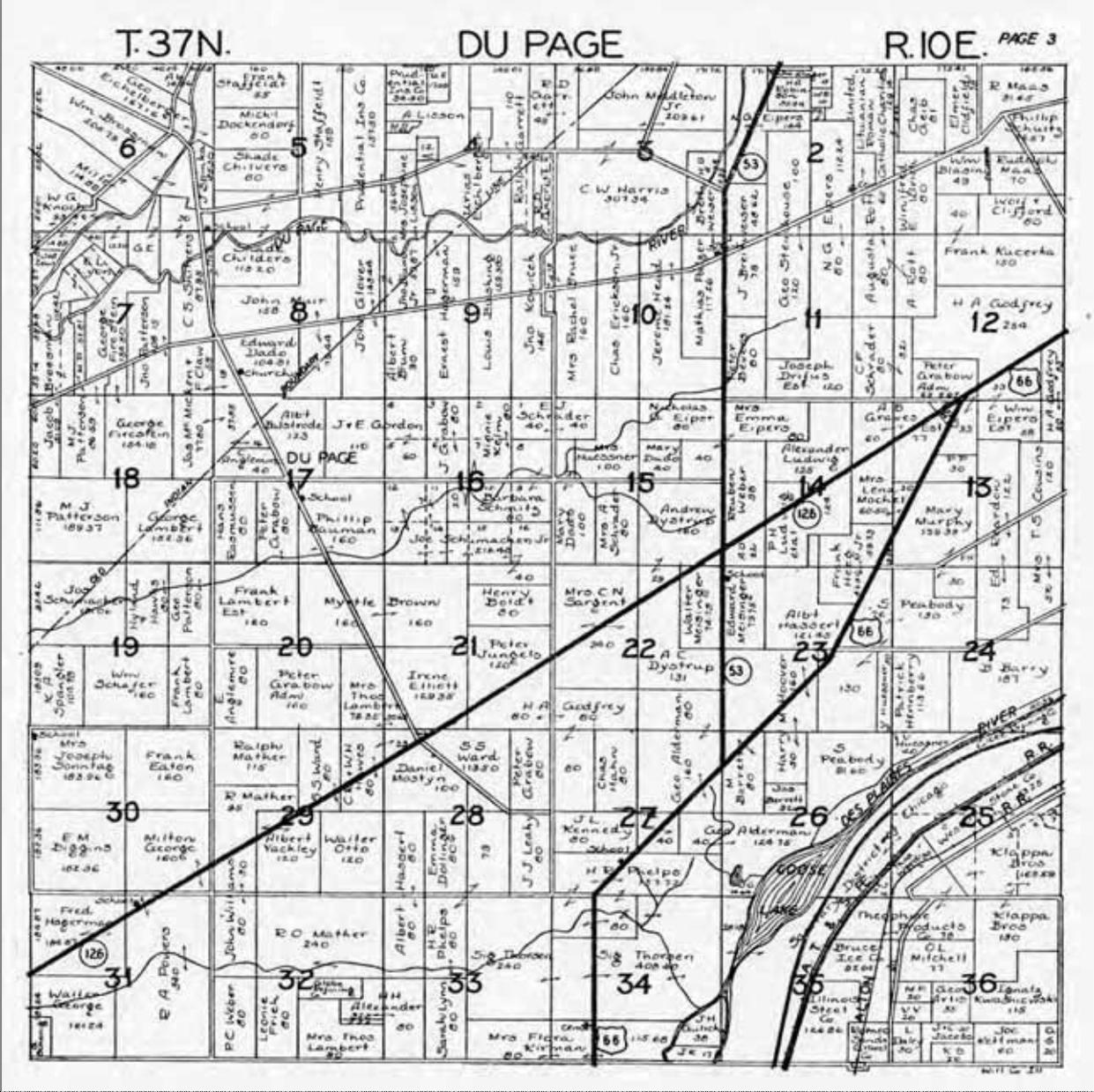
Source: Geo. A. Ogle & Co., *Standard Atlas of Will County, Illinois* (Chicago, 1909).



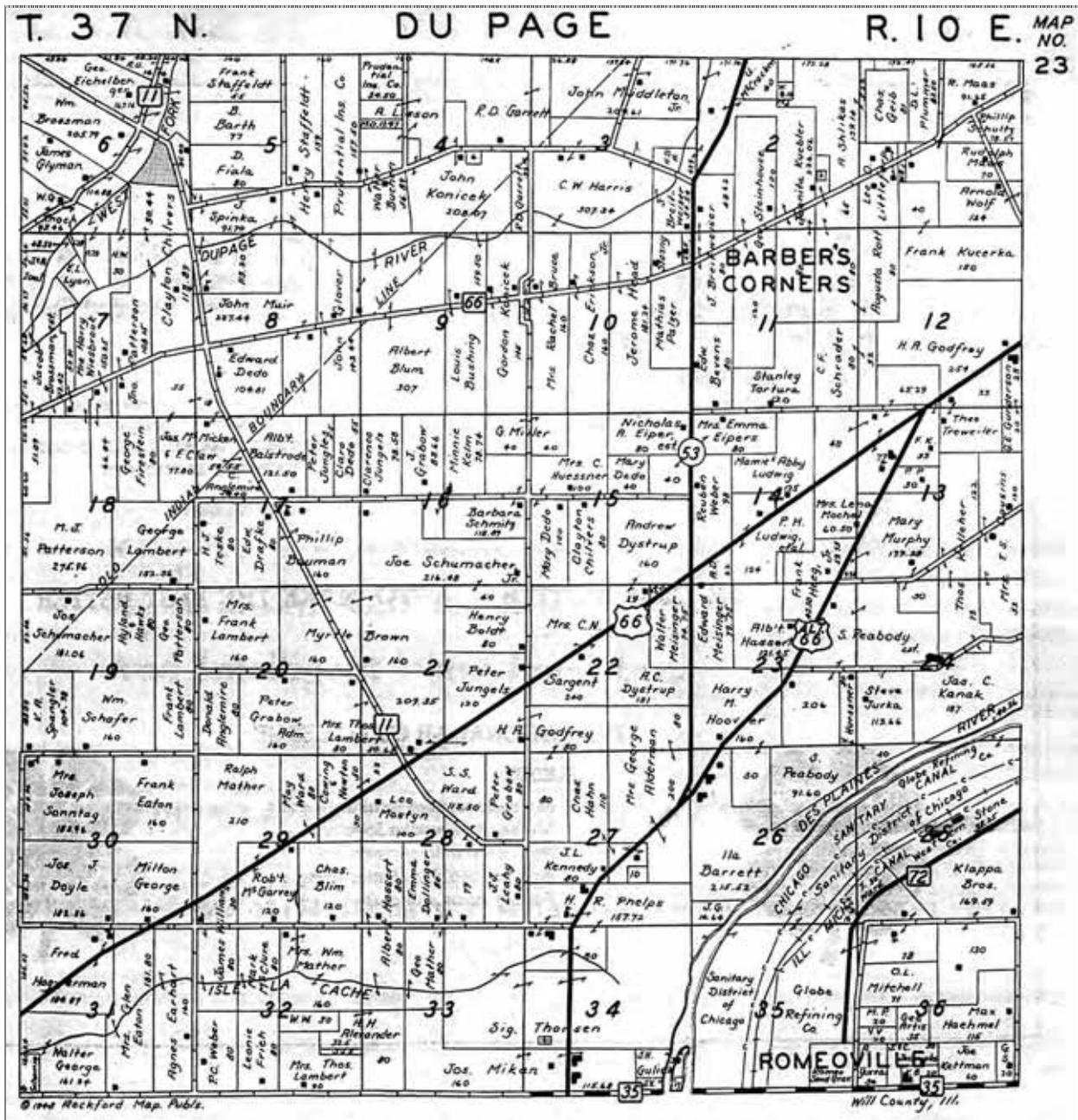
Source: State of Illinois Department of Registration and Education, State Geological Survey Division, Joliet Quadrangle (1921).



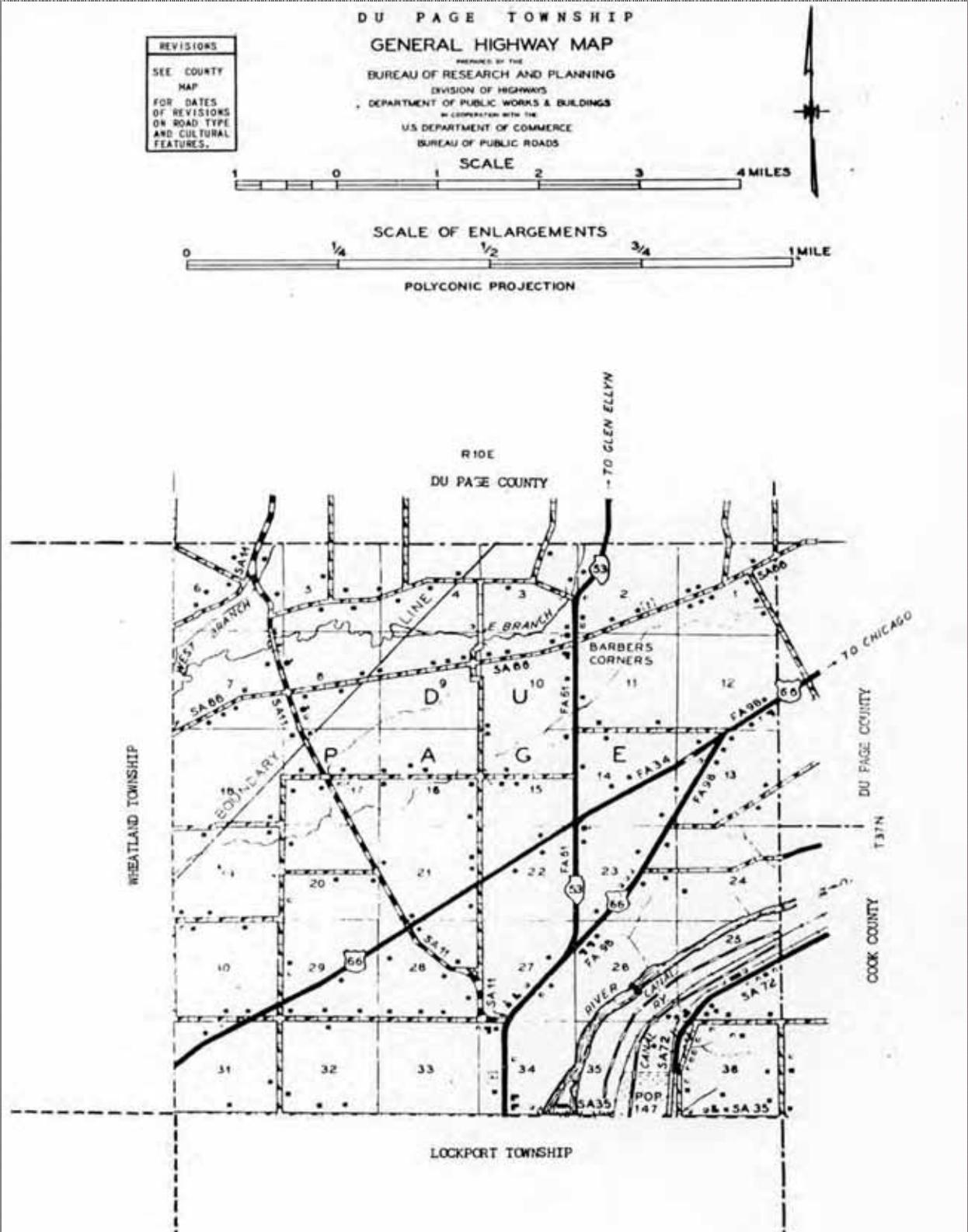
Source: *Plat Book of Will County, Illinois* (Rockford, Illinois: W.W. Hixson and Co., n.d. [Circa 1930]).



Source: Plat Book of Will County, Illinois (Rockford, Illinois, n.d. [Circa 1940]).



Source: *Farm Plat Book and Business Guide: Will County, Illinois* (Joliet, Illinois: Rockford Map Publishers, Inc., 1948).



Source: John Drury, *This is Will County, Illinois*, The American Aerial County History Series, No. 26. (Chicago: The Loree Company, 1955).

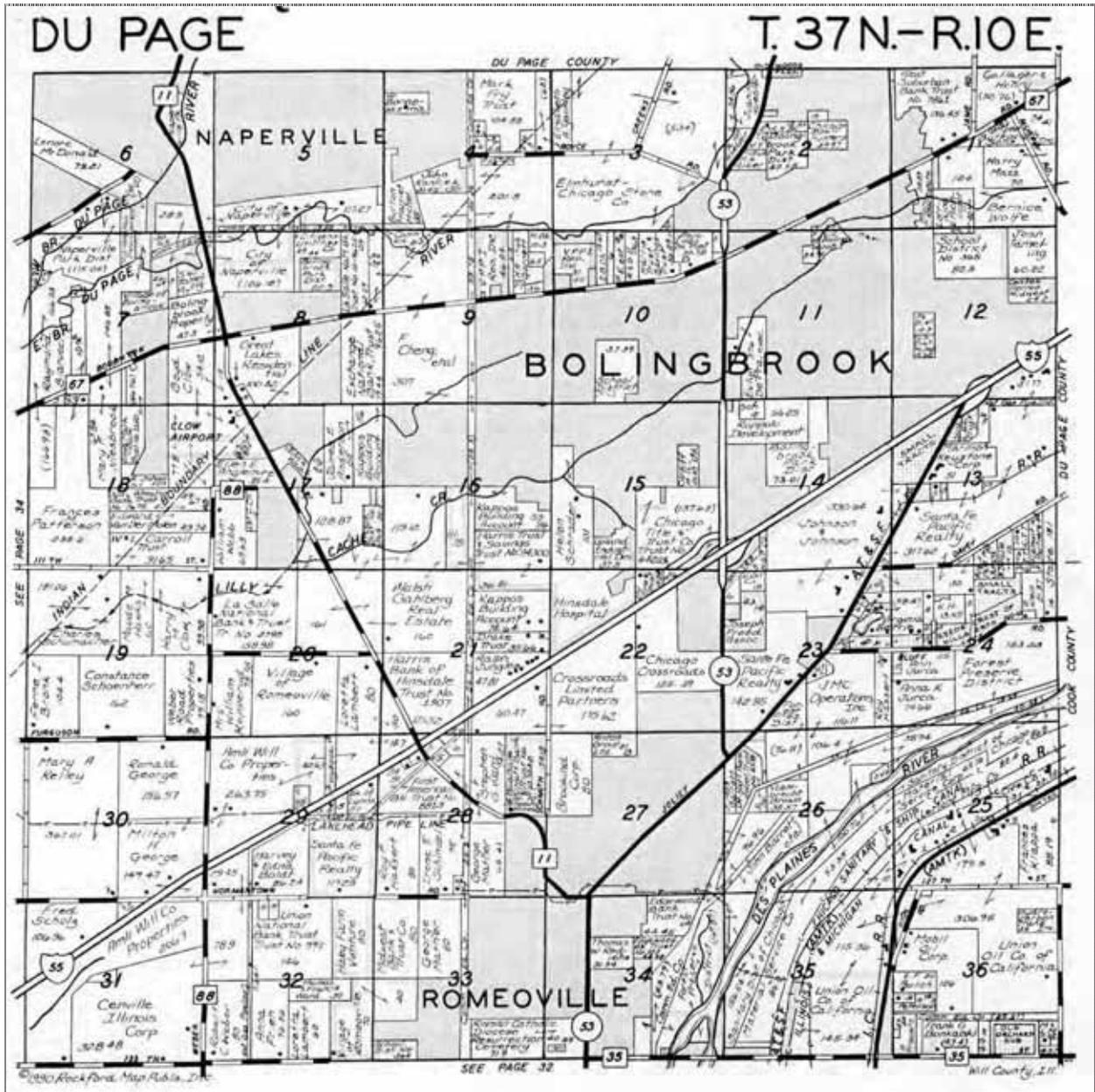




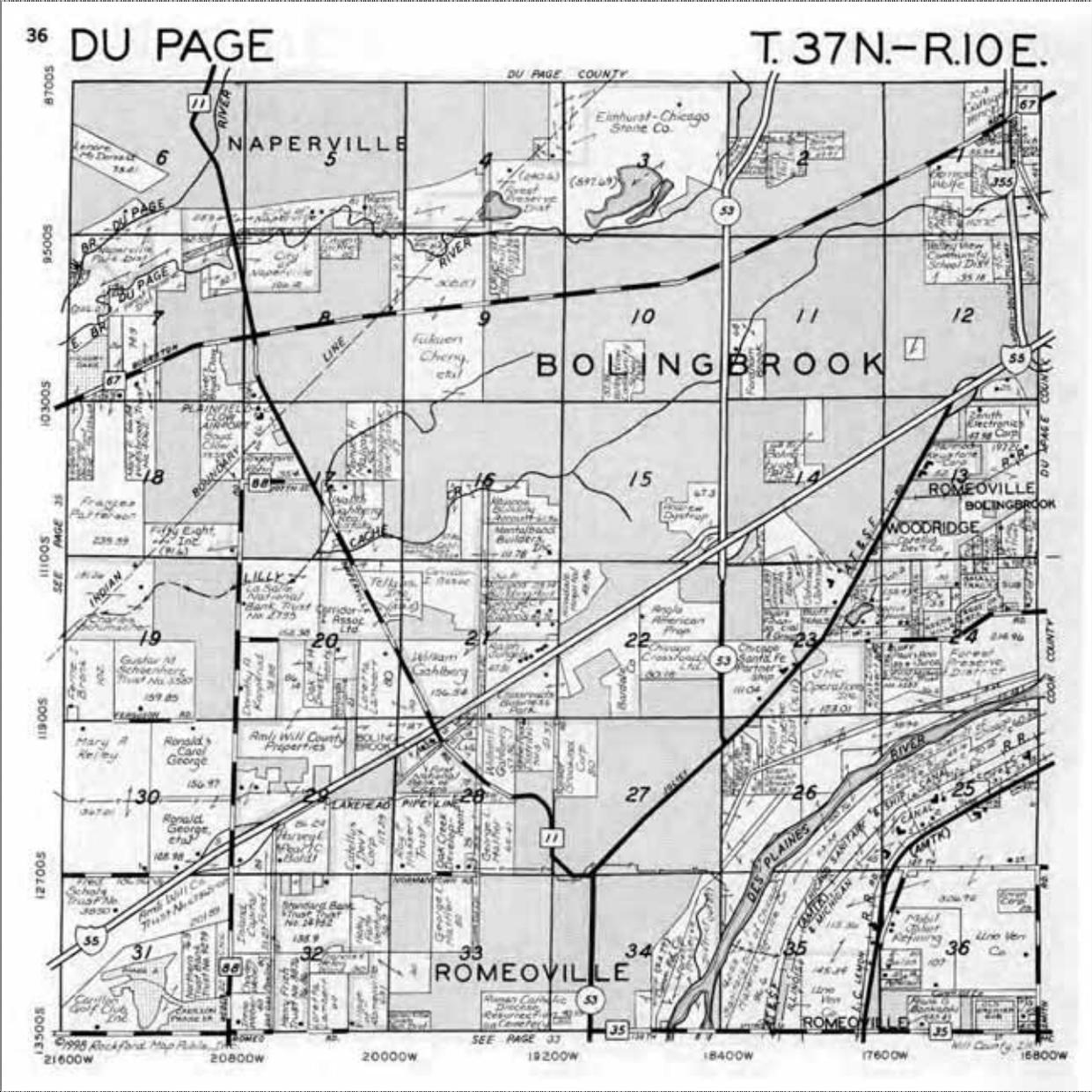




Source: Land Atlas and Plat Book, Will County, Illinois (Rockford, Illinois: Rockford Map Publishers, 1985).



Source: *Will County & Plat Book: Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1990).



Source: Will County & Plat Book: Will County, Illinois (Joliet, Illinois: Rockford Map Publishers, Inc., 1998).





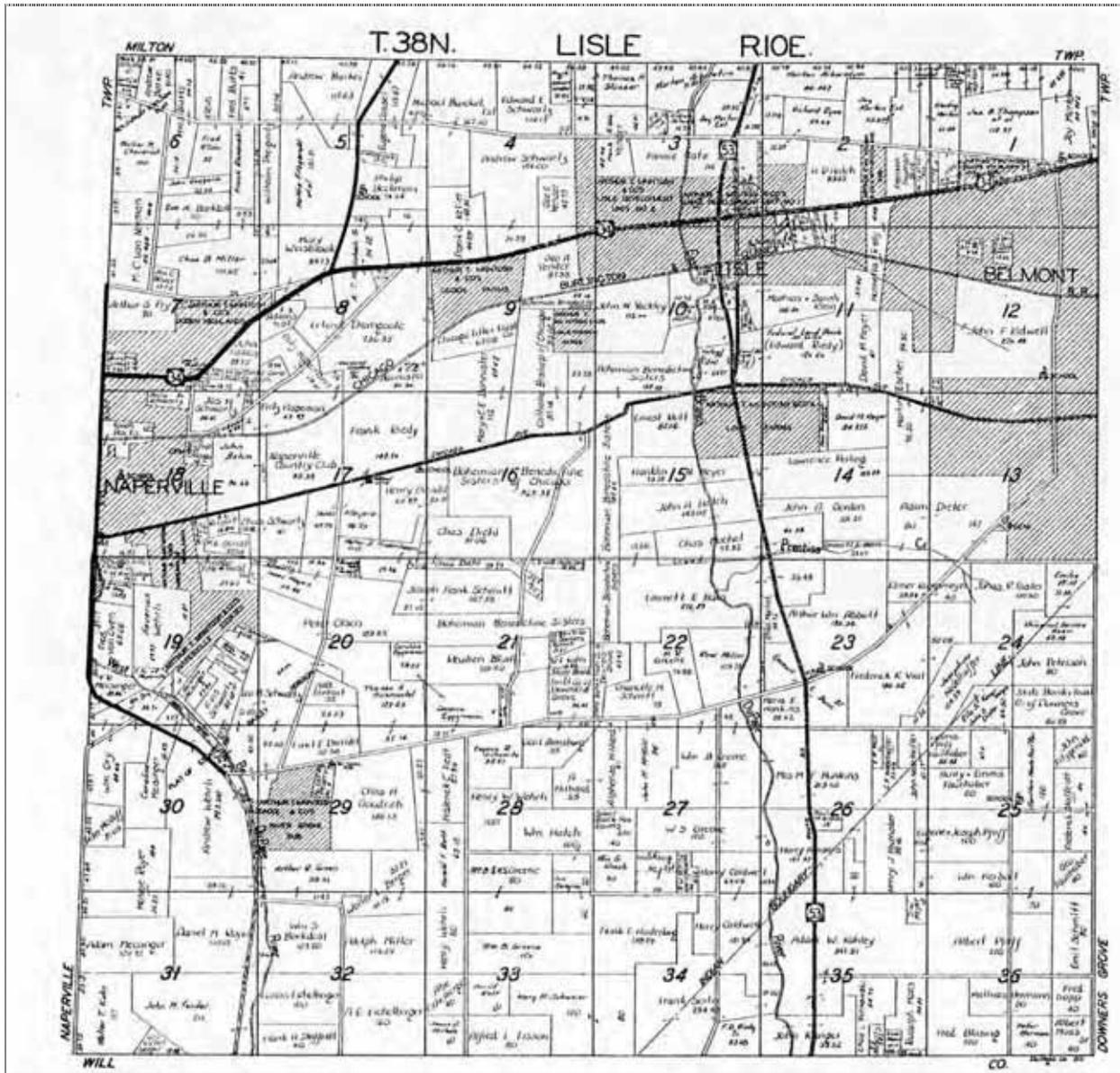


Lisle Township



Note: Only the lower five-sixths of the plat map has been reproduced.

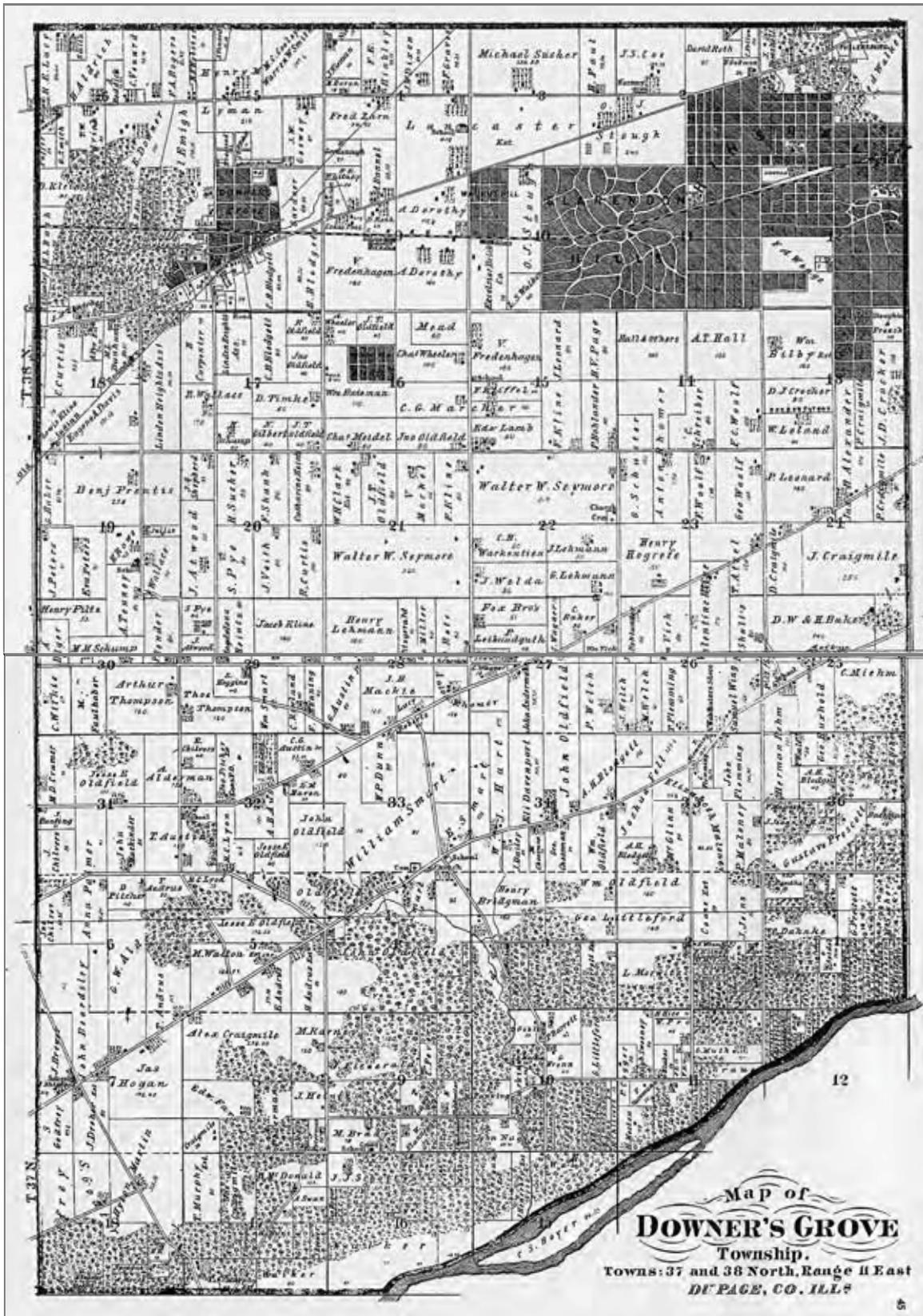
Source: Newton Bateman and Paul Selby, *Historical Encyclopedia of Illinois and History of Du Page County* (Chicago: Munsell Publishing Company, 1913).



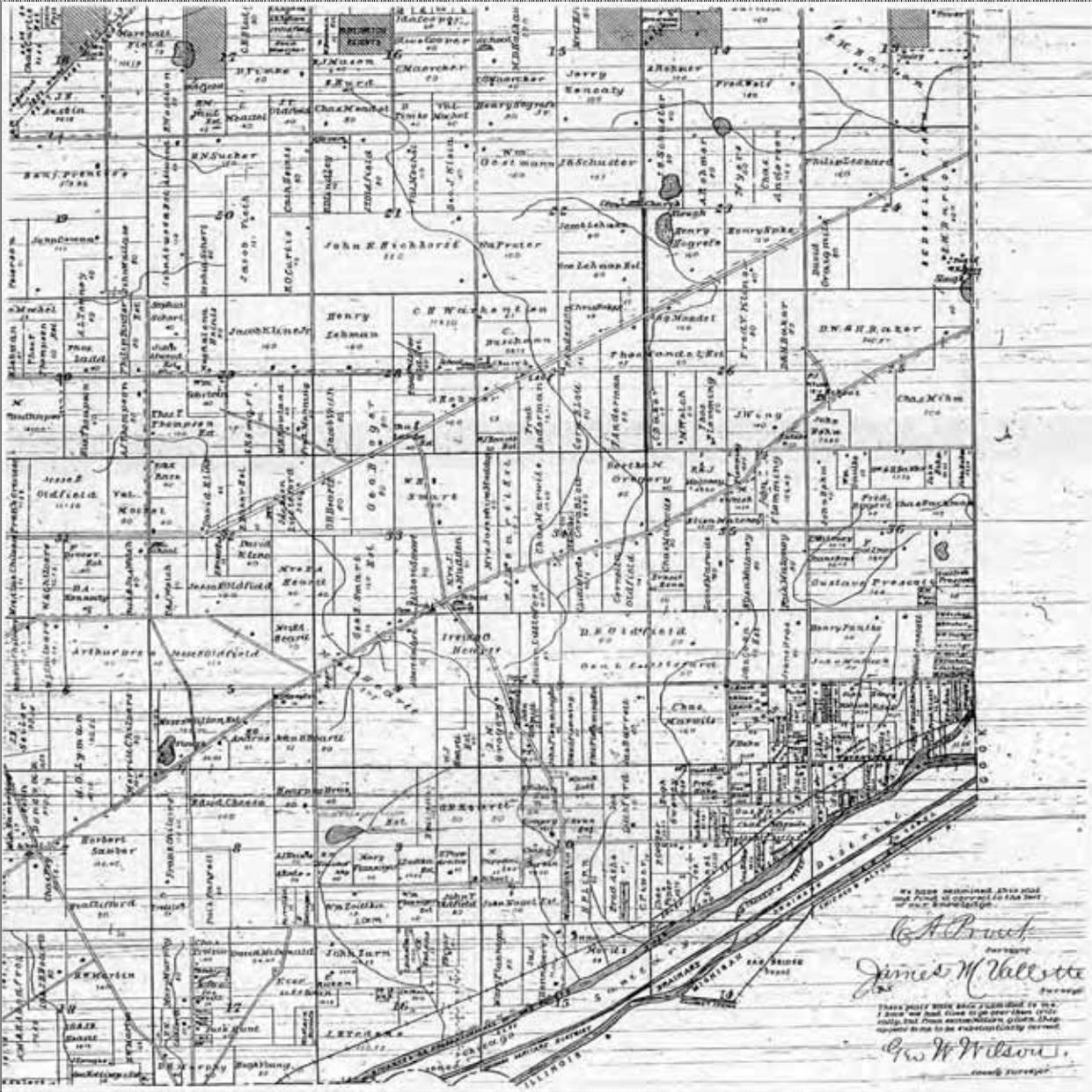
Source: *Plat Book of Du Page County, Illinois* (Rockford, Illinois: W.W. Hixson and Company, 1940).



Source: Tri-annual Atlas & Plat Book, Du Page County, Illinois (Rockford, Illinois: Rockford Map Publishers, 1964).

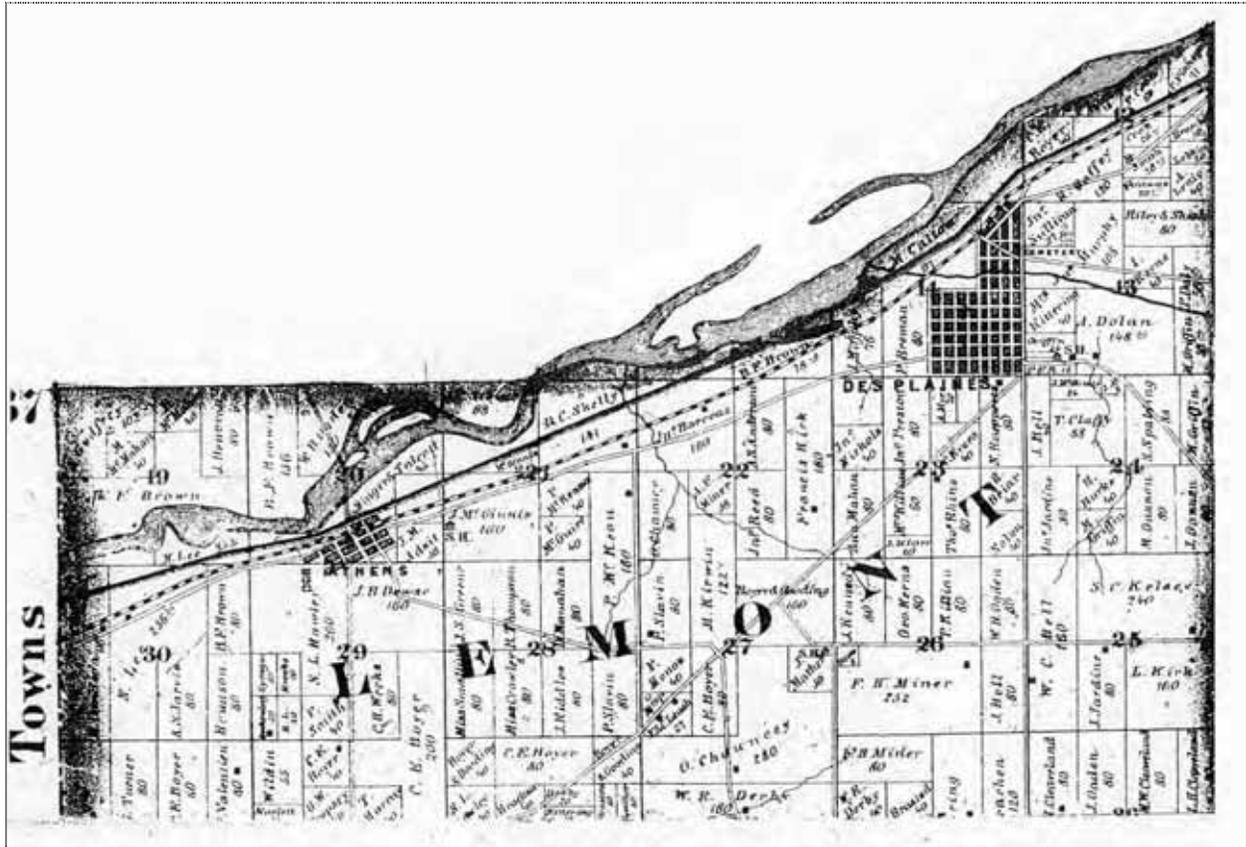


Source: *Combination Atlas Map of Du Page County* (Elgin, Illinois: Thompson Brothers & Burr, 1874).

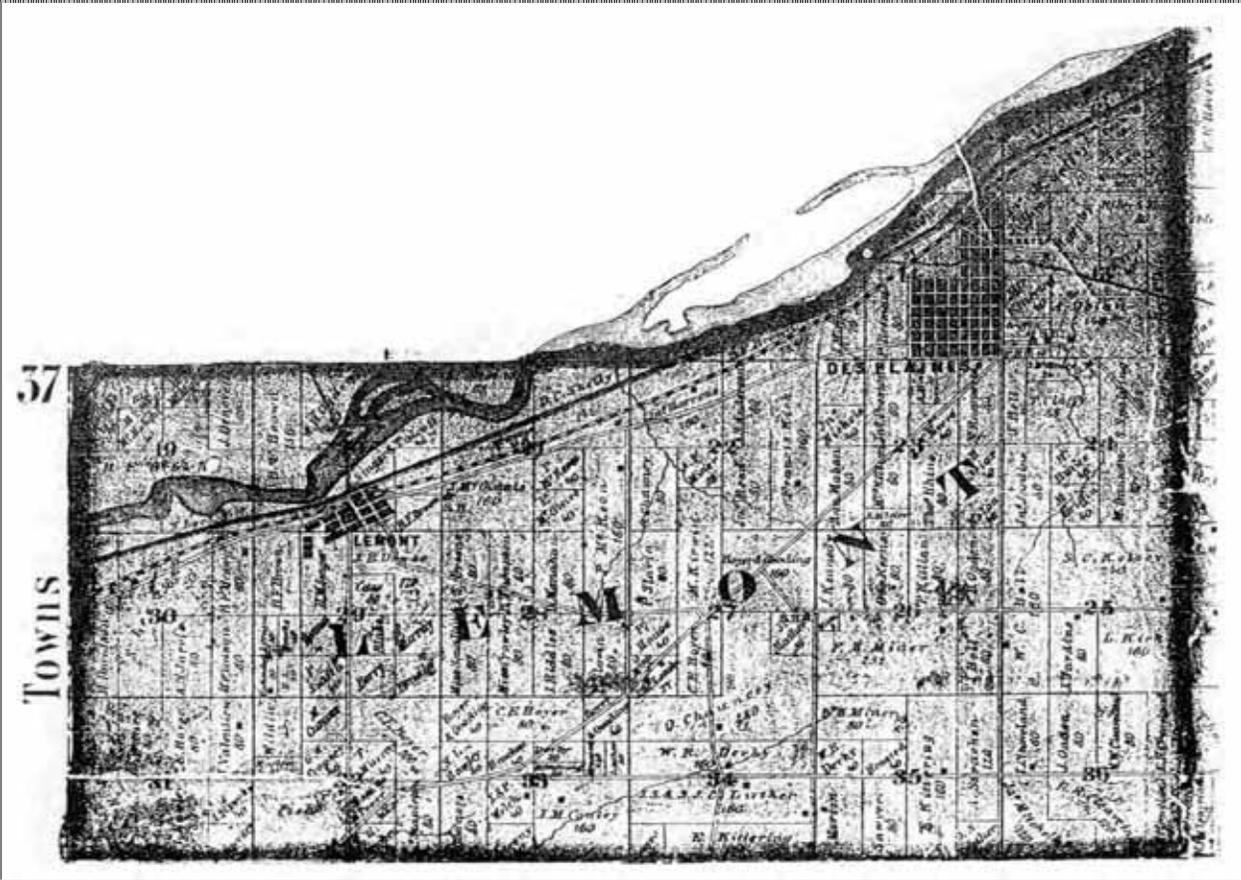


Note: Only the lower five-sixths of the plat map has been reproduced.

Source: Newton Bateman and Paul Selby, *Historical Encyclopedia of Illinois and History of Du Page County* (Chicago: Munsell Publishing Company, 1913).



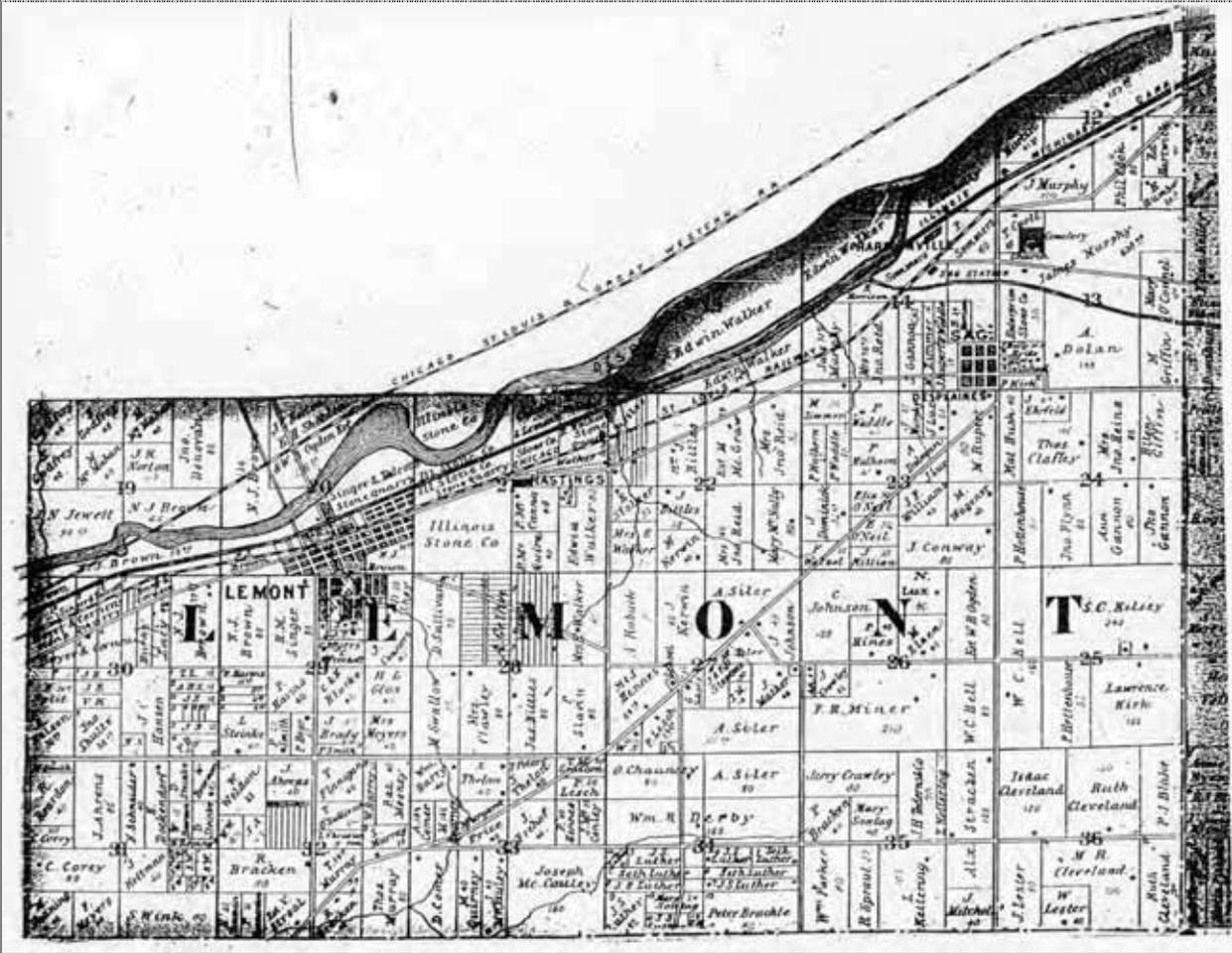
Source: S.H. Burhans and J. Van Vechten, *Map of Cook County, Illinois* (1861).



Source: S.H. Burhans and J. Van Vechten, *Map of Cook County, Illinois* (1862).



Source: J. Van Vechten, *Map of Cook and Du Page Counties* (1870).



Source: Snyder's Real Estate Map of Cook County, Illinois (Chicago: L.M. Snyder and Co., 1886).



## Appendix B

### Wheatland Plowing Matches, 1877 – 1976

The Wheatland Plowing Matches were held in 50 known locations (based on the sources cited below) over a 100 year period. The accompanying maps shows each of these locations in contemporary Wheatland Township (or in adjacent Du Page Township as noted below). The table below and Map 3C in Appendix C are based on the following sources:

- “Historical Sketch of the Wheatland Plowing Match Association,” 1927, reproduced in August Maue, *History of Will County*, 1928, 372-95.
- “100<sup>th</sup> Annual Wheatland Plowing Match,” 1976.
- *Combination Atlas Map of Will County*. Elgin, Illinois: Thompson Brothers & Burr, 1873.
- Geo. A. Ogle & Co. *Plat Book, Will County, Illinois*. Chicago, 1893.
- Geo. A. Ogle & Co. *Standard Atlas of Will County, Illinois*. Chicago, 1909.
- *Plat Book of Will County, Illinois*. Rockford, Illinois, n.d. [Circa 1940.]
- *Farm Plat Book and Business Guide: Will County, Illinois*. Joliet, Illinois: Rockford Map Publishers, Inc., 1948.
- *Will County, Illinois: Official Farm Plat Book and Directory*. Joliet, Illinois: Dreher & Schorie, 1970.
- *Will County & Plat Book: Will County, Illinois*. Joliet, Illinois: Rockford Map Publishers, Inc., 1998.

Entries in dark shading signify developed properties (i.e., these historic sites have been “lost”).

Entries in lighter shading signify undeveloped agricultural or fallow land, but no extant farmstead.

Unshaded entries signifies extant farmsteads.

*Italicized entries signifies sites requiring additional research to confirm location.*

Map Number	Year	Farmstead Owner	Current PIN Number of Farmstead Site (if extant) and Comments
1	1877	Alexander Brown	01-27-200-001; property currently a horse farm
2	1878	Robert Clow	Site currently developed; located west of Book Road, across the street from Zion Lutheran Church
3	1879	William King	Site currently developed
4	1880	Eli Varley	Farmstead(s) no longer extant; portion of property currently a horse farm
5	1881	Elias Myers	01-10-100-007; farmstead site with many original buildings is currently owned by the Naperville Park District
6	1882	John Lombard	Farmstead no longer extant
3	1883	William King	Site currently developed
	1884	No Match	
	1885	<i>Location unknown</i>	
7	1886	Ralton Burkett	01-21-300-003 and 01-28-100-002; each property has extant farmstead buildings extant
8	1887	George Mather	01-23-200-016; farmstead site with many original buildings extant
9	1888	James Patterson	01-09-400-001 and 01-09-400-014; farmstead site with many original buildings extant
10	1889	Leonard Wolf	01-07-300-001; farmstead site with many original buildings extant

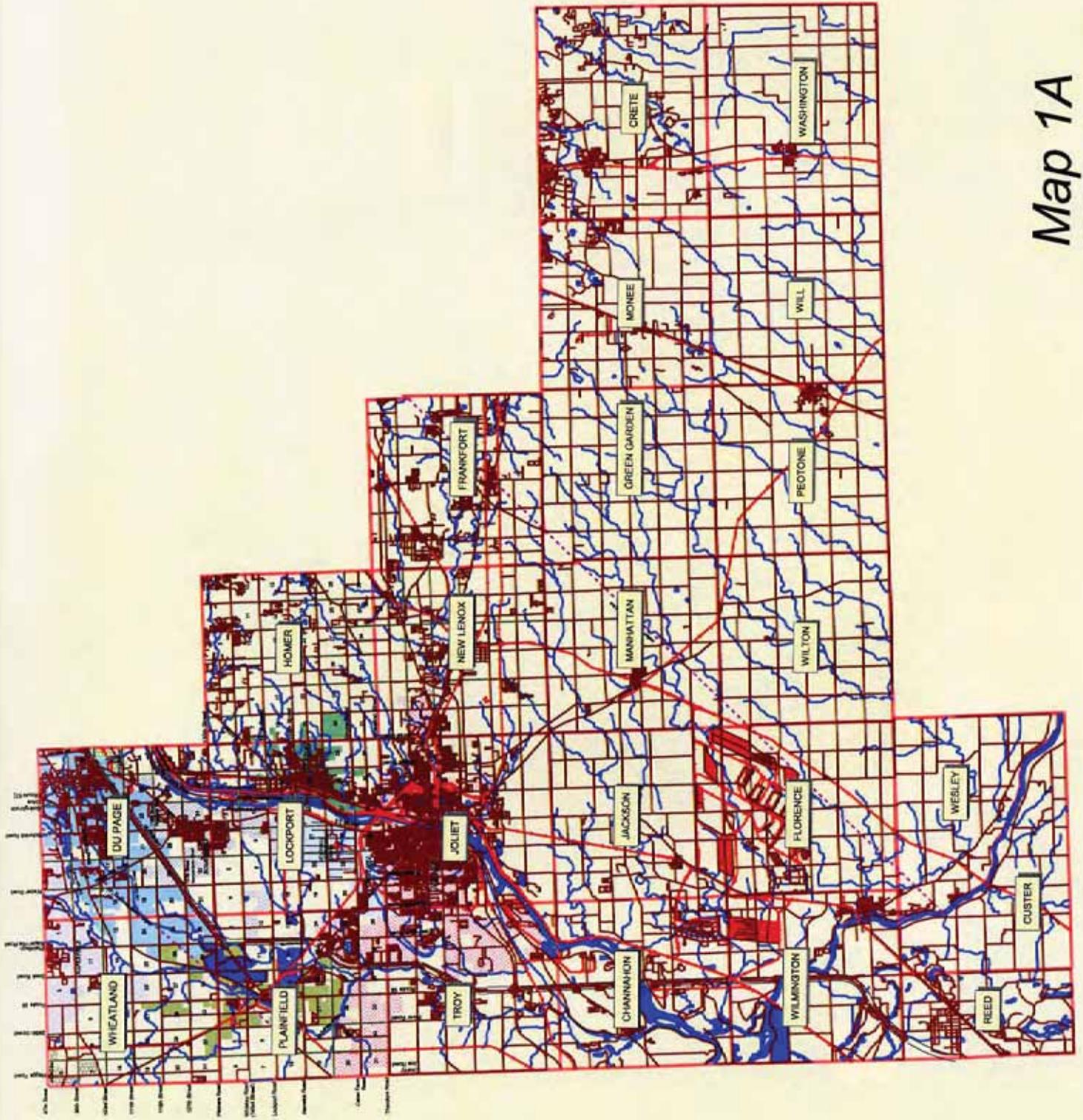
Map Number	Year	Farmstead Owner	Current PIN Number of Farmstead Site (if extant) and Comments
9	1890	Daniel and James Patterson	01-09-400-001 and 01-09-400-014; farmstead site with many original buildings extant
11	1891	Asa Mather	Site located in incorporated Bolingbrook, although not currently developed
9	1892	Daniel and James Patterson	01-09-400-001 and 01-09-400-014; farmstead site with many original buildings extant
	1893	No Match	
12	1894	W.D. Boughton	Developed site located in incorporated Bolingbrook
13	1895	Peter Lantz	Site currently developed
14	1896	Jacob Graber	01-16-300-010; property currently Golf View Farm for horses
15	1897	David Fry	01-27-200-001; farmstead site with many original buildings extant
16	1898	Ernest Kinley	Developed site located in incorporated Aurora
17	1899	William Stark	Original farmstead site in incorporated Naperville
17	1900	William Stark	Original farmstead site in incorporated Naperville
11	1901	Asa Mather	Site located in incorporated Bolingbrook, although not currently developed
18	1902	Daniel Lantz	Farmstead no longer extant
18	1903	Daniel Lantz	Farmstead no longer extant
19	1904	Mrs. Abner Royce	Original farmstead site in incorporated Naperville
10	1905	Leonard Wolf	01-07-300-001; farmstead site with many original buildings extant
17	1906	William Stark	Original farmstead site in incorporated Naperville
	1907	<i>Location unknown</i>	
20	1908	A.E. Hafenrichter	Farmstead no longer extant
6	1909	John Lombard	Farmstead no longer extant
21	1910	F.M. Culver	Developed site located in incorporated Plainfield
20	1911	A.E. Hafenrichter	Farmstead no longer extant
22	1912	John Wolf	01-18-300-003; farmstead site with many original buildings extant
23	1913	Fred Westphal	01-18-200-001; farmstead site with a few original buildings extant
24	1914	James Findley	01-19-400-014; farmstead site with a few original buildings extant
25	1915	W.D. Patterson	01-10-300-029; farmstead site with many original buildings extant, now used as Wagner Farms garden center
26	1916	Harvey Brothers	Farmstead no longer extant
27	1917	Pritchard Stewart	01-30-200-003; farmstead site with many original buildings extant

Map Number	Year	Farmstead Owner	Current PIN Number of Farmstead Site (if extant) and Comments
	1918	No Match	
2	1919	John Clow	Site currently developed; located west of Book Road, across the street from Zion Lutheran Church
28	1920	Elmer Haag	01-18-400-001; buildings on farmstead site demolished early 2000
29	1921	John Wolf and Reuben Hafenrichter	01-06-300-005 and 01-06-300-006; farmstead site on west side of Heggs Road has a few original buildings extant
30	1922	<i>Walter Mueller</i>	<i>Additional research required to confirm location; possible location in Section 21 (01-21-400-006); existing farmstead site has few original buildings</i>
31	1923	Frank Stewart	Original farmstead site in incorporated Plainfield
32	1924	William Patterson	Section 19 of Du Page Township
33	1925	<i>W. Hanley Thomas</i>	<i>Additional research required to confirm location; possible location in Section 12, which is currently developed</i>
34	1926	Reuben Hafenrichter	01-06-300-005 and 01-06-300-006; farmstead site on west side of Heggs Road has a few original buildings extant
33	1927	<i>W. Hanley Thomas</i>	<i>Additional research required to confirm location; possible location in Section 12, which is currently developed</i>
33	1928	<i>W. Hanley Thomas</i>	
35	1929	<i>Howard Blackman</i>	<i>Additional research required to confirm location</i>
36	1930	R.J. Patterson	Section 18 of Du Page Township
36	1931	R.J. Patterson	
36	1932	R.J. Patterson	
36	1933	R.J. Patterson	
37	1933	Martin Fry	Original farmstead site in incorporated Plainfield
36	1934	R.J. Patterson	Section 18 of Du Page Township
37	1935	Martin Fry	Original farmstead site in incorporated Plainfield
38	1936	Stewart Parsons	Original farmstead site in incorporated Bolingbrook
37	1937	Martin Fry	Original farmstead site in incorporated Plainfield
37	1938	Martin Fry	Original farmstead site in incorporated Plainfield
39	1939	Bryon Haag	01-27-200-001; property currently a horse farm
40	1940	<i>Thomas King</i>	<i>Farmstead no longer extant</i>
37	1941	Martin Fry	Original farmstead site in incorporated Plainfield
41	1942	<i>Glen Sprague</i>	<i>Additional research required to confirm location</i>
	1943-1945	No Match	
42	1946	William Day	Original farmstead site in incorporated Bolingbrook
39	1947	Bryon Haag	01-27-200-001; property currently a horse farm
43	1948	Harley Schoger	01-08-400-009; farmstead site with many original buildings extant
44	1949	<i>Wilbur Fischer</i>	<i>Site currently developed</i>

Map Number	Year	Farmstead Owner	Current PIN Number of Farmstead Site (if extant) and Comments
43	1950	Harley Schoger	01-08-400-009; farmstead site, many original buildings
43	1951	Harley Schoger	01-08-400-009; farmstead site with many original buildings extant
45	1952	Roy Graver	Site currently developed
36	1953	Martin Fry	Original farmstead site in incorporated Plainfield
45	1954	Roy Graver	Site currently developed
42	1955	William Day	Original farmstead site in incorporated Bolingbrook
46	1956	Elmer Mandel	01-08-100-040; farmstead site with many original buildings extant
47	1957	Earl Matter	01-05-400-004; farm house and garage only extant buildings
47	1958	Earl Matter	01-05-400-004; farm house and garage only extant buildings
43	1959	Harley Schoger	01-08-400-009; farm house and garage only extant buildings
	1960	No Match	
	1961	No Match (rained out)	
48	1962	Grant King and Joseph Doyle	King farmstead, located in Section 25 of Wheatland Township, has been developed. Doyle farmstead, located in Section 30 of Du Page Township; is currently rented out and likely to be developed in the future
49	1963	Earl Yunker and Anthony Tryner	Farmstead no longer extant
50	1964	Lewis Tower	Site currently developed
50	1965	Lewis Tower	Site currently developed
50	1966	Lewis Tower	Site currently developed
50	1967	Lewis Tower	Site currently developed
50	1968	Lewis Tower	Site currently developed
50	1969	Lewis Tower	Site currently developed
50	1970	Lewis Tower	Site currently developed
50	1971	Lewis Tower	Site currently developed
	1972	No Match (rained out)	
50	1973	Lewis Tower	Site currently developed
50	1974	Lewis Tower	Site currently developed
	1975	No Match (rained out)	
50	1976	Lewis Tower	Site currently developed

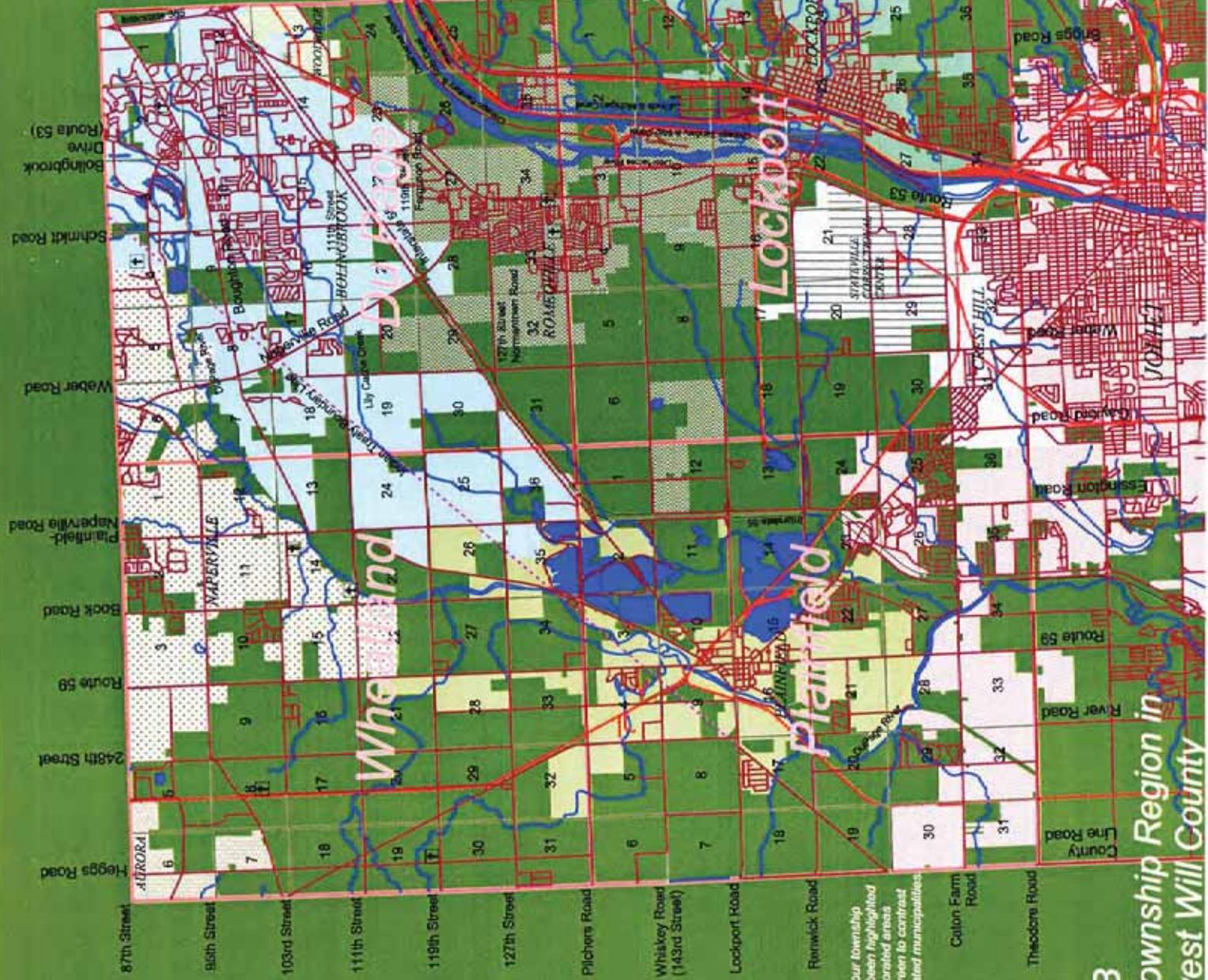
# Appendix C

## Maps



**Map 1A**  
*Will County, Illinois*

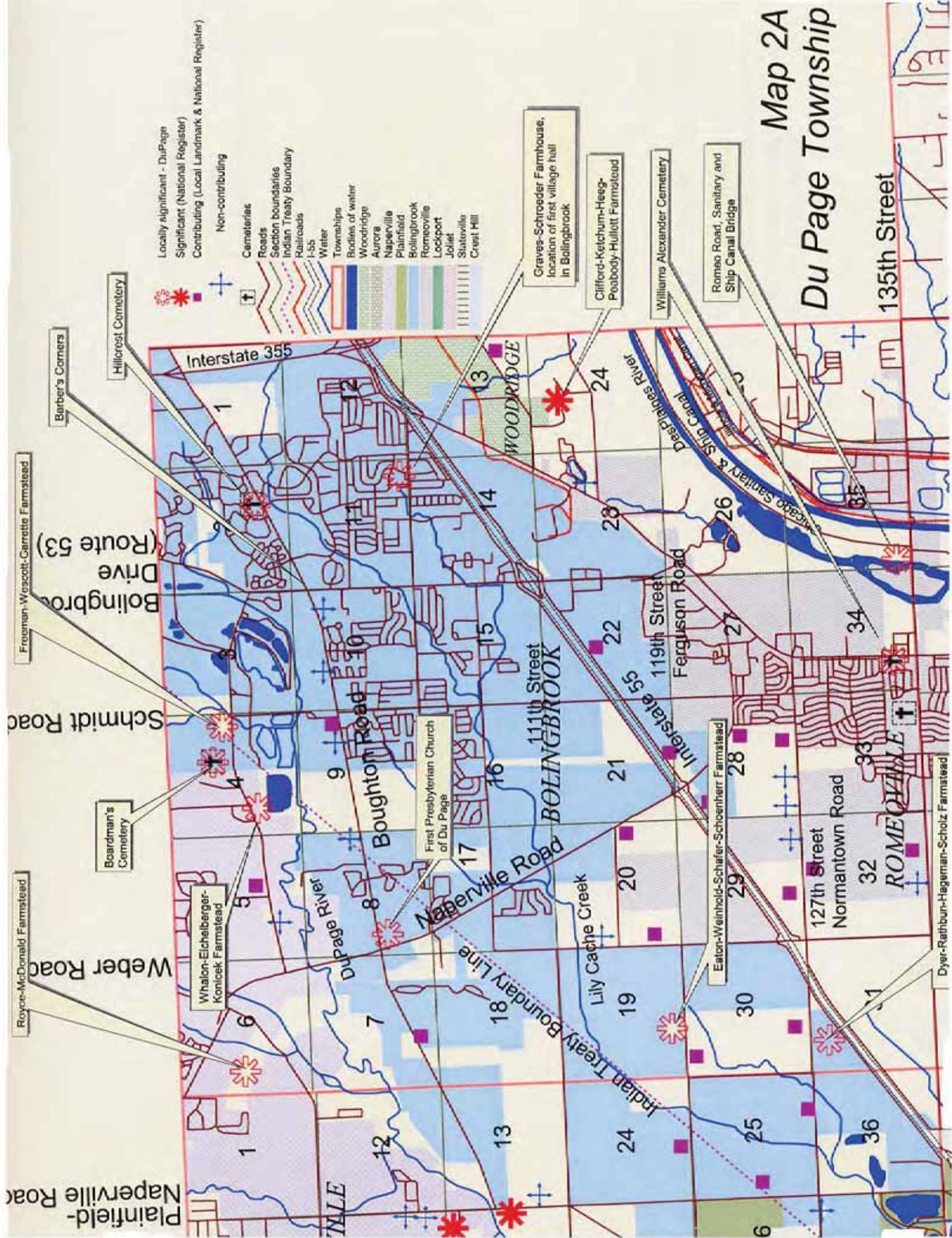
- Cemeteries
- Roads
- Section boundaries
- Indian Treaty Boundary
- Railroads
- I-55
- Water
- Townships
- Bodies of water
- Woodridge
- Aurora
- Naperville
- Plainfield
- Bolingbrook
- Romeoville
- Lockport
- Joliet
- Stateville
- Crest Hill



In this view, the four township survey areas has been highlighted with the unincorporated areas appearing dark green in contrast with the incorporated municipalities.

**Map 1B**  
**Four Township Region in**  
**Northwest Will County**

# Map 2A Du Page Township



- Locally significant - DuPage Significant (National Register)
- Contributing (Local Landmark & National Register)
- Non-contributing

- Cemeterias
- Roads
- Section boundaries
- Indian Treaty Boundary
- Railroads
- I-55
- Water
- Townships
- Bodies of water
- Woodridge
- Aurora
- Naperville
- Plainfield
- Bolingbrook
- Romeoville
- Lockport
- Joliet
- St. Charles
- Crest Hill

Barber's Corners

Froeman-Woscott-Garrette Farmstead (Route 53)

Schmidt Road

Weber Road

Plainfield-Naperville Road

Hillcrest Cemetery

Boardman's Cemetery

Interstate 355

Boughton Road

Naperville Road

111th Street

119th Street

Fergusan Road

127th Street

Normantown Road

ROMEDEVILLE

135th Street

Graves-Schroeder Farmhouse, location of first village hall in Bolingbrook

Clifford-Ketchum-Heeg-Peabody-Hullitt Farmstead

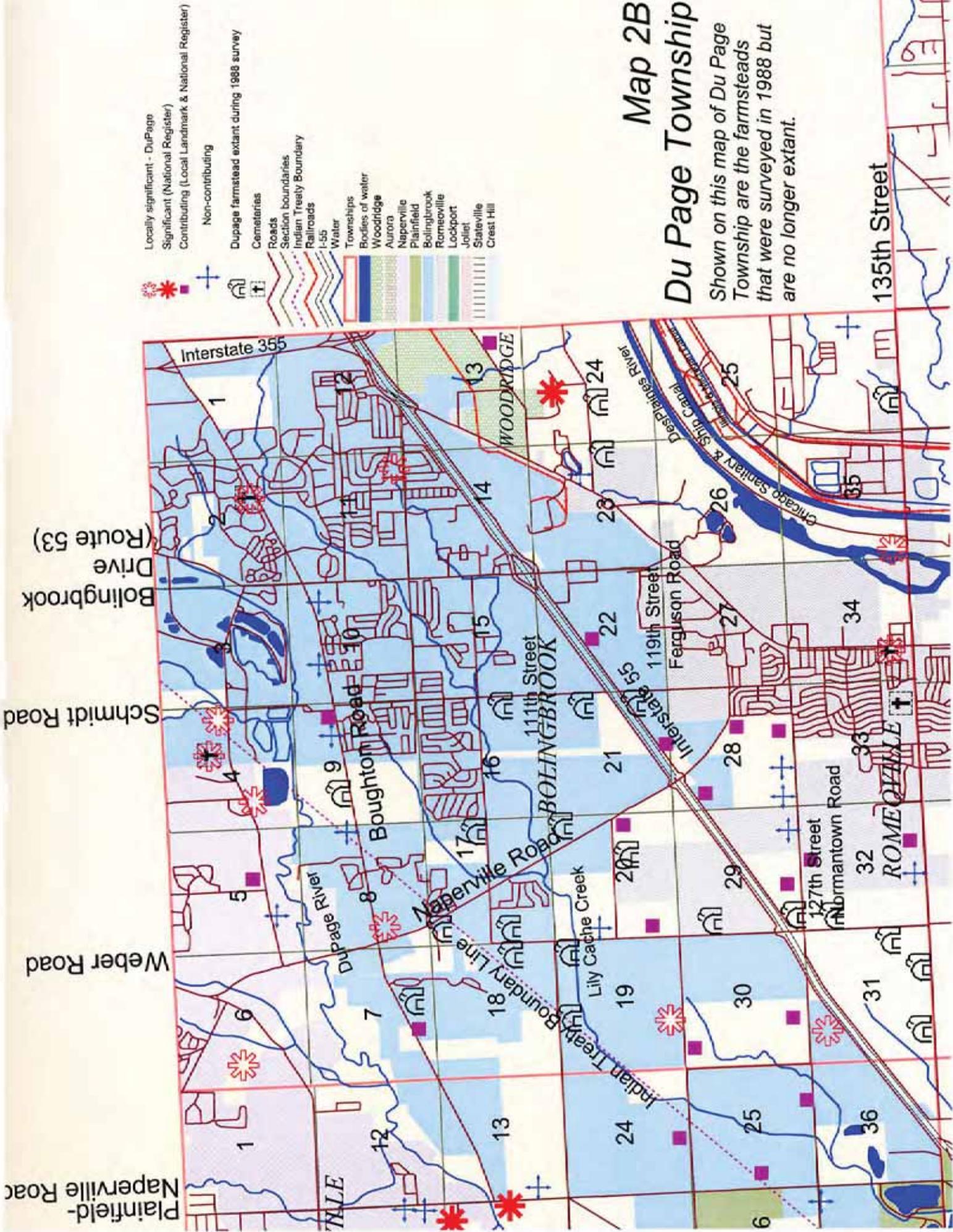
Williams Alexander Cemetery

Romano Road, Sanitary and Ship Canal Bridge

First Presbyterian Church of Du Page

Eaton-Weinhold-Scheifer-Schoenherr Farmstead

Dyer-Rathbun-Hegeman-Scholz Farmstead

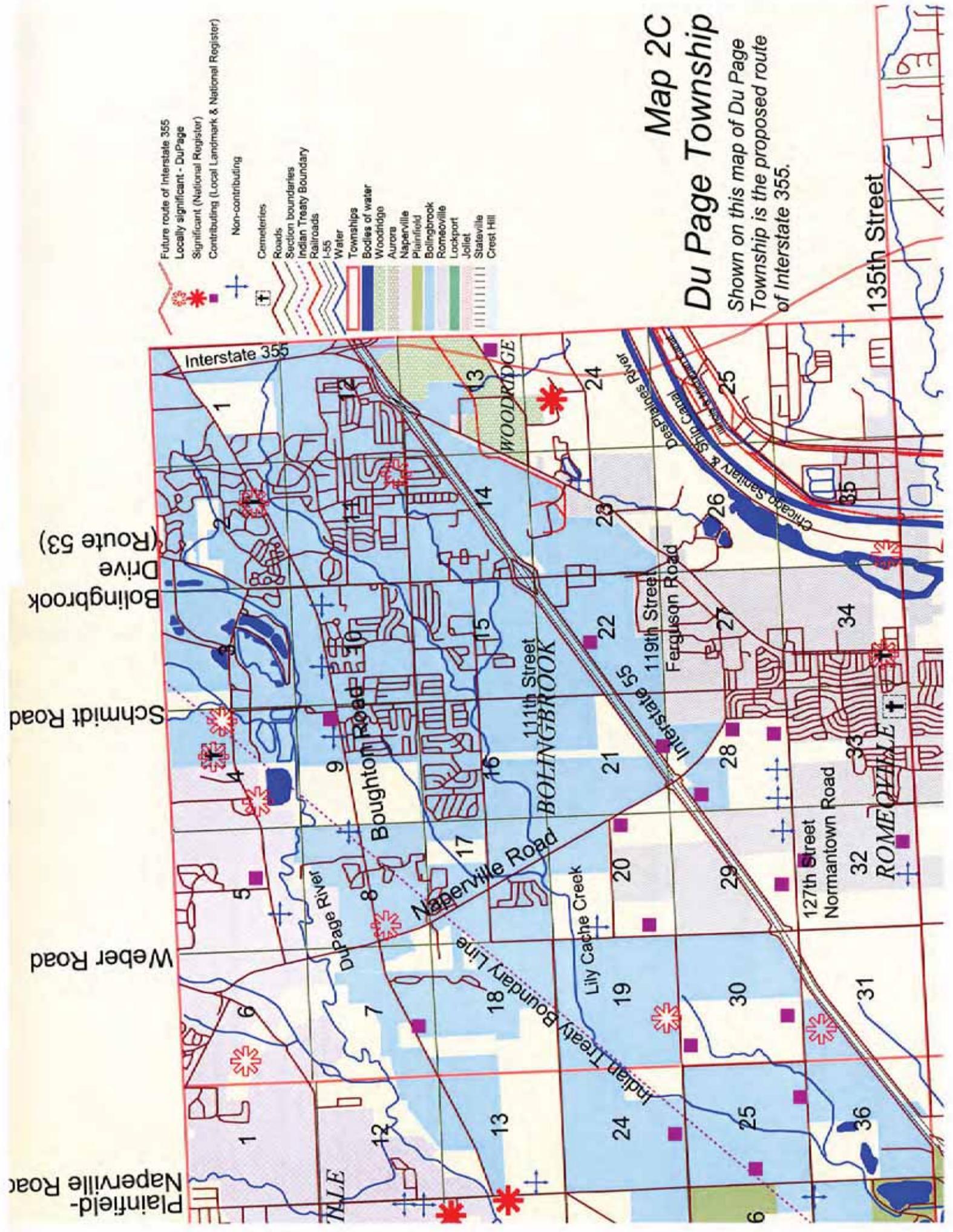


- Locally significant - DuPage
- Significant (National Register)
- Contributing (Local Landmark & National Register)
- Non-contributing
- Dupage farmstead extant during 1988 survey
- Cemeterias
- Roads
- Section boundaries
- Indian Treaty Boundary
- Railroads
- I-55
- Water
- Townships
- Bodies of water
- Woodridge
- Aurora
- Naperville
- Plainfield
- Bolingbrook
- Romeoville
- Lockport
- Joliet
- Stateville
- Crest Hill

# Map 2B Du Page Township

Shown on this map of Du Page Township are the farmsteads that were surveyed in 1988 but are no longer extant.

135th Street





## Appendix D

### Will County Neighboring Communities in Du Page and Cook Counties

Because of the proximity of Du Page County to Du Page Township (Will County) and Wheatland Township, it is worth examining the historical development of this region in brief. Although Du Page County is now having a significant influence on northern Will County, during the period of early settlement the reverse was the case.

The first section of this appendix recounts the experiences of Bailey Hobson, an early settler of the north branch Du Page River valley during the harsh winter of 1830–1831.

#### *The Adventure of Bailey Hobson*

The following has been excerpted from *History of Du Page County, Illinois* (1877).<sup>1</sup> It tells of the hardships of Bailey Hobson, one of the early European settlers to the Du Page region. To a large extent, it is a highly romanticized account. However, it is being provided in this appendix because the thoroughness of the tale it tells. (Limited editing has been applied to this transcription.)

The following details will serve to show something of the trials endured by our early settlers, and the heroic fortitude with which they braved discouragement:

About the middle of May 1830, Bailey Hobson, weary of the toil of clearing the encumbering forests from the rugged banks of the Ohio River, and animated by the hope of finding a home in the wilderness of the northwest, more congenial to the spirit and genius of agriculture, set out from the sparsely settled county of Orange for the more sparsely settled section of northern Illinois. His resolutions were those of the pioneers of the west. Without arms amounting to more than a jack-knife, for defense, he mounted his horse, and destitute of chart or compass, groped his way, as best he could, through the dense forests and deep ravines, and forded the bridgeless waters that lay in his course. Day after day was consumed in the solitary windings from hut to hut, through a region which then presented but slight indications of that civilization [that] has since struck its roots deep into the bosom of those forests. Rain and sunshine alternately poured through the darkening foliage that over-arched his pathway. Many miles were traveled where not a sound broke the silence of the dim woods, save the read of his own steed as it bore him onward. The dismal surroundings of a forest path accompanied him until state lines were crossed, and the bright opening prairies were gained in the state of Illinois. Emerging from the heavy timber country of Indiana, into the prairie wilderness, was an agreeable respite from the dull monotony of the scenery through which he had passed.

Here was a spot fit for a moment's pause, to view with far-strained vision those undulating plains, in contemplating which the heart swells, while the dilated sight takes in the encircling vastness.

Moving onward to the north, with the hope of success brightening before him, he gained the south bank of the Illinois River, which he crossed in a ferry-boat at a place then called Ft. Clarke, near the present site of Peru. At this place he fell in company with four strangers, who had been spending some time in exploring the country further west, which they found, comparatively speaking, a blank wilderness, peopled only by savages. Discouraged at the idea of settling in a country so wild and so remote from civilized man, they had abandoned their journey and were returning, with no the most favorable impressions of the great west. They urged Mr. Hobson to abandon the idea also, not only as impracticable, but as a wild and hazardous undertaking. He, however, left them, and pushed onward, soon reaching Weed's Grove, since known as Holderman's Grove,<sup>2</sup> where he found a settlement consisting of five little huts, occupied by as many families. Here, for the first time in his journey, he made a halt, and explored the Du Page River as far as Walker's Grove, near Plainfield. He afterwards explored Fox River as far as Long Grove, and finally made a claim six miles from Holderman's, and three miles from the main village of the Pottawatomi Indians, on Fox River. In order to secure his claim while moving his family out to it, he cut logs for the erection of what in later times has been termed the "squatter's hut." Having done this, he mounted his horse and turned

<sup>1</sup> *History of Du Page County, Illinois* (Aurora, Illinois: Knickerbocker & Hodder, 1877), 172–87.

<sup>2</sup> Holderman's Grove is located approximately 18 miles east/northeast of Ottawa, Illinois, in Kendall County.

homeward. To save distance, he took a new route, and struck out upon the unknown prairies, where the footsteps of neither man nor beast were to be seen, without a solitary thing to guide him, save the instinctive allurements of his own fireside, which was more than four hundred miles distant. About noon of the same day he re-crossed the Illinois River, at the lower rapids and pursued his way until night shut in upon him, when he pitched his camp, consisting of a horse blanket and overcoat, on the banks of a small stream that flowed along the border of a grove. During the night there was a heavy fall of rain, which put out his fire, and for the remainder of the night he was obliged to hold himself in a defensive attitude against the ravenous mosquitoes. The sun rose bright and clear next morning, and he pressed onward. Later in the afternoon he overtook a company of Kickapoo Indians, who were returning from a hunting excursion, and accompanied them to their village, where he was fortunate enough to find a white man, a trader, with whom he passed the night. Leaving the wigwam town early next morning, he laid his course over the trackless prairie, for the waters of the Sangamon, which were reached just as the sun went down. Here for the first time in three day's travel, he struck the trail of his former course. A cabin stood on the bank of the stream, occupied by a family whose nearest neighbors were twelve miles distant. He passed the night with them, and after breakfast the next morning, re-crossed the river which he had left some five weeks previous. Retracing his former path over the wide prairies of Illinois and through the dense forests of Indiana, he reached his home about the first of July. One the first day of September, in the same year, he started with his family, accompanied by L. Stewart, for his new claim amid the wilds of the northwest. They had proceeded scarcely half a mile when the wagon was upset, and the entire "bag and baggage" strewn promiscuously upon the ground. This was by no means a welcome omen of the invisible future, and created unpleasant foreboding of what might lie before them in their perilous journey. Four hours detention was the result of this first ill fortune. After the wagon was turned right side up, and their effects gathered together, they moved on again. They soon lost sight of things which had grown familiar by time, and the forests through which they passed opened upon them new scenes. The camp fire was kindled whenever night overtook them, and a small canvas tent was their only protection from the inclemency of the weather, and all that screened the starlight and moonbeams from their pillows.

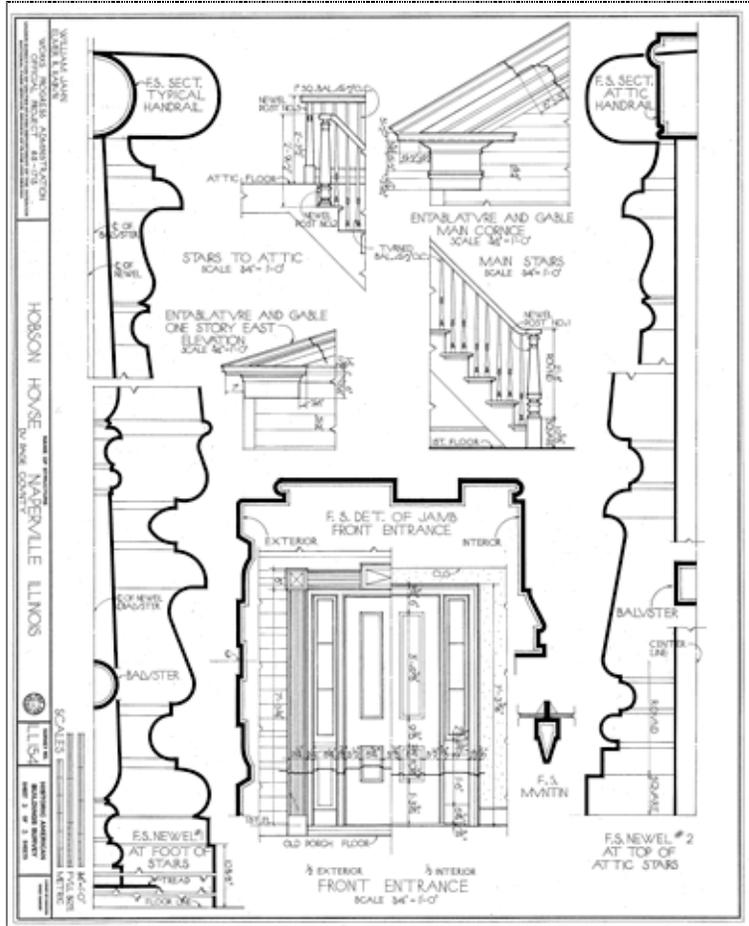
The evening of the third day found them at the Drift Wood fork of the White River. This was now to be crossed. It was a difficult stream, without bridge or ferry, and having a bed of quicksand. As there was but one plan to choose, ("Hobson's choice," of course), they resolved to hazard the experiment of fording. So, increasing the load of the already burdened team with their own weight, and giving the oxen a few smart blows with the braid of buckskin, they dashed into the stream, and with great effort reached the opposite bank. The men were obliged to re-cross the stream for the herd of cattle and horses that were left behind, and the journey was resumed, until the shadows of night compelled them to pitch their tents. Thus they journeyed, day after day leaving no visible evidence of their passage, save here and there the ashes of their camp fires, fording all the streams that lay in their course, until they came to the Wabash, which they crossed in a ferry, two miles above Terre Haute.

Coming upon the prairies, the land was marshy for a considerable distance, and their progress was slow and difficult; but nothing of moment occurred until they arrived at the Black Swamp, which was about half a mile in width. Here they were obliged to take everything from the wagon and carry to the opposite side on foot. Mrs. Hobson rode across on horseback, with her babe, and the two little boys waded through the mire, at the imminent hazard of being entirely swallowed up. This passed, they journeyed on, encountering similar obstacles, often getting mired, and often being obliged to unload a part of their goods in order to proceed. Leaving the Ft. Clark road, and having no path to guide them, they now passed through an uninhabited region for the distance of one hundred miles, finding but one habitation during six days, and being able to obtain neither wood nor water to cook their meals more than twice during the whole time. Arriving at the Illinois River, they crossed that stream at the lower rapids, and after traveling a few miles further, fell in company with Mr. Clark, whose father resided at Walker's Grove. Preparations were being made for a night encampment, but Clark insisted that they should go as far as Holderman's Grove, where he intended to remain that night. Having with him three yoke of oxen, he attached two of them to Mr. Hobson's wagon, and thus assisted, they went on, arriving at Holderman's grove about midnight, having been on the road twenty-one days. Here they remained three weeks, during which time Mr. Hobson sowed some fall wheat, cut some hay for his cattle, and began the erection of a cabin on his new claim.



*Shown above and below are views of the Hobson House, the tavern built by Bailey Hobson between 1834 and 1837 in Section 30 of Lisle Township of Du Page County. These images date from the 1930s when the building was documented for the Historic American Buildings Survey. (HABS 1L-154, photographer unknown.)*





*Shown at left are interior details for the house that Bailey Hobson built in Du Page County (HABS IL-154).*

The family were moved to the claim, and lived in a tent until the cabin was so far completed as to admit of their occupying it. Their provisions were likely to run short, and Mr. Hobson set out on horseback to procure some. After spending two days in fruitless search of something to prevent starvation, he returned home. In a few days, he started again on a longer journey, crossing the Fox and Vermillion rivers, the latter of which he forded, where the water covered the back of his horse. Still onward he went, and after crossing the Illinois, and arriving at the Ox Bow prairie, he found he could purchase no flour, but pork was offered him, which he engaged, appointing the time when he would come for it, and returned.

Not feeling entirely satisfied with this location, he resolved to examine the country still further, and accordingly set out in the direction of Fox River. Knowing that a solitary Frenchman was living in a grove near that stream, he thought to reach his hut, if possible, before night-fall; but the darkness came on before he was able to find it, and tying his horse to a tree, he laid down upon the ground, and, with nothing to shield him from the cold of a November night, save his overcoat and horse blanket, slept till morning. On waking, he found, to his surprise, that he had encamped in full sight of the Frenchman's dwelling, but was separated from it by a swamp. It being very cold, he hastened to the cabin, but found the door closed and fastened. He however effected an entrance by descending the chimney, encountering in his descent some smoke, considerable soot, a blazing fire, and last, but not by any means least, a huge bull-dog, who bristled up savagely at the singular phenomenon. He made peace with the dog, and sat down to warm himself by the fire. The proprietor of the cabin soon returned, and was not a little surprised, on opening the door, at finding a strange guest within. After breakfasting, Mr. Hobson made his way across the country to the Du Page River, examining the lands and localities as far as the site of his present family residence. This place satisfied him in every respect, and he at once determined to abandon the claim he had already made, and secure this as his future home. He made a few marks by which to identify it, and returned to his family, having been absent five days.

In a few days Hobson and Stewart both set out for the new claim, for the purpose of cutting timber and building a cabin upon it. This was in December. They arrived at the Du Page, and found it frozen over. Unable to force their team into the crusted stream, they waded through it themselves, breaking a path in the ice, which the oxen were made to follow. Having succeeded in crossing, they pitched their tent, built a fire and made preparations for passing the night. During the night it commenced snowing, and continued throughout the next day. They attempted to work, but were unable to accomplish anything in consequence of the severity of the weather, which continued to increase until they were obliged to abandon their undertaking. They drove down the river, a distance of three miles, to the dwelling of Mr. Scott, who had built a cabin and moved into it a few days before. Here they passed the night, and the following day and night. On the third day the wind ceased, the severity of the weather somewhat abated, though still very cold, and they started toward home. Their course lay across a prairie for thirty miles, on which there was no appearance of a road, but they accomplished the distance, reaching home before midnight, nearly exhausted by fatigue, hunger and cold. In the course of a few days the weather changed; some rain fell, which melted the snow, and by a succession of snow, rain and frost which followed, the earth was covered with a crust of ice, which made traveling almost impossible.

It was now near Christmas, the time at which Mr. Hobson had agreed to go for his pork.

He therefore left his family and stock in care of Mr. Stewart, and set out for Ox Bow prairie, with the intention of returning in about ten days. The weather was now extremely cold, and on the afternoon of the second day it commenced snowing. The storm came so fast and thick that the track was soon covered, and he had nothing to direct his course, while the atmosphere was so filled with the falling flakes that he could see only a few feet before him. Toward night a horseman passed him, but said nothing, and was very soon out of sight, leaving no traces of his course, as the snow filled the horse's track almost as soon as made. Night closed in upon him, with no cessation of the driving storm. Unable to see his way even a rod before him, the chance of reaching a habitation or place of shelter seemed hopeless, and he was about to resign himself to his fate, when he discovered a light at a little distance, which appeared to be coming toward him. On its nearer approach, to his inexpressible joy and gratitude, he discovered two or three men, who had come to his assistance, from the nearest settlement. They had been made acquainted with his situation by the horseman who passed him in the afternoon. They assisted him in reaching the settlement, where he stayed 'til next morning, when, the storm having considerably abated, he started on his way.

He followed a small stream, though it was not his direct course, in order to be nearer the timber and nearer habitations. Before night came on, guided by the barking of dogs, he was enabled to reach a dwelling. Finding it unoccupied, he took temporary possession. A few embers were still burning on the hearth, and taking some rails from the fence he reduced them to fuel and built a fire. He found feed for his oxen, and a supply of provisions for himself, of which he partook without much ceremony, and in peaceful and quiet possession passed the night.

Pursuing his journey next morning, he shortly arrived at another dwelling where he found the owner of the cabin in which he had stayed the night before, and told him of the liberty he had taken. Being assured that all he had done at the cabin was right, he pressed on and reached his destination on the evening of the fourth day. The pork was procured, and he started homeward on the following morning, his team consisting of two yoke of heavy cattle, and his load of about one thousand pounds, including a prairie plow.

The snow had fallen to such a depth that he found it impossible to proceed, and was obliged to employ a man with an additional team to assist him on. With the three yoke of oxen attached to the wagon, they started, going before with wooden paddles to shovel the snow from the path. About two hours before sunset, they found that in the course of the whole day, they had advanced just one mile! There was little use in trying to go on, so they turned their team and took the back track for a quarter of a mile to a dwelling. Here they remained for a few days, endeavoring to fit the wagon to runners, but in this they were unsuccessful. Mr. Hobson now resolved on trying to reach home on foot, and accordingly set out. He had to cross a twelve mile prairie before coming to a settlement. This he aimed to do in one day, but the sun had passed the meridian before he had made a third of the distance. Knowing it was vain to attempt to gain the settlement, he retraced his steps to the dwelling he had left in the morning, where he arrived, with life and strength nearly exhausted. Here he remained a few days, hardly knowing what course to pursue. Having already been absent many days longer than he intended, he felt great anxiety for his family, whom he had

left but scantily provided with provisions, and at length determined upon making another effort to reach home. Leaving his team and load, with order, that if it became necessary, the meat should be cut up and salted, he set out in a new direction, pursuing his way through the troves, towards the Illinois River, and finding shelter at night in the cabins which at long intervals were scattered through the forests. At length he arrived at the Illinois, which he found frozen and covered with snow. To facilitate progress he now traveled upon the ice for thirty miles, in imminent peril of his life. The ice, in many places, was so thin that it gave way beneath his feet. At the end of this distance the river was open, in consequence of its junction with a large spring, and he was now obliged to travel again through the deep and drifted snow. His progress was slow and fatiguing, but impelled by anxiety for the loved ones at home, he journeyed on with unflagging zeal, and at length reached home on the nineteenth day of his absence, to the almost overwhelming joy and surprise of his destitute family, from whom the last, lingering hope of ever beholding him again had faded out. Imagine his feelings as his little ones, half famished, came around him, anxiously inquiring about his wagon, and about the provisions which they expected he would bring them. Until now he had borne up against a tide of adverse circumstances with a determined and even a cheerful spirit, but the situation of his family, with no prospect of relief, was a matter not to be contemplated without the most distressing apprehensions. Nearly a week passed, and the weather became so much moderated that the snow began to melt, and it was feared that a thaw was about to commence, in which case their situation would be rendered still more hopeless. Corn was their only article of food, and upon this alone they had already subsisted for more than two months; this they prepared by hulling and boiling. Something must be done, for starvation seemed looking them in the face. But one plan suggested itself to Mr. Hobson, and that was a hard one to execute. It was to leave his family, and, accompanied by Stewart, make one more effort to get his provisions home before the breaking up of the ice. His situation was indeed a trying one. It was with great reluctance that he resolved to leave his family alone and unprotected in the dead of winter, and in a region inhabited only by Indians, whose proximity produced no more agreeable impression than fear, to say the least. But Mrs. Hobson, brushing the tears from her face, and summoning all the courage and resolution she could command, entreated him to go, and leave her to do the best she could. After preparing fuel sufficient to last until their return, they set out, taking with them a yoke of cattle, which they drove in advance, for the purpose of breaking a road through the snow. Thirteen head of cattle and three horses were left in Mrs. Hobson's care. On the second day after the departure of Messrs. Hobson and Stewart, it commenced snowing, and continued without interruption for two days and nights, covering the earth upon a level, three feet deep. On the third day, just at sunrise, the wind began to blow with fury from the west, and continued like a hurricane, without cessation, for three days, sweeping the snow from the ground and piling it in drifts twenty, thirty, and even forty feet high, while the atmosphere was so thick with the driving snow as almost to turn daylight into darkness. On the first morning of the wind storm, Mrs. Hobson, taking a pail, went to a spring a few yards from the house for some water, but before reaching the house she was compelled to throw the water upon the ground and make all possible haste back. The children opened the door for her, which being on the west side of the house, it required all their strength to close again. It was not opened again until after the storm had subsided. The snow, which was constantly driving into the house, supplied them with water; but who shall describe the feelings of that mother, as along with her little ones, the days dragged wearily along, while her mind was filled with the most fearful apprehensions. Husband or brother she should in all probability see no more. Her children might perish in her sight, while a like fate awaited [her]. It was, indeed, a severe trial of endurance, and needed all the fortitude of her soul to sustain such agonizing reflections while the rain storm swept around her solitary dwelling. After the wind had ceased, Mr. Hobson went out to look after the cattle and horses, but could find nothing of them, and concluded they had been covered in the snow-drifts and perished. The day passed with out any of them making their appearance. The next morning they all came around from the east side of the grove, whither they had fled and remained during the storm. The fuel [that] had been prepared and put in the house was now exhausted, while that which had been left outside was embedded in a deep snow-drift. The only alternative was to dig this wood out of the snow with a pick-ax, and Mrs. Hobson accordingly set about it, working and resting alternately, as her strength would permit. Weak and faint from hunger, and with hands frozen and blistered, she worked on day after day, unable to get out more wood than would barely serve from one day to another. A cow, that was accustomed to being fed at the door, came into the house one day and seemed to reel, as if about to fall. Mrs. Hobson pushed her outside of the door, when she immediately fell dead. Fearing that the wolves, which were very plenty and hungry, would come to the door to feed upon the carcass, she covered it deep in the snow.

On the fourteenth day after this departure, Hobson returned with some provisions, leaving Steward at Holderman's grove with a part of the oxen that were unable to finish the trip. On his arrival, he found the wood [that] they had prepared all consumed, and Mrs. Hobson tearing down a log stable and chopping it up for fuel. During [those] fourteen weary days, Mrs. Hobson had not seen a human being besides her children. Though it was known at Holderman's Grove that they were alone, yet no one dared venture to see what had become of them. It was thought by all there that they family would inevitably perish. In the course of eight days Stewart arrived with the remainder of the oxen. They presented a deplorable spectacle indeed, being worn with fatigue, their flesh sore and bleeding, and the hair all cut from their legs by wading through the hard crusted snow. The drifting of the snow had been altogether favorable to the return of Hobson and Stewart. Having arrived at their destination before the wind storm, they remained until they could make themselves some sledges. On the way home, they could travel sometimes the whole day without the crust giving way, and some days their teams would break through every little while, when they were obliged to dig them out again.

At home again, it was now time for new arrangements to be made, as there had been nothing done as yet, upon the new claim. Stewart accordingly set out for the new location with the intention of working there, but soon after his arrival, the snow sent off with a heavy rain. After the flood, occasioned by the melting snow and the breaking up of the ice, had nearly subsided, the Indians came – a hundred or more – into the grove near the house, and prepared for making sugar. Hobson now sent his family to Holderman's Grove, where he had obtained permission for them to stay a few days, while he with his household goods started for the Du Page, and again aimed to take up his night's lodging at the Frenchman's cabin. But the traveling was bad, and his progress slow. Late in the afternoon he got "stalled" in a slough. Taking off his boots and stockings, in order to keep them dry, he waded through on foot, and with great effort succeeded in getting his team through, his clothes the whole were wet and freezing.

It being by this time quite dark, and fearing to proceed further, lest he should again be "stalled," there was no other chance than to spend the night upon the open prairie. And having some bedding in the wagon he made out to pass the night without freezing. In the morning he reached the Frenchman's cabin where he breakfasted. The next night found him at the Spring Brook, just west of the Du Page River, but it was so dark that he did not venture to cross it, and accordingly camped out again. Here the grass was long, and making his bed upon the ground, he passed the night very comfortably, and the next morning reached his destination. Mr. Scott advised him to bring his family to his place, and let them remain until he could build his cabin. He accordingly did so, and in a few days their own cabin was ready for their reception.

In April Mr. Hobson went again to Ox Box Prairie for his wagon, taking with him two yoke of cattle, and bringing back some seed corn, and potatoes. His cattle were so poor and weak that he was often obliged to carry the corn and potatoes on his back, the team being hardly able to draw the empty wagon. The spring and summer were cold, wet, and consequently unfavorable to crops. But little was raised during that year.



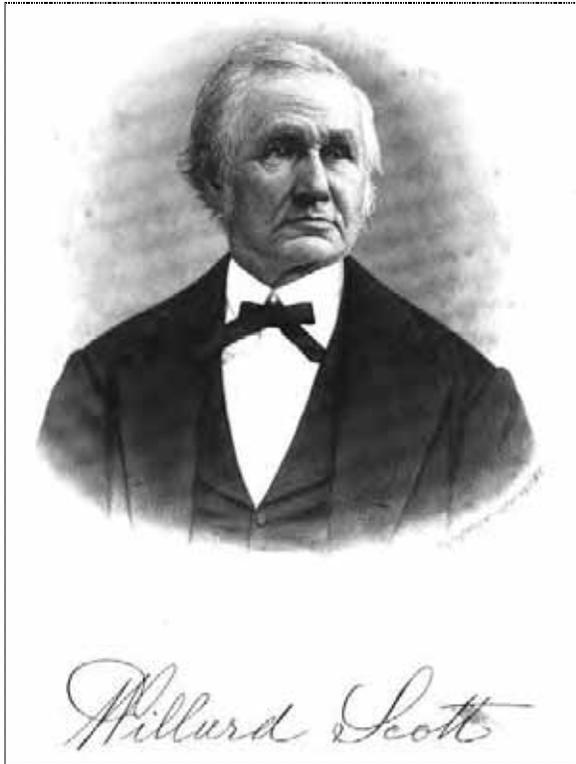
Shown above are Bailey and Clarissa Hobson, dates unknown (A.T. Andreas, History of Chicago, from the Earliest Period to the Present Time (Chicago: A.T. Andreas, 1884).)



*Shown above is an early photograph of Hobson's Mill, built in 1834–35 along the east branch of the Du Page River by Bailey Hobson and Harry Boardman of Will County. It was located north of Du Page Township in Section 30 of Lisle Township, Du Page County, on the current site of Pioneer Park. (Photograph from HABS IL-154.)*

### *Naperville*

Captain Joseph Naper of Ashtabula County, Ohio, was the founder of the Naper Settlement in Du Page County. In the winter of 1831, he and his brother built a log cabin, followed later by a trading house (the first in the region), a grist mill, and a saw mill. By that fall, a school was established with 22 students in attendance. By the end of 1832, the population in the settlement was 180. The first wood balloon frame building erected here was by A.H. Howard, in the fall of 1833. In 1833 the first church was organized. By 1834, the Naper Settlement was an important center for travel, becoming a junction between two important roads. One ran southwest through Oswego, Yorkville, and Newark to Ottawa, Illinois, and the other was the southern stage route from Chicago to Galena.



*“White Eagle” Willard Scott was a banker and prominent member of the Naperville community who had settled in the east branch Du Page region in the early 1830s. In the spring of 1838 he moved to Naperville and built the Naperville Hotel. He earned the name “White Eagle” from the Potawatomi. (Illustration at left from History of Du Page County, Illinois (Aurora, Illinois: Knickerbocker & Hodder, 1877).)*

The original town plat, laying out 80 acres, was recorded in 1835 by Captain Naper. In 1839, the Naper Settlement was selected for the county seat and \$5,000 was subscribed for the erection of a courthouse.<sup>3</sup> By 1850, the population was 1,628, growing to 2,055 five years later. By this time the town had two breweries and a brick and tile works. In addition to mercantile trade, agriculture was the economic basis for the town.

Naper Settlement was reorganized as the Village of Naperville in 1857, with Joseph Naper its first President. North Western College (now North Central College) moved to Naperville from Plainfield in 1861. Area business included two stone quarries, hotels, banks, nurseries, a tile works, breweries, and a publishing house. The village grew slowly, reporting 2,629 residents at the beginning of the twentieth century. In 1940, it was a community of 5,200 residents with ties to the surrounding agricultural economy. The corporate city limits included slightly more than 6 square miles. The 1950s saw the first housing developments and in 1960, Naperville annexed more than 1,500 acres to facilitate further growth and expansion. By that time the population had increased to 13,000. In 1970, there were 22,600 resident; in 1980, there were 42,600; and in the next ten years the population more than doubled.<sup>4</sup>

### *Woodridge*

Woodridge is the closest suburban area northeast of Bolingbrook, bordering it just across the Will-Du Page County line. Although most of the village lies within Du Page County, a portion of it wraps around the eastern side of Bolingbrook. Internationale Center, south of I-55 in Section 13 of Du Page Township, Will County, is located in incorporated Woodridge.

<sup>3</sup> Centennial Historical Committee, *Naperville Centennial 1831–1931* (Naperville, Illinois: Daughters of the American Revolution, 1931), 5–29.

<sup>4</sup> The Chicago Fact Consortium, *Local Community Fact Book, Chicago Metropolitan Area*, 1990 (Chicago: The University of Illinois at Chicago, 1990), 285.

Surety Builders, who had built previously in Elmhurst, arrived in 1958 and was the first developer in the area. The first subdivision was located south of 75<sup>th</sup> Street. The Village of Woodridge was incorporated on 24 August 1959 with a population of 459. Farming families in the region included the Nadelhoffers, Greenes, and Goodriches. The dairy industry was a major component of the agricultural production of the region. The Greene family farmstead once served as the site of the village police station, public library, and post office, and the farm buildings are still extant, used by the Woodridge Historical Society. From a 1960 population of 542, the village increased in size to approximately 11,000 in 1970 and 22,000 in 1980.<sup>5</sup>

### *Downers Grove*

Along with Naperville and Lemont, Downers Grove is another older settlement bordering Du Page Township. The earliest European settler in the vicinity was Pierce Downer, who came from New York in 1832 to visit his son Stephen Downer. By 1835, other settlers arrived: Dexter Stanley and his family, Edwin Bush, and Daniel Narramore. Also in 1835, Israel Blodgett moved here from his first settlement in the east branch Du Page River area of Du Page Township, Will County, buying several hundred acres of land in Sections 8, 17, and 19 of township range 38N and 11E (later named Downers Grove Township). The elder Downer purchased 200 acres in Section 6 in August 1842. By 1845, the region had a store and a blacksmith shop, the former operated by H. Carpenter and the latter by N.A. Belden. By 1850, nearly 80 families had settled in the vicinity. With the naming of Downer's Grove Township in that year, 967 people lived in the region.<sup>6</sup>

The railroad running from Chicago to Aurora arrived in the 1860s, and Downer's Grove was incorporated as a village in 1873 with a population of approximately 350 people. A year later a writer described the village as having 90 homes, 3 general stores, a meat market, coal and lumber yard, drug store, two-story brick school house, 4 organized churches, and a hotel. Additional subdivisions were planned in the 1880s, and the 1890 population was 960 people. By the 1910s, a history of Du Page County made the following comment on the changing relationship of Downer's Grove in the region:

Since the completion of the railroad, it has gradually become more and more a suburb of Chicago, having now quite a large number of men residing here who are doing business in that city. This in many ways helps forward its refinement, and stimulates our citizens to an ambition to keep pace with the times. There may be drawbacks to this in the tendency to indulge in the luxuries of city life beyond what can be afforded; but, if our people do not yield to that temptation to any greater extent in the future than in the past, there will be no cause to regret our proximity to a great city.<sup>7</sup>

Just west of the town was the country estate of Marshal Field III, whose land was divided in the 1920s, with 80 acres going to the newly established forest preserved district in Du Page County and other portions platted for subdivisions. By 1940, there were approximately 9,500 residents in the village. Growth was steady in the post-World War II years, with the 1980 population being 43,000.

### *Lemont*

Lying along the route of the Illinois and Michigan Canal, Lemont is one of the towns in the region with extensive historic architecture. Lemont is located in the southwestern portion of Cook County, bordered by Will County on the south and west and Du Page County on the north. The downtown area of the village is situated along the route of the former Illinois and Michigan Canal and the Chicago and Alton Railroad. The town is located in the Des Plaines River Valley, with expansive outcroppings of yellow, tan, and gray limestone that provided ample building material for structures in the region and across the Midwest.

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<sup>5</sup> Ibid., n.p.

<sup>6</sup> Ibid., n.p.

<sup>7</sup> *History of Du Page County, Illinois*, 159.

The earliest permanent settlement in the Lemont area occurred in 1833, when Nathan Lee of Vermont, Jeremiah Luther of Castile, New York, and Forbes H. Miner of New York arrived to the region. W. R. Derby, Orange Chauncy, Joshua Smith, and Hylong Martin (all from Vermont) arrived during the following year. With the beginning of construction on the Illinois and Michigan Canal in 1837, shanty towns for laborers were set up outside what is now the present village limits. Early plats of land for the town of Lemont included Keepataw, which included the present-day central business district of Lemont, subdivided by Pearson and Hunter as early as July 1836.<sup>8</sup> This was re-subdivided again in July 1839 and in 1842, and was “vacated” or removed from the public laws on 27 January 1857. Athens, the name village prior to adopting the name Lemont, was subdivided by Hugen in August 1839, re-filed or re-subdivided in 1843, and vacated around 1861. Athens was located east of Keepataw.

Beginning with plat maps from 1862, the town formerly called Athens was shown on the map as being called Lemont.<sup>9</sup> However, the town was not officially incorporated until 1873. Elections were held on 9 June 1873 that approved incorporation of the town, and further elections the following month selected the village officers and a board of trustees.

Stone quarrying was the most important industry in the Lemont vicinity throughout the nineteenth century. The discovery of the high quality, easily quarried limestone during construction of the canal provided the industrial basis upon which permanent settlement depended. Soon after the completion of the canal in 1848, quarries were quickly opened. However, business was slow for the first ten years because of doubts as to the suitability of the stone for building purposes. Once the durability of the stone had been demonstrated, both the number of quarries and the amount of business grew, and with it the town of Lemont.

The quarries dominated the economy and determined its development until the twentieth century. The seasonal nature of the work (the quarries were often closed from November to March) affected all aspects of the town economy. This one-industry economy also often left the workers vulnerable to control by the quarry owners. This inequity is illustrated in two labor strikes, one in 1885, and one in 1893.

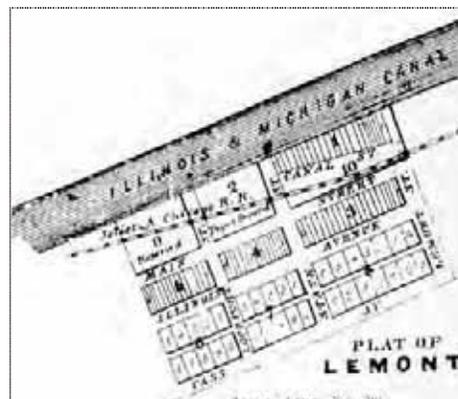
The construction of the Sanitary and Ship Canal provided another source of employment in the 1890s. However, with the decline in the stone industry in the same decade the economy of Lemont needed to become more diversified. Local officials, concerned over unemployment, began a campaign to attract new industry. One of their more important successes was an aluminum factory that moved to Lemont in 1892. Practical uses for aluminum were still in the experimental stage and a commercial viable means of production had only been developed in 1886. Located at the corner of Talcott Avenue and Holmes, the Illinois Pure Aluminum Company opened in August 1892. By the following January the company was bought by Edwin Walker, who installed his son, George, as president.<sup>10</sup>

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<sup>8</sup> Although Keepataw was platted on a true north-south grid, the arrival of the Chicago and Alton Railroad in the 1850s influenced future development. Subsequent subdivisions in the town were aligned on a grid parallel with the railroad tracks running slightly northeast-southwest.

<sup>9</sup> S.H. Burhans and J. Van Vechten, *Map of Cook County, Illinois* (1861).

<sup>10</sup> George Walker remained with the firm until his death in 1947. The company quickly developed a national market for its line of aluminum products including combs, thimbles, hairpins, cookware, and road signs. Their cookware, “Walker Ware,” was particularly successful; however, the company operated on a small scale and never employed more than 60 to 100 workers.



These two plat maps trace the development of Lemont over 35 years of its history. The map above dates from 1861, and shows the layout of the town parallel with the Illinois and Michigan Canal, with the Joliet and Chicago Railroad alignment running through the central business district. By 1886, Lemont had grown with many blocks aligned on the same grid as the original portion of town and several more configured on a north-south axis. Also shown on the 1886 map is the Singer and Talcott Stone Company quarry, located between the Des Plaines River and the Illinois and Michigan Canal. These quarries were obliterated by the construction of the Chicago Ship and Sanitary Canal. (Map above from S.H. Burhans and J. Van Vechten, Map of Cook County, Illinois (1861); map at left from Snyder's Real Estate Map of Cook County, Illinois (Chicago: L.M. Snyder and Co., 1886).)

Other attempts at diversifying the economy included the passage of an ordinance in 1898 granting any company employing 50 adults a 10 year tax exemption. The list of the major industries contained in a promotional publication by the Lemont Commercial Association from 1913 confirms that the town was successful in diversifying the economy, although the stone industry remained very important. The industries listed included the Aluminum Products Company, Chicago Structural Tile Company, Lemont Limestone Company, Illinois Stone Company, Western Stone Company, The Flux Company, Illinois Pure Aluminum Company, Lemont Manufacturing Company, Nagel Cement Block Company, as well as warehouses for two breweries, one cigar manufacturer, and two lumber yards. The Chicago and Joliet Electric Railroad Company, which provided hourly service between the two cities, had a large substation in Lemont.

Although the farms south and west of Lemont in Will and southern Cook Counties depended upon the town for grain storage and shipment, the economy of the town remained based in industry and quarrying. Unlike other canal towns, such as Joliet, Lockport, and others, Lemont was never a significant depot for the local farm population. Lemont did not have grain elevators along the railroad lines. Norton and Company's elevator on the Illinois and Michigan Canal was the largest grain storage and shipment site in Lemont.



Shown at left is an advertisement dating from 1918 for a farm implement dealer in Lemont (Prairie Farmer's Reliable Directory of Farmers and Breeders of Will and Southern Cook Counties, Illinois (Chicago: Prairie Farmer Publishing Company, 1918)).

In recent decades, the original industries, such as stone quarrying and aluminum manufacturing, no longer formed the economic base for the town. The stone industry went into decline early in the twentieth century and the aluminum industry after World War II. Newer industries in the region include petroleum refineries, which arrived in the 1930s. Lemont is no longer economically self-sufficient, being integrated into the metropolitan Chicago economy.

#### *Argonne National Laboratory*

Argonne National Laboratory, located east of Bolingbrook in Du Page County, is named for the Argonne Forest in the Cook County Forest Preserve. In turn, the forest had been named for the Argonne forest in France, site of numerous battles between American and German armies during the First World War.<sup>11</sup>

In the early days of the Manhattan Project, the U.S. Army program to build an atomic bomb, the first sustained nuclear chain reaction occurred at Stagg Field at the University of Chicago in December 1942. During the following three months the first nuclear reactor, Chicago Pile 1 (CP-1), was constructed and tested. It was dismantled in March 1943 and moved to the Argonne Forest to a facility later named the Manhattan Engineering District's Metallurgical Laboratory. Tests continued over the next year and CP-3, the world's first heavy-water-moderated nuclear reactor, was inaugurated on 15 May 1944.

On 19 April 1946, the University of Chicago accepted a contract to operate the facility, whose name was officially changed to Argonne National Laboratory on 1 July 1946. The facility was placed under the jurisdiction of the Atomic Energy Commission (AEC) on 1 January 1947. The following 23 January, the AEC authorized the purchase of 3,700 acres in Du Page County near the Argonne Forest, predominantly in Sections 9 south and 10 south in Downers Grove Township. After a year in official operation, the AEC named Argonne National Laboratory its principal reactor development center. A second laboratory, a reactor proving ground, was founded in Idaho in 1948; it is now known as Idaho National Engineering Laboratory.

Beginning in 1953, the first of one million pine trees was planted at Argonne National Laboratory, part of a three-year project that would eventually convert the site from farmland to forest. The lab has been the site of innumerable tests and scientific breakthroughs since its founding, including the development of the propulsion systems for the first nuclear powered submarine, the Nautilus.

<sup>11</sup> Information on Argonne National Laboratory summarized from the website [www.anl.gov/OPA/history/](http://www.anl.gov/OPA/history/).



Above and below are farmhouses representing the agricultural heritage of Du Page County; those shown below have been lost to development. Above is the house on the former Hoffman farmstead on 75<sup>th</sup> Street in Section 27 of Naperville Township in Du Page County. Although in poor condition, many original features, such as the shingle siding on the second floor, are still extant. The two structures below were located in Downers Grove Township of Du Page County. The Jacob Veith farm was located in Section 28, and the George Mochel farm was located in Section 30. (Illustrations below from Newton Bateman and Paul Selby, Historical Encyclopedia of Illinois and History of Du Page County (Chicago: Munsell Publishing Company, 1913).)

