

KANKAKEE COUNTY PRESERVATION PLAN

September 2016



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Kankakee County Regional Planning Department**

Kankakee County Preservation Plan

Kankakee County, Illinois

September 2016

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Historic Preservation in Kankakee County

Kankakee County Historic Preservation Commission

Legal Basis

The Kankakee County Historic Preservation Commission was established under the Kankakee County Historic Preservation Ordinance, adopted December 9, 2008.¹

Recent Activities

Recent historic preservation accomplishments by local preservation groups in Kankakee County include:

- On June 30, 2009, the not-for-profit community group, Wright in Kankakee, took possession of the restored Byron H. Bradley House and opened it for tours.
- In 2009, the commission held a Centennial Celebration of the National Register-listed Kankakee County Courthouse (1909–2009). Events included a formal dinner within the courthouse on October 3, and guided courthouse tours and special events on the courthouse lawn October 4.
- The French Heritage Museum at the Stone Barn was dedicated on July 28, 2012.
- On August 30, 2012, the French-Canadian Heritage Wall was dedicated at Kankakee Community College.
- Two “French-Canadian Heritage Corridor” signs on Interstate 57—at the Manteno and Ashkum exits—were unveiled on July 29, 2015.
- A poster depicting “Historic Places in Kankakee County” has been published.
- An informational brochure about the Kankakee County Historic Preservation Commission has been prepared and printed.
- The guide *Four Walking Tours of Historic Bourbonnais, Illinois*, has been prepared by Dr. James Paul in association with the Bourbonnais Grove Historical Society and the commission. In addition to a limited print run, this guide has been published online at www.bourbonnaishistory.org
- A self-guided driving tour of barn “quilts” has been developed in the rural portions of the county. On selected historic barns, colorful quilt-pattern painted panels have been displayed.
- A self-guided walking and driving tour of historic churches near downtown Kankakee has been developed.
- Initial research and field survey work has been conducted for a possible downtown historic district in the City of Kankakee.

1. County Ordinance No. 2008-04-08-181, chapter 119 of the county code. See Appendix.

Existing Landmarks

County Landmarks

Since its inception, the Kankakee County Historic Preservation Commission has designated four individual landmarks:

- The Kankakee County Courthouse, previously listed in the National Register, was designated a local landmark in 2009 (Figure 1). The three-story Beaux Arts style building was completed in 1912. The courthouse was designed by Chicago architect Zachery Taylor Davis (1872–1946), and it is the third court building on the site. The grounds of the courthouse contain eight monuments and memorials, four of which are contributing.
- The Durham-Perry Farmstead in Bourbonnais Township, also previously listed in the National Register, was designated a local landmark in 2013 (Figure 2). The farm is operated as a museum and interpretive center by the Bourbonnais Township Park District.
- The Letourneau House in Bourbonnais was designated a local landmark in 2012 (Figure 3). It was relocated in 1986 from its original site at 201 North Main Street to its current location on Stratford Drive East. It had been previously landmarked by the defunct Landmark Commission of Bourbonnais in 2000. The building now houses the Bourbonnais Grove Historical Society.
- The Limestone Cemetery (Hawkins Cemetery) in Limestone Township was designated a local landmark in 2015 (Figure 4). Established in 1835, the cemetery is among the oldest surviving burial grounds in the county.



FIGURE 1. Kankakee County Courthouse.



FIGURE 2. Perry Farmhouse at the Durham-Perry Farmstead.



FIGURE 3. Letourneau House.

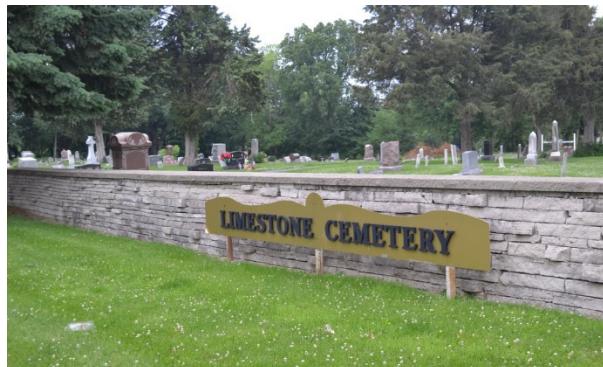


FIGURE 4. Limestone Cemetery.

National Register of Historic Places

A number of Kankakee County structures, sites, and districts are listed in the National Register of Historic Places. The National Register districts include:

- Downtown Momence Historic District, covering most of four city blocks centered around the intersection of Washington Street and Dixie Highway, listed in the National Register in 2006 (Figure 5). Note that Dixie Highway in this area is the boundary between Ganeer and Momence Townships; therefore, approximately half the district is within each township.
- Kankakee State Hospital Historic District, encompassing eighteen historic buildings of the Illinois Eastern Hospital for the Insane (today's Shapiro Development Center), listed in the National Register in 1995 (Figure 6).
- Riverview Historic District in Kankakee, a residential area generally south of River Street and Eagle Street, west of the alley between Wildwood Avenue and Evergreen Avenue, and north and east of the Kankakee River, listed in the National Register in 1986 (Figure 7).



FIGURE 5. The corner of Washington Street and Dixie Highway is the focus of the downtown Momence historic district.



FIGURE 6. The Kankakee State Hospital Administration Building.



FIGURE 7. The Riverview Historic District in the City of Kankakee.

Several architectural significant houses in the Riverview district are listed individually in the National Register. These include:

- B. Harley Bradley House and Stable in Kankakee, designed by Frank Lloyd Wright in 1900 (Figure 8). It was listed in the National Register in 2009.
- Warren Hickox House in Kankakee, designed by Frank Lloyd Wright in 1900 (Figure 9). It was listed in the National Register in 1978.
- Hunter-Hattenburg House in Kankakee, an elaborate Queen Anne style house built in 1898 by William R. Hunter, a lawyer and judge for the 12th Illinois Circuit Court, and later owned by Albert F. Hattenburg, mayor of Kankakee from 1937 to 1953. It was listed in the National Register in 2008 (Figure 10).

- Charles E. Swannell House in Kankakee, a Prairie School house designed by Tallmadge & Watson in 1911 (Figure 11). It was listed in the National Register in 1982.



FIGURE 8. B. Harley Bradley House and Stable.



FIGURE 9. Warren Hickox House.



FIGURE 10. Hunter-Hattenburg House.



FIGURE 11. Charles E. Swannell House.

A number of significant public buildings are also listed individually, including:

- Illinois Central Railroad Depot in Kankakee, listed in the National Register in 2000 (Figure 12).
- Kankakee County Courthouse, listed in the National Register in 2007 (refer to Figure 1).
- Point School in Grant Park (Yellowhead Township), a relocated and restored one-room schoolhouse, listed in the National Register in 1992 (Figure 13).



FIGURE 12. Illinois Central Railroad Depot.



FIGURE 13. Point School in Grant Park.

Two historically significant vernacular properties are listed in the National Register:

- Durham-Perry Farmstead, in Bourbonnais Township, consisting of a house and four contributing outbuildings and two contributing structures, on land now managed by the Bourbonnais Township Park District, listed in the National Register in 2006 (refer to Figure 2).
- Lemuel Milk Barn in the City of Kankakee, a stone barn built in the 1860s, listed in the National Register in 1979 (Figure 14).



FIGURE 14. Lemuel Milk Barn.

One archaeological site, the Windrose Site along the Kankakee River in Rockville Township, a late eighteenth and early nineteenth-century settlement of the Potawatomi people, was also listed in the National Register in 2000.

Coordination with Other Land Use Planning Efforts, County Master Plan

The Kankakee County Historic Preservation Commission currently holds an open-ended intergovernmental agreement with the City of Kankakee, under which the commission operates within the corporate boundaries of the City of Kankakee. In addition to advising the city in general regarding preservation activities, the commission may recommend to the City the designation of local landmarks.²

Also, the commission entered into an intergovernmental agreement with the Village of Bourbonnais for the purpose of designating the Letourneau House at 698 Stratford Drive East in Bourbonnais as a county landmark.³

In November 2005, Kankakee County has adopted a comprehensive 25-year master plan.⁴ Although the plan identifies the need to preserve open space, agricultural lands, and natural resources, the preservation of historic cultural resources is not discussed. The county zoning ordinance was adopted in 1996, with minor modifications subsequently. Among the overarching purposes of the zoning ordinance, “the preservation of natural resources, the environment, historic structures and aesthetic amenities” is identified.⁵

2. Intergovernmental Agreement between the City of Kankakee and the County of Kankakee; City Ordinance No. 15-27, adopted July 6, 2015, and county board resolution 2015-08-11-83, adopted August 11, 2015.

3. Resolution of the County Board of Kankakee County, May 8, 2012.
 4. HNTB Corporation, *2030 Kankakee County Comprehensive Plan* (November 2005).
 5. County code, section 121-2, paragraph 6.

Other Local Preservation Groups

Village of Bourbonnais Landmark

Commission. The Bourbonnais Landmark Commission was originally established 1985 but is now inactive.

City of Kankakee Historic Preservation

Commission. The City of Kankakee previously had a Historic Preservation Commission, established on September 16, 1985. However, this commission was dissolved on January 22, 2013, and the city code has been amended to refer to the Kankakee County Historic Preservation Commission.

No other municipality in Kankakee County has a local preservation commission. There are, however, a number of local nonprofit historical societies and museums:

Kankakee County Historical Society /

Kankakee County Museum. The Kankakee County Historical Society was founded in 1906. In 1945, the Illinois State Legislature appropriated funds to create a memorial to Governor Lennington Small. The Small family donated twenty-five acres of land, and the historic Dr. A. Small Memorial Home at 801 South 8th Avenue in Kankakee became the permanent home of the Society. The Kankakee County Historical Society's new museum opened to the public on October 17, 1948. The museum was expanded in 1972, and the one-room Taylor Schoolhouse, built in 1904 in Rockville Township, was moved to the site in 1976. In 2007, the museum was again expanded (Figure 15). The Kankakee County Historical Society also operates the French Heritage Museum housed at the National Register-listed Lemuel Milk Barn in Kankakee (refer to Figure 14).



FIGURE 15. Kankakee County Museum.

Kankakee Valley Genealogical Society. The initial meeting of the Kankakee Valley Genealogical Society took place at the Kankakee Public Library on January 16, 1968. The society focuses on genealogical research for Kankakee County, including collecting information on burials in historic cemeteries, birth and death records, military service records, church records, published obituaries, and census data.

Basu Museum and Cultural Center. The mission of the Basu Museum and Cultural Center is to play a leading role in educating and promoting the understanding of African-American history, culture, art, and tradition through research, interpretation, exhibitions, and collections. The center opened in 1997 on a farm in Section 9 in the north part of Pembroke Township.

Bonfield Historical Society. The historical society for the village of Bonfield, in Salina Township.

Bourbonnais Grove Historical Society. The Bourbonnais Grove Historical Society is headquartered at the local landmark George R. Letourneau Home (refer to Figure 3). The society focuses on preserving the local history and French-Canadian heritage of Bourbonnais.

Bradley Historical Society. The Bradley Historical Society was organized in fall 2002 to collect and promote the history of the village.

Essex Historical Society Museum. The Essex Historical Society opened a museum in 1991 (Figure 16). The historic Brown School, a one-room schoolhouse, has been relocated and preserved next to the museum building (Figure 17).

Clark City Museum. This museum is in Section 19 of Essex Township, and focuses on the history of coal mining in the area.



FIGURE 16. Essex Historical Museum.



FIGURE 17. Brown School in Essex.



FIGURE 18. Clark City Museum.

Herscher Area Historical Society. The Herscher Area Historical Society was founded in 2000. In 2004, the Village of Herscher allowed the historical society to open a museum in the basement of village hall. In 2009, the historical society purchased the Dr. Sinha building at 190 South Main Street in downtown Herscher and moved the museum to that location. The new museum opened to the public in 2010.

Manteno Historical Society. The Manteno Historical Society was organized in 1986, and the society purchased the historic Charles Skinner House at 192 West Third Street in Manteno in 1988 (Figure 19). The house opened as a museum in 1994. In 1991, the one-room Bloom School House from Blue Gull Road in Rockville Township was moved to the museum grounds and restored (Figure 20).



FIGURE 19. Charles Skinner House, Manteno.



FIGURE 20. Bloom School, Manteno.

Main Street Momence. Main Street Momence is active in promoting the historic, cultural, social, and economic vitality of downtown Momence, with particular focus on the four-block National Register district. Main Street Momence is housed in the historic First National Bank Building at 103 North Dixie Highway (Figure 21).

Graham Historic House and Museum. The Graham Historic House Museum at 117 North Dixie Highway is owned and operated by the City of Momence (Figure 22). The 1870s home displays period furnishings and artifacts from the late nineteenth century.

Momence Railroad Depot Museum. This 1890s depot was restored in 2001 and is operated as a privately-owned museum (Figure 23).



FIGURE 21. Former First National Bank Building, Momence.



FIGURE 22. Graham House in Momence.



FIGURE 23. Momence Depot.

Project Overview

Project Goals

The purpose of this preservation plan is to guide the future activities of the Kankakee County Historic Preservation Commission and to provide a summary of local history and previously identified notable historic properties.

Current Challenges

The project discussions began with an identification of current challenges faced by the commission and, more broadly, by historic preservation in Kankakee County.

The commission feels there is a need to increase public understanding of why preservation is important. Proposed preservation activities are sometimes met with the response, “Why landmark anything?” Some people may object to the “restrictions” that preservation is assumed to impose on property owners, while the benefits and incentives available to landmarked sites are not well known.

There were previously two municipal preservation commissions in operation in Kankakee County. However, both the Village of Bourbonnais Landmark Commission and the City of Kankakee Historic Preservation Commission are now defunct. The Kankakee County Historic Preservation Commission is the only government entity in the county devoted to historic preservation. Therefore, the commission needs to consider both properties in rural areas as well as within the incorporated municipalities of Kankakee County.

Project Scope and Methodology

Research

Historical research was completed primarily by volunteers and members of the Historic Preservation Commission. For this project, research focused on previously published secondary source materials, as identified in the Bibliography for this report.

Public Meetings

The preparation of this report included six public meetings. The meetings were held as follows:

- Momence: Earl D. Schoeffner Memorial Building, January 26, 2016. Ganeer, Momence, Yellowhead, and Pembroke Townships
- Manteno: Leo T. Hassett Community Center, February 2, 2016. Manteno, Rockville, and Sumner Townships
- Aroma Park: Aroma Park Village Hall, February 23, 2016. Aroma, Otto, and Saint Anne Townships.
- Herscher: Herscher Village Hall, March 22, 2016. Essex, Salina, Norton, Otto, and Pilot Townships.
- Bourbonnais: Bourbonnais Public Library, April 29, 2016. Bourbonnais and Ganeer Townships.
- Kankakee: Kankakee Public Library, May 10, 2016. Kankakee and Limestone Townships.

Each public meeting began with a brief introduction to the project by one preservation commissioner. At several of the meetings,

Dr. James Paul, commissioner and professor of history, performed an interpretive monologue recounting the life of a historically important local citizen. Finally, Kenneth Itle of WJE presented an overview of national, state, and local preservation agencies and terminology before introducing the preservation master plan and the tasks to be completed by the meeting participants.

At each public meeting, participants were asked to identify notable historic resources in their local area, as well as to comment on a preliminary list of goals that could be pursued to protect or enhance those local historic resources. Participants were asked to both identify goals or activities that they would find beneficial and to prioritize among the possible goals. This public feedback has been considered in developing the list of goals included in this report.

Report

Based upon the results of the research and public meetings, this written report has been prepared. Draft historical text and information for the list of noteworthy properties was prepared by members of the Historic Preservation Commission, and was compiled and edited by WJE. Other portions of the report were written by WJE.

The portions of the report providing a summary of local history and a list of noteworthy properties has been organized to include sub-chapters for each township, for ease of future reference. Where relevant, some information is intentionally repeated across these sub-chapters, to allow for each township's information to be referred to independently in the future.

Present-day photographs throughout the report were taken by members of the commission or WJE. Where sources are known for other images, they are cited in the captions.

The report is structured into the following chapters:

- Introduction, which identifies existing landmarks and existing preservation-related organizations in the county.
- Project Overview, which reviews the scope and methodology of this report
- History of Kankakee County, which begins with an overview history of the county, followed by township-specific histories. Each township has its own sub-chapter.
- Notable Historic Properties and Sites, which lists known properties and sites that may merit consideration for landmark status, with photographs of representative buildings where available. Each township has its own sub-chapter.
- Goals and Strategies, which identifies the future goals and activities to be pursued by the commission.
- Bibliography and Appendix

Adoption of Report by Commission

Upon completion, the report will be adopted by a vote of the commission.

History of Kankakee County

Kankakee County Historical Overview

This chapter contains a summary of the history of the county. The first section of the report covers the geological and topographic background, prehistory, and exploration and settlement of Kankakee County.⁶ The following sections provide a historical summary for each individual township. In order for each township history to read as a stand-alone chapter, some information is occasionally repeated.

Geological and Topographic Background

The story of this land's formation goes back to what is known geologically as the Cambrian period, when the first low, bare patches of land were thrust out of the warm shallow seas which covered the earth. Though land areas were forming

and becoming more extensive, the seas at times inundated them. For long periods, much of the land was under shallow water, and sediment was formed that eventually became the limestone and dolomite so common in Kankakee County.

During the later period called the Silurian, sea creatures abounded in the shallow water which covered all of what is now the Middle Western United States. Gradually, the land rose and the Silurian seas began to drain away, leaving great stretches of steaming marshland. Over the millions and millions of years, other forms of life began to develop—gigantic ferns, insects of huge size and tremendous variety, the first reptile forms.

Deep layers of debris were laid down one on top of the other, as the succeeding generations of plants and animals lived and died. The weight of the layers, and the heat of the earth and of decomposition, turned the mass into the useful

6. Mardene Hinton prepared this introductory history of Kankakee County. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- Burt E. Burroughs, *Legends and Tales of Homeland on the Kankakee* (Chicago, Illinois: Regan Printing House, 1923).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).

- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman Paul and Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Jim Ridings, *County West: A Sesquicentennial History of Kankakee County West* (Herscher, Illinois: Side Show Books, 2003).
- ———, *County West Companion: A Further History of Western Kankakee County* (Herscher, Illinois: Side Show Books, 2005).

mineral products of today, such as coal and oil. This period, the Pennsylvanian, had succeeded in building a layer of material which reached a thickness of 3,000 feet in some parts of Illinois. Although coal in other portions of the state is found deep beneath the ground, the deposits in western Kankakee County are so close to the surface that they may be mined by the relatively simple expedient of digging away the overlying shale, the so-called strip mining method.

The coal deposits of Kankakee County were literally pushed to the surface by pressures within the earth which forced the layers of rock, shale and coal into an arched formation. This so-called Kankakee Arch, combined with the porous nature of the limestone and shale rock layers, made possible one of the county's most unusual industries, gas storage. In the area beneath Herscher, natural gas is forced into the ground, where it pushes into the pores of the rock and is held there until needed, in a natural "storage dome."

The final shaping, the finishing work which would gouge out the river and plant the ridges of sand, gravel and earth in the shapes we know today, was yet to be done. The tool for the work was formed in the cold reaches of Canada, far to the northeast. The tool was ice, a mile-high, thousand-mile-long moving mountain, grinding slowly southward like a titanic bulldozer.

During the thousands of years the land in this area was taking its final shape, it would be attacked, formed and re-formed three times by the masses of ice. The first ice sheet was known as the Kansan glacier. It was followed by the Illinoian glacier, which advanced to a point somewhere south of Carbondale and Harrisburg, on a line across the state. The ice sheets wiped out the contours of the land they passed over, then as they retreated in warmer years, new hills and valleys appeared, valleys gouged by the ice and hills and ridges made up of earth and rock debris which had been pushed or carried along by the ice mass.

What these ice sheets left behind in the area which is now Kankakee County is not known, since the later Wisconsin glacier wiped out the traces of their passage. The land west and south of Peoria, however, would be some indication, since it was covered by the Illinoian glacier but not by the later Wisconsin ice sheet. This third great glacier, the Wisconsin, ground slowly into the state from the northeast, halting finally on a line which extended diagonally from northern Rock Island County, on the Mississippi River, through Peoria to about Shelbyville, then straight east to the state line just south of what is now the city of Paris, Illinois.

The glacier did not move steadily forward, and then steadily retreat. Instead, alternating periods of warmer and colder weather, over spans of years, caused it to move forward some distance, then retreat for miles, then advance again. In each retreat, long rounded ridges of rocks, soil and sand called moraines, would be left behind. If the next advance fell short of a moraine, it would be left standing and a new one deposited at the line where a new retreat began.

Thus, a series of the long arc-shaped moraines, one inside the other, was formed across northeastern Illinois as the glacier slowly retreated. Several of these were important, ultimately, in the shaping of Kankakee County's face. To the north, through what is now the belt of Chicago suburbs in DuPage and Will counties was the Valparaiso moraine. To the southwest, the Marseilles moraine followed the western edge of Grundy County, cut across northeastern Livingston County and ended in southwestern Kankakee County. Behind the Marseilles moraine, and extending further eastward, across Ford, southern Iroquois, and northern Vermillion counties, was the Chatsworth moraine.

These moraines, in combination with southward-stretching lobes of the retreating glacier, acted as dams and trapped tremendous amounts of water from the melting ice. A weak spot in the Marseilles moraine gave way, and the water began to pour out, through what is now the Kankakee

Valley and down along the line of what would later be the Illinois River. The Kankakee Torrent, a swift, debris-laden flood of water, 20 feet or more deep, rushed along this path for a long period, with the melting glacier contributing to its continuing flow. The swiftest flow was in the center, where even great chunks of stone were tumbled along by the current. Closer to the moraines, the flow was slower, and debris dropped out, to begin building the thick layer of fertile soil with which northeastern Illinois is blessed.

New gaps opened in the wall of moraines—one at what is now Chebanse, another near what is now Aroma, and further to the east, at a point where the Wabash River would later flow. With new outlets for the rushing water, still more areas of slow current were formed, and even more debris dropped out to build the land. As the Torrent further slowed, mounds and bars of sand, rock and soil began to emerge from the water. Finally, two large bodies of shallow water, known as Lake Watseka and Lake Wauponsee, stretched across most of what are today Grundy, Will, Kankakee and Iroquois counties. In Kankakee County, moraines formed several high spots of ground which are still prominent parts of the landscape. The eminence known as Mount Langham, south of Aroma Park, jutted high out of the water, as did the ridge stretching eastward from what is now the site of Kankakee. Along the river, northwest of Bourbonnais, lay another isolated moraine. The high ground just north of Chebanse marks the extreme eastern end of the Marseilles moraine, while a long ridge in the northeastern part of the county is the Manhattan moraine.

As years passed, even these shallow lakes drained away, leaving long stretches of sand and dust naked to the winds. This force, too, went to work, piling up unexpected dunes in the midst of rich, black soil areas. Extensive deposits of sand are still to be found in Pembroke Township and in the Limestone-Salina area. The slow-draining lakes also left large areas of swampy land, particularly in the eastern part of the county.

In time, the landscape reached the appearance found by the earliest settlers. To the east, great groves of trees and the bursting-with-life swamps. In the center and to the west, the isolated groves and river-fringe of trees ranging from the gnarled, twisted red cedars along Rock Creek to the giant cottonwoods, oaks, maples and elms of the deep groves. And there was the grass—the almost unbelievably lush grass of the prairies. In places, it grew so tall that a man on horseback could barely be seen. In other spots, it was only one to three feet high, but just as thick and tangled as the taller variety. Just west of the river, beyond the spot where Kankakee would grow, was “The Barrens,” an area in transition between prairieland and forest, with deep tangled masses of bushes and small trees.

Soil and Climate. From a point within a few miles of the eastern to the western line, the county is underlaid with limestone, with formations that vary from a few feet to from forty to sixty feet below the surface. Kankakee County surface soil may be roughly classified into three groups: sand and marsh land, light black soil, and a heavy back loam with the land increasing in value with the order mentioned.

Sand land exists primarily in Pembroke Township, the south eastern part of the county, but there is also a strip of similar character from four to six miles wide extending from the western border to a point a little west of the city of Kankakee. The majority of soil in Kankakee County ranks with the most productive in the state.

Waterways. The county is drained by the Kankakee River and its tributaries. Its source is in Northwestern Indiana, entering the county about midway on its eastern border, flowing in an irregular southwesterly direction to a point near Aroma, half way between the eastern and western boundaries and about four miles from the southern boundary. Here it is joined by the Iroquois River, a muddy stream that also has its beginnings in Indiana. The two rivers flow north and west to the extreme south western corner of Rockville

Township, where it then flows into Will County, and later joins the Illinois River on its way to the Mississippi River. Numerous creeks along the Kankakee River from the Indiana border to the Will County line at Rockville Township are natural outlets for the drainage of the fertile prairie lands. There is a natural absence of lakes and ponds in the county, similar to the entire state of Illinois. Artesian water is found at an average depth on the rivers south side towards the southern boundary.

Minerals. Mineral production in the county includes potter's clay found in many sections. Valuable bands of tile clay are found at Kankakee, Grant Park, and St. Anne which led to tile and brick manufacturing in these areas through the years. Lime is manufactured and deposits of limestone are used for ballast (crushed rock or gravel used below ties of a railroad) and macadamizing (stone mixed with asphalt and used for a road bed). Kankakee stone is very abundant and used in many of the public and private buildings throughout this and adjoining counties. There are also coal fields in the western part of the county.

Timber. In the early days the major resource of the county was its timber. There were large tracts of oak, elm, ash, hickory, walnut, maple, and other hard woods, with occasional groups of pine and cedar along the rocky banks of the Kankakee River. Few states have a greater variety of timber, and in Illinois, Kankakee County was one of the most richly endowed.

Native Peoples in Kankakee County

The peopling of the American continents began with forays by hunting parties over a neck of land connecting present-day Alaska with the land mass of Asia. Small bands of nomadic hunting people, probably drifting eastward in search of food, made the first crossing. Other bands followed. Trailing the animals upon which they depended for food, the nomads possibly moved deeper and deeper into the new territory, skirting the edges of the retreating glaciers.

These Paleolithic, or early, men first began hunting in what is now Illinois when the last glaciers retreated from the land. Due to their habit of leaving their stone spear points embedded in the flesh of animals they killed (possibly for some religious reason, as a gift to the animal's spirit), scientists are able to establish the age of the animal bones, and thus, the time when it was killed by a man. These spear points, called Sandia, Clovis, and Folsom from the areas where different types were first discovered, testify to the desperate courage of these early ancestors of the American Indian. Since the spear is basically a close-up weapon, it took a courage born of the necessity for food to attack such creatures as mastodon-primitive, an elephant-like animal nine to thirteen feet tall, with a weight measured in tons. Both the primitive spear-points and remains of the mastodon have been found in Kankakee County.

Over the centuries while the land was recovering from the onslaught of the ice, and changing from muddy wastes to rich grassland, the men who roamed it were also changing. The family-group hunting band of the Paleolithic man was evolving into the larger clan group of up to perhaps sixty members, and the roaming type of life was becoming more restricted to one area. The clans of this period, known as the Archaic, established a mixed culture which included both hunting for animals and the gathering of roots, berries, nuts and other edible vegetable products. Rough implements used for grinding of nuts and seeds into a kind of meal have been found, and identified as typical of this period, which lasted from roughly 8,000 B.C. to 1,000 B.C.

The Archaic man became a more efficient hunter than his Paleolithic ancestor, developing at least two new weapons which gave him greater range. The bow and arrow replaced the spear for smaller animals, and the bolas (an arrangement of several heavy stones connected by thongs of leather or other materials) came into use for hunting waterfowl. Bolas stones may occasionally be found in low areas of Kankakee County, where swamps once existed. They were swung about by

the hunter and let fly at the flocks of ducks, geese or other birds on the marsh. If the bolas struck the legs of a bird, the attached balls quickly swung around, entangling the captive in the thongs.

There was also a revolution in materials, and evidence of widespread trading among the scattered bands of hunters. Many of the materials used for weapons or ornamentation were foreign to Illinois—copper from northern Michigan, shells from the Gulf Coast, obsidian from the Far West—and can be explained by no other theory than trade. Whether this trading was with individual wanderers or was organized among the hunting groups of these scattered places is an unanswered question. It must have been quite extensive, however.

Just as the Paleolithic man had slowly changed into the Archaic man, the archaic culture was gradually supplanted by that known as the Early Woodland. There was more ceremony to the Woodland culture, and a greater separation of members of the clan into rank and class. It was during this period that the great burial mounds, often in stylized bird, snake and lizard forms, were built. The largest and most well-investigated mounds in Illinois are found along the Mississippi and Illinois Rivers.

In Kankakee County, no extensive mound has been confirmed, but there is speculation that some of the wooded ridges and knolls might be unexplored burial sites. One nineteenth century author indicated that several mounds were present near the line dividing Sections 4 and 5 in Township 31 North, Range 11 East (in the northwest corner of present-day Bourbonnais

Township, DeSelm Road / 5000 West Road), about a mile from the mouth of Rock Creek:

One is very large, being about one hundred feet base in diameter and about twenty feet high, in a conic form, and is said to contain the remains of two hundred Indians who were killed in the celebrated battle between the Illinois and Chippeways, Delawares and Shawnees; and about two chains [approximately 45 yards] to the northeast, and the same distance to the northwest, are two other small mounds, which are said to contain the remains of the chiefs of the two parties.⁷

No evidence of these mounds exists today. Some mounds may well have fallen victim to plowing, without the early farmer recognizing them for what they were.

Another basic change in the way of life came during the Early Woodland period. Corn, first cultivated in Mexico and other southern lands, tied the once-monadic people even closer to the home territories they had staked out. Once planted, corn had to be tended, and thus, camps or villages became established. The idea of a community life, and of a tribal organization, already begun, was given a great push forward. No longer did the band have to depend entirely on wild game and on roots, nuts and berries for food. Corn could be stored through the long Illinois Winters as a steady food supply.

A new type of housing also evolved. The caves were no longer adequate to house a growing population, and possibly were located poorly in relation to the grain fields, so a new type of structure came to be built. Archaeologists have found evidence indicating these were large structures, oval in shape, and as much as 40 feet long. They were made of poles placed in holes in

7. Manuscript of the Kankakee surveys, conducted by Dan W. Beckwith, deputy governor surveyor, in 1834, quoted in H. W. Beckwith, *History of Iroquois County* (Chicago: H. H. Hill and Company, 1880), 184–185. The author notes that Major Beckwith was intimately acquainted with the Potawatomi resident in the area, and that he likely obtained the information about these mounds from them.

the ground, with the intervening spaces probably filled with sticks and plastered with mud. The roofs were most likely covered with either animal skins or a thatch of the long prairie grass, with a vent hole in the center to allow smoke from the cooking fires to escape. These houses were the ancestors of the pole houses, covered with reed mats, which were used by the Potawatomi in their permanent villages in this area.

But even greater changes were in store. At about the time when a man called Jesus of Nazareth was preaching in far-off Galilee, the Woodland people were undergoing an invasion. This invasion, not of men but of ideas and new crops, was to transform the Woodland clans into the Indian tribes found by European explorers.

The invasion came from the south, surging up the Mississippi River, and was thus known as the Mississippian Culture. Its source was Central America, where the great Maya, Aztec and Inca civilizations flourished. The influence of these highly organized societies, with their advanced agricultural knowledge and religious and tribal organization, was deeply felt in the Woodland culture.

New crops-sweet potatoes, squash, tomatoes, tobacco, beans-began to take their place alongside the fields of corn. The tribes became more organized, with civil and religious leaders-the chiefs and shamans, or medicine men-and the villages took more definite shape, with dwellings lined up in rows or formed into a square. The mounds or burial places became centers of religious and ceremonial activity. For example, in Kankakee County, among the Potawatomi, early settlers remembered that the block on which the courthouse now stands was used for both a burial place and a council ground.

By 1500, there were numerous groups of peoples in present-day Northern Illinois: the Illinois on both sides of the Illinois River, the Piankeshaws to the east and into what is now Indiana, and the Miamis to the northeast. Early histories tell of

Indian settlements around the Kankakee River, primarily on the east side. It is reported that the Illinois, Miami, Chippewa, and Ottawa Indian tribes had been in the area.

The Mahnigans, sometimes called Moicans or Mohicans, also called Wolves, are believed to be the earliest known residents of the area. It was from their language that the name Kankakee was derived. The exact origin of the name is a matter of debate, but it is a corruption of the word used by the Indians.

According to an 1883 history, French missionaries reported the Mahnigan word for the area in a number of ways: The-a-li-ke, The-a-ki-ki, The-ak-e-kee, Ki-a-ki-ki, and Han-ki-ki.

The Potawatomi. Although the region which is now Kankakee County seems to have been occupied almost continuously from the time when Paleolithic men speared mastodons here, its best-known inhabitants were the Potawatomi. French explorers and missionaries first met the Potawatomi in what is now Upper Michigan. Later, by about 1670, their villages were centered on the mouth of Green Bay, in present-day Wisconsin. By 1721, when Father Charlevoix toured the regions around Lake Michigan, he found only one small band of Potawatomi left at Green Bay, but substantial groups camped near Detroit and on the St. Joseph River near what is now Niles, Michigan. In succeeding years, the Potawatomi moved southward, into the Kankakee and upper Wabash river valleys. Their spread southward in Indiana was blocked to some extent by the strong Miami tribe, but in present-day Illinois, they filled the vacuum left by the destruction of the Illinois tribes in the 1770s. The Potawatomi tribe were therefore the primary tribe who met the white explorers and missionaries in present-day Illinois.

The Potawatomi word for the area was conveyed by white people as Ti-yar-ac-ke, Ky-an-ke-a-ke, even Quin-que-que. Today, the word Thea-ti-ki is cited. The meaning of the word also is debated.

Some say it means Wolf River, in the language of the Mahnigans, or Wonderful Land, in the language of the Potawatomi.

The large, permanent villages of the Potawatomi were actually summer villages, located near fertile cropland and a good source of water. Here the corn, beans, squash and other staple items of the year-round diet were grown.

Shelter was provided in these villages by lodges constructed by setting up a circular framework of poles, which was then covered with matting woven of reeds harvested in the swamps. Most of these dwellings accommodated one or two families, but larger ones resembling the Iroquois "long houses" and providing housing for eight or ten families, were sometimes built. These houses were divided by a corridor running down the middle with family quarters opening off each side. Cooking fires were built by each family in the corridor outside its quarters.

Labor in this family group—which might include several generations and several relatives by marriage, usually widows and children of brothers slain in battle—was divided along strict lines. The male members did the hunting to provide meat and hides, took part in the religious ceremonies, and shared in the tribal defense, or in offensives against other tribes. "Women's work" was the planting, tending and harvesting of the crops, the cooking of food, and the making of household implements and clothing.

The fall harvest was also the high point of religious activity among the Indians, since the gods must be thanked for a bountiful harvest, or in the case of a poor harvest, offered gifts to dispose them toward granting a good one the following year. The grain, beans and squash were gathered in and stored away as a reserve against a poor hunting season. These food caches were so important to the village's survival that many tribes treated theft of stored food just as they would have dealt with murder of the cache's owner. The penalty was death.

During the early and middle 1700s, summer was also the time among the Potawatomi for the buffalo hunts. These large, shaggy animals provided not only meat, but warmth and weaponry for the Indians. Buffalo robes were used, for example, as an over-all wrap on cold winter days and nights. Another use for the hide was the making of war shields. The tough, thick leather, stretched over a frame and properly dried, could turn an arrow or even a spear thrust.

The buffalo continued to be the primary object of Potawatomi hunters until the beasts suddenly disappeared from the Illinois prairies. Old Potawatomi told the pioneers of the 1830s that the winter of 1779–1780 was extraordinarily cold, with heavy, hard-frozen snow covering the prairie grass. Both buffalo and Potawatomi suffered terribly. Many Potawatomi froze to death, and perhaps tens of thousands of buffalo either froze or starved because the deep snow made grazing nearly impossible. The few bison that survived the winter moved west the following spring, somehow crossing the Mississippi River, and were never again seen in Illinois, according to the Potawatomi story.

Winter camps were separate from the large summer villages used by the Potawatomi. The bands split into smaller groups, and moved to established campsites, where structures similar to but more sturdy than the summer buildings were constructed. Hunting was kept to a minimum needed for survival, until the French fur traders changed the pattern of tribal life. After the disappearance of the buffalo and the advent of the Frenchman, the winter season became the great period of hunting and trapping. Fur-bearing animals of all kinds—beaver, mink, otter, and sable were killed and stripped of the pelts during the winter. The pelts were traded for guns, powder, blankets, utensils, cloth, glass beads, liquor and a variety of other goods carried in the sturdy bateaux of the Frenchman.

European and American Exploration and Settlement

Early Traders and Explorers. French explorers were the first Europeans to visit present-day Kankakee County; the first dwellings were their forts, trading posts and missions. The first white man to see the Kankakee River was explorer Robert Cavelier Sieur de LaSalle in 1679 during his search to discover the outlet of the Mississippi River. The expedition he organized included 30 voyagers who set sail for Green Bay, Wisconsin. Once they arrived he sent part of his crew back to Niagara with a cargo of furs, purchased from the Indians and he and those remaining, among which were his companions, Tonty and Father Hennepin, canoed down Lake Michigan. They followed the southern tip of Lake Michigan eastward to the St. Joseph River, ascending the river to a point near present day South Bend, Indiana. There they crossed the marshy swamp lands to the head-waters of the Kankakee River. It was December 1679, when LaSalle and his men, first launched their canoes on the Kankakee River into what is now Kankakee County. The distance between the St. Joseph River in Indiana and the Lake of the Kankakee, west of South Bend, at the time, was about two miles. Hennepin, in his memoirs, wrote that the ground between the river and the lake was so marshy that it could scarcely hold the weight of a person walking on it. At the head of the lake was an Indian village.

La Salle and his crew lingered in the Kankakee Valley, to enjoy its beauty, plentiful game and fish. It was January 1680 when they reached the lake of the Illinois River. There are no records until the Nineteenth century to show that another white man ever saw the Kankakee Valley from the time LaSalle last traveled it, although it is possible that of the many fur traders in the area, that some must have been there. On September 17, 1721, Father Charlevoix made the descent of the Kankakee, and gives a description of its source and surroundings, much the same as did Hennepin.

The Illinois country was French territory until 1763 when, by the Treaty of Paris, it was ceded to the British. It was then included in the territory of the new United States of America. In October 1778, the Virginia Assembly designated this territory into the “County of Illinois,” and on March 1, 1784, ceded the territory to the United States, which marks the beginning of the federal era. On May 7, 1800, the former Northwest Territory was divided into the Indiana Territory which was the western portion, (what we know today as Indiana, Illinois and Wisconsin) and the Ohio Territory. In 1809, the Indiana Territory was further divided, the western portion becoming Illinois Territory. In 1818, the state of Illinois became the twenty-first state admitted to the union.

Noel LeVasseur and Gurdon Hubbard. The American Fur Company, headquartered in Astor, New York, with a recruiting station in Montreal, began trading with the Indians in 1814. It is said that trappers and traders that traded among the Indians in the county of Illinois brought in two-thirds of the fine furs that were handled by the Astor Company. The frontiersman found the virgin wilderness to be beautifully diversified with prairie, woods and streams. Glowing accounts of the country and its opportunities were sent back east and the process of migration and settlement into the frontier land followed.

In 1817, the American Fur Company first hired nineteen-year-old Québécois Noel LeVasseur (1799–1879)—along with friends Dominique Bray and Henri Boucher, and fifteen-year-old Gurdon Hubbard (1802–1886), in Mackinac, Michigan. In 1821, LeVasseur and Hubbard with the help of the Potawatomi portaged from the St. Joseph River across swampy marsh lands to the Kankakee River. The Kankakee River has had various names through the years. It is supposed that “Kankakee” is an Americanized spelling of the French name “Quin-Que-Que” – a name given various meanings: wolf, swamp, wonderful land.

Hubbard later wrote:

During the year 1822, I had established a direct path or track from Iroquois post to Danville, and I now extended it south from Danville and north to Chicago, this fully opening Hubbard's Trail from Chicago to a point about 150 miles south of Danville. Along this trail, I established trading posts forty to fifty miles apart.

The road laid out by Hubbard, appropriately called Hubbard's Trail, was to be an important one in future years, particularly after it became a state road (Illinois Route 1) in 1834. Until the coming of the railroads, it was the last link in the road from the rich Wabash Valley farming regions to Chicago, the nearest market point. Various other trails were carved out of the prairie and woods in what is now Kankakee County for similar trading reasons.

LeVasseur, Hubbard, and John and Robert Kinzie worked at the fur trading post on the Iroquois River in the southern part of present-day Kankakee County. LeVasseur stayed for two years, then purchased tracts of land from the Indians along the banks of the Kankakee River. LeVasseur was the first white settler to build a permanent house in Potawatomi country.



FIGURE 23. Noel LeVasseur.



FIGURE 24. Gurdon Hubbard

The Last Potawatomi in Kankakee County.

In the 1820s, the Potawatomi had villages in Yellowhead (near present day Sherburnville), Waiskuks, near Waldron; Soldier's Village (now City of Kankakee), and Shawanasee's Village at Rock Creek (now part of Kankakee River State Park). The Potawatomi by then had changed a great deal from their ancestors who had come to the Kankakee Valley in the 1700s. They were excellent trappers, and by now had grown accustomed to the white man and his trade goods: guns, blankets, copper pots, clothing, and whiskey. They only had their land, and they would soon lose that.

In 1828, Andrew Jackson, a product of the backwoods settlements, carried into the office of President a vision of land for all who wished to farm it. Fulfillment of the vision was blocked by the vast holding of the Indians. At Jackson's urging, Congress passed an Indian Removal Act, providing for the making of treaties with the various tribes to gain possession of their lands. All Indians were to be resettled on reservations west of the Mississippi River. Under the Treaty of Camp Tippecanoe, signed in 1832 on the banks of the Tippecanoe River in Indiana and ratified in 1833, the Potawatomi agreed to vacate the Kankakee Valley and move to a reservation near Council Bluffs, Iowa. The tract of land the Potawatomi tribes ceded to the United States included the following boundary:

Beginning at a point on Lake Michigan, ten miles south of the mouth of the Chicago river, thence in a direct line to a point on the Kankakee river, ten miles above its mouth, thence with said river and the Illinois river to the mouth of the Fox river, being the boundary of a session made by them in 1816, thence with the southern boundary of the Indian Territory to the state line between Illinois and Indiana, thence north with said line to Lake Michigan, thence with the shores of Lake Michigan to the place of beginning.

Notable Potawatomi chiefs included: Shabbona, dubbed “the white man’s friend”; Pontiac, known for his intelligence and bravery; and Sha-wa-na-see, whose village was the largest and oldest in the country, located on Rock Creek, where he died in 1832. Both Shabbona and Sha-wa-na-see were present at the making of the Treaty of Camp Tippecanoe.

The treaty, in addition to paying the Potawatomi for land, also set up reservations for the chiefs or their families that ranged from 320 to 3,200 acres in size. The reservations for the following individuals—Mesawkqua, Catish Bourbonnais, Mawteno, Francis Levia, Wa-is-ke-shaw, Shawanassee, Nancy and Sally Countryman, J. B. Chevallier, Josette Chevallier and Angelique Chevallier—lay within what is now Kankakee County, and with the exception of these reservations, the country became open to settlement.

The reservations formed an almost unbroken line, from two miles east of the present village of Waldron to the west line of the town of Rockville, and included choicest lands and the great bulk of the timber in the country.

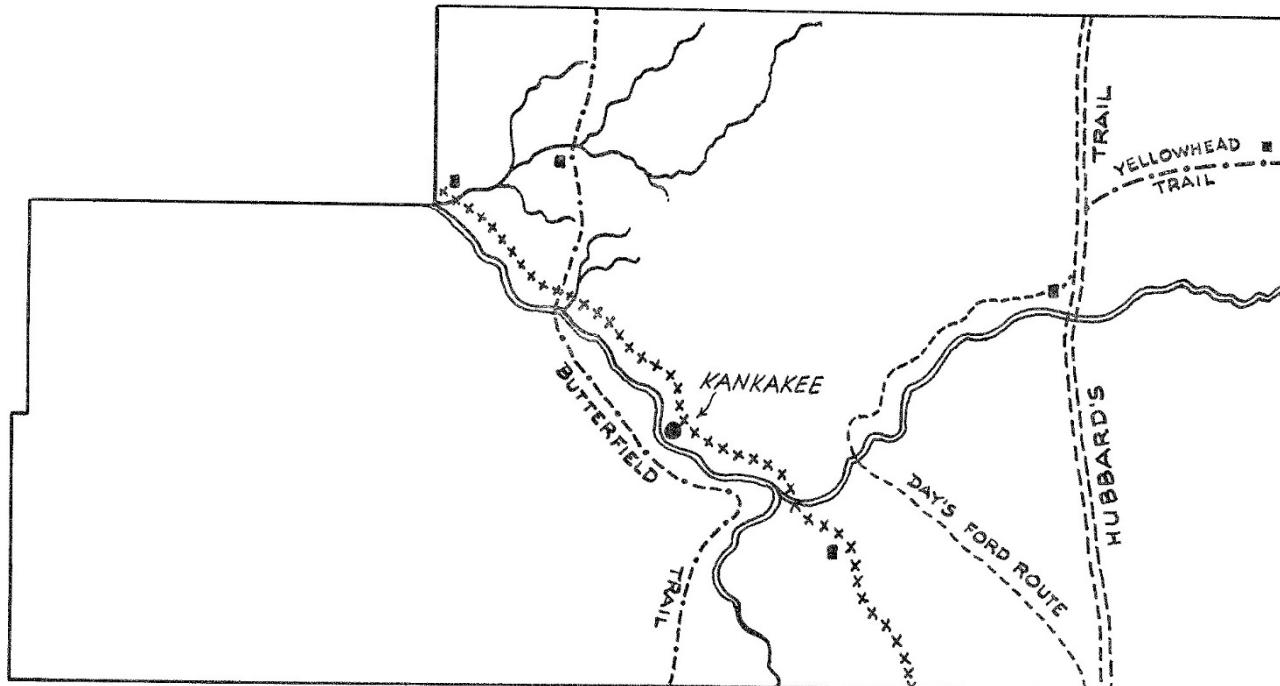


FIGURE 25. A map showing historic trails in Kankakee County. Source: Houde and Klasey, 40.

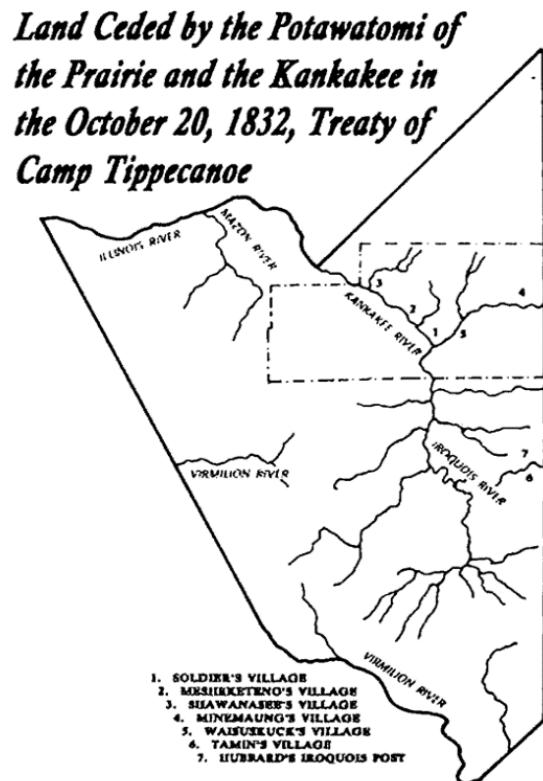


FIGURE 26. A map of Potawatomi villages. The limits of present-day Kankakee County are shown by the dotted line. Source: Vic Johnson.

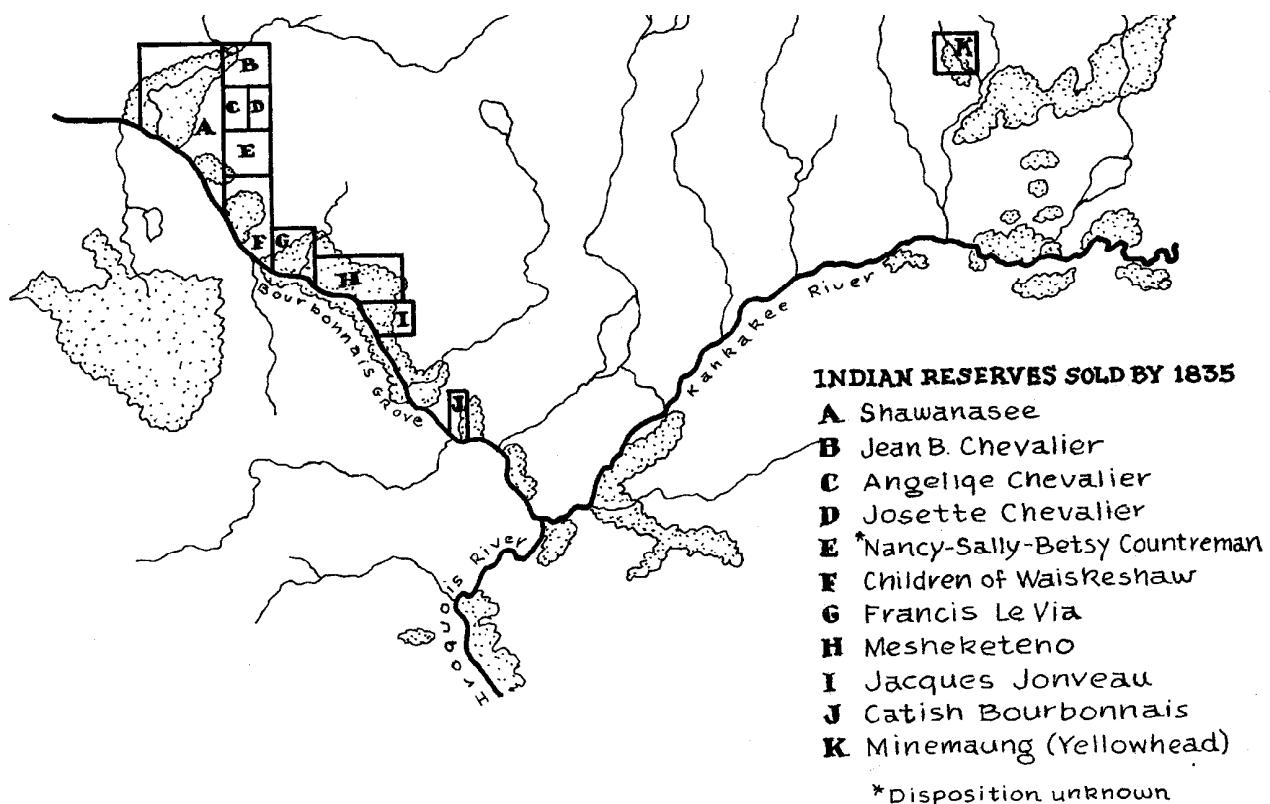


FIGURE 27. By 1835, most of the Potawatomi reserves had been sold. Sites A through G are now in Rockville Township, H and I are now in Bourbonnais Township, J is in Kankakee Township, and K is in Yellowhead Township. Source: Vic Johnson.

The First Settlers. Noel LeVasseur was the agent for the government who managed the removal of Potawatomi from the area. Gurdon Hubbard married a 15-year-old Indian girl named Wat-che-kee. She later divorced him and married Noel LeVasseur. In March 1832, LeVasseur and Wat-che-kee erected a log cabin on the Chicago-Danville trail at the point known as Bourbonnais today. The cabin became the nucleus of the first white settlement of the Kankakee.

On March 22, 1833, Dr. Hiram Todd, of Logansport, Cass County, Indiana, negotiated the first purchase of reservation lands near the Kankakee River with head chief of the Potawatomi, Shaw-wa-nas-see. The five-section reservation at Rock Creek was the largest reservation given under the Treaty of Camp Tippecanoe, with 3,200 acres of woods, hills and clearings that stretched east along the Kankakee River. Dr. Todd was, by 1845, the largest private landowner in this area. His 8,000 acres of Indian lands included the tract on Rock Creek and the sites of present-day Aroma Park and Momence.

On February 26, 1833, all of what is now Kankakee County, except the land later occupied by the two western most townships of Essex and Norton, was placed within the newly formed County of Iroquois, and would remain so until January 12, 1836, at which time the land north of the Kankakee River became a part of newly formed Will County. (Kankakee County as we know it did not exist until February 11, 1853.)

Other pioneers soon followed, settling in what is now known as Kankakee County: Micah Jepson Bates Hawkins, Case Wadley, William Baker, Major Bloom, Antoine and Francois Bourbonnais and Gurdon S. Hubbard. Clusters of cabins, now extinct, dotting the wooded fringes of the Kankakee River—Rockville, on the west bank of Rock Creek; Bloom's Grove, further up the creek; and on the opposite bank; the Nichols' settlement across the river from Rockville; the Hawkins' settlement, opposite Bourbonnais; Beebetown, between Aroma and Momence, and the Mount

Langham settlement, south of the Kankakee and centered around the high mound of the same name.

There were three distinct lines of movement of immigration over the next decade: from the region of the St. Lawrence; from the eastern states; and from southern states such as Virginia, West Virginia, Kentucky, and Tennessee.

The Hawkins brothers, Allanson and M. J. B. (Jepson) Hawkins traveled to Kankakee from Danville, Illinois, in 1832 in search of a new home. Jepson chose land south of the Kankakee River, went to Chicago to make the purchase and become the first white settler in Limestone Township. His brother returned to Danville, but he and their other two brothers, Joel and Robert would soon follow to claim their land next to M. Jepson's along the river. The area became known as Hawkins Grove.

Case Wadley came to Iroquois County about 1828 to work for Gurdon Hubbard who was running a trading post at Bunkum. Wadley, along with William Baker built a log cabin on the south bank of Baker Creek on the road between what is now Aroma Park and Kankakee, circa 1832. It was in the Baker cabin that the first white child in what is now Kankakee County was born. William and Sylvia Baker became parents of Louisa, one of their 10 children, on May 5, 1834. Major David Bloom, from Pennsylvania, came to Rock Creek in 1837, purchasing land at what was later known as Bloom's Grove for \$400.

In 1830, a fur trader referred to as both Antoine Bourbonnais and/or Francois Bourbonnais, Sr., born in the province of Québec, Canada, was hired by the American Fur Co. Soon after his arrival to the area he built a cabin/trading post on a site near what is now the intersection of the present Illinois 102 and U.S. Highway 45. About 1833, Bourbonnais moved to the land granted his wife, Catish, building a cabin on the bank of the Kankakee, near the point where the Illinois Central later constructed its bridge.

In summer 1834, Case Wadley, working for Francois Bourbonnais broke 100 acres of land east of what is now downtown Kankakee, and built a double log cabin for the trader's son, Francois Jr. This cabin, standing roughly halfway down (what is now) Harrison Avenue, between Court and Merchant streets, was occupied by various families in later years. By the early 1850s, it was a tumble-down shanty, but most early visitors have mentioned it as the only sign of human habitation within sight on the location of Kankakee.

Francois Bourbonnais, Jr., received no land under the 1832 Tippecanoe treaty, although his mother, Catish, his brother, Washington, and his daughter, Maw-teno or Manteno, each received grants. He had, however, received land near the mouth of the Fox River, under an 1829 treaty. The younger members of the family probably went west with their tribe in 1836, but old Bourbonnais may have stayed. The year of his death is unknown, but the western half of Catish's reservation (where the cabin stood) was not sold by her until 1847, about fourteen years after the eastern half was sold.

Probably the highest price paid to the original owner for a reservation was the \$3 per acre paid to Francois Bourbonnais, Jr., and Maw-teno on April 23, 1847, for the 640 acres of Maw-teno's land. Much of the city of Kankakee now stands on that reservation. Purchaser was Isaac Elston, an easterner. Elston bought another tract of Bourbonnais family land the same day, at only half the per-acre price he paid for the Maw-teno Reservation. For \$1.50 per acre, he bought the western 320 acres of the Catish Bourbonnais' reservation.

In all, Potawatomi lands totaling 12,160 acres passed into the control of thirteen persons, in amounts as small as one-half acre and as large as five sections (3,200 acres). From 1833 to 1838, the Potawatomi bands had left, one by one. The last Kankakee band, 200 men, women and children who lived along Davis Creek, near Bourbonnais moved west.

Establishment and Development of Kankakee County

By 1849, settlement began in Momence and it became a busy and bustling town; however from 1832 until 1860, Bourbonnais was the most populous village in the county. In 1850, when Kankakee was only a wooded ridge in a bend of the river, Bourbonnais was a village of nearly 2,000 persons, a religious center and well known in French Canada.

Railroads. On May 3, 1850, a land grant from the federal government and the State of Illinois was given to finance the construction of a 366 mile long railroad, running from Chicago south to Cairo, Illinois, with a branch from Galena, Illinois, to Cairo. The railroad was granted every alternate section of land within a strip six miles wide on each side of the main track and branches, a total of more than 2 million acres. The railroad could then sell these even-numbered sections of land for no less than \$2.50 per acre, to finance construction of the route. The grant was accepted on February 10, 1851, passing the Illinois legislature, which incorporated the Illinois Central Railroad Company. The main line of the road was completed within four years and the branches within six years. The total length of the railroad was 533 miles.

Government land offices had suspended all sales in areas where the Illinois Central grant would lie, until the final route was selected. The railroad agents began advertising on the New York piers for workers. They were promising Irish and German immigrants \$1.25 per day plus rail transportation to Illinois at \$4.75. They stressed steady employment, healthy climate, and the opportunity to buy good land at low prices. At the peak period of employment and construction work, in 1855, more than 100,000 men were working along the Illinois Central lines.

In the early years of construction, cholera became a problem while working on the grading near Kankakee, with a number of people dying in 1852,

when the disease was at almost epidemic proportions in this area.

The need to construct a bridge across the Kankakee River became the first major obstacle in constructing the railroad south from Chicago. In 1853 the Illinois Central contractors opened a quarry in Limestone Township at the mouth of Wiley Creek. A bridge was built across the river using huge stone blocks for the piers that were hauled on sledges pulled by either horse or oxen. The bridge built across the Kankakee River was a double-decker, with the railroad on the top deck and a wagon bridge on the lower level. On August 5, 1853, the first train out of Chicago to use the completed bridge made the trip in 3 hours and 20 minutes, at 20 miles per hour. The entire line was completed September 27, 1856, and the railroad then began to sell agricultural land and promote the development of towns to generate traffic for the railroad.

The Associates Land Company was formed by the railroad to buy land and plan town sites along the route.⁸ The company surveyed and platted a town that became known as Kankakee Depot, now the City of Kankakee. At the time the town was little more than a path cut through a grove of trees, with a graded right-of-way for the railroad not yet completed, and the remains of a cabin on what is now courthouse square.

In June 1853, the Associated Land Company announced that if Kankakee Depot were chosen as the county seat, they would donate a square block of land for the courthouse site and \$5,000 to construct the building. On June 23, 1853, Kankakee Depot was chosen over Momence as the county seat. Associates Land Company kept their promise, and by April 1854, the supervisors had a set of plans and the next month a building contract for \$19,282.50 was awarded to contractor, Robert J. Cunningham. The construction of the courthouse was completed by late summer of 1855. It was a stone structure with the limestone

for the exterior brought from the quarry near Wiley Creek in Limestone Township. The same quarry provided the stone for the Illinois Central bridge.

The new Kankakee City was first chartered in 1855. The size of the village was two square miles, divided into two wards along the railroad tracks, with the Illinois Central Depot at the center. The population boomed and was over 1,000 by the end of 1855. There were eight or ten stores offering general merchandise, two hotels, a number of saloons, a half dozen physicians and lawyers, several blacksmith shops, a weekly newspaper, and one or more subscription schools. With a growing business district, Kankakee City became a trading point for farmers from miles around.

Once the railroad was built things began to change. Sales of small tracts of land to settlers were heaviest in the 1850s–1860s with the Illinois Central selling a major portion of its grant during that period. The railroad was a strong promoter of immigration to Illinois from Europe, Canada, and the Eastern U.S. Settlers were encouraged to begin moving out into the prairie to develop a more extensive acreage. There now was a way to market larger crops, and the railroad brought lumber from the forests of Michigan. In addition to the Illinois Central railroad, the Indiana, Illinois & Iowa railroad, and the Kankakee & Seneca railroad, would later cross the township from east to the west.⁹

The Illinois Central Railroad greatly affected the pattern of development in Kankakee County. After it was developed, trade would come to the towns on its route. Produce of area farms would be shipped, and merchandise and supplies received. The Illinois Central railroad essentially changed the axis of settlement in the county from east and west, along the Kankakee River, to north and south along the line of its rails. The towns of Manteno, Kankakee, and Chebanse (among many

8. Ibid.

9. Kanaga and Letourneau.

others) were its creations, and without the railroad, would have been small and unimportant places, if they came to exist at all. If the railroad had never developed, and the trails and rivers remained the avenues of transportation, Momence would have inevitably become the major town. Although Bourbonnais had faster growth from 1830 to 1850, because of the special circumstances of French immigration, Momence would likely have gained on it, then passed it as the county filled up. Momence's advantage would have been its more favorable location at the Vincennes Trail crossing of the Kankakee River. For similar reasons, Aroma Park and Sugar Island, located where major trails crossed rivers, might have enjoyed great growth.

Ultimately, eight steam railroads and one electric railroad were developed in Kankakee County in the nineteenth century. Those operated by steam were: Illinois Central and its branch, the Kankakee & Southwestern; the Cleveland, Cincinnati, Chicago & St. Louis and the Kankakee & Seneca, both operated by the Big Four; the Indiana, Illinois & Iowa; the Chicago Southern; the Chicago & Eastern Illinois; the Wabash; and the Illinois, Iowa & Minnesota.

An electric interurban train line connecting Kankakee and Chicago was constructed by the Chicago Southern Traction Company. Another electric line was built in 1906 from Kankakee to Momence and St. Anne by way of Waldron.

Formation of Kankakee County. Kankakee County was formed from portions of Will and Iroquois Counties in 1853. In 1855, present-day Essex and Norton Townships were transferred from Vermillion County to Kankakee County. Two congressional townships are omitted from the northwest corner of the county's generally

rectangular shape, giving it an overall "L" shape. At its greatest extent, Kankakee County extends about 38 miles east to west, and about 20 miles north to south. Its total area is about 681 square miles. The county is divided into seventeen civil townships of varying size.

Originally, the county was divided into six townships: Yellowhead, Momence, Aroma, Bourbonnais, Rockville, and Limestone (Figure 28). Additional townships were established later, mostly before 1860:

- Salina Township - April 27, 1854
- Essex Township - 1855
- Kankakee Township - February 11, 1855
- Manteno and Otto (Carthage) Townships - March 11, 1855
- Sumner (Union) Township – September 10, 1855
- St. Anne Township – March 11, 1857
- Pilot Township - April 11, 1857
- Norton and Ganeer Township – February 15, 1859
- Pembroke Township – February 17, 1877.¹⁰

After the Civil War, Kankakee County attempted to annex a strip of land four miles deep and the full width of Iroquois County, which would have brought the village of Chebanse entirely into Kankakee County, and the villages of Papineau and St. Mary's (Beaverville) would have been added. The strong ties of the French-Canadian settlers in St. Anne to these villages caused them all to be in favor of the annexation, but an election on May 14, 1867, showed the effort failed.

10. Ibid.

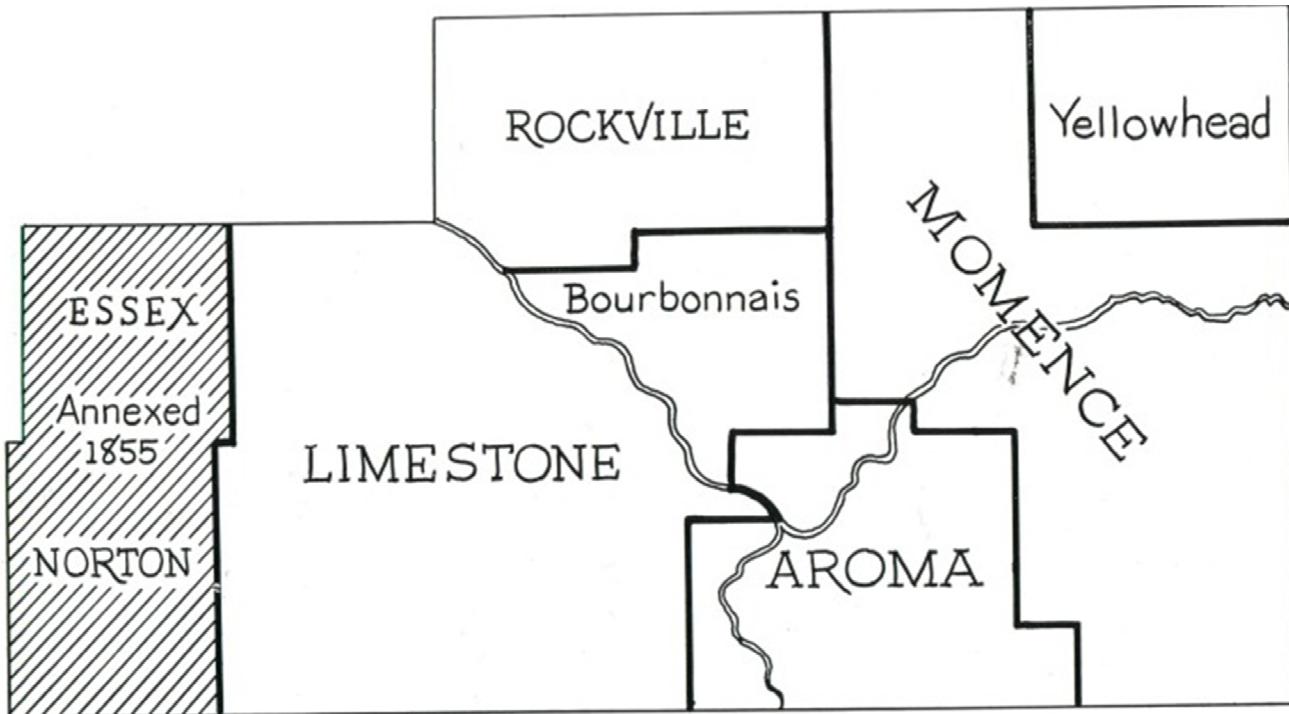


FIGURE 28. A map of Kankakee County showing the original civil township configuration. Source: Houde and Klasey, 56.

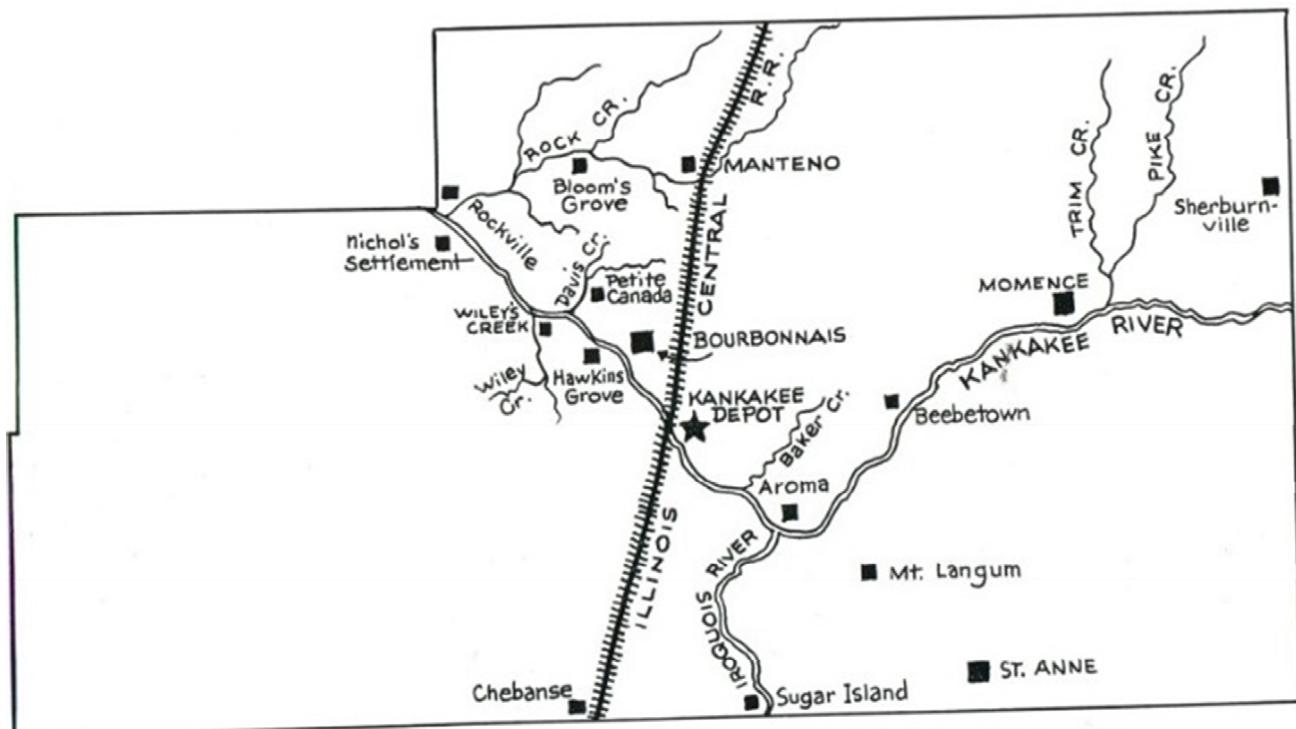


FIGURE 29. A map of Kankakee County showing the location of villages and settlements in 1853. Source: Houde and Klasey, 32.

Agricultural and Industrial Development

As the prairies were plowed and towns started to spring up, brickmaking and stone quarrying was developed to construct permanent structures. Extensive deposits of clay suitable for brick and tile manufacture were discovered near St. Anne, Grant Park, Momence and Kankakee. There were many stone quarries within the Kankakee City limits that produced block limestone, cut and shaped for buildings, and crushed limestone, used to surface roads.¹¹

A considerable portion of the land in Kankakee County was at one time “swampland.” Prior to and some years after the organization of the county, the swamp lands in the eastern part adjoined those of Western Indiana. Criminals such as counterfeiters and horse thieves used the area as a hideout, until the swamps were drained and an organized community developed.

In 1912, the Kankakee County Soil and Crop Improvement Association, the second in the state, was formed with John Collier as the advisor. It was an organization formed for the improvement of farming. From this organization, the Kankakee County Young Men’s Country Club was formed with a local unit in each township. The young men that joined were taught newer and better farming practices and they in turn took that knowledge to their fathers. The goal was to improve soils with limestone and phosphate, replace timothy with legume for nitrates, encourage the building of silos, encourage use of high-yielding varieties of seed and plants, and introduce better-quality purebred livestock. The first year there were 125

youth members in the county, ranging in age from 14 to 26.

Following the stock market crash of October 1929, John C. Collier, of the Soil and Crop Improvement Association, revealed that the 1930 financial outlook for farmers of the county was “none too rosy.” Governor Len Small, president of the Kankakee Soil and Crop Improvement Association wrote to President Herbert Hoover in support of the Midwest farmers, asking for him to work with the mortgage-holding companies in an attempt to help the farmers. He wrote the following:

Many farmers, long respected residents of their localities, are in great distress. Following poor crops and low prices they have barely been able to pay their taxes by sacrifices which in many cases have deprived them of the necessities of life and are now being continually harassed and threatened with foreclosure by various mortgage-holding companies. . . .

During the 1930s approximately sixty-five percent of the farmers in the county were struggling to pay the interest on their mortgage, pay their taxes, and still make a living. When loan companies started foreclosure proceedings the farmers united and approximately 200 marched to the Court House in protest. A resolution was passed to delay the penalty on delinquent tax bills from May 1 to October 1, for the years 1932–1933. It was less than a year later when 500 farmers from the county appeared at the Court House to prevent a foreclosure sale of a farm in Essex. The farmers continued to gather in protest each time a farm was in trouble. It was called a “war on depression.”

11. Houde and Klasey,

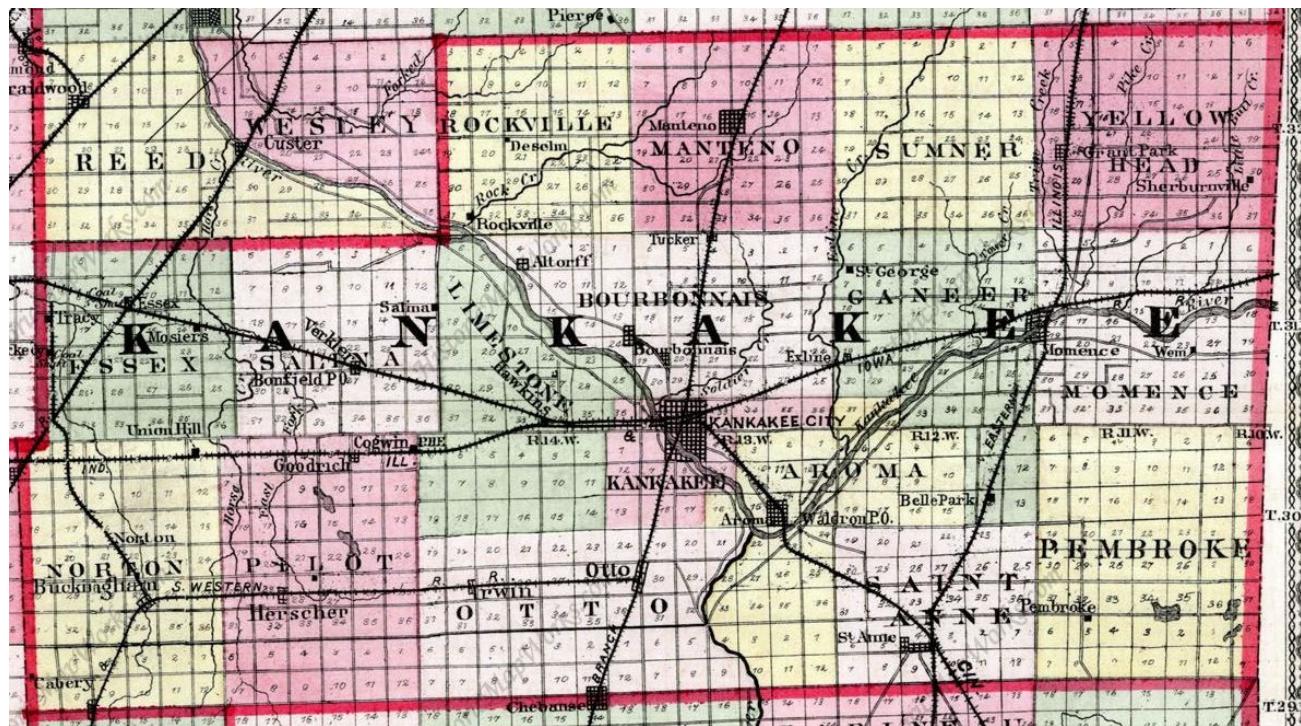


FIGURE 30. Overview of Kankakee County from the 1883 atlas.

Land Surveying

Beginning with the Land Ordinance of 1785, public lands in the United States have been surveyed and platted using a gridded layout. The surveys define areas known as sections, each typically one mile square. Larger areas are defined as congressional townships, typically six miles by six miles and containing thirty-six sections. The sections are numbered in a winding pattern, beginning with section 1 at the northeast corner of the township:

6	5	4	3	2	1
7	8	9	10	11	12
18	17	<u>16</u>	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

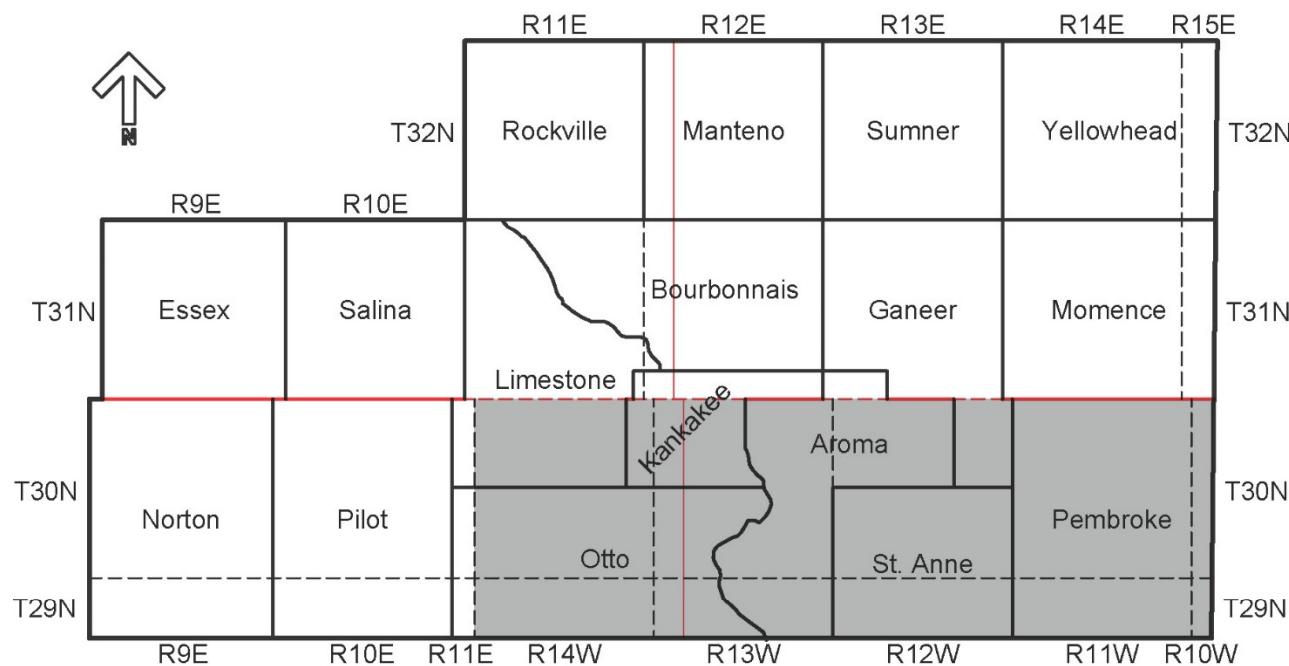
Within each township, the proceeds from the sale or lease of section 16 were meant to provide funds for public schools in the area. Townships and sections were laid out beginning from a baseline (an east-west line) and a principal meridian (a north-south line).

Kankakee County was surveyed from two different meridians. The majority of the township is surveyed based upon the Third Principal Meridian, which bisects the State of Illinois at approximately $89^{\circ} 10' 15''$ west longitude. Townships from Range 9 East to Range 15 East are present in the county. Range 15 East is only a little more than a mile wide at its widest and contains fractional townships abutting the Indiana state line. The southeastern portion of the county was surveyed based upon the Second Principal Meridian in Indiana ($86^{\circ} 28'$ longitude west). In this portion, Ranges 10 and 11 West comprise Pembroke Township, Range 12 West comprises St. Anne Township and parts of Ganeer and Aroma Townships, Range 13 West contains parts of Aroma, Kankakee, and Otto Townships, and Range 14 West comprises portions of Otto, Kankakee, and Limestone Townships. The juxtaposition of fractional Range 11 East of the Third Principal Meridian with Range 14 West of the Second Principal Meridian within Otto and Limestone Township results in the unusual condition where two sections numbered 6, two sections numbered 7, and so, directly adjoin each other. Also of note is the minor baseline bisecting

the county from east to west at its midpoint. This line is one of many periodic locations where the position of north-south boundaries is adjusted to keep the areas of each section approximately equal; without this sort of periodic survey adjustment, more northerly sections would gradually decrease in size as the north-south boundary lines converged toward the north pole. This survey adjustment results in offset or curved intersections throughout the county where north-south roads cross the baseline, which is largely present-day Illinois Highway 17, also known as County Road 0. County roads are numbered north

and south of this point. The east-west dividing line, generally following present-day U.S. Highway 45 and 52, is a section boundary line within Range 12 East.

Kankakee County is also somewhat unusual in that the civil township boundaries deviate substantially from the surveyed congressional townships. Only five of the seventeen civil townships (Essex, Salina, Rockville, Manteno, and Sumner) exactly correspond to 36-square-mile congressional townships. The other townships have irregular boundaries.



Legend

- Civil township boundary
- - - Congressional township boundary
- Starting point for street numbering

Congressional townships are described relative to their position north or south of a baseline and east and west of a principal meridian. Most congressional townships in Kankakee County are east of the Third Principal Meridian, while the southeast portion (shaded) is west of the Second Principal Meridian. All townships are north of the same baseline. Thus, as an example, Essex Township is Township 31 North, Range 9 East of the Third Principal Meridian. As another example, St. Anne Township includes portions of Township 30 North, Range 12 West and Township 29 North, Range 12 West of the Second Principal Meridian.

FIGURE 31. Key map of Kankakee County showing townships.

History of Aroma Township

Early Settlers of Aroma Township

Aroma Township¹² was among the first six townships established when Kankakee County was first organized. A notable natural feature of Aroma Township is Mount Langham, a glacial hill known as a kame¹³ on the boundary between Aroma Township, Section 25 and St. Anne Township, Section 30.

Brothers-in-law William Baker and Case Wadley were among the very first settlers in Kankakee County. They came to the area when it was a primitive wilderness. Potawatomi Indians resided in the area at the time Baker and Wadley arrived in 1832.

William Baker was born in Providence, Rhode Island on September 22, 1797. In 1824, he married Sylvia Wadley in Hamilton County, Ohio. Sylvia was the sister of Case Wadley. Together the Bakers had ten children, five girls and five boys.



FIGURE 32. USGS map showing location of Mount Langham on the line between Aroma Township, Section 25 and St. Anne Township, Section 30.

Case Wadley was born in Jefferson County, New York, October 6, 1806. In 1823 his family moved to Indianapolis, Indiana, and from there to Attica, Indiana. From 1828 to 1832, he worked as a clerk for Gurdon S. Hubbard at the Bunkum trading post and at the American Fur Company in Danville, Illinois.

12. Mardene Hinton prepared this narrative history of Aroma Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Bert Fowler, *Memories of Aroma Township* (manuscript in the collection of the Kankakee County Historical Society, 1957).
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).
- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Don DesLauriers and Mardene Hinton, *Riverview Historic District 1866–1935: Tales of Villas, Bungalows, Parks and Drives* (Kankakee: Adcraft Printer, Inc., 1997).
- Thomas J. Lindsay, compiler, *Captain Gougar and his Steamboats: Excursions on the Kankakee River* (Kankakee County Historical Society, 1987).
- *Portrait and Biographical Record of Kankakee County, Illinois* (Chicago, Illinois: Lake City Publishing Company, 1893).

13. A kame is an irregularly shaped hill or mound composed of sand, gravel, and till that accumulated in a depression on a retreating glacier, and was then deposited on the land surface with further melting of the glacier.

Baker built a double log house tavern (hostelry) circa 1832–1833 in Section 10, near the Chicago–Danville–Vincennes trail and south of the creek that now bears his name. It was land that would become part of the village of Aroma, and it was the cabin where on May 5, 1834, the Baker's daughter was born. She was the first child of European decent born in Kankakee County. In 1833, Baker also built a log cabin for Chief Shaw-wa-nas-see on the chief's land at Rock Creek. Baker's tavern later served as a regular stop for stages that ran between Chicago and Danville. He replaced the tavern with a new structure circa 1850–1851 which later became known as the "Ohio House."

In October 1832, the year of the treaty with the Potawatomi, Case Wadley set out to find the settlement of William Baker, his brother-in-law on the northern part of the Danville trail. Soon after arriving he began working for the Frenchman, Francois Bourbonnais, breaking a field of eighty to one hundred acres and enclosing the field with a fence. He also built the first cabin in what would become the city of Kankakee. That site, located on what became the courthouse square, is now marked with a boulder. Wadley also dug a well southeast of the cabin. The location of the cabin became the site of many American Indian council meetings. The following year Wadley and William Baker built a cabin in the village of Rockville which became known as the Bloom settlement where he broke ten acres of prairie to plant corn. In 1835, Mr. Wadley built a cabin for his family in the Kankakee area. After becoming ill with ague and malaria he moved to a farm south of Waldron where he died in 1882, at 76 years of age.

Another early settler, Isadore Chober, built one of the first cabins in Aroma Township in 1834, on the south side of the river. In 1835, Chesley Rakestraw built his cabin on the north side of the Kankakee River approximately one mile from the mouth of the Iroquois River. Mr. Rakestraw was the first postmaster, followed soon after by Dr. Hiram Todd.

Dr. Hiram Todd purchased several acres of land along the Kankakee River before actually becoming a settler in fall 1835. He moved his family from Cass County, Illinois into a log cabin that he had previously built on Section 15 (which is currently part of the Village of Aroma Park). The land he purchased, in the western part of Aroma Township, was allotted to Mish-a-wa, the adopted daughter of Chief Pit-e-chew. Dr. Todd built a cabin on the land, which was located not far from the Kankakee River and directly opposite the mouth of the Iroquois River where it joins the Kankakee. Within six months, on July 20, 1836, his cabin was commissioned a post office and bore the name "Kankakee," with Dr. Todd as the postmaster. He was also the first person to practice medicine in Kankakee County. He moved his family to Lafayette, Indiana, in 1837, and later to Logansport, his former home. However, in 1839 he returned to his original cabin.

Between 1833, when Dr. Todd made his initial purchase of American Indian property on the Kankakee River and up until 1837, he had also acquired land near Rock Creek; those holdings alone totaled 4,160 acres. In addition, he purchased the site near his cabin in Section 15 that became the village of Waldron, a tract known as the old "Camp Meeting Grounds" located on the northwest quarter of Section 15 approximately a half mile north of the mouth of Bakers Creek. The adjoining land would later be known as Gougar's Grove. Todd also purchased several farms in the southern part of Aroma Township and in 1837, a portion of Section 10, on the Iroquois River, the extreme southern part of Aroma Township; land that included a portion of Sugar Island. In 1840, Dr. Todd moved his family down the Kankakee River fourteen miles, a half-mile northeast of the mouth of Rock Creek where it enters the Kankakee River. It was an area the Potawatomi called Little Rock Village; the reservation he had purchased in 1833 from Chief Shaw-wa-nas-see. In 1841–1842, Todd purchased more American Indian land that later became the site of Momence, Illinois. He platted the original town site in 1845–1846, and named it Momence after Isadore

Momence, who was part-Potawatomi and had been granted a portion of that land.

Augustus M. Wiley bought land consisting of two sections belonging to the Chief Me-saw-ke-quaw in 1850. Alvin and Slocum Wilbur subsequently purchased forty acres of that land and laid out the village of Aroma. The name “Aroma” was reportedly derived from the surname of James L. Romer, a collection agent from New York who was well-regarded by the Wilbur brothers. By February 1852, the Wilbur brothers began building a dam to improve the water power. They had the dam approximately half constructed (some of the timber on the ground, and the excavation for the mill pit completed) when they ran out of funds to complete the project. James L. Romer was appointed trustee of the bankrupt property and in fall 1855 sold the dam and mill site to Edward R. Beardsley who completed the work the following year. The mill, constructed of local stone, was three stories high with walls six feet thick. In 1858, Beardsley added a saw mill southeast of the grist mill; it was abandoned approximately 1866. The original dam was destroyed by ice in 1903, but replaced with a new dam with increased water power.

Industry in Aroma Township

The power of the Kankakee River was used to run sawmills and gristmills; it was the earliest industry developed by the pioneer settlers. The river became a road of commerce that the farmers used to carry their produce, lumber, and wood. There was a significant boating business between Indiana and Momence, and then from Momence to Aroma (Waldron), and on to Kankakee and Wilmington, with a number of boats doing business at that time. John Paradis operated a steamboat between Momence and the dam at Aroma that carried both passengers and produce. Once the shipments arrived in Aroma, Edwin Beardsley had a sternwheel flatboat that provided the transportation to the railroad in Kankakee. The levee at Waldron often held large cargoes of sacked wheat, flour, hides, casks of wine and

barrels of whiskey some of which came from Momence and awaited transport to Kankakee. The Wetmore family also had a flatboat that ran from Momence to Aroma towed by a horse walking along the banks of the river.

The construction of the Illinois Central Railroad in circa 1853 would limit further developments in the Villages of Aroma and Sugar Island. The railroad broke the pattern of development by changing the alignment of settlement from east and west along the river, to north and south along the railroad lines. Trade soon came to the towns developed along the railroad.

A paper mill soon joined the Beardsley sawmill and gristmill location on the small island formed by the Kankakee River in Aroma. The Harrison Hotel, a three-story brick building, stood on the northwest corner of Front and Bridge streets; however, was destroyed by fire in the 1870s. Across from the hotel was the first grocery store built by Joshua Rakestraw. A large wagon and carriage shop built in 1860, was later converted to a paper mill, and in 1866 a wrapping paper mill was built, eventually employing approximately thirty people. Strawboard production was added to their operation and in 1900 an auxiliary steam plant supplemented the water-power. Other manufacturing industries developed to use water power from the river included a carriage repair and machine shop, a planing mill built in 1875, and a grain elevator added in 1879.

Besides the milling and manufacturing industries, the Kankakee River produced a thick crop of high quality ice each year that was shipped to the Chicago market. The Kankakee Crystal Ice Company was organized 1874, and incorporated in 1877. It included two huge buildings with a capacity of 42,000 tons of ice shipped mostly to Southern markets. The company employed from forty-five to 325 people, to store and ship the ice. It was one of the largest operations of its kind in the world.

Lemuel Milk, who was born in New York in 1820, purchased a large tract of land in Iroquois County that became known as Milk's Grove by 1850. At one time he owned 160 farms as well as large herds of cattle, horses, sheep, and hogs. He was considered the largest landowner and stock-grower in Indiana and Illinois. In 1855, he moved his family to Kankakee and eventually established the Waldron ice houses located at the mouth of Spring Creek in 1876. He stored and shipped large quantities of ice from Waldron, expanding his business in 1880 and 1882, and employing numerous men.

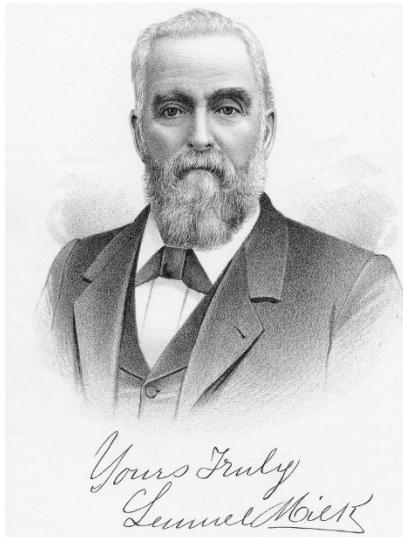


FIGURE 33. Lemuel Milk.

It was approximately 1872 when the name of the village of Aroma was changed to Waldron due to the similarity in names between Aroma and Aurora, Illinois, which caused confusion for mail delivery. The name was chosen to honor the general manager of the Chicago, Lafayette & Cincinnati Railroad. The depot however was called "Aroma Station", which ultimately caused another name change in 1915, when the village was named Aroma Park.

In 1879, the state passed a constitutional amendment and legislation allowing the formation of drainage districts. The drainage districts soon converted large portions of the county into usable farmland.

The Chicago, Cincinnati, Cleveland & St. Louis (Big Four) railroad ran through the village of Waldron from the southeast to the northwest, crossing at the Kankakee River. The railroad was built in 1872, and paid for by selling bonds to the towns it passed through to support the construction.

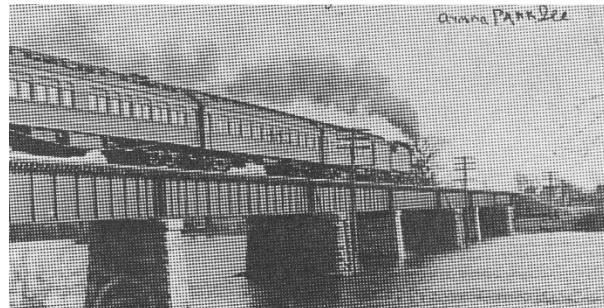


FIGURE 34. The Big Four railroad crossing the Kankakee River at Aroma Park.

An electric railroad was later established to run from Kankakee to Momence and branch out to the villages of Waldron and St. Anne. There were also improvements to the highways, using stone from the village of Waldron and gravel from the Mount Langham quarry. An iron bridge spanned the Kankakee River at the village of Waldron, another at the end of East Court Street Road, and a third at Exline Creek. There was also a crossing over the Iroquois River at Sugar Island.

On July 24, 1908, a wooden dam constructed four years prior in Aroma Park unexpectedly collapsed. There was noticeable distress to the dam prior to the collapse and some of the structural supports were observed to have been carried away by high water the spring prior to the collapse. Due to the presence of a large quantity of dead fish floating near the dam, there was some suspicion that the dam was tampered with.

Between 1872 through 1915, the following businesses existed in the village: The Beardsley and Lenfestey flour mill, the R.G. Risser grain elevator, a paper mill, the H. H. Troup & Company lumber yard, a general store, the Hoke grocery, the Skelly grocery, and the Ingalls grocery. There was a town hall, two saloons, an amusement hall, two hotels, two blacksmith shops,

a two-room district school, barber shop, the town's stone quarry, the Hiram Gruver stone quarry, and two churches.

Another industry that developed by the 1920s was the harvesting of clam shells from the Kankakee River. Approximately 21,600 tons of clam shells were marketed mostly from Aroma Park.

Recreation

The Kankakee River has always been a source for recreation both winter and summer; swimming, ice skating, fishing, and boating. In the winter, ice skaters would spread over almost the entire expanse of frozen river from Kankakee to Aroma (Waldron) with large bonfires along the shoreline. Just south of Baker's Creek, was a grove that William Gougar purchased in 1883 and developed into an amusement park. Gougar operated several boats, but the Starry Queen (Minnie Lillie) was the first excursion boat, later followed by the Margarit (Margaret), Shabbona and Modoc; all carried passengers from Shekey's Landing in Kankakee to Gougar's Grove at Baker's Creek. It was approximately 1900 when the Kankakee River became well known throughout the Midwest as a choice recreation facility. Trainloads of people arrived in Kankakee weekly because of William Gougar's boats and park. In the summer months, attractions included a dancing pavilion, bathhouse, and clubhouse. During the winter a shoot-the-chutes ride would propel toboggonists out onto the frozen river. Harnit's Pony Farm (Wildwood

Park), was just south of Gougar's Grove, offering pony rides, boating, croquet, and tennis. The Hotel Wildwood and guest cabins offered accommodations.

Schools and Churches

The first schools of Kankakee County were subscription schools. The first physical school in Aroma Township was established in 1836. Stella Ann Johnson was the first teacher. The school was located in a log cabin belonging to Chesley Rakestraw, on the north bank of the river, just northwest of what became the village of Waldron. On April 9, 1853, the township organized into nine districts. Upon school consolidation after World War II, the schools in Aroma Township were split between the Kankakee School District (including the more densely populated areas around Aroma Park) and the St. Anne School District (eastern and southern areas of the township). The last school in the township, Aroma Park Primary School, part of the Kankakee School District No. 111, closed at the end of the 2015–2016 school year.

The first church built in the village of Aroma was a Methodist Church, constructed in 1866. Prior to its construction, meetings were held in individual homes, and later in schoolhouses. Today the churches in Aroma Park include Aroma Park Church of the Nazarene and the Aroma Park United Methodist Church.

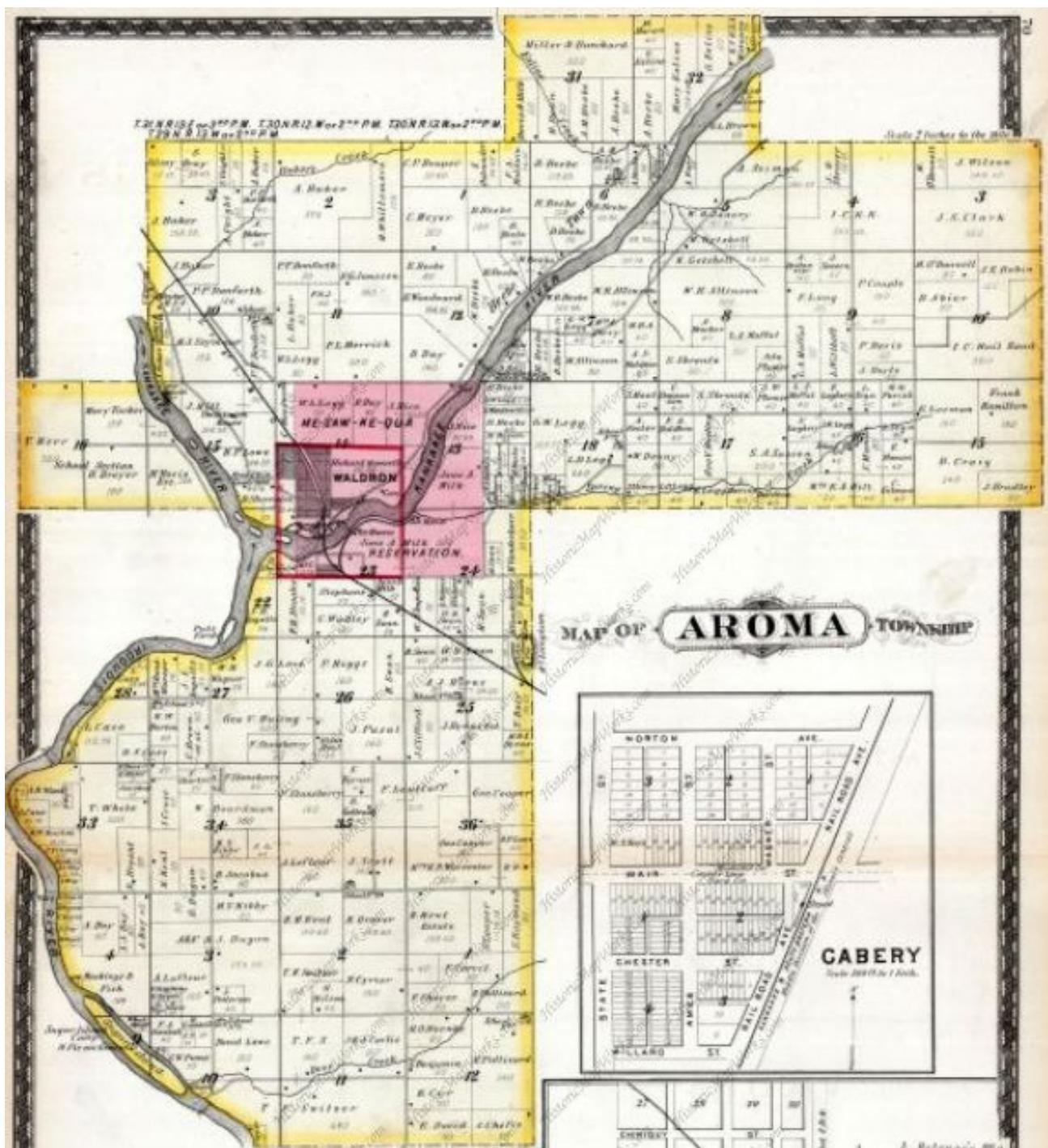


FIGURE 35. Map of Aroma Township from the 1883 county atlas, plates 70–71. The reserve of Me-saw-ne-qua on the Kankakee River just above the junction with the Iroquois River is shaded pink.

History of Bourbonnais Township

From First Kankakee River Valley Pioneer Settlement to Formation of Kankakee County: 1818–1853

When Illinois achieved statehood in 1818, former French colonial and Anglo-American settlers lived in the southern one-third of the state.¹⁴ The northern two-third of Illinois was occupied by Native Americans who as hunters and farmers during the colonial period, traded with the French and British. As a result of the War of 1812 and the Black Hawk War of 1832, the Potawatomi were compelled to give up large tracts of land by the Treaty of Camp Tippecanoe before relocation west of the Mississippi River. By 1835, most of the remaining Potawatomi reserves had been sold.

In 1817, the American Fur Company of Astor, New York, employed nineteen-year-old Quebecois Noel LeVasseur (1799–1879) and fifteen-year-old Gurdon Hubbard (1802–1886). LeVasseur was the first white settler to build a permanent house in Potawatomi country.

By the late 1820s and early 1830s, other French-Canadians joined Noel LeVasseur in the settlement along the Kankakee. One of the

brothers, Francois Bourbonnais, Sr., and Antoine Bourbonnais is credited with the name of the new settlement, “Bourbonnais.” Their Canadian immigrant ancestor Francois Brunet had changed his name in the late 1600s to “Le Bourbonnais,” after the province of his hometown Bourges. A 12 mile long by 1 mile wide settlement along the Kankakee River soon became known as Bourbonnais Grove. The “Bourbonnais” name may have been used as early as 1823 when Antoine Bourbonnais worked in the area as an employee of the American Fur Company. The “Grove” refers to the unbroken line of timber along the northeast bank of the Kankakee River up to a mile wide and extending from today’s Cobb Park in Kankakee to Davis Creek, 2 miles north of Bourbonnais Grove.

14. Dr. James Paul prepared this narrative history of Bourbonnais Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).
- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).

- ———, *Images of America: Bourbonnais*, with Bourbonnais Grove Historical Society (Charleston, South Carolina: Arcadia Publishing, 2006).
- ———, *Bradley: 1892–1992, A Centennial History of a Prairie Boomtown* (Bradley, Illinois: Bradley Centennial Corporation, 1992).
- William F. Kanaga and George R. Letourneau, eds., “History of Kankakee County” in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Adrien M. Richard, *The Village: A Story of Bourbonnais*. (Centennial Committee of the Village of Bourbonnais, 1975).

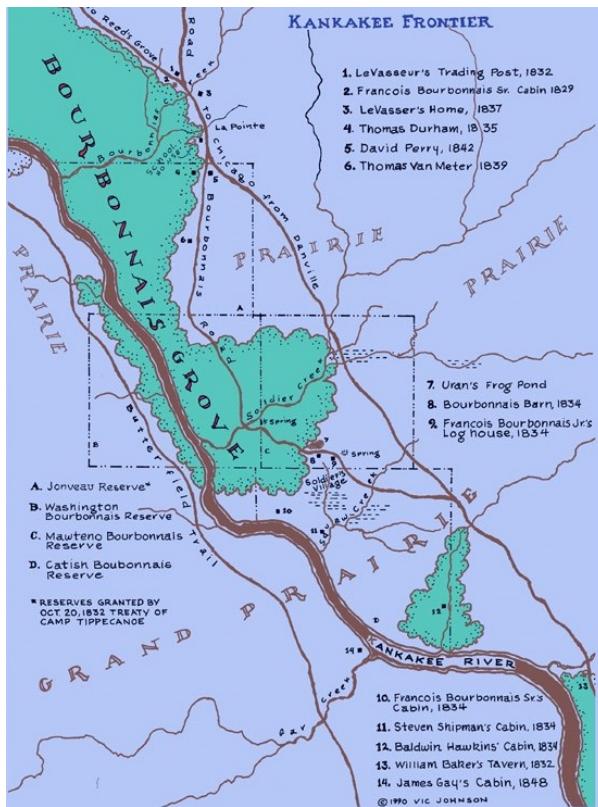


FIGURE 36. Map of Bourbonnais Grove. Source: Vic Johnson.

When George Letourneau (1831–1906) came to Bourbonnais Grove in 1847 at the age of sixteen, he settled in the eastern part of the Mesheketeno Reserve. Many French-Canadian immigrants, recruited in Quebec by LeVasseur in the late 1830s and 1840s, settled on the Francis LeVia reservation west of Davis Creek in what was called for years Petite Canada. However, the main settlement was centered on Bourbonnais Creek to the southeast.¹⁵

One piece of land acquired from the Potawatomi was known as the Jonveau Reserve (named after Jacque Vieau, whom the Potawatomi called Jonveau).¹⁶

15. Dave King, "Some Thoughts on Migration of French Canadians to Illinois," *Le Journal du Village* 36 no. 1 (Winter 2010), 5.

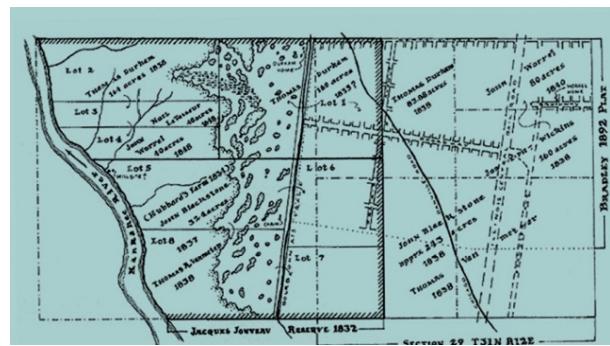


FIGURE 37. This map shows the original Jonveau reserve (on left) and ownership of acreage. Source: Vic Johnson.

A road crossed through the area that connected Danville and Chicago by way of Hickory Creek. This path across Illinois was first made by buffalo traveling from the prairies of Minnesota to the salt licks of Kentucky. It was also an American Indian trail, and then a road used by travelers and freight wagons moving between the Wabash Valley and Galena. This prairie roadway passed through the old Indiana Territory capital, Vincennes, ran north, through Danville, Donovan, where it turned northwest and crossed the Kankakee River at Chobar's Ford (Aroma Park). From the ford, the trail angled northwest across a prairie now occupied by the cities of Kankakee and Bradley, to a point where U.S. 45-52 and Illinois 102 now intersect in Bourbonnais. From this place known first as "La Pointe" the road went north through Bloom's Grove to Hickory Creek and on to Summit, where it branched off northeast to Chicago.

Pioneers of Kankakee County later would reminisce about prairie traffic rolling along the Danville to Chicago road: "Sometimes ten or twelve of these trains would pass in a day. . ." A more direct route from Vincennes and the Wabash Valley to Chicago was along part of the Hubbard Trail that ran north from Danville to the Buckhorn Tavern in Donovan, and on to Momence and Chicago.

16. Vic Johnson, "Durham-Perry Farmstead History Pages." Unpublished material to be used for signage at farmstead, 2015.

By 1840 Thomas Durham (1784–1854) and his two sons-in-law, Joseph Wickins and John Worrel claimed a tract of land a half-mile wide and two miles long that reached from the timbered bank of the Kankakee River on the west into level prairie land to the east. The treaty that had ceded the land to Jonveau and the other grantees failed to indicate if the recipients owned the land in fee simple. That put all sales of October 20, 1832, treaty lands under a cloud. Congress passed an act in 1841 that legalized the sales. On February 3, 1842, Thomas Durham and John Blackstone, who had bought the south half of the section of land reserved to Jonveau, received clear title to the land.¹⁷

An 1836 Will County Convention, held in Joliet, nominated Thomas Durham Commissioner of the Rock Village Precinct. He served as commissioner for two years. On October 22, 1849, Durham became Bourbonnais Grove postmaster and remained so until Kankakee County was established in 1853. For those four years the Bourbonnais Grove post office was in the Durham house. In 1837, as precinct commissioner, Durham had supervised the construction of the one and one-half story log building on the west side of the Danville to Chicago Road, a half-mile north of the Durham home. The log building housed the first public school supported by subscription from 1837 until 1848. School classes were moved to a new location near Bourbonnais Grove's Catholic Church in 1848. A French-Canadian blacksmith, Joseph Lesage, bought the log school and made it his home.



FIGURE 38. The Durham-Perry Farmhouse.



FIGURE 39. The log school house before it was dismantled in December 2011.

In 1838 LeVasseur returned to the area from Canada where he solicited others to join him and settle at Bourbonnais Grove. LeVasseur married Ruth Russell Bull and built a brick house. A village of French Canadians became established near LeVasseur's home. The village was variously called "La Pointe," "La Ville," and "Vasseurville." In November 1837 the government established a post office called "Kankakee" in this area. The name of the post office changed to "Bullbonus Grove" in 1838. Samuel I. Russell was the post master.

17. Ibid.

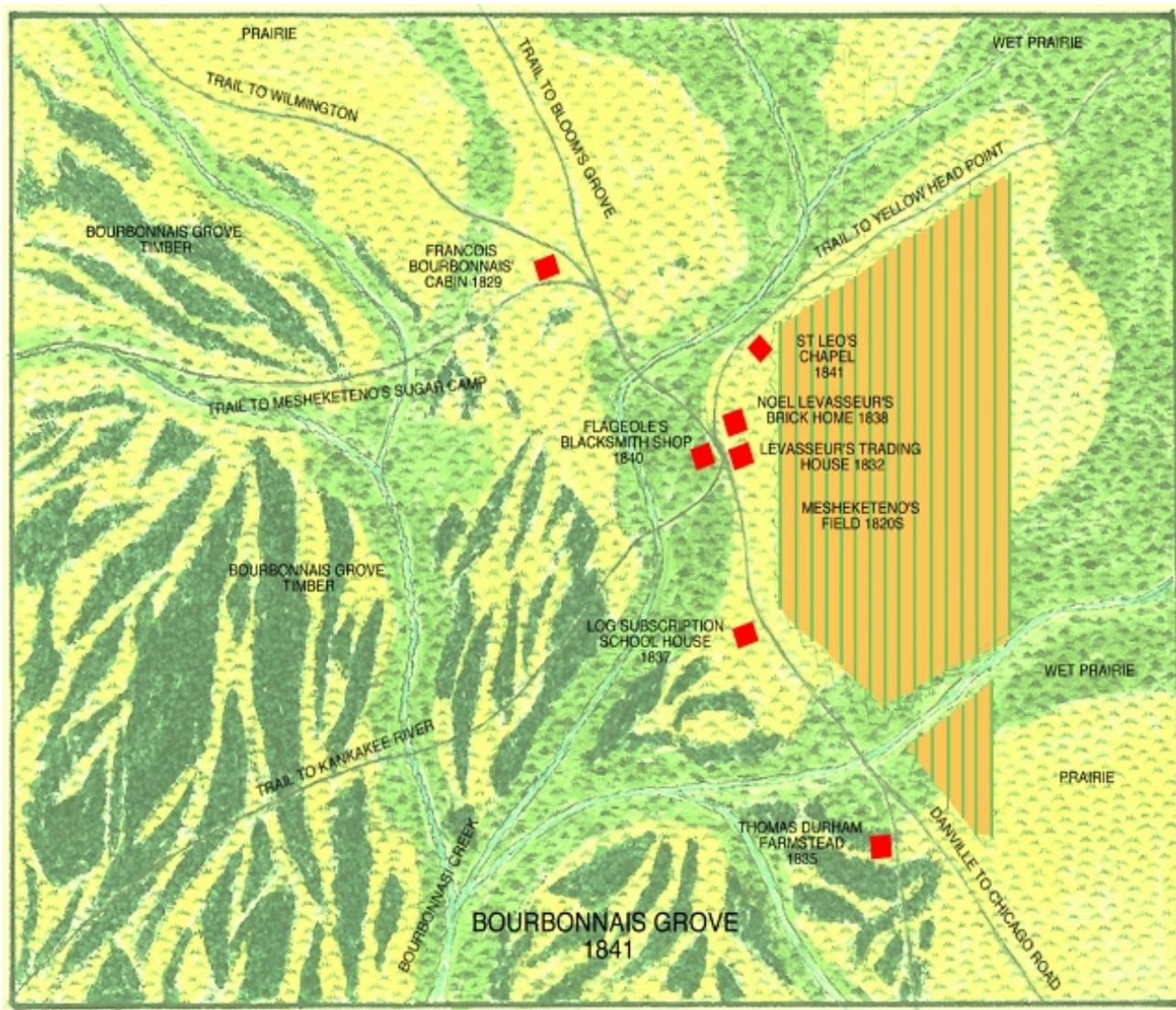


FIGURE 40. This map by Vic Johnson of Bourbonnais Grove in 1841 shows the location of the Durham farmstead, the log school house, St. Leo's Chapel, Francois Bourbonnais's cabin, and Noel LeVasseur's brick home. The Durham farmstead is now the Durham-Perry Farmstead; the log school house has been dismantled and stored in a Bourbonnais Public Works maintenance building, awaiting funding for reconstruction; St. Leo's Chapel has been replaced by Maternity of the Blessed Virgin Mary Church; the George Letourneau Home was very likely built on the foundation of Francois Bourbonnais's cabin before it was relocated to its present site; and Noel LeVasseur's home was demolished when the new St. Viator College Marsile Alumni Hall was built in 1906, now Olivet Nazarene University's Burke Administration Building.

By 1846, there were at least twenty-two French-Canadian families living in Bourbonnais Grove. The records of St. Leo's Parish in Bourbonnais Grove (later to become Maternity of the Blessed Virgin Mary Church in Bourbonnais) in 1847 noted seventy-seven French-Canadian families or 471 people. When Canadian-born George Letourneau (1831–1906)—destined to become a renowned statesman—arrived in Bourbonnais Grove in 1848, he attended church at St. Leo's

Chapel, a wooden structure which had been built in 1841. A new church (Maternity of the Blessed Virgin Mary) replaced the chapel in 1849. This was the church in which Letourneau was married to Elodie (Langlois) Letourneau in 1852. It burned to the ground in 1853. Work began two years later on a new church to be constructed of local limestone. Construction was completed in 1858. Over 150 years later, Maternity of the Blessed

Virgin Mary Church appears much the same as it when first built.



FIGURE 41. The Maternity of the Blessed Virgin Mary Church.

On February 11, 1853, Captain Francis Seguin, Noel LeVasseur, and George Letourneau participated in the organizing of Kankakee County out of southern Will and northern Iroquois Counties. The new county in 1853 had a population of 8,000 people. The population of Bourbonnais Township in 1850 was 1,720 with 81 percent or 201 out of 248 families of French-Canadian descent.¹⁸ Other French-Canadian settlements in Will, Kankakee, and Iroquois Counties were St. George (1848), L'Erable (1854), St. Anne (1851), and Papineau (1872).

At approximately the same time as the formation of Kankakee County in 1853, Canadian-born Father Charles Chiniquy (1809–1899) was pastor of Maternity Blessed Virgin Mary Church in Bourbonnais Grove. After disagreeing with the Bishop of Chicago over the bishop's treatment of Catholics in Chicago, particularly French-Canadians, Father Chiniquy led an exodus of Bourbonnais Grove French-Canadian Roman Catholics to the village of St. Anne, Illinois. This crisis split many French-Canadian families. Older French-Canadians in the Bourbonnais area still today resent the Father Chiniquy's schism. Father

Chiniquy was excommunicated in 1856. He then left the Roman Catholic Church and formed the Christian Catholic Church of St. Anne (which in 1862 became part of the Canadian Presbyterian Church).

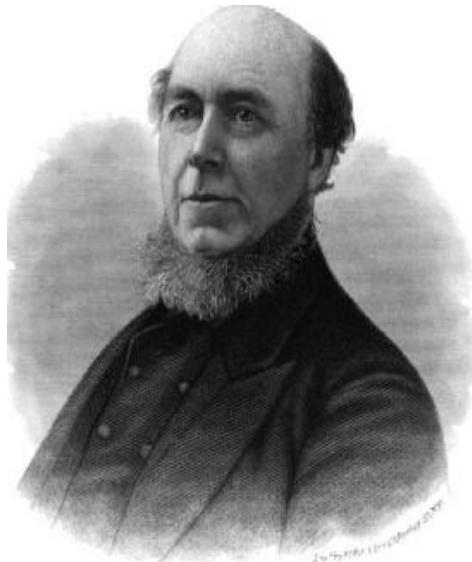


FIGURE 42. Rev. Charles Chiniquy.

From Frontier Agricultural Center to Educational Oasis: 1853–1874

The population would soon shift from Bourbonnais Grove to Kankakee with the arrival of the railroad in 1853. The executives of the Illinois Central Railroad decided on the route of the new north-south rails. On July 4, 1853, the iron horse steamed over the bridge on the bend of the Kankakee River with no civic reception because hardly anyone lived there. The IC created the town of Kankakee as it did Chebanse and Manteno. The east-west settlements along the Kankakee River would now be replaced by railroad induced north-south settlements. The town of Kankakee began to grow when the Illinois Central located a depot there in 1855. A new railroad depot was built in 1898. Therefore, the new Kankakee would increase in population while Bourbonnais Grove would decrease by 1900 to 25 percent of its size in 1850.¹⁹ Kankakee was originally platted as the

18. Caroline B. Brettell, "French Canadians in the Kankakee Valley," <http://www.lib.niu.edu/2005/ih1220528.html>

19. Houde and Klasey, 38.

“town of Bourbonnais” in 1853.²⁰ Two years later, the name was changed.

Another early settlement along the Kankakee River in Bourbonnais Township was the village of Altorff. This village was surveyed and platted in 1858 by Isaac Fred Markle who came to Kankakee County from Indiana in 1856. He purchased 132 acres (lot 46 of Dr. Hiram Todd’s subdivision of Shawanasee’s Reserve) from Hiram Goodwin. Markle built a dam to power a gristmill on the north bank of the Kankakee River. At its height, the village included a blacksmith, wagon builder, storekeeper and minor craftsmen.

The leaders of Bourbonnais Grove seemed to compensate for the paradigm shift caused by the construction of the railroad by becoming the educational center for the new county. When George Letourneau became the first mayor of Bourbonnais in 1875, the community was already a thriving educational center.

The history of formal education in Bourbonnais Grove between the closing of the log school house in 1848 and 1852 is not well documented. By 1849, a new church was built to replace St. Leo’s Chapel. The new frame church was renamed the Maternity of the Blessed Virgin Mary. This is the church that was destroyed by fire in 1853. After two years (1852–1854) in which four Sisters of Mercy tried to begin a parish school, the nuns were recalled to Chicago because the parish could not support the school. From 1857–1859, the parish tried again—unsuccessfully—to start a school with the Sisters of the Holy Cross from South Bend. Perhaps the church fire and cost of building a new church from 1854–58, left little financial support for a school.

A continuum of educational success began on October 1, 1860, when three Sisters of the Congregation of Notre Dame opened classes for

fifty female students in a small stone house on the corner of Roy and Marsile Streets. In January 1861, the nuns moved their home and school into a two-story stone building on land just east of the Maternity BVM Church. This building had been constructed at the expense of Bourbonnais Grove in 1859. This school for girls became known as Notre Dame Academy. A new convent for the nuns was completed on August 1, 1862. The new building was wood frame and could accommodate female students from grade school though high school, including a small number of boarding students. On August 16, 1862, the sisters officially moved into the new building, as did their first ten boarding students.²¹ Facing west, this structure was southeast of Maternity Blessed Virgin Mary Church, next to the original two story stone school.

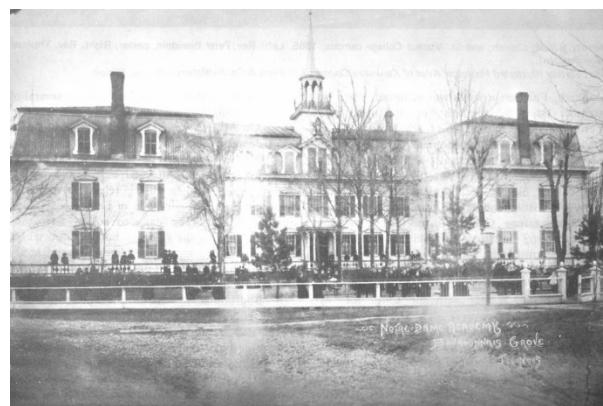


FIGURE 43. The original Notre Dame Academy (1862–1910). Source: Richard, 13, from Kankakee County Historical Society.

While the Sisters of Notre Dame opened the school for girls in 1860, boys’ education remained in the hands of secular teachers at a Bourbonnais Grove public school until 1865—in the same two-story stone building that was vacated as a school by the Sisters of the Congregation of Notre Dame in 1862.²² The Viatorian Order (who now served the Maternity of the Blessed Virgin Mary Church) bought the building from the Bourbonnais Grove school board in 1868 and added a third story—

20. Kanaga and Letourneau, 763.

21. *Maternity B.V.M.: Celebrating 150 Years of Education, 1860–2010* (Bourbonnais, Illinois: 2010), 11.

22. Ibid., 12; Johnson, *Bourbonnais*, 45–46.

soon to be called St. Viator Academy. The building continued to be the district school for boys, taught by male clergy, until 1891. At that time, a two-story frame building was constructed by the school district on the north side of Marsile Street, opposite the church and rectory. This school was staffed by Viatorian brothers who continued to teach the grade school boys of the village until 1918.²³

Groundbreaking for a new stone building took place in 1870. By 1874, the academy was offering college level courses in French, Latin, philosophy, mathematics, vocal and instrumental music, theology, and commerce. In 1874, the Viatorians were offered a university charter by the Illinois state legislature. St. Viator's College was born and began to offer degrees in arts, sciences, and letters.

During this period from 1853–1874, several significant events occurred at the two current Kankakee County historic landmarks located in Bourbonnais Township (the Durham-Perry Farmstead and the George R. Letourneau Home/Museum). Thomas Durham died in 1854 and his son-in-law David Perry (1806–1887) purchased the farmstead in 1866. David Perry served as Kankakee County Treasurer from 1853–1859. During that time as the Durham-Perry Farmstead continued to prosper, George Letourneau (who in 1852 had returned to Bourbonnais Grove from two years in California and married Elodie Langlois) acquired what he called a “pioneer structure” in 1854 when it was a farmhouse with three acres. Earlier, from 1837–1840, it had served as a post office and general store. Its foundation may be a remnant of the home of Francois Bourbonnais, Sr., which was built in 1829. In all likelihood, this home is the oldest existing structure in Kankakee County.

In the mid-1860s, George and Elodie Letourneau made many extensive improvements on the home, giving it the Greek Revival architectural style. They had to accommodate their growing family of

eleven children born by 1872. They also took care of their grandson after the death of his mother in 1874. By 1866, the home looked the way it was depicted in the 1883 *Kankakee County Atlas*. Letourneau was a practical and successful farmer, being also engaged in the rearing and breeding of French draft horses (Percherons) and shorthorn cattle for both dairy and beef production. He also bought and shipped grain. When the Letourneaus sold their home almost thirty years later, in 1883, the farm had grown to 200 acres.

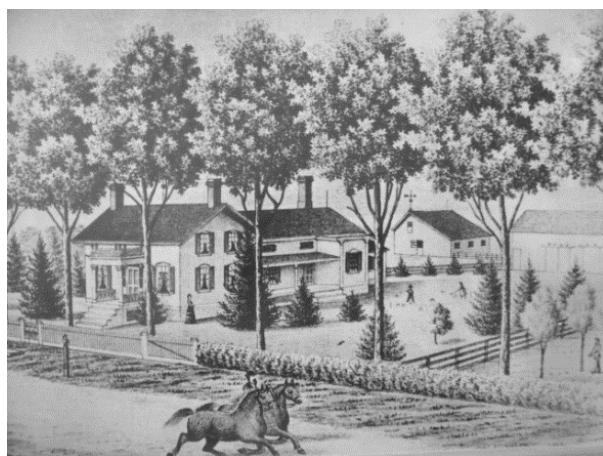


FIGURE 44. The Letourneau Home as depicted in the 1883 *Kankakee County Atlas*.



FIGURE 45. The George Letourneau Home and Museum today.

23. Johnson, *Bourbonnais*, 46.



FIGURE 46. At left is George Letourneau, and at right is Elodie Letourneau (1834–1887).

In addition to his prominence as a farmer and businessman, Letourneau held many political offices and continued his role as county-wide leader. By 1856, Letourneau, Captain Francis Seguin, and Noel LeVasseur helped found the county's Republican Party, and turned the tide of the county to the Republican side. The rural part of the county resided in the Republican camp while merchants and professional men were mainstays of the county's Democratic Party. The Civil War obscured party lines in the county until rivalry resumed in 1868. Letourneau had represented the new Kankakee County at the first Republican State Convention held at Bloomington, Illinois in 1856—serving as an alternate to Noel LeVasseur, the regular delegate. It was at this time that he met the “rail splitter” from Springfield, Abraham Lincoln (1809–65). Letourneau also served as Bourbonnais Township Supervisor in 1856 (and again later in 1867 and 1876). In 1860, he was elected as Kankakee county coroner (1860–1863), running for that office on the same ballot as fellow Republican Abraham Lincoln.

The achievements of George Letourneau were remarkable, but the value he held most dear, superseded only by his family and personal

integrity, was *education*. Five years before he died in 1906, he wrote, “[I] spent the best portion of [my] life in Bourbonnais and . . . was greatly instrumental in organizing and helping to build up Bourbonnais and especially the building of its educational institutions which have proven to be the very source of bringing up [my] young fellow countrymen to the prominence they now enjoy; and who also participated in the affairs of our county. . .”²⁴

From the Birth of a Village to Closing of St. Viator's College: 1875–1939

Until 1875, there was no formal Bourbonnais Grove village governing body. Bourbonnais Township and the Bourbonnais Grove school board were the only official governments in the community. As sentiments favored incorporation of the village, George Letourneau stepped forward to lead the new Village of Bourbonnais.

The physical expansion of Letourneau's home reflected the broadening of his political career. He was the only person to become the mayor of two Kankakee County municipalities: the first village president (mayor) of the Village of Bourbonnais and later mayor of the City of Kankakee from 1891–1892. Letourneau had previously been elected Circuit Clerk of Kankakee County in 1872 and was thought to be a logical choice to guide the new village.²⁵

The favorable vote to incorporate came on April 13, 1875, in a vote of 39 “yes” and 1 “no.” Letourneau was then chosen as the first president of the new village's board of trustees, and therefore *de facto* first mayor of Bourbonnais. One month later on May 13, 1875, the village was declared legally incorporated.²⁶

24. George R. Letourneau, “Guest Columnist from the Bourbonnais Past,” *The Herald*, May 13, 1986, issue. Originally published in the *Kankakee Gazette*, “Reminiscences of An Early Settler,” 1901.

25. Richard, 12.

26. Johnson, *Sesquicentennial*, 68–70.

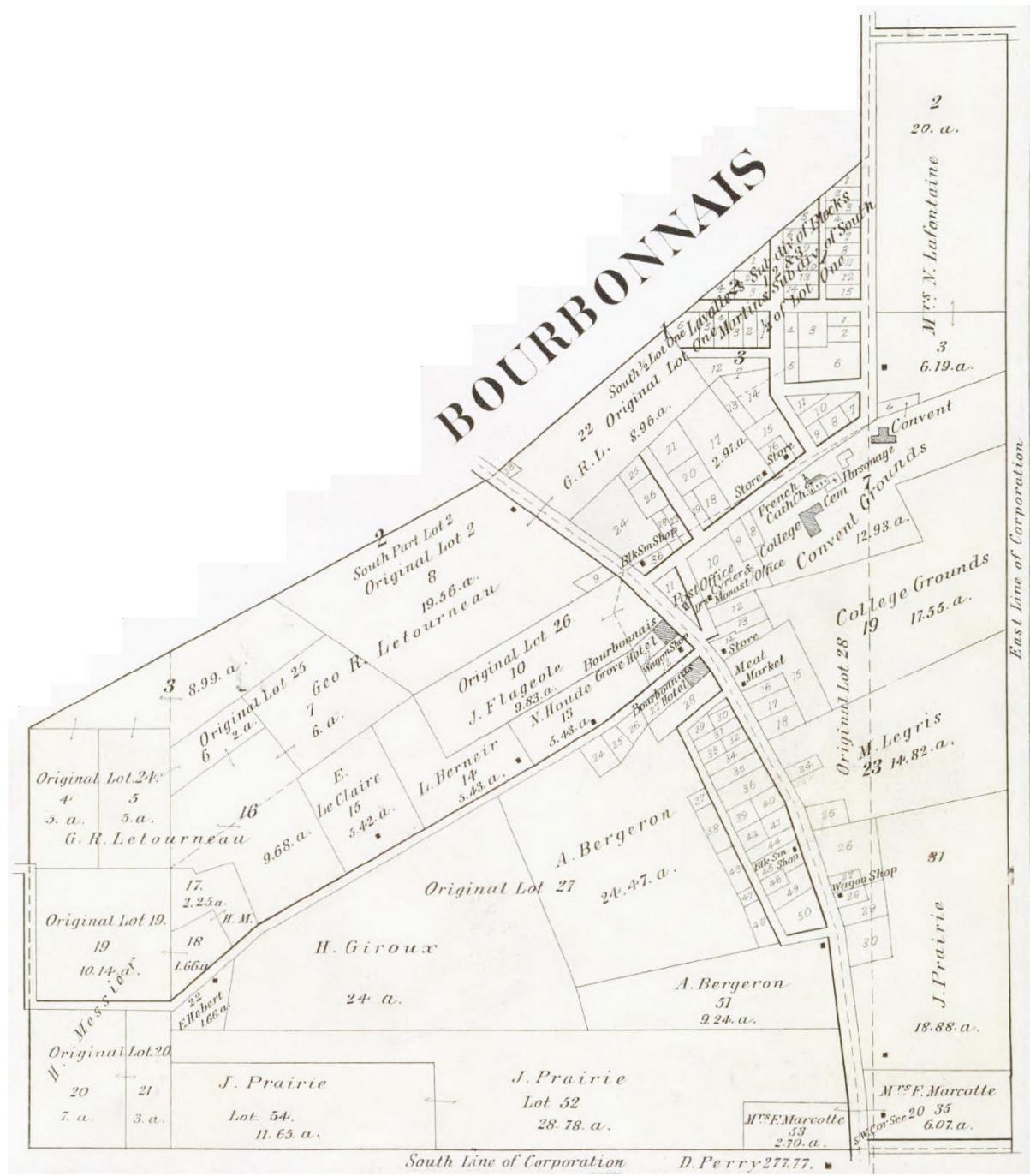


FIGURE 47. The Village of Bourbonnais in 1883. Source: 1883 Atlas, plate 27.

After serving as mayor of Bourbonnais from 1875–1876, Letourneau continued his public service as Kankakee County Sheriff (1882–1886), Kankakee County Treasurer (1886–1890), mayor of Kankakee (1891–1892), two-term State Senator of the 16th Senatorial District of Illinois (1892–1896), and Deputy County Treasurer (1896–1906). After Letourneau was elected county sheriff in 1882, he was required by law to move from his Bourbonnais home to the county seat in Kankakee.

He and Elodie lived in a home at 605 South Greenwood in Kankakee where they hosted many social gatherings and where they resided until their deaths—Elodie on January 19, 1887, at the age of 53 and George on December 12, 1906, at the age of 75. In the last year of his life, Letourneau co-authored and edited with his friend William Kanaga the “History of Kankakee County” as part of the *Historical Encyclopedia of Illinois*.

As the mayor of Kankakee from 1891–1892, Letourneau was the first Republican to win that office in a number of years, and had to deal with a Democratic majority city council.²⁷ This majority was not about to accept his requests without a fight. Just after the election in April 1891, Letourneau had to deal with the May 4 bombshell trumpeted in the *Kankakee Gazette* headline “Hardebeck the Hustler has a Big Scheme in Hand—Nearly One Thousand Acres Under Contract.” North Kankakee was expanding to include many factory and town lot sites. Three new factories (Gibbs Chair, Horn Brothers, and Turk and Lozier Furniture) were about to employ 1,600 people.

The Durham-Perry Farmstead and North Kankakee histories are connected. On June 1, 1891, Alvah Perry (1850–1899)—the sole surviving heir of David and Martha Perry (1825–1887)—and his wife Ida Perry (1858–1940) sold 76 acres of farmland east of the Bourbonnais Road/Trace (Kennedy Drive) to John Hardebeck for the plat of North Kankakee which was renamed Bradley City after the David Bradley Manufacturing Company arrived in 1895, and then Bradley in March 1896. The land sold by Alvah and Ida Perry had been formerly owned by his grandfather Thomas Durham before being bequeathed to David Perry.

The Bradley Manufacturing Company made farm implements and other products during the nineteenth and twentieth centuries. In April 1895, J. Herman Hardebeck succeeded in bringing the David Bradley (1811–1899) Manufacturing Co. to North Kankakee.

The David Bradley Manufacturing Co. was purchased by Sears, Roebuck & Co. in 1899 after the death of David Bradley. Sears renamed the company David Bradley Manufacturing Works. The factory in Bradley remained in operation until 1982, when the plant was given to the Village of

Bradley by the George D. Roper Corporation who owned the factory after merging with the Newark, Ohio Co. in 1964. Sears merged the David Bradley Manufacturing Works with the Newark, Ohio Co. in 1962, at which time the plant was known as the Newark, Ohio, Co., Bradley Division. In 1986, a fire destroyed six buildings of the Bradley plant.²⁸

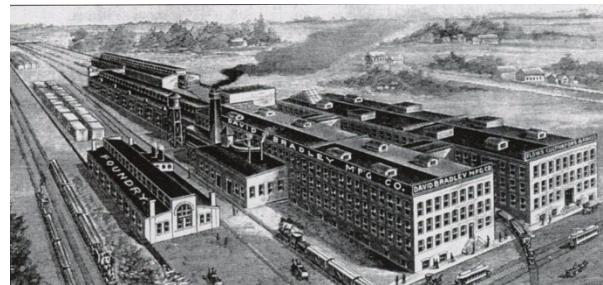


FIGURE 48. The David Bradley Manufacturing Works. Only one of the four-story brick masonry buildings survives today.

Right at the time of the new Village of Bradley’s birth, the North Kankakee Electric Light and Railway Company electric trolley, connecting Kankakee, Bradley, and Bourbonnais with only a half-hour travel time to either work, shop, or play, became a reality in 1894. Electricity along with the streetcars brought “new light” to Bourbonnais. A nominal fee of five cents was charged to the passengers. It was common for the students of St. Viator College to try the patience and play pranks on the motorman. After the four-wheel cars were introduced, the students found that they could make the cars jump off their tracks.

Near the turn of the century, there was a building boom in the historic district of Bourbonnais along East Marsile, North Convent, and South Main Streets. Also, after a devastating fire at St. Viator’s College on February 21, 1906, several key campus buildings were destroyed including the Roy Memorial Chapel. Only the gymnasium was spared, with only stone walls of several buildings remaining.

27. Johnson, *Bradley*, 29.

28. Bradley Historical Society, “David Bradley Manufacturing,” accessed 2016, www.bhsil.org/manufacturing/david_bradley.html

Before the ashes had cooled, planning for a new college under the leadership of college president Fr. Moses J. Marsile.²⁹

The college was rebuilt with the new buildings constructed of stone and brick. In addition to the new alumni hall named after Fr. Marsile (now Olivet Nazarene University's Burke Administration Building) three other post 1906 St. Viator College buildings are still used by Olivet Nazarene University.



FIGURE 49. Historic view of St. Viator College, now the Burke Administration Building at Olivet Nazarene University.

From 1913–1917, a notable student, Fulton J. Sheen (1895–1979), attended St. Viator College. After being graduated from St. Viator College, Sheen attended a seminary and was ordained a priest in the Peoria Diocese in 1919. For twenty years from 1930–1950 he hosted the radio show *The Catholic Hour* and then the television shows *Life is Worth Living* from 1951–1957 and the *Fulton Sheen Program* from 1961–1968. He rose to the rank of archbishop in the Roman Catholic Church. He is interred in St. Patrick's Cathedral in New York. His cause for canonization as a saint began in 2002, and in 2012 progressed to the status of “venerable.”³⁰



FIGURE 50. Roy Hall during the St. Viator College era. Today it is Olivet Nazarene University's Chapman Hall.



FIGURE 51. Olivet Nazarene University's Miller Business Center. This one story brick building was built in 1926 as the St. Viator College dining hall. It became Olivet Nazarene College's Birchard Field House. Prior to the building of the Ludwig Center, Birchard Field House was the college's dining hall and cafeteria. In 1968, the college remodeled the field house, and it became the Miller Business Center.

29. Johnson, *Bourbonnais*, 98.

30. Phil Angelo, “Archbishop Fulton J. Sheen declared ‘venerable.’” *Daily Journal*, Community Notebook page, August 11, 2012.



FIGURE 52. Olivet Nazarene University's Birchard Gymnasium. This two story brick building was built in 1926 as the St. Viator College gymnasium. The original structure had survived the 1906 fire, but had to be rebuilt after a fire in early 1926.

By 1925, St. Viator College had fully recovered from the 1906 fire. However, a gymnasium fire in 1926 necessitated the building of a new gymnasium later that year. The resulting debt incurred from the construction of the new gymnasium combined with the Great Depression forced the college to close its doors in August 1939.

From a New College Opening to Current Events: 1940 to Present

One year after the closing of St. Viator College, the Protestant Church of the Nazarene from Olivet, Illinois, in Vermillion County, purchased and moved into the college campus after their own one-building college had been destroyed by fire in 1939. When Olivet Nazarene officials were traveling through Bourbonnais on their way to Chicago to negotiate with their fire insurance company, they noticed the "For Sale" sign at the entrance to St. Viator College campus. When they mentioned this matter at the insurance meeting, they were surprised to find out that their insurance company held the mortgage to St. Viator College. Quoting the Rev. Charles Henderson, then business manager of Olivet, Adrien Richard wrote "An offer of \$195,000 was made by the committee and with the accompanying check from the insurance claim at Olivet, the die was cast, Olivet

Nazarene College would relocate in Bourbonnais."³¹

In the village's centennial year of 1975, Richard, along with Viatorian priest and associate pastor of Maternity BVM Church Rev. George Auger, and Olivet Nazarene College Professor Emeritus Lindford Marquart founded the Bourbonnais Grove Historical Society (Johnson, "BGHS founded in 1875", *The Herald*, Nov. 4, 2014). Professor Marquart who said this about the early years of the college: "Frankly and honestly my objective was to get acquainted with the community . . . So I had to learn a lot. Gradually I began to find out that Bourbonnais had a unique history . . . I found that as the strangeness wore away the people were friendly and cooperative."³² Richard, Auger, and Marquart provided a model cornerstone of communal cooperation.

Not until the 1950s did confusing mix of parochial and public elementary and secondary education in Bourbonnais become resolved.

In the history of Notre Dame Academy, the original building was expanded between 1862 and 1910. During the last half of the nineteenth-century, the academy grew into a large educational institution and boarding school. In 1906, a decision was made to replace the old Notre Dame Academy with a modern building. In October 1910, workers demolished the wings of the original building, and the center of the building became St. Viator's College infirmary (known as St. Joseph's Hall—later Olivet Nazarene College's Walker Hall). This infirmary was destroyed by the tornado of 1963.

By 1909, contractor Philip Houde had constructed a new four-story cream colored brick Notre Dame Academy north of the church and east of today's Convent Street. A full basement provided kitchen and full dining room for students, a separate dining area for the nuns, a multipurpose room for recreation and parties, storage space, a main floor

31. Richard, 73; Mike Frey, "75 facts about Olivet," *Daily Journal*, B1-2 (September 26, 2015).

32. Johnson, *Bourbonnais*, 102.

with a beautiful chapel, parlors and living quarters for the nuns, a second floor of student dormitories, and third and fourth floors for classrooms, auditorium, and more dormitory space for younger boarders. Student boarders moved into the new building in September 1910. The elementary and secondary grades of the Academy accommodated 250 students at its peak. The Academy ended in 1949 and the building served as a convent. In 1956, Maternity BVM School occupied some classrooms in the rapidly aging building. With the completion of the new Maternity BVM School in 1961, Notre Dame Academy was vacated. The structure was declared uninhabitable in December 1971. It was demolished in 1972.



FIGURE 53. The second Notre Dame Academy (1909–1972).

Upon the closing of Notre Dame Academy in 1949, the girl *and* boy students were sent to St. Joseph's Academy in Kankakee. In 1955, the citizens of Bourbonnais voted to create a new public school: Robert Frost Elementary School. A parochial school started in 1956 in the Notre Dame Convent. After construction was completed, the new Maternity BVM School opened in 1961.³³

The education of boys underwent a change in 1918. The Viatorians had been in charge of public education in Bourbonnais since 1865. However, the Viatorians not only managed the boys' school but also St. Viator College. In 1918, the education of boys in Bourbonnais transferred to the Sisters of

Notre Dame. Boys and girls classes were held separately until 1937. With the encouragement of the Illinois State Board of Education, the boys' classes were moved to Notre Dame Academy until 1955. At this time, the unusual relationship between the Notre Dame Academy and Bourbonnais ended.

In addition to the educational transformation in Bourbonnais Township, two significant historical events paved the way to the county historic land marking of the Letourneau Home/Museum and the Durham-Perry Farmstead. In 1986, the Letourneau Home/Museum was moved to its present location at 698 Stratford Drive East in Bourbonnais; and in 1988, the Bourbonnais Township Park District received title to the Durham-Perry Farmstead and Perry Farm Park from the State of Illinois.

In 1985, the Bourbonnais Grove Historical Society discovered plans for the Letourneau Home located at 261 North Main Street, Bourbonnais (then owned by David Reedy) which included demolition of the home—actually the Bourbonnais Fire Department planned to burn it down as part of a training exercise. After a sixteen month struggle, the house was saved as an historic landmark and relocated on June 20, 1986 to a two acre Adrien M. Richard Heritage Preserve on Stratford Drive East. The George Letourneau Home/Museum now contains many artifacts related to Bourbonnais history and serves as the meeting place for the Bourbonnais Grove Historical Society. The home and gardens are maintained by funds raised by the Society and the hard work of Society members and master gardeners.

The Adrien M. Richard Heritage Preserve is named after one of the founders of the Bourbonnais Grove Historical Society. Accountant by trade, but local historian and author by vocation, Adrien M. Richard (1908–1996) became the first president of the Bourbonnais Grove Historical Society. The site chosen for the

33. Maternity B.V.M., 16.

reconstructed log school house will be the Adrien M. Richard Heritage Preserve.

On September 18, 2000, an ordinance designating the Letourneau Home as a village landmark was adopted by the board of trustees of the Village of Bourbonnais—Ordinance No. 00-1229. On July 10, 2012, the George R. Letourneau Home/Museum was designated a Kankakee County Historic Landmark with Resolution No. 2012-07-10-118.

The last heir to the Durham-Perry Farmstead was Alvah and Ida Perry's daughter Lomira (1886–1961). She graduated from high school in Chicago, and earned Master of Arts and PhD degrees in history from the University of Chicago. Dr. Perry became a teacher and Dean of Girls at Kankakee High School. She was a member of the Kankakee Woman's Club, the Coverlet Guild of Kankakee, and the Daughters of the American Revolution. Upon her death in 1961, her will left in trust to the Illinois Department of Conservation the farm that had been the home of the Durhams and Perrys for 127 years. Her will proposed that at

least a part of the farm become a park with the stipulation that Perry be retained in the name. The Bourbonnais Township Park District received title to the land from the State of Illinois in 1988.

The State of Illinois and the National Park Service announced the listing of the Durham-Perry Farmstead in the National Register of Historical Places on March 31, 2006. The Durham-Perry Farmstead became a Kankakee County Historic Landmark on February 13, 2013 with Resolution No. 2013-02-13-21. The historic farmstead is comprised of 25 acres inside Kennedy Drive, Perry Street, and the Park Drive (there are 169 acres total in the Durham-Perry Farm Park). The historic farmstead includes the farmhouse, farm buildings, animal pens, gardens, Centennial Orchard, Durham Memorial, and Millennium Garden. The farmhouse is open during Bourbonnais Township Park District business hours. The farm buildings are open during special events and the annual Durham-Perry Farmstead Open House.

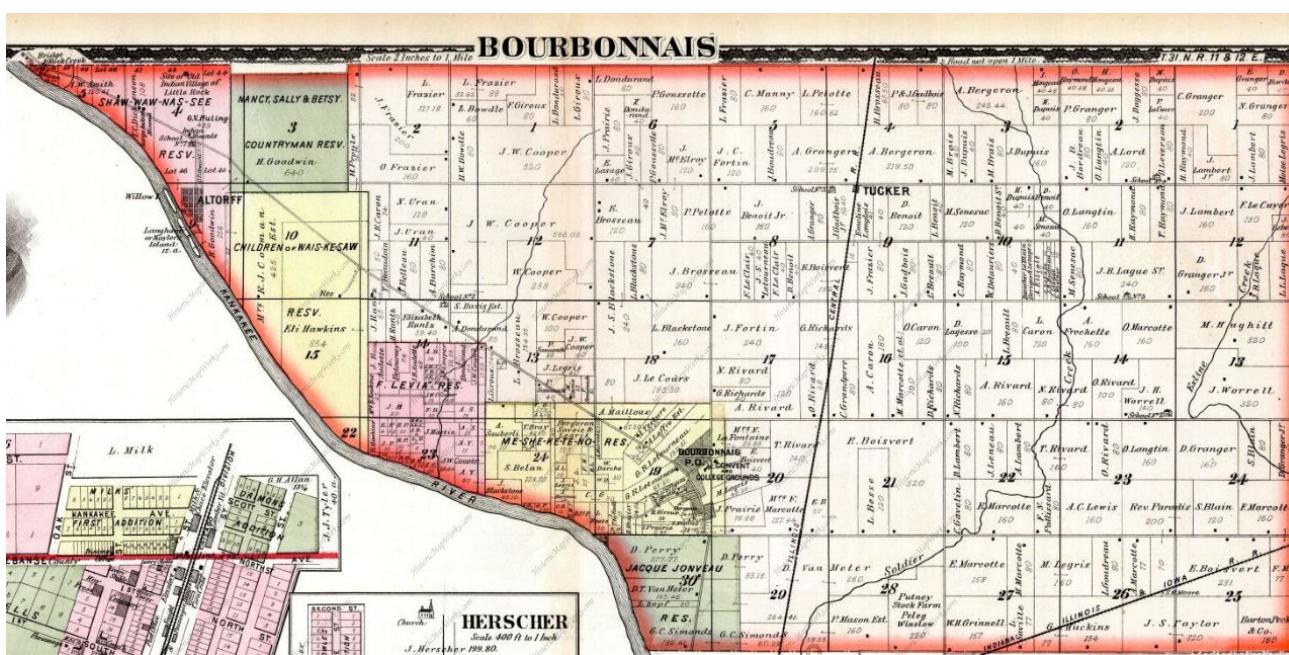


FIGURE 54. Map of Bourbonnais Township from the 1883 county atlas, plates 92–93. The various reserves along the river are shaded.

History of Essex Township

Essex Township is in the extreme northwest corner of Kankakee County, Township 31 North, Range 9 East.³⁴ Essex Township previously included all of the present township of Norton and was located to the north of a strip of land thirty-six miles long and six miles wide that belonged to Vermilion County. That area (present-day Essex and Norton Townships) became part of Kankakee County in 1855. On March 11, 1857, the township of Norton was separated from Essex.

John Evans originally from Wales and is considered to be the first settler in the area, arrived circa 1846, settling on 80 acres in Section 3. Daniel Reid, born in New Jersey arrived in 1847 settling on Section 11 near Horse Creek. Mr. Reid became the first postmaster. George and Ralph Woodward and their mother, came to the area in 1849 and built a cabin on the west side of the timber, northwest of the village of Essex. George Wright arrived approximately 1850 and settled on what became the present site of the village.

The township derived its name from several of the early settlers who previously lived in the Essex-Sussex area in England, and in the Township of

34. Ronald Shank and Patricia Wagner prepared this narrative history of Essex Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Pearl Evans, Roy Spencer, and Earl Charter, compilers, *The Birth of Essex: History of Essex Township and Village of Essex* (1977).
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).

Essex in Essex County, New Jersey. Since there were several that came from those areas that would be involved in forming the community, Gardner Royce (1849) suggested that they name the township Essex. Some of the other settlers from that area were Henry L. White (1851), Charles Boswell (1860), A.V. Eversole (1853), Joseph F. Warren (1853), and Daniel J. White (1851).

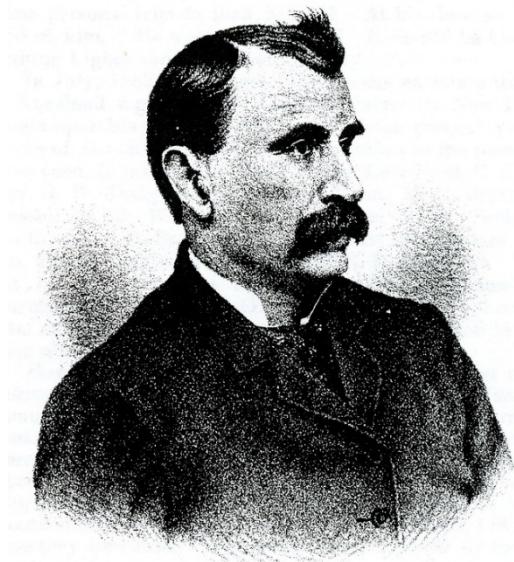


FIGURE 55. Daniel J. White.

- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman Paul and Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Jim Ridings, *County West: A Sesquicentennial History of Kankakee County West* (Herscher, Illinois: Side Show Books, 2003).
- ———, *County West Companion: A Further History of Western Kankakee County* (Herscher, Illinois: Side Show Books, 2005).

Mail in 1850 was first carried from Middleport, Iroquois County, to the Nichols settlement in Limestone Township. From there Almond Hawkins of Limestone carried it to the post office, established in 1850, located at the home of Daniel B. Reed (Reid) a mile and a half east of the present village of Essex. The post office was called the "Horse Creek" office.

Essex Township has two creeks crossing through it; Cranery Creek west of the Village of Essex and Horse Creek east of the village, both offering good drainage towards the north for the entire township. The northern part of the township was timbered, inviting early settlement in that area, however the quality of the land was better in the prairies located in the southern sections of township.

In 1850, the first bridge was built across Horse Creek at the Burd farm. It was constructed of hewn oak timbers with split oak planks that were attached with oak pins. Horse Creek is often used for fishing, swimming and picnicking.

Industry

Coal was first found at Cook's shaft in the 1860s, by Matthewson, a State Geologist. It was later found in large quantities, with coal lying under one-sixth of the township. The discovery of the coal beneath James M. Hook's orchards two miles west of the village of Essex commenced a 100-year history of mining in the township. Coal mines in the area included:

- The Passini Mine, located in the southwest quarter of Section five, in the 1930s and was owned and operated by A. Passini with the help of William Dunn.
- The Gregson Mine was located in the southeast quarter of Section 8.
- The Tracy Mine was located in the northeast quarter of Section 17.

- The Clark City Mine was located southwest of the town of Clark City, in Section 19. Many of the residents left after the mine was closed.
- The Oklahoma Mine was located in the northwest quarter of Section 30. The settlement existed during the operation of the mine. It was also known as the Gardner-Wilmington mine. The Gardner-Wilmington Coal Company and mine was serviced by the Illinois Central and Wabash railroads.
- The Treasure Mine, located in the northwest quarter of Section 8, was owned and operated by Thomas Treasure, who came to the area in 1871.

Towns associated with the mining operations include Tracy, Clark City, and Oklahoma, all located on the western edge of the township. They were vacated when shaft mining ended approximately 1909.

The Northern Illinois Coal Company, later known as the Peabody Coal Company, started strip mining of the Essex Township area in 1950, ceasing operations in 1974, after removing several million tons of coal throughout those years. The coal mining area—primarily in Sections 5, 6, 7, 8, 17, 18, and 19—has been transformed into a resort area with lakes for fishing, boating and water-skiing. Weekend cottages now populate the shores of the lake in Section 19.

Unfortunately once the coal mines and the railroads were abandoned within the township, three of the villages were also abandoned, and when the Kankakee & Seneca Railroad discontinued service through the Village of Essex, the grain elevator business also suffered. Today the average Essex Township resident has a high school education and works either on a farm or travels outside the area for employment.

Villages

There were four villages established in Essex Township, three of those, the Village of Clark City, the Settlements of Tracey, and of Oklahoma, were due to the coal mining industry. They were abandoned when the mines were closed circa 1909.

The village of Essex, first platted May 29, 1880, is located on the southeast quarter of Section 9, on land that was owned by Mrs. Catherine White and John and Elizabeth Chappel. At the time, the area was crossed from north to south by the Wabash, St. Louis & Pacific Railway, and from the east to west by the Kankakee & Seneca Railroad. Each railroad had its own depot. The K&S was established in 1881 as a westward expansion of the Kankakee and Indiana railroad. The WSL&P was built in the late 1870s. A switching tower was located at the intersection of the two railroads. .

The only railroad station in the township is in the Village of Essex; however, several railroads crossed the Township of Essex:

- The Wabash railroad enters the township near the southwest corner of the township and runs diagonally northeast, crossing the Kankakee & Seneca railroad on the southeast quarter of Section 9. It leaves town going north through Section 2.
- The Kankakee & Southwestern railroad had a track running from Buckingham, in Norton Township, northwesterly, entering Essex Township in Section 31, and extending north four and one-half miles on the west tier of sections. This branch was constructed into the coal fields of Tracy, Clark City, and Oklahoma where there were valuable deposits of bituminous coal.
- The Kankakee & Seneca railroad, built in 1881, enters the village from the east side, near the southeast corner of Section 13, and leaves on the northwest corner of Section 7. This railroad line discontinued operations in 1933.

In 1880, the business district on north Merchant Street in Essex included a general store and post office run by Christian E. Albert. Daniel J. White ran a general hardware and confectionery, and Daniel B. Reid ran the Wabash Hotel which was destroyed by fire in 1894. On East Main Street, Donald Rankin operated a general store. The Warren Hotel located on the corner of Railroad and Junction streets, was operated from 1893 till 1910 by Asa and Mary Warren. The site is now a village park. The Reid Hotel was on West Main Street and was operating in 1883.

The Essex fire department hand propelled and pumped water from cisterns strategically located at different locations in the village. That equipment was later replaced with equipment driven by a gas engine. Street lighting was provided by kerosene lights. There was a lumber, grain, and coal dealer established circa 1890 which changed hands and names many times through the years.

Other early businesses ventures in the village of Essex were two grain elevators, an electric light plant, a town hall and Odd Fellows' hall, an opera house with capacity for five hundred, a livery stable and hay barn, drug and hardware stores, four general stores, one grocery store, a meat market, farm implement store. Others included a furniture store, steam mill, blacksmith shops and repair shops, two millinery stores, a bakery, barber shop, a photograph gallery, undertaker, and a printing office.

In 1916, several businesses on the north side of Main Street were destroyed by fire. The fire started in the Dry Goods Store owned by John Baker. The following year contractor A. Huber built several buildings to replace those that were destroyed.

Schools

In 1850, the first schoolhouse, a slab shanty with a shed roof, was built in Kinney's field. A second schoolhouse was built on the John Lish farm. The Essex schools were organized into districts on April 30, 1856, with James Huston, Hamilton

Keeney and Oristis Emory as the first trustees. The State of Illinois had set aside one section of land in each Township for school use. The following are the schools in Essex Township and their locations:

- Brown School, on the southwest corner of the southwest quarter in Section 5. After consolidation the building was moved to the Village of Essex and used as an addition to the Essex grade school. Most of the property in this school district was owned by the Peabody Coal Company. A Sportsman's Club was built just north of the Peabody Company.



FIGURE 56. Brown School today, relocated to the Village of Essex.

- Essex grade school was the original one room school located on North Street. It was replaced by a two room structure with later additions and remodeling making it a four room school, with kitchen and lunch room.
- Clark City School was originally located on the northeast corner of the southwest quarter of Section 18, but later moved to the southeast corner of the same property. After consolidation in 1948, the property was purchased by S. Bookwalter and remodeled into a house. It was sold to Commonwealth Edison Company in 1973.
- McLane (McClain) School was located on the southwest corner of the southwest quarter of Section 29. It was later closed and converted to a house on its original site.
- Joyce School was located on the southeast corner of the southeast quarter of Section 28.

It was later torn down and replaced with a new structure. After the attending student population dwindled it was sold to Edward LaReau and converted to a house on its original site.

- Evans School was located on the southeast corner of the southeast quarter of Section 2. After consolidation it was sold to John Evans and converted to a house on its original site.
- Stone Jug School located on the southwest corner of the southwest quarter of Section 13. The original school was a stone structure, but was later replaced with a new building. After consolidation it was sold and converted to a residence on its original site.

Churches

Madison Henry preached the first sermon in 1848, but a church was not built until 1873 by the Methodist Episcopal Society. There was the Methodist church, now known as the Essex United Methodist Church, and the Catholic Church, now the St. Lawrence O'Toole Catholic Church.



FIGURE 57. Essex United Methodist Church.



FIGURE 58. St. Lawrence O'Toole Catholic Church in Essex.

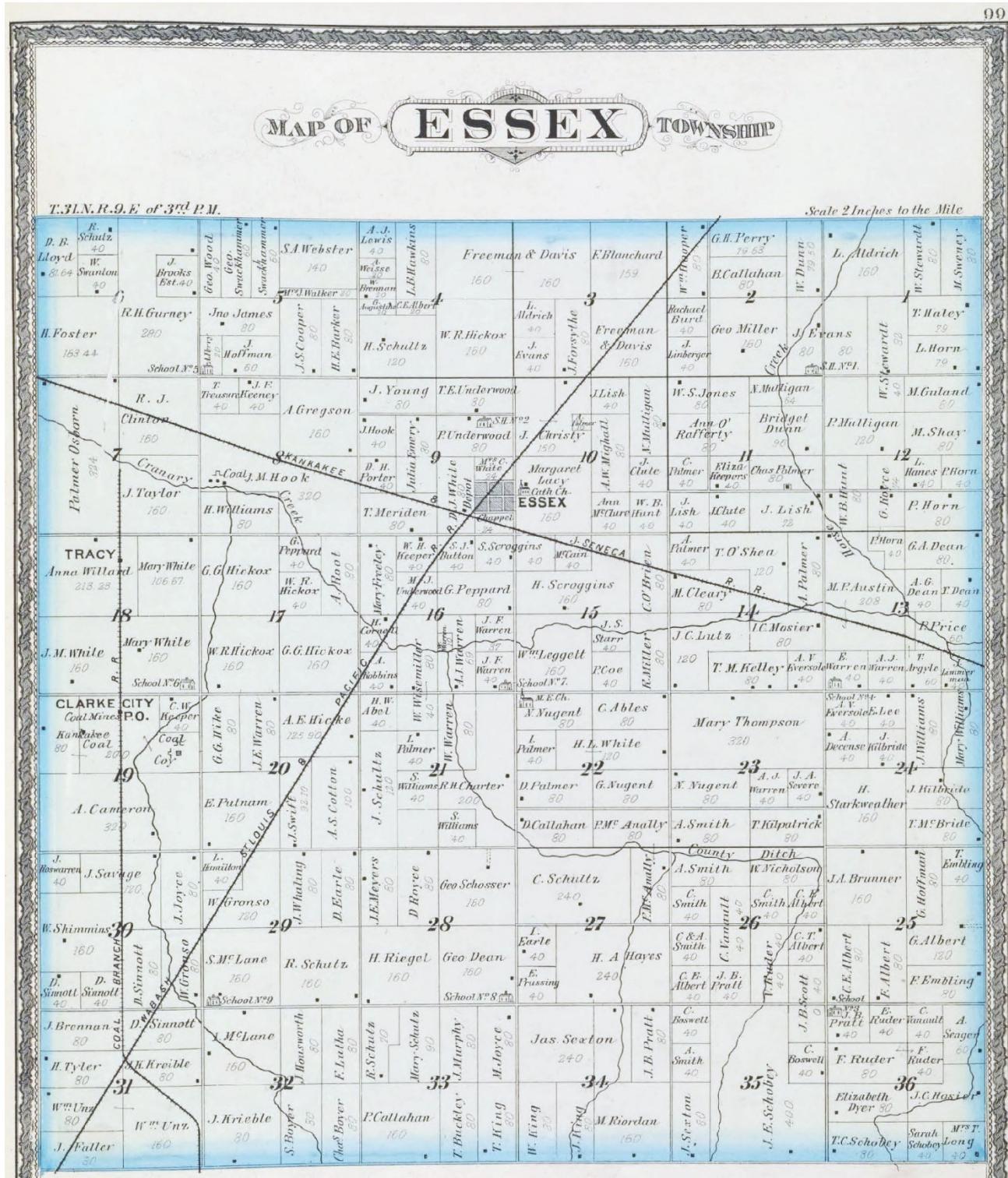


FIGURE 59. Map of Essex Township from the 1883 county atlas, plate 99.

History of Ganeer Township

The history of Ganeer Township³⁵ is closely linked to the history of Momence Township and the City of Momence. Before Ganeer Township was established, its territory was part of Momence Township, one of the original townships formed when Kankakee County was organized.

Ganeer Township was formed on February 15, 1859, with Zeno C. Brayton serving as the first supervisor. Ganeer Township is described as Township 31 North, Range 13 East, except Sections 31 and 32, and six sections in the northeast corner of Township 30 North, Range 12 West, containing in all forty sections of land. The township was named after the Potawatomi woman Agatte or Agatha Genier or Grenier (pronounced *Jé-nay*), who was granted land at the 1832 Treaty of Camp Tippecanoe. She was the wife of Monesse, the half-breed son of Chief Pierre Moran, whose tribe hunted and camped around the area that became the city of Momence.

The dividing line between Ganeer and Momence townships is the Dixie Highway (formerly Range Street) or Illinois Route 1 which passes through the city of Momence. The Kankakee River flows in a southwesterly direction through the city of Momence. In the Momence area, there are five islands that exist in the river: from the east is Beedle Island, to the west is Perry Island and the three remaining islands are known as Hobbie Islands; all were originally timbered.

35. Jane Johnson and Mardene Hinton prepared this narrative history of Ganeer Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.

The northern part of the township is drained by Tower Creek, which has two branches that originate in Sumner Township. The branches merge about one and one-half miles from Ganeer Township's northern boundary and empty into the Kankakee River near Beedle Island, in Section 23. Exline creek flows from the north through the extreme southwestern portion of Ganeer. It travels in and out of the western border of Ganeer and the eastern border of Bourbonnais Township, turns to the west and flows around the Village of Exline before emptying into the Kankakee River. Ditch Creek originates in Section 8 and travels in a southerly direction, emptying into the Kankakee River in Section 28. There is one unnamed creek south of the Kankakee River that meanders north through Sections 35, 26, and 27 before entering the river.

Some of the early pioneers that came to the Momence area from 1836–1845 and chose to settle on the Ganeer Township side of the City of Momence include:

- 1838 - Colonel Lyman Wooster
- 1839 - A. B Parrish and James M. Parrish
- 1840 - Benjamin Lamport, James Nichols and William W. Parrish, Sr.
- 1843 - Levi Thatcher, Edward Dow, and Daniel Wagner
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).
- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).

- 1844 - Ichabod Stoddard and Michael Moran
- 1845 - S. M. Metcalf, C. Z Sawtell, Peter and Louis Bissonette, Mathew Anderson, and Merriam Chipman

Railroads and the Village of Exline

Three railroads once crossed the township:

- The Chicago & Eastern Illinois Railroad, built in 1872, entered the township in Section 25, on the eastern border, traveling on a southwesterly course that left the township at the southern border in Section 14, Township 30 North, Range 12 West. Ganeer voted to issue \$24,000 in bonds to fund the construction of this road.
- The Indiana, Illinois & Iowa Railroad (known as the "Three-I" Railroad) was built circa 1881–1882, with Ganeer Township issuing \$7,500 in bonds to help fund its construction. The line passed through the township from east to west, entering at the eastern boundary on the north side of the City of Momence. It traveled in a southerly direction across the township to the western border where the small community of Exline developed along the rail line. The village site of Exline was donated by M. D. L. Hunter, but was named after the small creek that ran just west of the village. Exline Creek received its name due to the fact that it emptied into the Kankakee River at Samuel Exline's property in Aroma Township. The village had a depot, general store, post office, blacksmith shop, a Methodist Church and a grain elevator. The elevator was considered one of the best grain shipping points in the county, due to the excellent quality of grain grown in the area. The Three-Is Railroad later became the Chicago, Indiana & Southern, followed by the Kankakee Belt Route and then the Penn Central.
- The Illinois, Iowa and Minnesota railroad was built crossing the northeast corner of the

township with a depot located in the city of Momence, Momence Township.

An island at Momence extends into Momence Township with a bridge at the township line. The city built the original wooden bridges in town, but in time when new bridges were needed, both townships were given the responsibility to build and maintain the bridges through a city ordinance which detached the land on which the bridges were built from the city. Eventually the county paid for half of the construction and the two townships paid the remaining half.

The first school teacher in Ganeer Township was Miss Salie Wood, who later married William W. Parrish, Sr., one of the early township settlers. The schools in Ganeer Township were organized in 1847, and included most of Ganeer and part of Aroma, and consisted of nine districts; six of those were in Ganeer Township. There were two Ganeer Township schools within the city of Momence; Central on the north side of the river and Loraine on the south side. At the time, that side of Momence also had a Methodist church, general store, blacksmith shop, and post office.

St. George

St. George (also known as Les Petites Iles), located at the far northwestern edge of Ganeer Township, is an unincorporated village that was primarily settled by French-Canadians. The settlers began to arrive in the late 1840s from the village of St. George d'Henriville in Canada. They settled in Section 6, forming a small town northeast of the Village of Bourbonnais, naming the new settlement after their old home.

Alexander Adams was one of the first settlers in St. George. He was born in Canada in 1827 and arrived in the area in 1854. He settled on a farm but also ran the first general store. Peter Blanchette also traveled to the area from Canada. He was a very poor man when he arrived but through the years became a very successful farmer. Joseph LeSage arrived in 1848 with his parents. He later attended St. Viator's College in

Bourbonnais, taught at the college from 1877–1878 and was later appointed pastor of the St. George Church.

Father Rene Corjault began a mission in St. George in 1849, and mass was said at the home of Hilaire Leneau. In 1854, a log chapel was built. A stone church was constructed in 1868 (the same year burials in the church cemetery were first recorded), however, was destroyed by a tornado only a few months later. Plans were soon made for a new stone church that was completed in 1872. As the parish grew, a school was added and in 1889 a convent was added when the Sisters of St. Joseph arrived from Concordia, Kansas. At this time the village had a population of 66, and there was a general store, blacksmith shop, and a post office.

Tragedy struck again in the early 1900s when the church again received tornado damage, and in 1960, when a fire gutted the building. St. George rebuilt each time and in 1960, a new belfry and steeple were added. The St. George School was built in 1924, with additions in 1956 and 1972. By 1976 the school was known as the St. George Consolidated School District 258, with classes in kindergarten through eighth grade. After the nuns left in 1968, the convent was replaced by a parish center that provided space for religion classes and church meetings.

As the community of St. George grew during the 1990s, plans were being made to build a new church. At about the same time, stained glass windows that were being removed from St. Mary's Church in Kankakee were acquired for the new church. By 2009, plans to construct a new church were abandoned and the focus shifted to maintenance and redecorating. That same year, the windows from St. Mary's began to be installed. The final window, installed in 2013, is designed to

honor the patron saint of the community, St. George, depicts the agricultural and French background of the community.

Today the St. George Parish has grown from 140 families to 300. Members of the parish are from the surrounding communities of Bourbonnais, Bradley, Kankakee, Manteno, Momence, Grant Park and St. Anne.³⁶



FIGURE 60. St. George Church today.



FIGURE 61. St. George Cemetery today.

36. St. George Catholic Church website, "Our History, accessed 2016, www.stgeorgeil.com

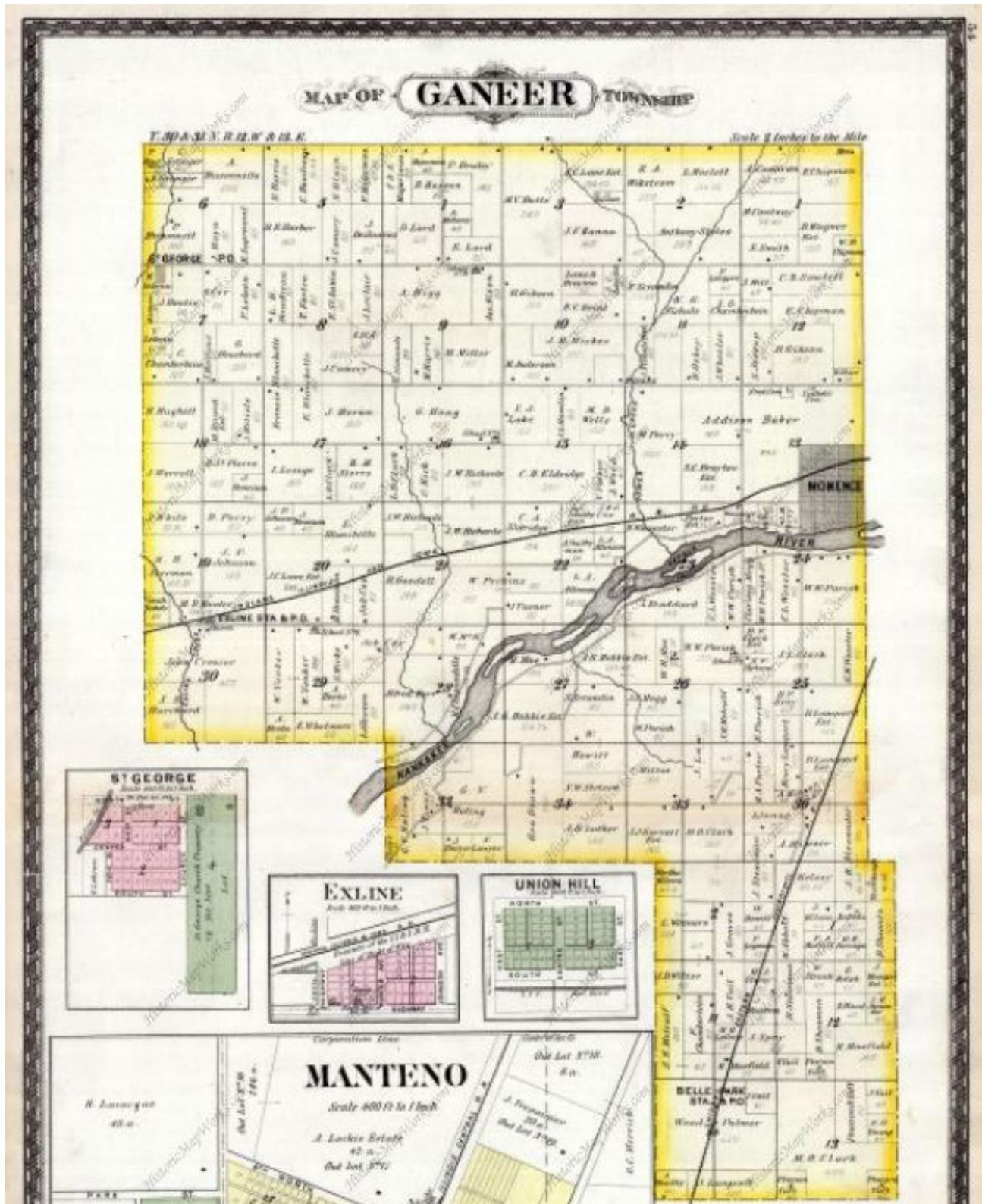


FIGURE 62. Map of Ganeer Township from the 1883 county atlas.

History of Kankakee Township

Early History of Kankakee Township³⁷ and the Bourbonnais Family

In 1817, the American Fur Company of Astor, New York, employed nineteen-year-old Quebecois Noel LeVasseur (1799–1879) and fifteen-year-old Gurdon Hubbard (1802–1886). By the late 1820s and early 1830s, other French-Canadians joined Noel LeVasseur in the settlement along the Kankakee. The new settlement of “Bourbonnais Grove” at the crossing of the Bourbonnais Creek by the Chicago-Danville Road was named after one or both of the brothers Francois Bourbonnais, Sr., and Antoine Bourbonnais.³⁸ The “Bourbonnais” name for this 12-mile-long by 1-mile-wide settlement may have been used as early as 1823 when Antoine Bourbonnais worked in the area as an employee of the American Fur

Company. The “grove” refers to the nearly unbroken line of timber along the northeast bank of the Kankakee River up to a mile wide and extending from today’s Cobb Park in Kankakee (Kankakee Township) to Davis Creek (Rockville Township), two miles north of Bourbonnais Grove. When LeVasseur decided to set up a trading post on the Mesheketo Reserve, Francois Bourbonnais, Sr., was already living there.

Francois Bourbonnais, Sr., married a Potawatomi woman, Catish (Catherine Chevalier in church records) on October 17, 1814. They had six children. In addition to Francois Bourbonnais, Jr., and Washington, the other children’s names were Catherine, Mary Josette, Peter, and Anthony or Antoine. Francois Bourbonnais, Jr., had a daughter by the name of Mawteno.

37. Dr. James Paul prepared this narrative history of Kankakee Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee’s Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs’ original text published during 1932 in the *Kankakee Daily Republican*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).
- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).

▪ ——— *Bradley: 1892–1992, A Centennial History of a Prairie Boomtown* (Bradley, Illinois: Bradley Centennial Corporation, 1992).
 ▪ ———, *Images of America: Bourbonnais* (Charleston, South Carolina: Arcadia Publishing, 2006).
 ▪ William F. Kanaga and George R. Letourneau, eds., “History of Kankakee County” in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
 38. Their Canadian immigrant ancestor Francois Brunet had changed his name in the late 1600s to “Le Bourbonnais,” after the province of his hometown Bourges.

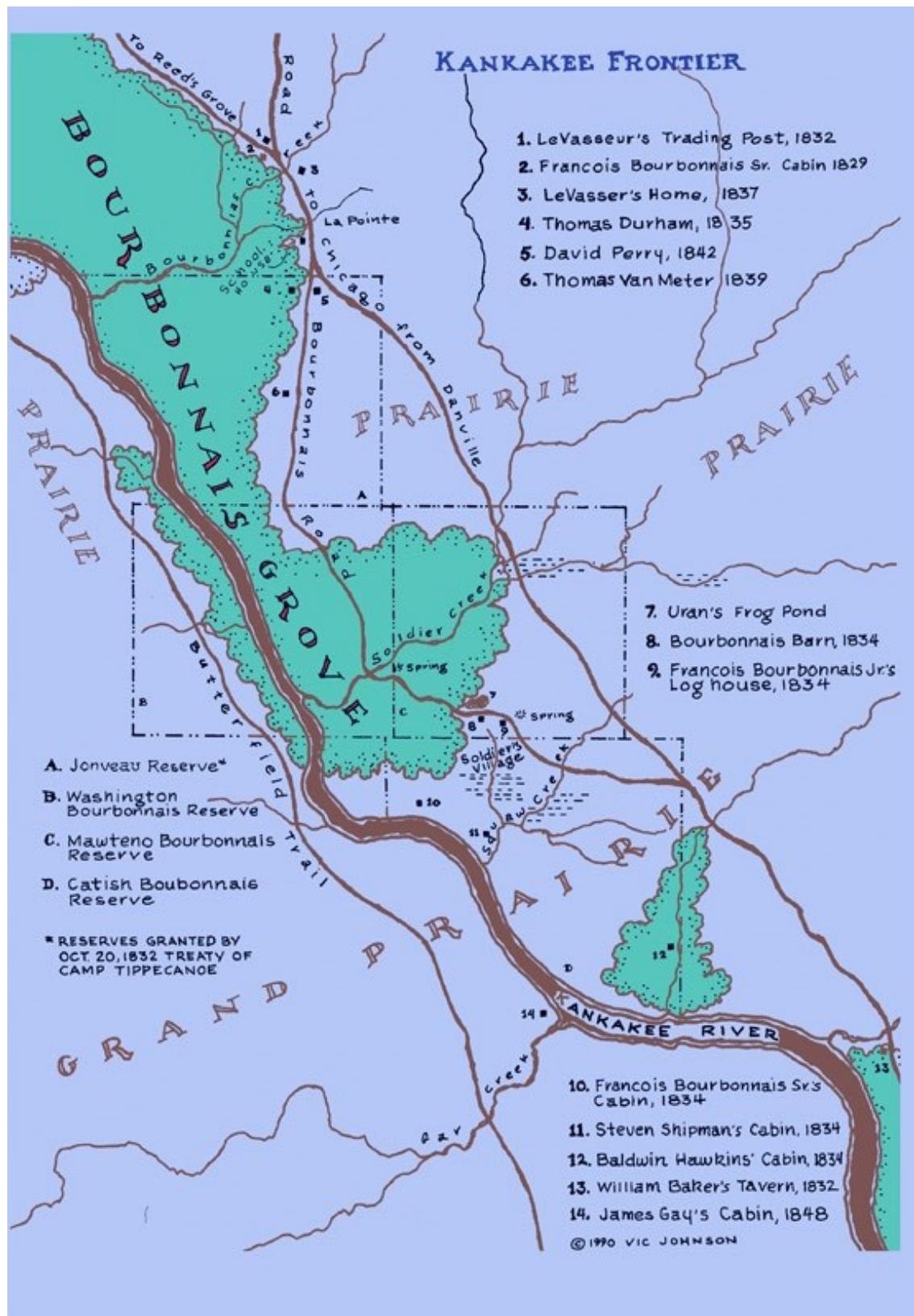


FIGURE 63. Reserves B-D and Numbers 7-14 are today in Kankakee Township. Numbers 8 and 9 on the southern part of the Mawteno Bourbonnais Reserve (in the center of this map) denote the barn and the log house built by pioneer farmer and builder Case Wadley (1806-86) for Francois Bourbonnais, Jr. in 1834. These structures were built along the Old Bourbonnais Road. Soldier's Village was located in the northern part of the Catish Bourbonnais Reserve.

The relationship between Catish and other members of the local Potawatomi tribes is somewhat uncertain:

It is probably true that Francois married Catish as an accommodation to his fur trade enterprise among the Potawatomi. It was common practice among the French Canadian voyageurs, but many of these marriages proved as solid and long-lasting as non-mixed marriages. . . Only at the end of the Black Hawk War in August of that year [1832] did it seem imperative to remove Potawatomi from lands they still claimed in Illinois. Just why Catish, Washington, and Maw-ten-o each received one section of land, and why it was stipulated in the treaty that these reserves be located at Soldier's Village is not known. But some of the statements in Dan Beckwith's field notes of the surveys of these reserves and the one given to Me-she-ke-ten-o had a lot to say about the location of these reserves. Were Catish and Me-she-ke-ten-o related?³⁹

In any case, Catherine "Catish" Bourbonnais, her son Washington, and her granddaughter Mawteno were each granted a section land along the Kankakee River. Each of these reserves was contiguous (Figure 64). However, the lands were soon sold, and Bourbonnais and his family removed to western Missouri in 1836 along with most of the Potawatomi of the Prairie and the Kankakee.⁴⁰

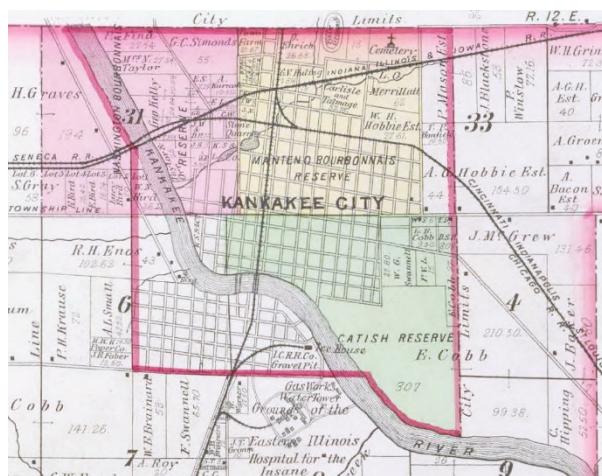


FIGURE 64. An excerpt of the 1883 atlas map of Kankakee Township. Catish Bourbonnais's reserve is shaded green, her son Washington's is shaded pink, and her granddaughter Mawteno's is shaded yellow.

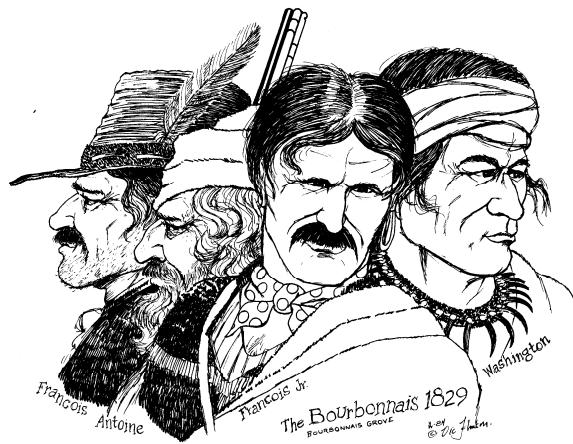


FIGURE 65. Depicted above are from left to right: Francois Bourbonnais Sr., Antione Bourbonnais, and Francois Bourbonnais Sr.'s sons Francois Bourbonnais Jr. and Washington Bourbonnais.



FIGURE 66. Members of the Bourbonnais family.

As noted in the overview history of Kankakee County, a Potawatomi Village known as "Soldier's Village" was located at the bed in the Kankakee River at the site of the present-day city of Kankakee. Soldier's Village was located on the slope south of the present-day Kankakee County courthouse covering approximately 11 or 12 city blocks. The Francois Bourbonnais, Jr., barn was

39. Burroughs, *Annotated*, note 124, page 121.

40. Johnson, *Images of America*, 8.

located on the present-day northwest corner of the courthouse lawn at the southeast corner of Court and Indiana Streets, and his log house was located just east on the courthouse lawn's southwest corner of Court and Harrison Streets.⁴¹ An Indian mound once stood to the north of the courthouse and nearby lay an Indian cemetery.⁴²



FIGURE 67. The present-day Kankakee County Courthouse, completed in 1912 after two predecessor courthouses, adorns the northern high ground of the former Soldier's Village. The Kankakee County Courthouse was listed in the National Register of Historic Places in 2007 and designated a Kankakee County Historic Landmark in 2009.

Illinois Central Railroad

In 1853, when the Chicago branch of the Illinois Central Railroad was being built, the Associates Land Company platted the city of Kankakee on the two sections of land once owned by Catish and Mawteno. Curiously, Associates labeled the first plat “Bourbonnais” although the village of Bourbonnais Grove was a well-established community two miles to the north.⁴³

During construction of the railroad in the 1850s, the need to construct a bridge across the Kankakee River became the first major obstacle in constructing the railroad south from Chicago. Using limestone quarried nearby in Limestone Township, a bridge was built across the river using huge stone blocks for the piers that were hauled on sledges pulled by either horse or oxen. The bridge

built across the Kankakee River was a double-decker, with the railroad on the top deck and a wagon bridge on the lower level.

On July 4, 1853, the first train steamed up a ridge about 1/4 mile west of Francois Bourbonnais, Jr.’s barn—between today’s North East Avenue and West Avenues’ intersection with Court Street—with no civic reception. Hardly anyone lived there at the time. The Illinois Central created the town of Kankakee as it did Chebanse and Manteno. The east-west settlements along the Kankakee River would now be replaced by railroad induced north-south settlements. The town of Kankakee began to grow when the Illinois Central located a depot there in 1855. A new railroad depot was built in 1898 on the site at 197 South East Avenue in Kankakee.⁴⁴ Therefore,

The men who made the decisions for the Illinois Central had decreed that a town was to grow on the ridge in the bend of the river, and because of that decree, Momence was fated to remain a ‘second city.’ Bourbonnais was to wither to one-fourth its former population within fifty years, and other towns were to be wiped completely off the map.⁴⁵



FIGURE 68. The original station built by the Illinois Central Railroad was a small, wood-framed building. It had fallen into disrepair in the 1890s. The new train station (depicted above) was completed in 1898.

41. Burroughs, *Annotated*, 106.

42. Ibid., 131.

43. Johnson, *Images of America*, 8.

44. Laurie Cyr, Illinois Central Railroad Depot, National Register of Historic Places Registration Form, December 23, 1999.

45. Houde and Klasey, 38.

From the Birth of a County, City, and Township to the End of the Century: 1853–1900

On February 11, 1853, Captain Francis Seguin, Noel LeVasseur, and George Letourneau participated in the organizing of Kankakee County out of southern Will and northern Iroquois Counties. The new county in 1853 had a population of 8,000 people. The population would soon shift from Bourbonnais to Kankakee due to the influence of the railroad. The population of Bourbonnais Township in 1850 was 1,720 with 81 percent or 201 out of 248 families of French-Canadian descent.⁴⁶ By the end of the nineteenth century, the new city of Bradley would have a population of 4000 in 1892, and Kankakee would have a population of 13,500 in 1900.⁴⁷

Kankakee Township was formed from a portion of Bourbonnais Township on March 12, 1855. This so happens to be the same year that Dr. A. L. Small, father of future two-term Illinois governor (1921–1929) Lennington “Len” Small (1862–1936), built his home at 801 South Eighth Avenue in Kankakee. The Small family donated this property to the Kankakee County Historical Society in 1945.

The new city of Kankakee first developed on both sides of the Illinois Central tracks on East and West Avenues. South East Avenue facing the railroad was Kankakee’s main commercial street for at least fifty years, until more buildings were developed along Court Street.

In 1856 the first Kankakee County Fair was held. Part of the first fairground later became Riverview Park, subsequently known as Cobb Park.

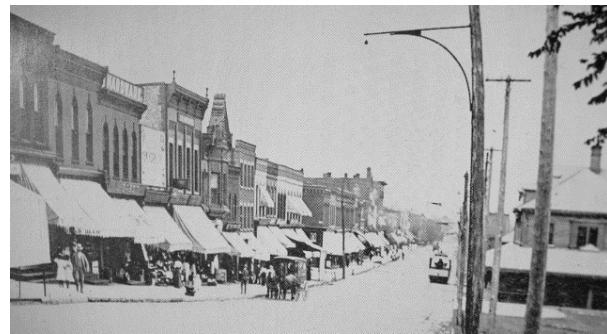


FIGURE 69. An 1898 view of South East Avenue toward the south with the new railroad depot at right. Source: Houde and Klasey, 68.



FIGURE 70. The same view of South East Avenue today, as viewed south of Court Street. A parking lot and plaza around the depot has today replaced the street and stores with awnings.

The new city stretched its boundaries southeast to Cobb Park, the southern tip of old Bourbonnais Grove—named after Emory Cobb (1831–1910), one of Kankakee’s most prominent men. Cobb was the owner of the Riverview Hotel (or Hotel Riverview) during the time of Historic Riverview’s development. The hotel flourished from 1887 to 1897 when it burned to the ground. Cobb also owned the Arcade Building in downtown Kankakee which was built in 1884.

Across the river from the Riverview District, Illinois Eastern State Hospital (also known as Eastern Illinois Hospital for the Insane) opened in 1879 on a site of 250 acres. The hospital was constructed by contractor James Lillie. In 1910, it was renamed the Kankakee State Hospital, and in 1974 renamed Shapiro Developmental Center after Samuel Shapiro (1907–1987). Shapiro was a

46. Caroline B. Brettell, “French Canadians in the Kankakee Valley,” www.lib.niu.edu/2005/ih1220528.html

47. Kanaga and Letourneau, 691.

native Kankakeean who served as Illinois governor from 1968 to 1969. According to Houde and Klasey, “The institution’s detached ward, or ‘cottage’ plan was a pacesetter in mental hospital construction.”⁴⁸

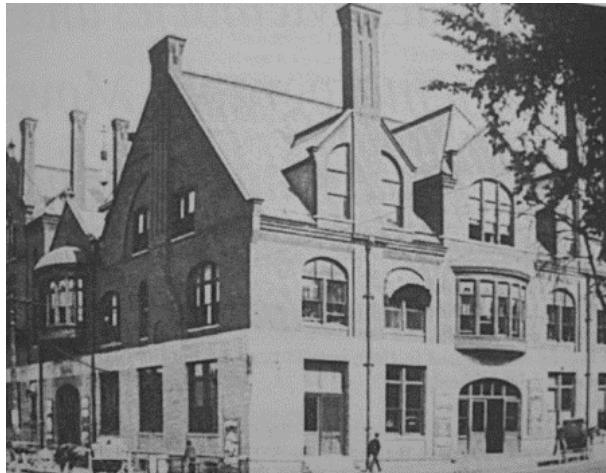


FIGURE 71. The Arcade Building as it appeared upon completion in 1884.



FIGURE 72. The Arcade Building as it appears today at 187 South Schuyler Avenue in Kankakee. It is now known as the Clock Tower Center.



FIGURE 73. The stone clock tower dates back to 1879 and is a center piece of the present-day Shapiro Developmental Center at 100 E. Jeffrey Street in Kankakee.

Another prominent Kankakee business man and farmer was Lemuel Milk (1820–1882). The testimony to his building contribution to Kankakee is the stone carriage house on 165 North Indiana Street which he built in 1860, now known as the Stone Barn. His large mansion once stood just to the east of the carriage house. The carriage house once contained a livery stable for Percheron horses, carriages, a milking stall for dairy cattle, ice from the Waldron Ice Company, horses for the Kankakee Fire Department, bakery/restaurant, and headquarters for the Junior League. It is now the home of the French Heritage Museum.

Another old stone masonry building, located at 555 S. West Avenue in Kankakee, was constructed during the 1860s. According to the former Kankakee River North Restaurant website “The building was first used as a Civil War Warehouse, a lime factory, a linseed oil factory and at the turn of the last century, a place where concrete was made and hardware items were sold. The warehouse closed in the 1950s, but reopened as Sully’s Restaurant in the 1970s and then as Kankakee River North Restaurant in 2011. The

48. Houde and Klasey, 149.

property which features interior exposed stone walls, stone fireplace, and exposed timber roof, is currently for sale.

In the last half of the nineteenth-century, the new immigrants to the city of Kankakee built several churches which continue to serve their religious communities: St. Rose of Lima Catholic Church

(1855), First Presbyterian Church of Kankakee (1855), First Baptist Church of Kankakee—now Wildwood Church of the Nazarene (1864), Asbury United Methodist Church (1868), St. Paul's Lutheran Church (1888), St. Patrick's Catholic Church (1894), and St. Paul's Episcopal Church (1900).

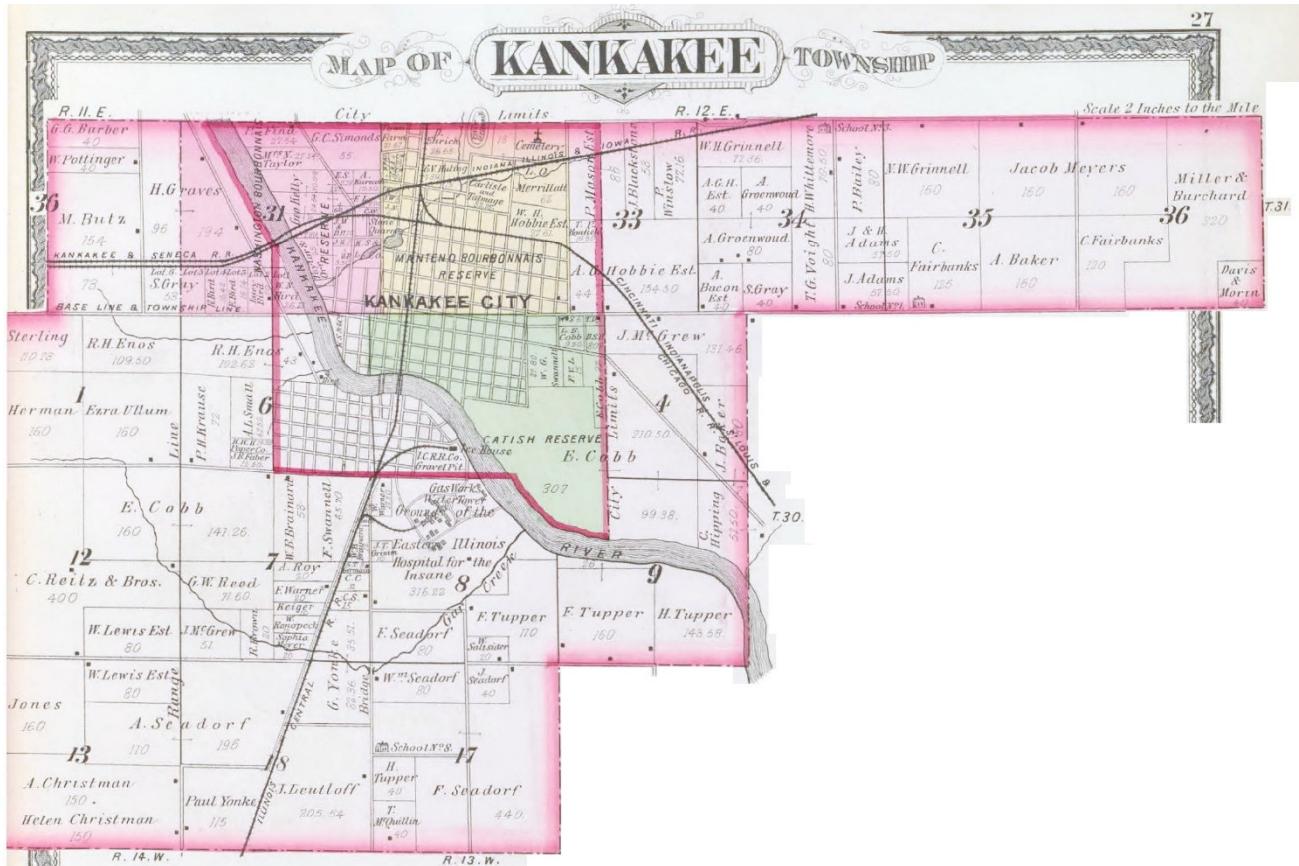


FIGURE 74. Map of Kankakee Township from the 1883 county atlas, plate 27. The city limits are shown by the dark red line.

When the former mayor of Bourbonnais, George R. Letourneau, became mayor of Kankakee from 1891–1892, he noted several major developments in Kankakee during the last decade of the nineteenth-century. Letourneau noted that he was the first Republican to win the office of Kankakee mayor in a number of years, and had to deal with a Democratic majority city council.⁴⁹ This majority was not about to accept his requests without a fight. Just after the election in April 1891, Letourneau had to deal with the May 4 bombshell trumpeted in the *Kankakee Gazette* headline “Hardebeck the Hustler has a Big Scheme in Hand—Nearly One Thousand Acres Under Contract.”⁵⁰ North Kankakee was expanding to include many factory and town lot sites. On July 13, 1895, the North Kankakee village name was changed to Bradley City, and then in March of 1896 to Bradley.

Letourneau experienced the financial dip in August 3, 1893, when Kankakee’s First National Bank closed. He was one of the stockholders.⁵¹ In 1894, the North Kankakee Electric Light and Railway Company electric trolley, connecting Kankakee and Bourbonnais with only a half-hour travel time to either work, shop, or play, became a reality. A nominal fee of five cents was charged to the passengers.

After serving as sheriff of Kankakee County from 1882–1886 (as sheriff, Letourneau and his wife were required to live in the jail house), the Letourneau family lived in a home at 605 South Greenwood in Kankakee where they hosted many social gatherings and resided until their deaths. Elodie Letourneau died on January 19, 1887 at the age of 53 and George Letourneau died on December 12, 1906 at the age of 75.

In March 1896, the first Kankakee Public Library opened in the Arcade Building. Due to its growing collection of 2,200 books, a new two-story stone building, constructed at 301 S. Indiana Avenue, opened in January of 1899. This building

remained the library’s home for nearly 105 years. In 2007–2008, the building was converted to the Kankakee Public Administration Building. It houses the offices of the mayor, the comptroller, city clerk, legal department, alderman, and various other city officials.

In the 1890s, the Bear Brand Hosiery Company building was constructed at 197 South West Avenue. Down two blocks, Nell Clark opened a “Sporting House” in 1893 at 367 South. West Avenue. Her bordello (the building is today occupied by a tavern) remained in operation until 1942. In his *Sesquicentennial Reader*, Vic Johnson wrote, “South West Avenue was notorious for its saloons and bordellos”

Also in the 1890s, Powell Studio was constructed (circa 1898) in the 100 block of South Dearborn Avenue in Kankakee on the site of a former Methodist Church dating back to 1857. Today, Kankakee’s *Daily Journal* newspaper occupies the former Powell Studio building.

From the Expansion of the City and Riverview District to the City’s Centennial and Birth of a Community College: 1900–1966

An example of the city’s continuing expansion was the City National Bank’s five story “skyscraper”, completed in November 1901 on the northwest corner of Court and Schuyler Streets. Reporting from the roof of the new five-story stone building, a *Kankakee Daily Times* reporter wrote “sixty-seven feet from the sidewalk to the top . . . not very high as buildings go in Chicago but sky scraping for Kankakee. . . .” The same reporter said he “had been told by a workman that

49. Johnson, *Bradley*, 29.

50. Johnson, *Sesquicentennial*, 116.

51. Johnson, *Sesquicentennial*, 125.

on a clear day Momence could be seen from up there.”⁵²

In the same year (1901) that the new City National Bank building opened, Frank Lloyd Wright (1867–1959) completed two prairie-style homes next door to each other at 701 South Harrison Avenue and 687 South Harrison Avenue in Kankakee. They were to be called the “Glenlloyd” or Byron Harley Bradley House—owners Byron and Anna M. (Hickox) Bradley—and the Warren R. Hickox House (for Anna’s brother) respectively. Both homes were designed by Wright in 1900.



FIGURE 75. This 1909 postcard depicts the City National Bank building and Court Street buildings to the west. This building today serves as the Kankakee County Administrative building. Source: Illinois Digital Archives.



FIGURE 76. A 1920s east view of Court Street from East Avenue Source: Johnson, *Sesquicentennial Reader*, 253.

52. Quoted in Johnson, 215–216, and Illinois Digital Archives, Postcard of City National Bank, Kankakee, Illinois, by Curt Teich & Co., Chicago. <http://www.idaillinois.org/cdm/ref/collection/posttest/id/3260/>



FIGURE 77. A photograph of the same area today. Note the prominence of the City National Bank/Kankakee County Administrative Building in both photographs.



FIGURE 78. The Warren R. Hickox House, designed by Frank Lloyd Wright.

The building of these two new homes coincided with the neighborhood development of the Riverview District along the north bank of the Kankakee River. Just a few years before in 1898, a home was built for prominent lawyer William Hunter at 687 South Harrison Avenue in the upcoming Riverview District. It is known today as the Hunter-Hattenburg House and is the finest example of Queen Anne style in Kankakee. In 1911, a Prairie School style home was built for the merchant Charles Swannell at 901 South Chicago Avenue in Kankakee. These four homes in the Riverview District have been placed on the National Register of Historic Places. The centerpiece of the Riverview District is Cobb Park—the old southern boundary of Bourbonnais Grove. In 1916 the Kankakee Country Club was

established along the river at the east end of the Riverview neighborhood.

In 1904, the Taylor School, a one-room school house, was built in Deselm, Illinois. It was moved to Governor Small Memorial Park on the Kankakee County Museum Campus in 1976. The museum cares for the one-room school house and offers tours of the school. In the same year as the opening of the Taylor School (1904), the new limestone Washington Street Bridge was completed.

The city of Kankakee continued to blossom with new building construction in the 1920s. In 1921, the old Post Office building was demolished and replaced with the one that stands today. The Kankakee Knights of Columbus War Memorial Building, at the corner of Indiana and Merchant Streets, was dedicated in 1924. On September 22, 1927, the newly opened Kankakee Armory, located in the 100 block of North Indiana Avenue, accommodated 5,000 residents who listened to the radio broadcast of the Dempsey-Tunney boxing championship at Soldier Field in Chicago.⁵³ In 1928, the new Kankakee High School opened at 240 Warren Avenue. This building today is occupied by the Lincoln Cultural Center and the Montessori Magnet School.

In the decade after the city of Kankakee celebrated its centennial in 1953, land was available for purchase on the south bank of the river across from the Riverview District. This spacious river front acreage would become the home of a community college at 100 College Drive, Kankakee. According to the Kankakee Community College website, the college:

... was organized in October 1966 by a group of citizens concerned with providing a post-secondary educational resource for the people of the Kankakee area. The college offered its first classes in September 1968. Since that date, it has served as an educational, vocational, and recreational center for

residents of Community College District 520, an area encompassing all or part of Kankakee, Iroquois, Ford, Grundy, Livingston, and Will counties and serving a population of approximately 150,000.

From its beginnings in a rented room in the Kankakee Hotel, KCC has grown to an accredited educational institution offering associate degrees and certificates of completion in more than 45 disciplines. In addition, numerous continuing education courses are offered to area residents each semester.⁵⁴

At the end of the 1960s, Kankakee County could boast about having two institutions of higher education serving the community: Olivet Nazarene College and Kankakee Community College.



FIGURE 79. Aerial view of the campus of Kankakee Community College on the south side of the Kankakee River, circa 1970s.

From a Shifting Paradigm of Industry to Service, and Current Events: 1966 to Present

Several large industries left Kankakee Township in the latter twentieth-century.

As if to offset this industrial decline, the medical service profession in Kankakee Township expanded.

The Sister Servants of the Holy Heart of Mary opened the Kankakee Emergency Hospital, with

53. Johnson, *Sesquicentennial*, 263.

54. Kankakee Community College, "College History," accessed 2016, www.kcc.edu/CommunityCollegeinfo/Pages/collegehistory.aspx

twelve beds, on March 30, 1897.⁵⁵ In 1925, the name changed to St. Mary's Hospital. By the 2000s, the small 1897 twelve-bed Emergency Center had become the 186-bed acute care center, Presence St. Mary's Hospital.⁵⁶

An even larger medical center developed on the west bank of the Kankakee River. The Riverside Hospital opened in 1964 on Wall Street in Kankakee.

In December 1958, a Chamber of Commerce subcommittee began planning for a new non-profit hospital in Kankakee. The Hospital Committee, under the leadership of James G. Schneider, purchased seven acres on the west bank of the Kankakee River from Burrell and Len Small, who donated an additional three acres. Provisionally referred to as Kankakee County Hospital, the proposed facility was officially named Riverside Hospital in 1961. Supported by donations from the community and a Hill-Burton grant of \$666,000, construction began in May 1962. Robert G. Miller was named Chief Executive Officer in January 1963. The 136-bed Riverside Hospital was dedicated January 12, 1964, and opened for patients on January 22. In May 1965, the hospital purchased another 8.8 acres from the Small Family and began construction on a three-story addition. During the late 1960s, Riverside Hospital began to partner with Olivet Nazarene University and Kankakee Community College for nurse training programs.

In 1970, Riverside started construction of a \$1 million addition, the first phase of a master plan. It was completed in 1971 with the opening of a new surgery suite and central sterile supply area and relocation of the Emergency Room. A year later, phase II of the plan brought a new coronary care unit to a now completed fifth floor as well as more room for diagnostic and ancillary services: new clinical lab, radiology suite, medical records,

medical library, physical therapy unit and an enlarged maintenance and engineering plant. The next phase was completed in 1974, when a continuing education area opened. A new intensive care unit opened in 1978, along with a new outpatient clinic. The hospital was renamed Riverside Medical Center in 1979. Riverside opened its first community center—Pembroke Community Health Center in Hopkins Park—in 1981. Additional Community Health Centers followed soon after in Momence and throughout the county. Riverside also opened the “Riverside Atrium” in Bradley as a location for medical specialty suites as well as the Riverside Ambulance headquarters. The Miller Center, a 120-bed skilled nursing facility, opened in 1993. In 1997, a 70,000 square foot health and fitness center with swimming pools and athletic equipment opened in Bourbonnais. In 2003, Riverside expanded to the west side of Wall Street with the new six-story Riverside Pavilion and parking garage.⁵⁷

In the past thirty years, an historical “synchronicity” has started in Kankakee Township. Perhaps the combined energy of the Kankakee County Historical Society (founded in 1906), the Bourbonnais Grove Historical Society (founded in 1975), the Riverview Historic District (founded in 1986), and the Kankakee County Historic Preservation Commission (founded in 2007) have generated an “awakening” to preserve the township and county’s historical heritage.

The combined efforts of community groups, historical societies, businesses, homeowners, religious, educational, and political leaders are needed to continue this “synchronicity” which can materialize in the preservation of our historical landmarks and their heritage.

55. Houdé and Klasey, 191.

56. Presence St. Mary's Hospital, "About Us," accessed 2016, www.presencehealth.org/presence-st-marys-hospital-kankakee-about-us

57. "Riverside Medical Center: Over 50 Years of Commitment to the Community," <https://www.riversidehealthcare.org/history.html>, accessed 2016.

History of Limestone Township

Limestone Township⁵⁸ is the only township retaining the original name given it by Iroquois County when that county was organized in 1836. It was also the largest of the six original townships created on June 6, 1853. When it was originally organized, it included all of the territory of Salina, Pilot, parts of Kankakee, and Otto townships, with the exception of a small strip of land on the west bank of the Iroquois river, and all of that part of Kankakee Township lying south of the Kankakee River.

Limestone Township received its name from the limestone rock strata that dominates the area and which has provided the stone from many quarries in the township, for everything from building and bridge foundations to road material. The lands adjoining the river also have frequent outcroppings of limestone.⁵⁹

When the earliest European settlers came to Kankakee County, they found large groves of trees and swamps in the eastern part of the county. In the middle and to the west were lush grass prairies and isolated groves of trees growing along the Kankakee River. Just west of the river, they found both prairieland and forest with masses of bushes

and small trees. With some of the best soil in America laying beneath the long grasses, it wasn't long before word spread and more families came to settle on the open farmland.

Those early settlers found that the area was inhabited by tribes of Potawatomi who were skillful hunters and fisherman and raised corn, beans, and squash. They trapped beaver, mink, otter and sable for their pelts, which they traded to the French fur traders for guns, powder, blankets, utensils, and liquor. By 1828, President Andrew Jackson envisioned land for all who wished to farm it. On October 20, 1832, in Indiana, the Treaty of Camp Tippecanoe granted individual reserves of land to the Potawatomi. The reservations were later purchased from the Indians by the early settlers and, in time, the Potawatomi moved to a reservation near Council Bluffs, Iowa.

The Hawkins brothers were the first European settlers in Limestone Township. Alanson (1798–1869), Joel Baldwin (1803–1869), Micah Jepson Bates (1815–1902) and Robert Buck (1818–1906) were the sons of Ebenezer Hawkins and Rebekah Jepson Hawkins. The parents were married in 1794 in Massachusetts, but then moved to Vermont where they started a family. In 1803, they again moved, this time to Cayuga County,

58. Mardene Hinton prepared this narrative history of Limestone Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).
- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).

- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Limestone Township and Limestone Cemetery archives.
- Jim Ridings, *County West: A Sesquicentennial History of Kankakee County West* (Herscher, Illinois: Side Show Books, 2003).
- ———, *County West Companion: A Further History of Western Kankakee County* (Herscher, Illinois: Side Show Books, 2005).

59. Kanaga and Letourneau.

New York, in 1809 to Bloomfield, New York, and then in 1825 they arrived in Danville, Illinois. The brothers pursued a pottery business, producing jugs, milk crocks, and other household articles.⁶⁰

Micah Jepson Bates Hawkins is considered by most to be the first European-American settler in Limestone Township. Noel LeVasseur, who settled in Bourbonnais Township, was the first to settle in what is now Kankakee County. The original Hawkins settlement began when two brothers, M. J. B. (Jepson) Hawkins and his brother Alanson, came to the area in 1832. A surveyor, employed by the government, suggested they look in the Kankakee area for desirable land. They made their way up the Chicago-Danville trail with an ox team, pitched their camp near a spring on Squaw Creek, where years later the Lillie house on South Chicago Avenue was built. They liked the area where the village of Bradley is now located, but learned that reservations were planned for that area north of the river.⁶¹ The area they chose was south of the Kankakee River, which was high ground that was beautifully timbered, with fresh spring water running through it.

Jepson Hawkins traveled to Chicago in 1832 to purchase his chosen land from the U.S. government, while Alanson returned to their home in Danville. The property that Jepson Hawkins settled on is in Section 25 near the Butterfield Trail, which later became known as Limestone Road, now State Highway 113. Jepson Hawkins, at just 17 years of age, pitched his tent along an enormous spring that gushed from the rocky bank. The overflow from the spring formed a shallow pond, with the outlet forming a deep and narrow ravine leading toward the Kankakee River. The spring, which legendarily became known as "Hawkins Spring," had earlier been marked by Indian trails and used by wild game. Jepson busied himself putting in a small patch of corn and building a small log cabin near the spring, but in

general with the lack of neighbors he was lonesome. At times Micah would cross the river in his rowboat and then walk to Noel LeVasseur's place where he visited with LeVasseur and his wife Wat-che-kee. The Potawatomi were numerous at that time and used sign language to communicate with him.

The following year Alanson Hawkins, who had returned to Danville, was back to claim land that adjoined his brother's to the west. From 1833–1835 the Hawkins settlement grew to include several members of the Hawkins family. His other two brothers Robert Buck and Joel Baldwin Hawkins settled in 1834. Robert settled east of Jepson while Joel Baldwin was on the west side of Alanson. Their combined river frontage extended two miles and the area became known as Hawkins Grove, which was at the time part of Iroquois County. Their sister, Sabra Anna Hawkins, also settled in Limestone Township and married George Washington Byrnes. The Byrnes later farmed in Section 3 of Limestone Township.

Around 1843, Jepson began to court Matilda Legg whose family lived in a log cabin in what is now courthouse square, in Kankakee, Illinois. Jepson decided to replace the log cabin at his farm with a two-story, four-room house. He cut timber in the woods, and squared and framed them. It was the first framed structure to be erected in Limestone and possibly in Kankakee County. He purchased window frames, windows and doors in Chicago and hauled them over the prairie by ox team to the river. He married Matilda in 1845 but she died in 1849. In 1850, he married Harriet Matilda Lowe (1823–1916). Jepson's children, documented in Limestone Cemetery history, are Rebekah Hawkins Dutellier (1845–1884), Peter L. Hawkins (1851–1851), Eben Hawkins (1852–1854), Joel Baldwin Hawkins (1856–1941), Abiel Bates Hawkins (1858–1936) and David Nelson Hawkins (1870–1953).⁶²

60. *Burroughs Annotated.*

61. *Ibid.*

62. *Ibid.*

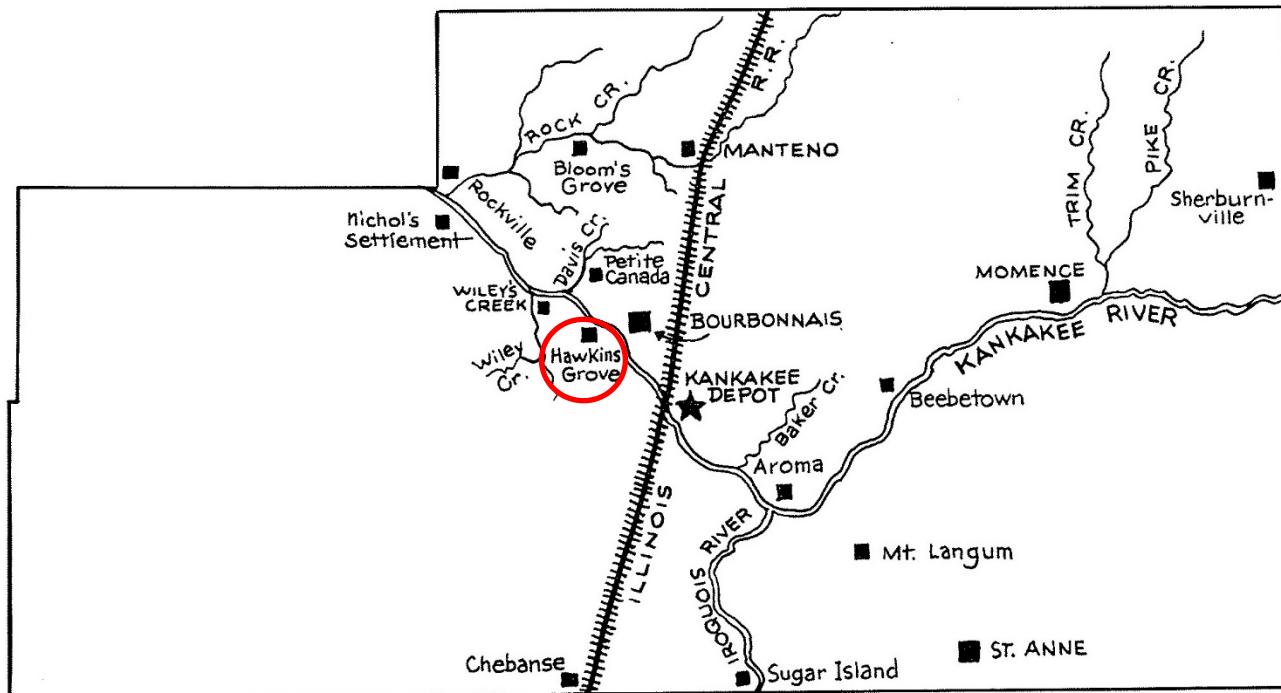


FIGURE 80. A map of Kankakee County towns in 1853 after the construction of the Illinois Central Railroad, showing the location of Hawkins Grove (circled). Source: Houde and Klasey, 32.

In 1919, his youngest son, David, moved the old four-room house from its original site across the road and nearer to the river and replaced it with a brick home that still exists today. The old home that survived for about ninety years burned to the ground in 1932 due to sparks from the chimney that fell to the shingles and found its way into the rafters. It was probably one of the oldest landmarks of that time. The barn on the farm was built around 1845 and still exists today. The ground sills are half-round with one side hewed flat with mortise and tendon joints held by hickory pegs. The timbers came from the Durham farm on Bourbonnais road, north of the river. They were floated down river to the Hawkins farm. The floor joists and rafters are of sawed oak, the foundation is limestone.⁶³

The Jepson Hawkins Homestead is still occupied by a member of the original Hawkins family. There has never been a mortgage recorded against the property, which is held by the original patent

issued by the United States government to Jepson Hawkins.⁶⁴



FIGURE 81. David Hawkins House, built in 1919.

63. Ibid.

64. Ibid.



FIGURE 82. Hawkins Farmstead barn.

Several generations of the Hawkins family lie buried in the old Hawkins cemetery located north of Limestone Road, between it and the Kankakee River. Deiadama B. R. Hawkins (1834–1835), the baby daughter of Joel Baldwin and Hester (1812–1852) Hawkins was the first to be buried there. The land, at the time, was owned by Joel Baldwin Hawkins.⁶⁵

There are two Limestone Township cemeteries: Limestone Cemetery (originally Hawkins Cemetery), is located in Section 22 along Highway 113, and Shreffler Cemetery, located in Section 7 along the Warner Bridge Road. Both cemeteries were established as family burial grounds, but gave permission for burials to friends and neighbors.

George W. Byrnes (1818–1896) traveled to Limestone Township in 1834, when there were about 6 settlements in the entire county. The majority of the land was in primitive condition and was owned by the government. Indians still resided in the county and wild game was plentiful. He first settled on forty acres of land near what is known as “Putman’s Ford,” in the northeast corner of Otto Township, where he remained three or four years, and then moved to Limestone Township, in the southwest section of 25, where the Hawkins brothers lived. In 1843, Mr. Byrnes married Sabra Anna Hawkins (1813–1865), sister of the Hawkins’ brothers. George Byrnes later

farmed 320 acres of land in Section 3, of Limestone Township. In 1852, he was elected the first sheriff of Kankakee County; he served as the first Justice of the Peace, succeeded by Alanson Hawkins; and also helped survey Kankakee County.⁶⁶

Other early settlers in Limestone Township who chose to live on or close to the Kankakee River, include:

- William Cleveland and Milton Rounsvell (1838–1917) arrived approximately 1837, the latter locating on Section 16.
- Roswell Nichols, with his wife, two daughters and seven sons came in 1841. The family located on Sections 5 and 6, on the west bank of the Kankakee River. They began work repairing three dilapidated log cabins for which the builder is unknown. (There were rumors of squatters in the area, but no permanent settlements were recorded). Roswell Nichols was the first post-master and the name of the post-office, established on June 15, 1849, was Rinosa.
- James Powell (died 1846), father of Elias and James (1844–1927), came in 1844;
- William and Richard Hawker and Abijah Vining (1793–1865), came in 1845;
- Peter and Joseph E. Schreffler, and Jefferson Koon, came in 1846;
- John Ingraham, 1847;
- Andrew Wiley in 1948, Peter and Joseph Carson in 1849;
- Andrew Yeates (1826–1913) in 1850; and Nathan & Frank Chester in 1856.
- Michael Butz, Sr. (1837–1905) and family arrived from Baden, Germany in the winter of 1857. They bought a farm with a small house

65. Ibid.

66. Kanaga and Letourneau.

and enlarged it. That same house, located at the intersection of Pipeline Road and Butz-Bratton Road (1407N 2750W Rd.), has had seven generations of the Butz family call it home, no other family has ever occupied the house since the Butz family first acquired it.

- Luther B. Bratton (1833–1903) arrived in Limestone Township in 1859. Through the years he accumulated 520 acres in Section 27. He was circuit clerk of Kankakee County, served as chairman of the County Board of Supervisors, and was a school director for 22 years.

The early settlers/farmers of Limestone Township were significant contributors in the development of Kankakee County and in the construction of the Illinois Central Railroad through Kankakee County. When the settlers came to what became Kankakee County they were drawn by the promise of good fertile farm land, but they also needed access to trees to provide lumber for their houses and various other farm buildings. There were numerous places to settle amongst the groves of trees along the banks of the Kankakee River. Some were fortunate to have fresh water springs on their property flowing into the river in addition to the prairie land that they would convert to farm land. The taming of the prairie was not easy due to the heavy labor of breaking sod that was matted with thick roots, cutting timber, planting crops, and building a cabin and farm buildings. The task of restocking their provisions from a town might involve traveling from a day to as long as a week. The farmer also faced lack of transportation, drainage problems, prairie fires, and weather was a consistent enemy.

At first a crude cast-iron plow, pulled by teams of oxen, was used to turn the tough prairie sod, but in 1837 the John Deere Company developed the steel breaking plow. In 1847, the Diamond Breaking Plow, made by David Bradley, made the process

much easier. The David Bradley Manufacturing Company originally established in Chicago, Illinois, was moved to North Kankakee in Kankakee County. The residents of the town were so grateful for the growth the company brought their town that they changed its name to Bradley, Illinois.

The prairie land was also good for cattlemen who started buying land in the 1850s. With the coming of the Illinois Central Railroad and the development of Chicago as a meat-packing center, they no longer needed the great cattle drives that were used to get cattle to market out east. The settlers butchered their own livestock for a food supply, but the livestock created problems as well. Their grain crops would need to be fenced to keep out the grazing animals.

“Ditch” fences were common in 1844, as described by Burt E. Burroughs in *Legends and Tales of Homeland on the Kankakee*:

The fences . . . consisting of a shallow trench, made by plowing the ground and piling up the prairie sod in a sort of embankment around ten or fifteen acre patches that had been sown to small grain.⁶⁷

From 1845 to 1850 there were numerous French Canadian families settling in the county who were glad to find work building stone fences, cutting trees and splitting rails for the settlers. They had settled in Bourbonnais Township, which was only across the river from Limestone Township. They crossed daily to go to work, making 25 to 35 cents a day. Sometimes they might earn 50 cents or receive abundant portions of pork and beef, grain and flour.

Limestone Township is well known for its picturesque stone fences, built in the 1800s. While some examples still exist today along Illinois 113, most of them have nearly disappeared. Wall Street

67. Burt E. Burroughs, *Legends and Tales of Homeland on the Kankakee* (Chicago: Regan Printing House, 1923), 28.

in Kankakee was given its name due to the piled stone walls that ran along much of its length.

On April 6, 1858, Limestone Township passed the “Lawful Fence” law: A lawful fence was to be a fence four and a half feet high, made of three boards or three rails, (or) a fence made of two boards or two rails the top one being four and a half feet from the ground with a ditch in front two feet wide and eighteen inches deep. All posts for such fences shall be at least three inches square, six and a half feet long with at least two feet in the ground.

There were no lumber mills at the time, but Burroughs writes about how one of the settlers solved the problem:

Roswell Nichols devoted his attention to getting out rails for fencing, the “Barrens,” close by, furnished an unlimited supply of this material. These rails had to be hauled a distance of three miles, but the ground was so soft and springy that little headway could be made by team and wagon. He devised a way out of the difficulty by felling a big white oak tree, whose trunk was fully two feet through, and round, and from this he cut four sections nine inches thick, for wheels. Heavy axles and bolsters were prepared, a ‘split’ tongue was attached, and with five to seven yoke of cattle hooked thereto, enormous loads of rails were transported with little difficulty.⁶⁸

The “Barrens,” which consisted mostly of white and black oak extended into the western portion of the township, are as their names indicate, less productive than the other lands of the township due to poor drainage and sandy loam soil. Without natural creeks or drains the property has always had a drainage problem.

Schools

The settlers soon established schools for their children, small businesses to serve the community, and turned trails into roads. The gristmills and sawmills were the earliest industries in the newly settled area. Along Limestone Road the settlers opened several businesses: Andrew Wiley, a

blacksmith, came in 1848 and located his shop near what became known as Wiley Creek; there was a country store opened by Vaughn and Martin on the north side of the road at Wiley creek; and further down the road was a creamery. After the Nichols family came in 1842; they established several businesses on their property, which developed into a little village: a saw mill, a blacksmith, a cooper (a person that repairs barrels), and two shoemakers.

Education in the days of the pioneers existed because the early settlers opened their homes to the teacher and students. The first school in Limestone Township was taught in the home of Alanson Hawkins in 1835, by his sister Sabra Ann Hawkins. In *The Legends and Tales of Homeland on the Kankakee*, Burt E. Burroughs mentions a log school house located near and east of the Hawkins Cemetery, but there is no other record of its existence.

The first schoolhouse in Limestone Township was built of logs in 1841 on the Samuel Davis farm.⁶⁹ In 1842, Mapes School was built of local limestone along Limestone Road/Highway 113 near the mouth of Wiley Creek. A future Illinois governor, Len Small, taught at Mapes School for a short time; the structure still exists today. It was converted into a house by Henry P. (1885–1961) and Bernice (1885–1980) Davis in 1847, after the Limestone Township’s school district was formed in 1846, and one-room schools were consolidated.

68. Ibid, 28–29.

69. Ridings, *County West*, 83.



FIGURE 83. Mapes School, prior to recent renovations and additions.

There were several one-room schools scattered throughout Limestone Township, but most were abandoned with no surviving records. They only appear on old plat maps from the 1800s to the early 1900s. The one-room schoolhouses usually were named after the farmer who donated the land for the school. Some of the school names were: Balthazor, Bracken, Barrens, Butz, Eggleston, Hawkins, Limestone, Lehigh, Mapes, Nichols, Rathman and Shreffler. In 1947, after the Limestone country schoolhouses were consolidated, a large school building was constructed on Limestone School Road, replacing ten one-room schoolhouses. In 1949, Limestone school became part of the Herscher Unit Two school district.

During construction of the Illinois Central Railroad in the 1850s, the need to construct a bridge across the Kankakee River became the first major obstacle in constructing the railroad south from Chicago. It was in 1853 that the Illinois Central contractors opened a quarry in Limestone Township at the mouth of Wiley Creek. The quarry offered jobs to the Limestone settlers in addition to the Irish and German immigrants who were hired as railroad workers. The entire line was completed September 27, 1856, and the railroad then began to sell agricultural land and promote the development of towns to generate traffic for

the railroad. The Associates Land Company was formed to buy land and plan town sites.

Early settlers living along the Kankakee River found it to be a great inconvenience to get to the county seat for any official business. The area south of the Kankakee River had been part of Iroquois County since 1833 and the area north of the river belonged to Will County since it was formed in 1836. Late in 1850, the settlers in Bourbonnais, Momence, Hawkins' Grove, Mount Langham and various other settlements up and down the river decided to organize their own county placing the county seat closer to their homes.⁷⁰ Limestone Township, south of the Kankakee River, had been part of Iroquois County since 1833 while the area north of the river belonged to Will County since it was formed in 1836. It was about a day's ride on a horse from Limestone Township to reach the county seat, in Middleport, Iroquois County, to do official business. After several elections were held to establish a new county, the public finally voted to organize what became Kankakee County at an election held on April 5, 1853. The election was disputed due to Limestone Township being blamed for bringing in Illinois Central laborers to swing the vote, but the proposal was approved. Mapes School, located near the Wiley Quarry, served as the voting place in Limestone Township.

When the first Kankakee County Courthouse was built in 1854–1855, it was a stone structure with the limestone for the exterior brought from the quarry near Wiley Creek in Limestone Township, the same quarry that had provided the stone for the Illinois Central bridge.⁷¹

Once the railroad was built things began to change. Sales of small tracts of land to settlers were heaviest in the 1850s–1860s with the Illinois Central selling a major portion of its grant during that period. The railroad was a strong promoter of immigration to Illinois from Europe, Canada and Eastern U.S. Settlers were encouraged to begin

70. Houde and Klasey.

71. Ibid.

moving out into the prairie to develop a more extensive acreage. There now was a way to market larger crops, and the railroad brought lumber from the forests of Michigan. In addition to the Illinois Central railroad, the Indiana, Illinois & Iowa railroad, and the Kankakee & Seneca railroad, would later cross the township from east to the west.⁷²

As the prairies were plowed and towns started to spring up, brickmaking and stone quarrying was developed to construct permanent structures.

There were many stone quarries within Limestone Township that produced block limestone, cut and shaped for buildings, and crushed limestone, used for road surfaces.⁷³ Today, the only working quarry is Lehigh Stone Company first established in Pilot Township in 1883. It was incorporated in 1906, but was relocated to another area in Limestone Township in 1917. The 1,300-acre site is located on Lehigh Road, in Section 7, of Limestone Township. The quarry produces the highest quality dolomite limestone found anywhere and is used to build countless miles of roads and buildings in the area.

Koerner Airport was established in 1927, on Section 11, of Limestone Township by Delbert and Martin Koerner. According to the late Lee Meents, of Limestone Township, Delbert Koerner (1902–1995), started flying airplanes in 1926, along with his brother Martin before pilots needed a license. When Delbert did need a license, it was signed by Orville Wright. Delbert knew Charles A. Lindbergh, and during the 1960 presidential campaign he was the personal pilot for Rose Kennedy, mother of President John F. Kennedy. Delbert Koerner was inducted into the Illinois Aviation Hall of Fame. Today, Koerner Airport does maintenance work, welding, flight training, storage, and custom airplane work for their clients.



FIGURE 84. Hangar at Koerner Airport.

The area at the extreme northwest corner of Limestone Township was known as Hanford's Landing. Before 1870, farmers near the Kankakee River hauled their grain to Wilmington or Kankakee. Circa 1879, Stephen Hanford and his two sons Thomas and Frank built grain elevators on the Kankakee River known as "Hanford & Brothers." The site became known as Handford's Landing. Grain was shipped on the King Brothers Steamers (*The Menard* and *The Atlantic*), traveling to Chicago via the Wilmington canal, Kankakee feeder canal, and the Illinois and Michigan canal. The barges could carry 10,000 bushels of oats and the steamboat could carry 3,500 bushel of corn or 5,000 bushels of oats. Twenty-four hours were required to travel to Chicago via canal boat. Lumber and various types of merchandise were brought back on the return trip to be sold at a store in Reddick, Illinois. The barges were also used for entertainment. On the Fourth of July, one barge was used for dancing, the other for cruising the Kankakee River from Hanford's Landing to the dam at Wilmington, Illinois.

At this location, the bridge for Warner Bridge Road was built circa 1918–1920, the only road crossing over the Kankakee River between the City of Kankakee and Wilmington. The bridge itself is in Rockville Township at the county boundary with Will County, but the road south of the bridge is the dividing line between Limestone and Salina townships.

72. Kanaga and Letourneau.

73. Houde and Klasey,

The Limestone Township Fire Protection District was formed in 1951, by citizens of the township. The old Limestone Town Hall served as the first fire station, but construction of the first real fire station located on Route 17 was in 1957. The Limestone Fire Belles organized in 1953. Their role in the fire department was communication with the firemen. When a call for help came in the women would call firemen on their list. They served food and drinking water to the firemen and organized meals and other fund raising events for the department.

The first church in Limestone Township was River Union Chapel established in 1903. It was built on land donated by Jefferson Koon in Section 8, near the Kankakee River. It was a mission of the Salvation Army. Today Limestone Township has four churches: First Church of God, and First Assembly of God, both located on Route 17, west of Kankakee; the Limestone Church of the Nazarene on Limestone School Road; and the First Baptist Church of Kankakee on Highway 113.

In 1996, the Limestone Township Library was established in a building on Route 17 that was once a pickle factory and later held the township offices. A new 5,962 square foot library was built in 2000 in Section 26, at the northeast corner of Tower road and Pipeline road. The Pickle Factory dates back to the early 1920s. The Claussen Pickle Company operated a 72 acre farm on Limestone School Road that produced tomatoes, cabbages, and cucumbers. The tomatoes and cabbages were shipped to other locations, but the cucumbers were brought to the factory and sorted into drums that were then filled with brine. A railroad car was sent to the side of the factory when the pickles were ready for shipment. The Claussen Pickle Factory helped many farmers in the area get through the Great Depression. The factory closed in the 1940s.

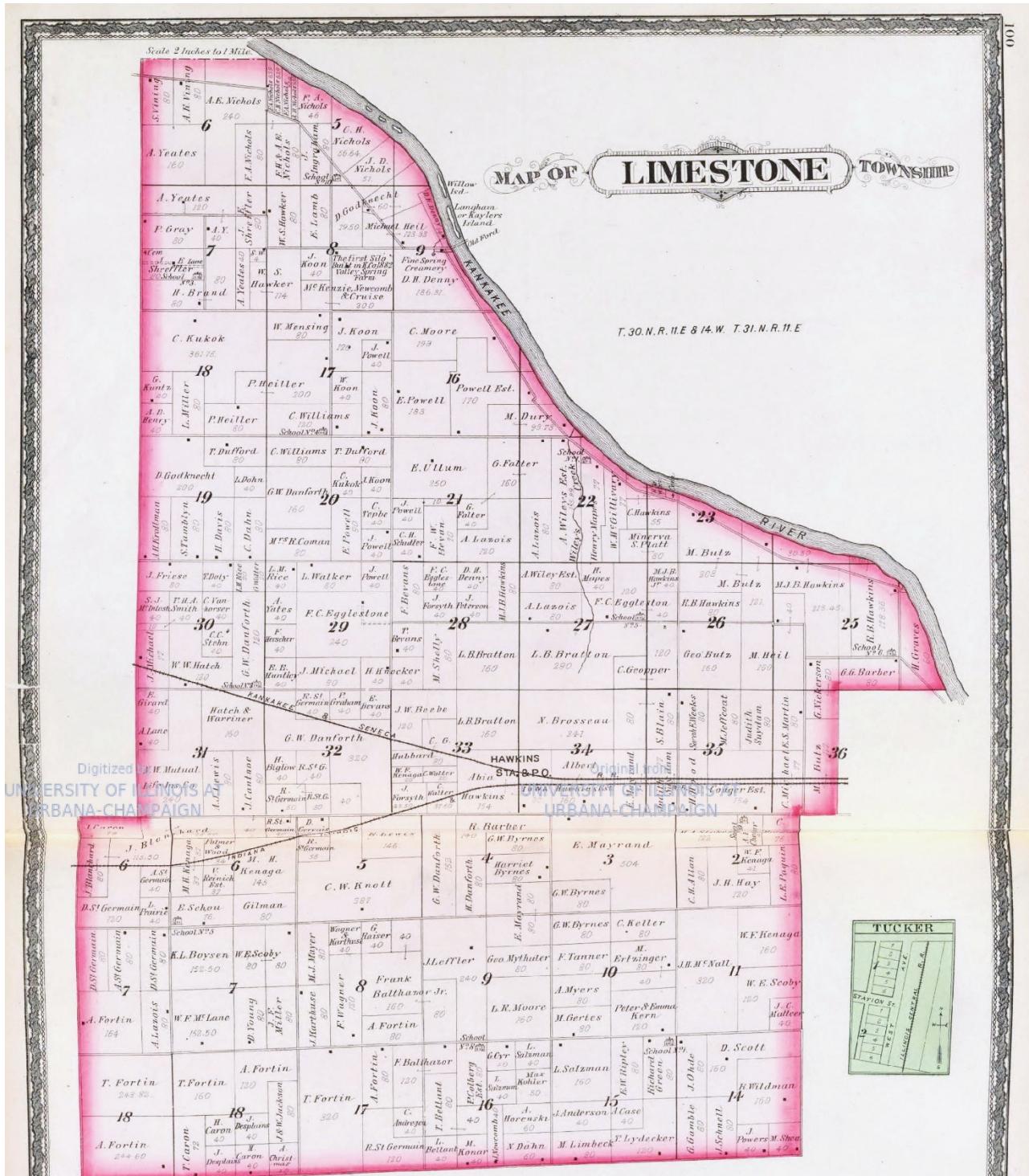
Today a well-known Kankakee County industry is the Phillips Pipeline/Buckeye Terminals, located in Section 35 of Limestone Township, which provides a terminal for storage and refined product distribution services for petroleum products.⁷⁴

There was population growth in the township in the 1970s and 1980s. Land which once yielded corn and beans now boasts of family dwellings. Vaughn Dale Subdivision is one of the many subdivisions developed through the years. For many years Panozzo's Fruit Stand, Ort's Grocery/Glen's Foods, Azzarelli Construction Company, and Lehigh Quarry were the only businesses located in Limestone Township.⁷⁵

The village of Limestone was incorporated in 2006 and had an estimated population of 1,598 at the 2010 census. Various small villages existed through the years in Limestone Township, but none survived. Until 2006, there was never an incorporated town or village in Limestone Township. The corporate limits of the village are extensive, and include a narrow corridor along Illinois Route 17 from approximately 3000 West to 7000 West, and a north-south corridor along 5000 West Road and Town Hall Road (3750 West) almost to the Kankakee River, near the mouth of Wiley Creek. These boundaries encompass a number of residential subdivisions and commercial properties developed primarily since 1960. However, there are also other nearby subdivisions that are excluded from the village limits. For example, housing near Limestone Park on 1000 North Road are not part of the village, nor is the developed area near the intersection of Illinois Route 17 and 2750 West Road / Greenwich Road.

74. Kanaga and Letourneau.

75. Ibid.



History of Manteno Township

Settlement of Manteno Township

Manteno Township⁷⁶ derives its name from Mawteno, a daughter of Francois Bourbonnais, Jr. who was given a section of land at the Treaty of Camp Tippecanoe, December 20, 1832. The lands of the present township were first included in Will County when it was formed in 1836. When Kankakee County was organized in 1853, the present township of Manteno was on the east half of Rockville Township. On March 11, 1855, it was set aside by the County Board of Supervisors as the township of Manteno and was officially organized in April 1855 with Daniel Beedy elected as the first Township Supervisor.

During the earliest days of what would become Manteno Township, the land belonged solely to the Potawatomi Indians. Along the banks, there were well-trodden Indian footpaths. Campsites on knolls near the trails where flints and arrowheads were later found to identify the location of the sites. Flowers and lush grasses thrived on the prairies. The buffalo herds which once roamed freely throughout Illinois had moved westerly beyond the Mississippi River.

Manteno Township was not settled as early as some of the other townships in the county. There

was not a large supply of timber in the township, and the trails used by the early pioneers were to the south and west of Manteno. The nearest timber was at the extreme southwest corner, which was also where the first settlements occurred, many of the settlers were French-Canadian's moving from the Bourbonnais Grove settlement. In 1855 the Rockville Township Board of Supervisors met and Medore Martin, a Bourbonnais merchant, successfully petitioned for the creation of the Manteno Township. The township was created from the eastern half of Rockville Township.

Sources vary on who was the first to settle in the area that became Manteno Township. One has John T. Richardson, a Methodist circuit-rider, purchasing land in Section 19; and Ansel and Zenas Steven in Section 30, both entries were in 1844. Ambrose and Prudent Souligne; and Antoine, Napoleon, and Pasnus Langlois moved four miles north in 1847, to land near the south branch of Rock Creek. They had first settled in La Pointe, and were looking for new land to farm. And still another has the first purchase of government land in Manteno Township on September 9, 1848, by Alfred Warner who took the east half of Section 20, and Abram Crocker who took the west half. Other early settlers were

76. Mardene Hinton prepared this narrative history of Manteno Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Virgil Guimond, *A History of Manteno Township 1740–1990*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).

- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Madelyn (Madge) Bourell Merwin, ed., *Manteno Area History: 1800s to 1900s*, manuscript compiled by the Manteno Area Historical Society.

James Adsit, J. Blain, John Boucher and Moise Betourne.

The Illinois Central railroad, built in 1853, was an important factor in the development of Manteno Township and the village of Manteno. The railroad brought a large number of settlers to the vicinity of the village. German and Irish immigrants came to the United States to work on the railroad; some settling along the line where they had worked. The village itself was first platted November 18, 1854, and on May 23, 1855, the railroad filed another plat for an addition to the village. This plan became the original town of Manteno and is located near the center of the township, on Sections 15, 16, 21 and 22. The Village was incorporated in 1869. Manteno Station was established in 1856.

The population increased very rapidly after 1854. The farms were soon cultivated, and dotted with several beautiful groves of trees. The soil is deep, rich, and black, with clay subsoil; very fertile throughout the township and highly productive. By 1867 Manteno had become a produce terminal in the north of the county. Grain was loaded from elevators to freight cars traveling to Chicago.

Henry B. Townsend arrived in 1854 and built a frame building in the village on Lot 2, Block 11. He was a painter by trade and the structure served as his paint store, with additional rooms to rent. Manteno has always been known for its extensive grain business. In 1856, Zalmon P. Hanford built a grain warehouse in the village, a year later he built the first elevator just west of the railroad tracks and north of First North Street. In 1866, the business was purchased by Leon Euziere and Adam Lockie who shipped grain to the Chicago market. In 1869, Lockie, Euziere and Co. built a larger warehouse just north of the first. In 1904, grain, hogs, cattle, horses and sheep were all shipped from this point.

Other early businesses were: a hotel, boarding house, a state bank, a lumber yard, three general stores, five hardware and implement dealers, two

drug stores, three livery and feed stables, a meat locker, one harness shop, one shoe store, two furniture stores, two millineries, three blacksmiths, carriage and machine shops, one creamery and butter factory, two meat markets and one newspaper. The village owned and operated its own waterworks and lighting plant and had an excellent fire department.

In 1866, the roads in Manteno Township were divided into nine highway districts. All able-bodied men were asked to work two days in their district in addition to paying a road tax. In 1876 three new wooden bridges were built to cross each creek in the township. By 1880, the roads were in bad condition and the road commissioners were urged to use the native limestone on local farms for the roads.

Schools

It was approximately 1850 when nine equal school districts were laid out. Since Section 16 of each congressional township was designated for the support of the schools, and since Section 16 fell within the bounds of the village of Manteno, the sale of the land brought more money to the school fund than most townships in the county. Schools were first held in homes, but eventually each district built its own schoolhouse and District 5 had the village school. It wasn't until 1876 that the Manteno Public School was built to take the place of former buildings on the school grounds. The rural schools were also being replaced with new ones, causing the original school to be sold or moved. Manteno Township country schools were as follows:

- Jackson School was built circa 1860–1870 on the farm of Mr. and Mrs. Edmund Jackson and later moved a mile west. It was built by Mr. Jackson with the help of neighbors.
- Range School was closed in 1951.
- Gilkerson School was built by Coles C. Payne on land purchased from the Thompson estate. It closed in 1941 but is believed to date back

to 1881. It was later moved to the Lloyd Lockie farm where he used it as a granary for several years.

- Beedy School was built circa 1873. It later burned down and was replaced by a brick school; this later building was torn down in 1925.
- Lawrence School was built in 1870 after James Varnum leased an acre of land to the school directors for that purpose. The school was permanently closed in June 1949.
- Suprenant School was built on land donated by the Suprenant estate. It actually replaced an older school on the same lot.
- Brown School
- Courville School, built in 1872 on land donated by the Lawrence and Courville families.
- Taylor School. This school was moved to the grounds of Governor Small Memorial Park in Kankakee during the county's celebration of the U.S. Bicentennial.

Churches

The early churches were Methodist, Presbyterian and Catholic. In 1855, Father Louis Cartuyvels, priest at St. George parish, came to a little log cabin on Birch Street in Manteno to say the first Catholic mass. In 1862, a frame church was built on the northeast corner of Walnut and Third South Streets. Father Paradis of St. George was instrumental in developing Manteno's St. Joseph Parish. A new Catholic church located on the southeast corner of "the Catholic block" was dedicated on June 15, 1877. It was a frame building with twin steeples and had a seating capacity of 800 people. Mr. Le Montaigne of Bourbonnais was the contractor. Unfortunately in 1898, the church was struck by lightning and destroyed. Plans were underway that same year to build a brick and stone church. Men from every

church in town worked to build the church designed by architect Harvey Wright. The new church with its single 125 foot spire and three-bell belfry, the pride of the township, was dedicated on December 2, 1899. In 1959, St. Joseph Church underwent a \$50,000 renovation, which included a parking lot for its 953 members.



FIGURE 86. An undated photo of St. Joseph Church.

In 1857, the congregation of the Methodist Episcopal Church built the first church building in Manteno Township on Walnut Street. It was replaced in 1863 with a new frame church on the southwest corner of Walnut and First South Streets, serving the congregation for eight years before it was sold to the school district. A new church was built in 1871 on West Second Street. The designer and builder was Henry M. Brayton of New York.

The Presbyterian Church had its beginnings with brothers James, Frederick and Dr. George Merrick. The first meeting was in the Merrick schoolhouse in Rockville on April 7, 1853. After three years the church name was changed to The First Presbyterian Church of Manteno. The congregation met at several locations within the village before they finally had their own church building on the corner of Walnut and Second South Streets.

The Manteno Cemetery Association was formed in 1862. A 10-acre plot, forming the cemetery, was surveyed on the southeast corner of Section 15. An agreement with the French-Catholics gave them the east three acres, which they named St. Joseph

Cemetery. The Protestant cemetery was later named “Elmwood” because of stately trees on the property.



FIGURE 87. The St. Joseph Mausoleum today.

Township Development

In 1869, Manteno’s downtown district was devastated when sparks from a railroad locomotive ignited a fire, completely destroying businesses and houses on the street. Fires were a constant threat for barns and stores, and as the village grew, new wells were dug, each deeper than the last, to insure that there was a supply of water to fight fires.

By 1870, the village was thriving. Manteno was dominated by the Lockie, Euziere and Company elevator and grist mill. Main Street had the desLauriers Grocery, two barbers, three shoemakers, Moisant and Belanger Grocery, two general stores, a clothing shop, saloons, harness shop, Townsend’s paint store and boarding house and two drug stores. Within a block of Main Street were a furniture store, several blacksmith shops, the Smith wagon and carriage shops, Moisant livery, and Spring Brothers Hardware. New houses were lining the streets and the social life was developing.

In the rural areas there were nearly 200 farmers making their living from the soil. Wright’s Creamery was shipping milk daily to Chicago, the Larocque brothers had their butchering barn, and T. P. Farley had a broom making shop in Section 28. Life became easier for the farmer with walking

and riding cultivators, reapers, mowers, and revolving rakes.

In 1874, the Wright Creamery began shipping butter instead of milk because it was more profitable; the following year they built a cheese factory. There were two barn raisings in 1875; one on the A. M. Vail farm and the other on the A. H. Dole farm west of Manteno. Henry Larocque built an ice house behind his Main Street meat market, cutting chunks from the creek and storing them in ice storage houses.

In 1878, farms were being equipped with windmills to keep cooling water flowing, and winter wheat was a good crop that year. The Lockie and Euziere Farms decided that tiling their farm would help with standing water in the lowlands and they encouraged others to do the same. By the 1890s raising livestock had become a big business.

In the 1890s Manteno was having trouble keeping their sidewalks repaired. They solved the problem by laying stone slabs for sidewalks, which lasted until 1970 when the last of the slabs were removed.

Area residents organized the Citizens State Bank in 1893, electing Frank Wright as president. In September 1893, a Big Four train collided head-on with a passenger train just north of the village, killing 11 persons.

The post office issued the first postcards in 1893 and plans were being made for a much needed sewer drain from the village to Skinner’s quarry east of the village. By 1895, every house in Manteno was occupied and every boarding house and hotel was full.

In 1897, the village installed water mains along two blocks of Main Street and a stone building housing two pressure tanks for a waterworks system. At the turn of the century Manteno Township had a population of 1,672 and the village had 932. Manteno had already outgrown the first well dug to protect the community from

fires. A second well was drilled to 300-feet in 1902, which was followed by a third well dug to 435 feet in 1909.

In 1900, Manteno was called the grain center of the state. It was estimated that they handled over a million bushels of grain a year with an estimated production of eight million bushels within four years. The businesses in the village were all successful and growing. There were plans for electric lights for the village and the rural residents were anticipating that they would soon receive free mail delivery. On the farms, the old names were disappearing and the small farms were being swallowed up into farm expansions such as the Senesac farm of 500 acres, and the Guimond farm of 400 acres in Sections 13 and 24 respectfully. To the west the names remained familiar, but more French names were coming from the south. Stone roads in the rural areas were increasing with well over a dozen miles finished. In 1902, the Skinner quarry east of town was soon abandoned and replaced by a quarry developed on Isaac LeSage's property in Section 34.

By 1906, there were 427 children in the township schools and the school term had been lengthened to eight months. The village school had a new addition and the high school courses went from three to four years. That same year the Manteno State and Savings Bank was established and several Manteno investors formed the Manteno Brick and Tile Company. Within the next decade the Brick & Tile company employed approximately 100 to 120 men at peak production.

In 1909, the interurban trolley line was built, giving the community sixteen years of service between Chicago, the county villages, and south to Kankakee. The Chicago and Southern Traction Company built a station on the southeast corner of Oak and First Streets. In 1910, two wooden bridges over local creeks were replaced by steel ones to withstand the spring ice flow. The same year, the first ordinance concerning automobiles was enacted, and the village census recorded a population of 1,150. Manteno was fast gaining a

reputation as a progressive township and a pioneer in the building of "hard roads."

An automobile garage and repair shop appeared in Manteno in 1905. O. C. Shreffler and his son, Sam, sold and repaired gasoline buggies in Deselm and sold the first Rambler in 1908. By 1913, the business had prospered, and they moved into Manteno, where they continued to grow, eventually employing five generations of the family in the business. The Smith Brothers family business added Dodges and Reo automobiles and trucks to their stock, and by 1920 there were several automobile garages in the village.

In 1915, the Woman's Home Improvement Association was organized. In 1917, the Prairie Farmer Directory of Farmers, listed over 150 farmers and hired hands that were making a living from Manteno township farms. Pride in the country homesteads was increasing and life was becoming easier for the farm family.

Over 100 township men and boys joined the Armed Forces after the United States entered World War I in 1917. The servicemen's names were displayed on a large wooden plaque on Main Street, and following the war a bronze and stone memorial was placed on the schoolhouse lot.

In the 1920s, the first chain grocery store was established in Manteno and the gas station was becoming a new business in town. By 1926, a new grade school and high school were built, and the old frame building was torn down. In 1927, paved roads began to appear, and the automobile brought an end to the interurban trolley service.

The stock market crash in the late 1920s brought a panic throughout the United States, but things only got worse for Manteno Township when the agricultural community had a poor crop year. The price of grain dropped and to add to difficult times, the Farmers' Union Grain Company went out of business. Farmers with grain stored at the facility were not able to claim their grain and dozens of farms were lost in foreclosure. The highway network being built throughout the state

of Illinois, a project of Governor Len Small, helped provide jobs in the area.

Another state project authorized by Governor Len Small was the construction of the Manteno State Hospital. In 1929 the State purchased approximately 1,000 acres (later increased to 1,200 acres) a mile and a half southeast of Manteno for the construction of the Manteno State Hospital. The first buildings were built starting in 1928, and the new hospital was formally dedicated on November 21, 1929. The first patients arrived in 1930 from the Kankakee State Hospital.



FIGURE 88. The Administration Building at Manteno State Hospital under construction in 1929.

By the late 1930s there was a shortage of houses and commercial buildings due to the growth of the State Hospital and the constant need for new employees. The hospital had grown to twice the size of Kankakee's State Hospital and was caring for over 6,000 patients. A typhoid epidemic swept through the hospital in 1939, with 450 cases of the illness and 60 fatalities. By 1955 the resident population was 8,300. The hospital campus included over 100 buildings and a thousand acres of land. Its growth continued until it ranked with the largest hospitals of its kind in the world. The hospital closed on December 31, 1985. Illinois Veterans home was established at the site in 1986. Although many of the original buildings have been demolished, some were retained and renovated for other uses in 2009.

In the 1940s, the Manteno Limestone Company was established near the southern edge of the township. However life changed in the township with the beginning of World War II. American industry was converted to war production, planes, ships, and armaments replaced automobiles. Farmers increased production to feed soldiers, and the average citizen had to ration sugar, coffee, and meat while collecting scrap metal for salvage. Men were being called on to register for the military draft, test blackouts were held throughout the county and sirens were used to signal air raid warnings. Residents were involved in countless war-related activities.

In 1946, the Manteno State Bank was organized and the boys were coming home from service overseas. Due to the increased interest in private aviation, a private air strip was built on the Granger farm near St. George. A zoning ordinance and building code was drawn up by Manteno's first zoning commission, giving direction for future growth in the village. Four of the township's district schools were closed because of a teacher shortage. Many homes and businesses were now linked by telephone, and electricity now reached 1,878. The gross income in Kankakee County had doubled since 1940.

In the rural areas, there were more tractors, farmers were milking cows with machines, and mechanical corn-pickers made harvesting easier; but dangerous as well. In 1947, the Manteno Community Fire Protection District was organized, and in 1948, a 12-bed hospital, the Hillman Memorial Hospital, was opened on Section Line Road. An addition was added in 1956, and today the hospital is part of Riverside Hospital of Kankakee.

In 1951, separate school districts were officially merged into one State Unit No. 5, and within a month the schoolboard was selling the eight country school buildings. More school buses were added and there was a combined enrollment of 700 students in the public and parochial schools. In 1952, the voters approved the construction of a

junior-senior high school that would accommodate 500 students. In 1958, mail was delivered house-to-house in the village and a new brick post office was built on Main Street. That same year a landing field was approved for the Blue Ridge farm owned by Russell Spangler.

In the 1960s, farms were getting bigger, averaging 185 acres. Soybeans were the crop of choice and there were fewer but bigger dairy farms. Whatever a farmer chose to do he did it in a bigger way than ever before.

In the village, population had increased by one-third during the past 10 years. The Manteno Public Library opened in 1962. The following new churches began to appear:

- The Missionary Baptist Church with a church basement built in 1960, and the auditorium in 1961. The membership by then was up to

ninety when the new church was dedicated in 1964.

- Manteno Church of the Nazarene was organized on April 16, 1961. They moved into their new church building in 1963, located at the corner of Fifth and Locust.
- The Manteno Church of God held its first services in October 1961.
- The Christian Church of Manteno was organized in 1980, ground was broken for a new building in 1986, and the first services were held in May 1987.
- Risen Savior Evangelical Lutheran Church held its first service on September 9, 1990, and became an official congregation in 1992.

Today, the Village of Manteno continues to expand.



FIGURE 89. Map of Manteno Township from the 1883 county atlas, plate 91.

History of Momence Township

Early History of Momence Township

Prior to settlement, Europeans on the LaSalle expedition of 1679 passed through the Momence area. Momence Township⁷⁷ had its beginnings when fur traders Gurdon Hubbard and Noel LeVasseur, both employed by John Jacob Astor's American Fur Company in Mackinac came to the Kankakee Valley area in 1821. With the help of Native Americans they portaged from the St. Joseph River across swampy marsh lands in Indiana to the Kankakee River. Hubbard had been assigned to a post at Bunkum on the Iroquois River, and his companion, Noel LeVasseur was among several French-Canadians from Quebec that he chose to man the trading post. Hubbard and LeVasseur may have been the most effective influences that changed the primitive wilderness to civilization.

In 1822, Hubbard established a track, or trace, from his post at Bunkum, south to well beyond Danville, Illinois, and north to Chicago, Illinois. The Native Americans with whom he traded were the Potawatomi. The Hubbard Trace (aka Hubbard trail) from Danville to Chicago was well defined and well-traveled. The finest and most practical ford of the river, known as Upper Crossing, was a

spot about a mile above the present bridge at Momence. The area was used for centuries by American Indians, trappers, and traders who wished to cross the Kankakee. Here the river was shallow, and the bed consisted of large flat stones, making a fairly smooth road. Another ford, the Lower Crossing, was about a mile downstream. These two fords were the only practical crossings for almost the length of the river. All travel north and south converged at these spots and were the routes for emigration and trade from western Indiana and southern Illinois to Chicago.

In the Treaty of Camp Tippecanoe, signed October 20, 1832, the Potawatomi agreed to vacate the Kankakee Valley and resettle on a reservation near Council Bluffs, Iowa. Also under the treaty, several sections of land were reserved to tribal leaders, their wives, and children of trade goods merchants. Hubbard and LeVasseur knew where the most sought after tracts of land were located and they began acting as agents for clients from the east that were interested in speculating on Western lands. In the early 1830s settlers came from Canada, the Wabash, and Yankees from the East. Those first settlers were attracted to the south bank of the Kankakee River at Upper Crossing. In 1834, Robert Hill built a house, which became known as Hill's Tavern/hotel, on the south bank of

77. Jane Johnson and Mardene Hinton prepared this narrative history of Momence Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).

- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman Paul and Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Elizabeth B. Morrison, *Memories of Momence Township 1776–1976*.
- Jim Ridings, *County West: A Sesquicentennial History of Kankakee County West* (Herscher, Illinois: Side Show Books, 2003).
- ———, *County West Companion: A Further History of Western Kankakee County* (Herscher, Illinois: Side Show Books, 2005).

the Kankakee River, at Upper Crossing where Hubbard's Trail crossed the river.

On the river's north bank, a pioneer settlement known generally as the Lower Crossing was established about a mile downstream from Hill's Tavern. It was located on land granted to a Potawatomi named Je-neir. Her husband was known as Moness or Isadore Momence, a half-breed son of a trader Pierre Moran. Both the village and the township were eventually named for Momence and the adjoining township for Je-Neir, which became Ganeer. Enoch and Asher Sargent came to the area circa 1834–1835. Asher Sargent built a double cabin on the north bank of the river and is considered the original settler of what we now call the City of Momence.

In 1834, the state laid out a state road designated by mile-stones from Vincennes to Chicago. William Nichols came to the area in 1835 and settled near the trail on the north side of the river. He was followed by James Graham who settled near Nichols in 1838.

Milestone Road was used extensively from the farming regions of the Wabash Valley to Chicago, the nearest point to market their goods. Bacon, flour, fruit and lumber were carried to Chicago and they returned with supplies such as salt, cloth, ironware and various manufactured goods needed on the farm. The only mile-stone that survived through the years was, number 179, across the road from the Nichols house. The Worcester Women's Relief Corps later set milestone 179 in concrete to protect and preserve it.

Other early settlers were: Algernon Sidney (Sid) Vail, Jude Orson Beebe and Newell Beebe, 1836; Caleb Wells and Daniel Beebe, 1838; David Perry and Walter B. Hess, 1839; Dr. David Lynds, 1841; Cyrus Jones, 1844; Walter Chipman, 1845; Robert Stearman, 1851; J. B. Wickes, 1852; John Shedd, John Strunk, William Dayton, Henry, George and A. Hess, Jonathan Fender, Truman and Isaac Chipman, Charles Wiltse, Franklin

Worcester, Lewis Buffington, Seth Wells, W. A. Chatfield, A. L. Miner, and Hiram Dutcher.

From 1836–1841, a room in Asher Sargent's cabin was used as a school. In 1841, Sid Vail opened the first post office at his home, which was named "Lorraine" in honor of Miss Loraine Beebe, the first school teacher. Mr. Vail served as the first postmaster and is also credited in building the first frame schoolhouse in Kankakee County.

By 1845, a dozen families had settled near both crossings. Robert Hill's tavern/hotel was very well known as Hill's Crossing. He built a larger log house in 1840, and two years later a bridge was built at the site by the settlers. It was the first bridge across the Kankakee River, within the limits of Kankakee County. Known as "Hills Bridge," it was located on Hubbard Trace at Hill's Crossing. The bridge was carried away by flood waters in the winter of 1844, rebuilt about 1846, and carried away by ice and high water in February 1849. Sometime in 1852 the business men of the town formed the Momence Bridge Company and sold stock to finance the building of new bridges. The project was completed the next year and a house was built on the west tip of the island, between the bridges, for the toll collector. The toll for a team crossing was 15 cents, 10 cents for a single horse, and 5 cents to walk across.

A half mile south of the site of Lower Crossing, James M. Perry settled on the banks of the river, Philip Worcester, one mile below; Henry Tower, two miles below; and Daniel and Revillo Beebe and others, seven miles below. This locality was later called Beebe Town.

In 1837, Asher Sargent and David Perry began constructing a dam and a saw mill on the north fork of the river. After completing the saw mill circa 1838–1839, Sargent built a dam on Trim Creek and a grist mill, all within 1-1/2 miles of his cabin. The two structures became the center of Lower Crossing. In 1844 Mr. Todd and Mr. Mix hired William Chatfield to build a grist mill on the island. In 1849 Todd sold his share to John Strunk.

The Potawatomi Momence had given James McCord a bond in July 1834, to execute a deed for 2-1/2 sections of land at Lower Crossing. The land was on the reservation of the Potawatomi Ja-neir, her husband and his two brothers. On May 13, 1843, Dr. Hiram Todd purchased that land at Lower Crossing and within two years, Todd arranged for Robert Boylan to survey and plat a 12-block village and named it Momence. The plat was filed in Will County in 1846. According to Sid Vail, the town of Momence was named after Ja-neir's husband, Mo-ness (Momence).

William Nichols was the first Justice of the Peace in Momence Township. The doctors Mazuzan, Lane, Lynds, and Symington were among the early practitioners of medicine.

In 1851, a business center had developed on River Street. The little Momence settlement continued to grow, while the community at Upper Crossing began to disappear.

The Hill Tavern was losing its customer base, due to the bridge built in 1849, across the Kankakee River in Momence. Following Robert Hill's death in 1853, Hill's Tavern was moved to the corner of River and Market Streets in Momence, which is located in Ganeer Township. It was owned by John Lundstrum for many years, but was eventually torn down. That same year John Strunk built a flourmill on the island, later known as Strunk's Island.

Prior to 1853, the Kankakee River was the dividing line for two counties. Those living on the north side were in Will County (with Joliet as county seat) while those on the south side were in Iroquois County, with Middleport as their county seat. In 1853, Kankakee County was formed from portions of both Will and Iroquois counties. Momence made a bid to become the seat of Kankakee County government in 1853, but lost in an election on June 21 to the newly established town of Kankakee Depot. Kankakee Depot, a town of three blocks, was chosen as the county seat due to the Illinois Central Railroad's interests and the

offer to donate land and \$5,000 to construct a courthouse. In 1854, J. B. Paradis built a steamboat to carry produce from Momence to Waldron; and in 1855, William Astle emigrated from England, opening a hardware store on River Street in 1862. During this time period the toll bridges were soon replaced by free bridges.



FIGURE 90. Astle's Hardware Store today.

The early settlers and the business men of Momence that followed represented a new type of citizen. They formed church congregations and built churches, built schools, formed businesses and industries and wanted a decent town to live in. Elder Burr led a fight to incorporate, but the backwoodsmen were opposed; they wanted no restrictions. There were open street fights and men who had long been friends became enemies. In due time the election was held and the proposition won. A peaceful law-abiding community took eight or nine years before the incorporation was a recognized fact.

The first church built was in 1859, by the Union Hill denominations. Merritt and Alvin Wilber opened the first store in the locality. Enoch Sargent was also one of the first storekeepers.

On April 13, 1861, the Civil War began with the shelling of Fort Sumter. There were meetings in all the townships to urge men to enlist.

Company D of the 42nd Infantry was made up almost entirely of Momence men. The cost of the war, the loss of many men, and the economic difficulties, caused grief and hardship for those left behind. Momence and Ganeer Township paid \$26,047.75 to support soldier's families.

Development of Momence Township

The economic slump caused by the Civil War was eased to some extent by the news that a railroad would come to Momence. In 1865, the Chicago, Danville & Vincennes Railroad was chartered by the state legislature to build a railroad from Chicago to the southern part of the state (built from 1869–1871). It was to run parallel to the Illinois Central. The railroad failed however, and the assets were sold in a new charter granted in 1877 to the Chicago and Eastern Illinois Railroad. It would become the first railroad to go through Momence.

In 1868, Momence Union School District was created by the legislature. It was 2 to 3 miles in size and included the city of Momence.

Rapid population growth began before 1870 and was responsible for a great deal of building in the early seventies. Front Street (now known as Washington Street) soon would replace River Street as the business center. On Front Street, William Nichols built two business blocks, and J. B. Worcester and J. B. Durham built one business block.

In 1871, J. B. Wickes had buildings erected on two business blocks East of Range Street. W. G. Nichols later built two more brick buildings. About the same time James Mix had a growing ice business and by 1880, river steamboats were a common sight in the Momence area. Other craft hauled produce and supplies between Momence and the farms east of the city.

Frederick Knighthart, who came to Momence in 1869, built a three-story hotel on the southeast corner of Range and Front streets known as the Central House in 1882. Considered one of the

finest in the country the hotel was enlarged in 1888.

The railroads also made Momence an ideal location for new industries, including the Tiffany Brick Company, which was once the nation's largest manufacturer of glazed enameled bricks. Several buildings, including the Momence State and Savings Bank at 128 East Washington Street, the two commercial buildings flanking the Momence Theater, and the Jensen Drug Store storefront, were all faced with colored enameled brick.



FIGURE 91. Jensen Drug Store today.

The Tiffany Brick Works was incorporated in 1884. They manufactured sewer pipe and tile from natural clay. By 1886 there were 6 kilns and a foundation for the drying room. In 1887 they manufactured red pressed brick and were employing 50 men. Two more kilns and a central heating system were added in 1889, and employment was up to 100 men. Isaac Hardy, an English ceramist, came to Momence in 1893, with his three sons: Ernest, Ralph and James. With Hardy's formula the Tiffany Enameled Brick Company became well known worldwide. Mr. Hardy stayed in Momence six years, returning to England without his sons who chose to stay in America.

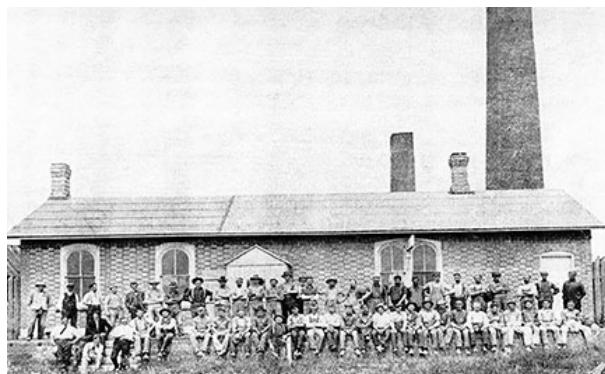


FIGURE 92. A historic photograph of the Tiffany Brick Company.

Tiffany Brick Company and Anderson Brick Company were flourishing industries, along with Chicago and Eastern Illinois (C E & I) Railroad round house and repair shops. By 1900, four railroads served the city and township. Momence was developing as a railroad industrial center and people moved in for employment. The earliest settlers were French-Canadian and New Yorkers. They were soon followed by German, Swedish, English and Irish immigrants, some settling in town, others on farms east of town. In the early days there were several African American families and several newcomers in the 70s & 80s were Danish and Polish.

A little group of homes, east of the C E & I tracks, were built by the immigrants from Denmark. That section of town soon became known as “Danetown” or “Denmark.” The homes west of the tracks (4th, 5th, and 6th streets and west of Ash street) were built by the immigrants from Poland. That part of town was called “Poland” or “Polishtown.” As time passed there was no specific ethnic sections within the town.

By 1899, C & E I Railroad employed 40 to 50 people in both the round house and repair shop. They also quarried stone until 1904 when production was halted. A system of pumps kept the stone pit from filling with water, but once the quarry shut down and the pumping stopped the quarry filled with water that seeped in from underground springs and from the river at the north end of the quarry. It became a swimming

hole for the Momence children. C & E I later sold it and it became known as Mirror Lake.

Oscar Conrad came to Momence about 1900, establishing a bakery at the corner of Front and Range streets. In 1909, he built a bakery and hotel on Island Park. Gus Wennerholm arrived in Momence in 1886, just three years after his brother. Together they purchased the Knighhart's livery stable and a farm in Ganeer Township in 1893. Gus Wennerholm brought the first automobile, a Jackson, to the streets of Momence in 1904.

In 1906, the *Momence Reporter* consolidated with the *Island News* and became known as the *Momence Press-Reporter*. The *Momence Progress* was the second newspaper.

By 1920, automobiles and airplanes were common, as was the motion picture. The newly invented radio now caught people's interest.

In 1921, the Dixie Highway was officially opened with Governor Len Small leading a parade from Danville to Chicago. Range Street was renamed Dixie Highway and Front Street became Washington Street.

Downtown Momence grew to its largest extent by the 1920s with commercial development centered primarily at the Washington Street and Dixie Highway intersection and along River Street just north of the Kankakee River. Development consisted largely of two-story masonry buildings housing a range of businesses from dry goods, drugs, and clothing stores to bakeries, barbershops, liveries and jewelry stores. Tanneries, commercial laundries, warehouses, and printing and bottling plants were mostly located along River Street. Downtown Momence also boasted three full service banks and the Momence Theater, which operated as a first-run movie house until the early 1950s when it closed.

During the 1920s and 1930s, downtown Momence became a popular destination for tourists seeking respite and relaxation in nearby Island Park. Like

many small rural communities across the Midwest, downtown Momence began a slow economic decline due to population shifts and increased retail competition from nearby malls and commercial centers. However, downtown's intact urban form and historic building stock provides a rich legacy of the community's original visionaries: the developers, merchants and investors who built downtown on the faith and belief of its long-term prosperity.



FIGURE 93. Downtown Momence today.

The Wall Street Panic was in 1929, and by 1931, the Depression left the future looking bleak. The poor and jobless were increasing, grain prices were very low and the farmers were becoming desperate. The Baptist church started a soup kitchen; the Kankakee County Relief Fund with machines and teachers, had a canning project, and taught sewing, knitting and furniture repair. The Chicago World's Fair was held in 1933 and 1934, and despite the Depression, Momence celebrated their Centennial with parades and a carnival atmosphere.

The Tiffany Enameled Brick Company received the contract from White Castle Hamburger Company for the brick used in building all its "White Castles". Tiffany Brick was also used when the Coca Cola Company expanded and built bottling plants from New England to Georgia.

As economic conditions slowly improved the Chamber of Commerce planned for a Gladiolus Festival to be held annually to honor the first

Holland farmers that grew gladioli in this area. The first Gladiolus Festival, held on August 1938, included a flower show at the high school. The four branches of the Armed Forces (Army, Navy, Air Force, and Marines) have participated since 1952. An antique automobile show began in 1961 and continues on the island each year.

Following the United States' entry into World War II, the Tiffany Brick Company ended its sixty years of operation as there was little to no coal for the furnaces, not enough workers, and the plant could not convert to war materials.

In the postwar years, three Momence men, Les DuMontelle, Jr., store owner, Donald Zeglis, attorney, and Orville Sharkey, realtor, formed the Momence Downtown Development Committee in order to bring forty businesses back to life. Sidewalks were repaired, store fronts improved, painting and cleaning was done. Flashing neon signs were removed, four parking lots were established and landscape murals were painted on the sides of buildings by high school art classes. The downtown district was revived and grew.

In 1970 two brothers from the Little Brothers of the Good Shepherd, came to Momence. They chose the grounds of St. Jude's Seminary, which had closed due to low enrollment, as a home for the mentally retarded opening in March 1972. The complex has grown through the years with small dormitories, class rooms, craft rooms, a gymnasium, swimming pool and chapel. Good Shepherd Manor, founded in 1952, maintains many homes in the U. S., Canada, England & Ireland.

Kankakee River

The Kankakee River winds its way across the center of Momence Township from its eastern boundary to its western boundary. It begins small in a marshy spot near South Bend, Indiana, with a stream that once was a 250 mile sluggish maze of meanders, winding among marshes and marshy islands with sand dunes. It was the river of two thousand bends until just above Momence where it

encountered a limestone out cropping which formed somewhat of a natural dam. The river flow increased there and it traveled more swiftly through great areas of prairie grasses bordered by timber on each side.

In Indiana, the Great Marsh, was a spawning ground for fish and a nesting area for water fowl. The Potawatomi made their winter camps, for hunting and trapping in that area. In the summer they went to higher ground where they could raise crops. The Great Marsh was also a source of food and income for the pioneer farmer. They built shacks on the sandy knolls and trapped all winter, catching beaver, otter, mink, and muskrat. Wagon loads of wild duck and geese were sent to markets in Chicago when summer came.

The Potawatomi were followed by hunters, trappers, the first pioneer farmers, even criminals—all adapted their lives to their environment. By 1880, the hunters and trappers had all left the Great Marsh, only the farmer remained. These marshes later became a hiding place for criminals such as the gambler, horse-thief and counterfeiter. Each area of the Marsh had a name: Goose Island, Skunk Island, Shanty Island, Bogus Island, Flag Pond, Wildcat Swamp, Frenchman's Slough, and just west of the state line in Momence Township, was the Skillet.

By the 1880s, the development of the railroad made the marsh more accessible. Sportsman's clubs from Boston, New York, Philadelphia, Washington and Chicago, erected hunting lodges; and the pioneer farmer guided them through the swamp.

The marsh grasses were sold for feed and for bedding. The pioneer farmers had done some ditching in an attempt to drain the marsh lands into the river. The steam dredge was invented in 1884 to make it an easier task. In 1893, the Indiana government started to remove the natural dam above Momence. The project ran out of money but in time 250 miles of meander, slough and bayou

had been deepened and straightened to only 90 miles in length; the swamps drained. It was a success for the land hungry cattleman but a disaster for the environmentalist. The project was completed in early spring, during nesting season. Millions of newly hatched ducklings and goslings died for lack of water; dead fish covered the mud of dried-up bayous and sloughs, beaver, otter and muskrat perished. The hunter's paradise was gone; the lodges and hotels were empty.

Illinois soon learned that altering the marsh in Indiana was affecting the river. The meandering Kankakee with its bayous, sloughs, and holding basins was nature's way of preserving the river's purity and its aquatic life. The swiftly moving current from Indiana carried great quantities of sand and created sand bars west of Momence by the mid-1920s. There is no longer spawning grounds of bass at the rock outcropping just above Momence; it is now sand covered. The river that once was the third cleanest water in the state is now only the sixth cleanest.

The natural dam above Momence still exists to protect the Kankakee River in Illinois. Without it the sand and silt from Indiana would come faster and farther, destroying the fish and vegetation, causing even more serious flooding during the spring high water season. Indiana made repeated attempts to remove the rock ledge and dredge the river from the state line to Momence, but Illinois won the controversy, and the dredging was not allowed.

In 1955, the Momence Conservancy District was formed to protect the river. It is governed by a board of trustees chosen by the County Board of Supervisors. As historian and author John Klasey described: "Finally in Illinois the Kankakee river comes into its own: a broad, lazy stream swinging in a long loop southward, then, with added strength from the Iroquois, sharply to the north. Miles later it blends its flood with the Des Plaines and becomes the river called Illinois."⁷⁸

78. Houde and Klasey, 1.

In Illinois, the Kankakee River has nesting and resting areas for waterfowl; there is habitat for many fur-bearing animals; it is a clean source of water for the cities of Kankakee, Bradley and Bourbonnais; and a beautiful flower called the

Kankakee Mallow grows on an island in the lower reaches of the river. It is the only river in the United States that holds the record for the three most sought after game fish: walleye pike, northern pike and small mouth bass.

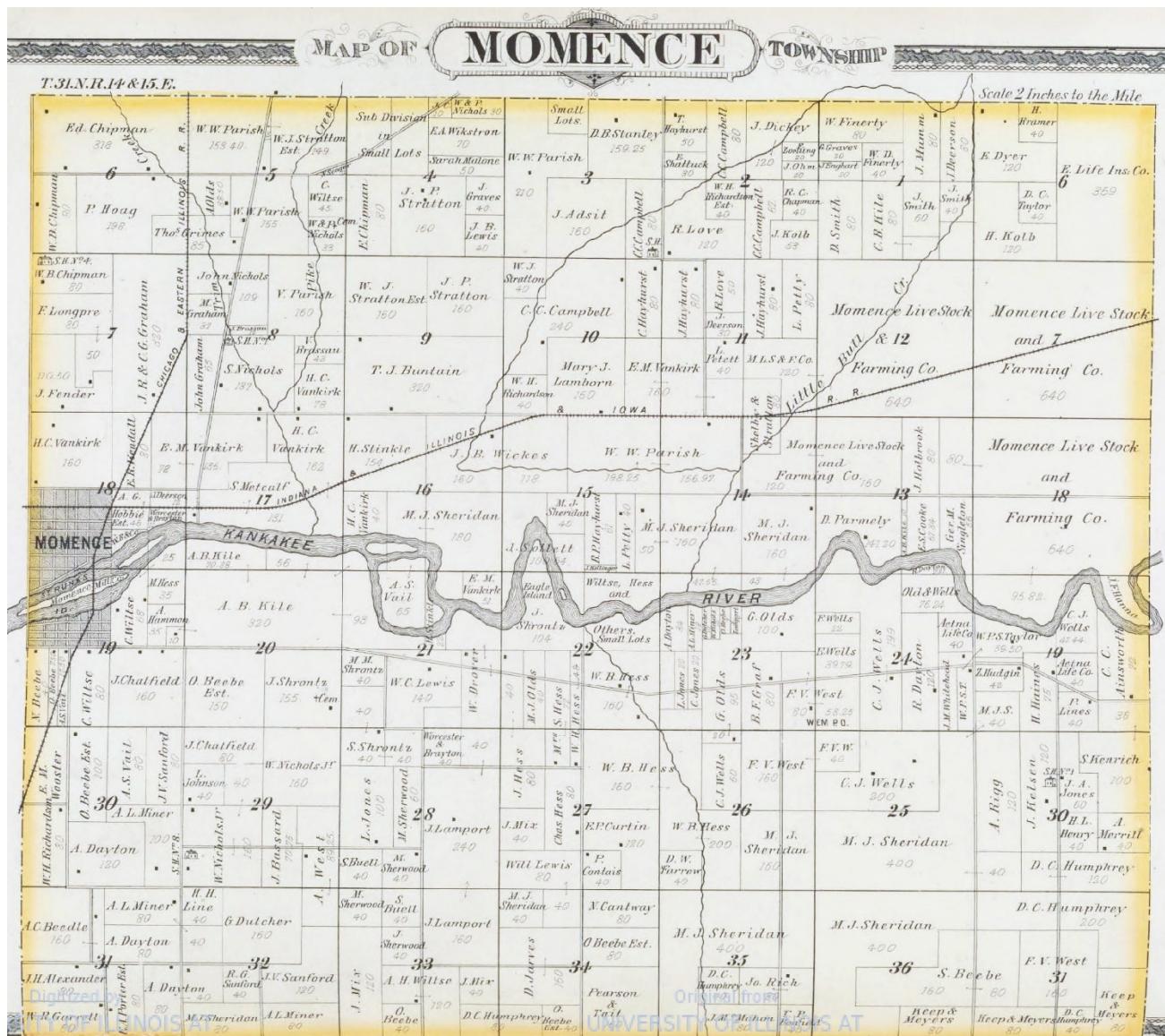


FIGURE 94. Map of Momence Township from the 1883 county atlas, plate 56.

History of Norton Township

Initial Settlement and Development

Norton Township⁷⁹ is located in the southwest corner of Kankakee County. At the time Kankakee County was formed in April 1853, the land that became Norton Township and Essex Township was still part of Vermilion County. In 1855, this strip of land thirty-six miles long and six miles wide was separated off from Vermilion County and became Essex Township in Kankakee County. On March 11, 1857, Norton Township was created from the south portion of Essex Township. Norton Township included 48 sections, extending 6 miles from east to west and 8 miles from north to south. The first town meeting of Norton Township was held in 1857 with 21 voters taking part. The 1860 Census listed 251 residents in Norton Township.

In the time before the European settlement, local Indian tribes such as the Potawatomi had used the area as hunting grounds, but there was no evidence of any permanent villages being located in what became Norton Township. Occasionally Indian

artifacts such as arrowheads, axe heads, and spear points would be found by the early settlers in their fields. The land had been ceded by the Treaty of Tippecanoe in 1832, but there would be occasional visits into the area by groups of Indians into the 1850s.

The first permanent European settlers arrived in Norton Township in 1852. There is some dispute as to who was actually here first, but most sources list the first settler as Major Wardell who settled in the northwest quarter of Section 13. He was elected the first Township Supervisor in 1857. Others claim that a pair of brothers by the name of Kelsaus were here first settling the west half of Section 32.

Early Norton Township was not an attractive place for many settlers. Most of the land was covered by prairie grass sometimes growing as high as five feet tall. The sod from which the prairie grass grew was very tough and it was difficult to plow through even after the invention of the steel plow by John Deere in 1837. Much of the land was originally used for the grazing of cattle. There was

79. Ronald Shank and Patricia Wagner prepared this narrative history of Norton Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Cabery Bicentennial Committee, *Out of the New World, Into the Old World: Cabery, Illinois, 1881–1981* (Herscher, Illinois: The Herscher Pilot, 1981).
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).
- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).

- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Amelia Marjorowicz, Violette Shimmin, Velma Shimmin, Mrs. Lavern King, and Mrs. Alvin Gaus, compilers, *History of Norton Township* (Kankakee: Kankakee County Bicentennial Commission, 1976).
- Jim Ridings, *County West: A Sesquicentennial History of Kankakee County West* (Herscher, Illinois: Side Show Books, 2003).
- —, *County West Companion: A Further History of Western Kankakee County* (Herscher, Illinois: Side Show Books, 2005).
- Ronald Shank, *Education on the Grand Prairie: The History of Education in Norton Township: 1858–1913*.

little available in the way of timber or water. There were no roads and only an occasional path through the prairie grass. There was a fair amount of game available for hunting with deer and prairie chickens being the most common. Wolves were also quite common and posed a constant danger to both the settlers and their livestock.

As more settlers began to arrive, corn, wheat, oats, and flax became the common crops along with the raising of cattle, hogs, chickens, and sheep. The soil was fertile and if the weather cooperated, the prairie began to produce fairly abundant crops most years.

By the late 1850s pockets of settlement were being established at several locations in Norton Township. Settlements would typically include a few houses, a store that often served as a post office, a blacksmith shop, and not much more. The oldest known surviving home in Norton Township is the Feller-Unz home built in 1857–1858 north of Reddick along what is now Illinois Route 17 in Section 6 of the township.

The very early records of schools in Norton Township are incomplete. Beginning approximately 1858, classes were held in a granary on the Joseph Smith farm in Section 32. This was located near the intersection of what are now 5000 South Road and 19000 West Road. Miss Luce was the teacher. In 1860, the township was further organized for the purpose of education. Soon after that, the first schoolhouse was built but its location is uncertain. In 1866 the township was split into 3 districts for educational purposes, but no map showing the boundaries of these districts has been found. In 1867, Miss Ada Strickland was hired to teach in a sod schoolhouse near what became the village of Cabery. This sod schoolhouse was used for two years. According to local lore, this sod school house was located in the Southeast corner of Section 6 South. This would make it near the present-day intersection of 7000 South Road and 19000 West Road. At a later date the Colton School would be built at this site.

Growth of Norton Township

The population of the township continued to grow at very rapid rate. By 1870, the population of Norton Township had grown to 1,180. By 1880 swelled to 1,581 a 30 percent increase over the 1870 population.

A lot of this growth was the result of two factors. The first of which was the moving west of many veterans of the Civil War. It was becoming more crowded in the east and land prices were increasing. The veterans were drawn west by less expensive land prices and the opportunity to own their own farms. They were willing to endure the difficulties and hardships of settling a new territory.

The second factor in the growth of the township was the arrival of significant numbers of immigrants from Europe especially from present-day Germany and Ireland. Some of the Civil War veterans were also immigrants and they found this land to their liking. They would often write letters to their families remaining in Europe urging them to come to the area. Also the invention of new technology for farming such as the reaper would make farming the prairie lands less difficult.

Railroads arrived in Norton Township in the late 1870s and early 1880s. Construction began in 1878 on the Kankakee and Southwestern Railroad (a subsidiary of the Illinois Central Railroad) from Kankakee to Bloomington; this route was later known as the Middle Division of the Illinois Central. It entered the township from the east going through the center of Sections 25 and 26. It then entered Section 27 where it then angled to the southwest through Sections 27, 34, 33, 4 South, and exiting the township through 9 South. Later, a spur line was constructed off the main line west of Buckingham to serve the coal mines at Clark City. But with the demise of the mines at Clark City, this spur was abandoned. Along the main line the villages of Buckingham and Cabery would be established.

In 1879, the Wabash Railroad entered Norton Township from the northeast cutting at an angle across Section 6 North. In this location the village of Reddick would be established.

In 1882 the Three I Railroad (Indiana, Illinois, & Iowa) would be constructed through Sections 1 to 6 North from Kankakee west to Streator and beyond. This would also spur the growth of the village of Reddick as well as Union Hill. These railroads would lead to increased economic activity within the township and greatly enhanced the transportation system. Surprisingly, with the coming of the railroads, the population was only 1,558 in 1890 (a decrease of 23 since 1880).

By 1899, there were twelve country schools in Norton Township. All of these schools were basically organized to serve students in four sections and were usually located at the center of the four sections.

Prosperity and Depression in the Early Twentieth Century

The population of Norton Township peaked with the 1900 census showing a population of 1,761 for the township. It would then start to slowly decline, and by 1930 it was down to 1,274 which is a decline of over 25 percent. But the first decades of the twentieth century were largely a time of prosperity for the township. The population in the villages remained fairly stable with a number of new businesses being added with the coming of automobile dealerships, gas stations, telephone exchanges, electric plants, and farm machinery dealerships. The villages began to develop paved roads, sidewalks, and village water systems. Most of the decline was in the rural areas of the township. Farms were becoming larger, and farming was becoming more mechanized. Tractors began to replace horses. Fewer hands were needed on the farms for the chores and planting and harvesting as new machines were developed. By the 1920s, the electric grid was being extended into rural areas. Illinois also began a program of building hard, all weather roads which made it

easier to travel between towns as well as getting crops to town.

By the 1920s, education beyond eighth grade began to become common for students in Norton Township. In 1915 Herscher had created a four-year high school district which reached into Norton Township. Reddick established a four-year high school district in 1919 covering a portion of Norton Township. Both of these districts constructed new high school buildings during the early 1920s to keep up with the growing demand for a high school education. Cabery's high school district covered some sections in the southern part of Norton Township. Still, there were a number of areas that were not a part of any high school district. Students who lived in these non-high school district areas were free to attend whichever high school they wished. In 1917 the State of Illinois started requiring elementary districts in non-high school districts to pay tuition for their eighth grade graduates to attend a neighboring high school.

In 1932 O. A. Towns, the principal of Reddick High School, came up with an idea to attract students to Reddick High School. He started a bus system to bring students to Reddick from the non-high school district areas. These buses picked up students as far east as Bonfield, Warner Bridge Road, and even to Wilmington. They went as far south and west as Emington and Saunemin. Reddick was one of the first rural districts in the state to adopt an extensive busing system. During this period of the 1930s, Reddick High School's enrollment would continue to grow, approaching almost 200 students at one point. Herscher would quickly follow suit with a similar plan.

The great depression of 1929 would bring about difficult times in Norton Township. Farm prices dropped drastically. A number of farms were foreclosed on during this era. All of the banks in Norton Township failed during this time and were closed with the loss of many thousands of dollars to township residents. A number of the small town businesses struggled, and some were forced to

close. The population of the township continued to decrease.

World War II and the Postwar Era

After World War II, the population in the rural areas of Norton Township continued to decrease. Farming continued to become more mechanized and fewer farm laborers were needed even as the farms became larger and larger. The number of families per section began to decrease. The postwar industrial boom and the changing economy made a high school diploma almost mandatory for the many new jobs being created. More and more of the younger generation were leaving the farms of Norton Township.

The postwar years saw major consolidation of rural schools into new unit districts. Declining enrollment had already forced some one-room schools to close, such as the Colton School in 1941. In 1946 some of remaining ones were consolidated with Herscher Grade School to form District No. 251 consisting of Herscher Grade School and eleven other districts. Others became a part of Reddick Grade School and Buckingham Grade School. The last of the one-room schools had closed by 1949.

Both the Reddick and Herscher districts desired to set up new unit districts. By spring 1949, the contention between the two schools was largely over the non-high school areas around Bonfield and Buckingham. After an election in April 1949, all of the disputed territory became a part of the Herscher Community Unit District No. 2, which came into existence July 1, 1949. On July 1, 1950, District No. 3 was organized, encompassing the high school in Reddick, and grade schools in Reddick, Union Hill, Clark City (later called Campus), and Essex; the district was known by the acronym RUCE.

The late 1940s into the 1970s continued to be fairly good times in Norton Township. The population of the township declined only slightly during these years. By 1960 it was 1,071. The population and businesses in the villages remained

fairly stable, but farming was continuing to become more mechanized and more scientific with the introduction of hybrid seeds and new types of fertilizers and weed control methods. Farms were growing larger and the families that remained on the farms were getting smaller and smaller. More and more township residents were working in nearby towns such as Kankakee, Joliet, and Dwight. During the 1970s Norton Township saw its first population gain since 1900, with the 1980 census listing 1,239 residents.

By the early 1980s a number of the businesses in the villages were struggling with competition from the neighboring towns. Grocery stores and gas stations began to disappear because of this competition. A number of other businesses closed, and by the end of the 1980s, there were few businesses left in the villages of Norton Township. Some of the taverns and restaurants and a few others managed to survive, but most were gone. A lot of the “downtown” areas began to take on a deserted look with empty and boarded up buildings in various stages of decay. Two of the three railroads serving the township – the Illinois Central and the Wabash – were abandoned and in most places the tracks reverted to farm fields with little trace of them left today.

The Union Hill School was closed in 1966, and the students were sent to Reddick. The Campus School closed in 1981, with the students from Campus also going to Reddick. The school in Essex closed in 1988 when it became a part of the Braidwood School District. In 1988 the RUCE district was disbanded because of declining enrollment and financial difficulties. Most of the RUCE district became part of the Herscher District with the students attending school in Herscher for junior high and high school, and elementary students remaining in Reddick for some grades. Due to financial concerns, the Reddick Grade School was closed in 2013. With this change, there would no longer be any schools in Norton Township.

Today In Norton Township

The population of Norton Township began to decline after the 1980 census and by 2010 was down to 978, which is the smallest it has been since 1860. That is approximately 55 percent of the population of Norton Township in 1900. The population in the villages of Buckingham, Cabery, and Reddick are now below 300 each, with Union Hill even smaller. There is no place in the township where one may buy groceries or gasoline. Virtually all shopping must be done outside of the township. The economy of the township is driven almost totally by agriculture. Most of the few remaining businesses are farming orientated. Most of the residents of the township that earn a living other than by farming work outside of the township in places such as Dwight, Herscher, Kankakee, or places even further away. Norton Township retains good soil and for the most part, agriculture continues to thrive and provide a good life for the few families that continue to be a part of this rich heritage of farming in Norton Township.

The Villages of Norton Township

There were four villages established in Norton Township: Buckingham, Cabery, Reddick, and Union Hill. These four villages were similar in many ways. Their creation was largely dependent on the railroads. They were all established approximately the same time. They all served as commercial centers for those living in the area around them and included a number of businesses and organizations. They would be centers of education and worship. Buckingham, Cabery, and Reddick would all remain about the same size with their populations likely not exceeding 400 people at any one time. Union Hill was always the smallest of the four villages. Cabery and Reddick were unique in the sense that they were both located across two counties. The southern portion of Cabery is in Ford County, and the western portion of Reddick is in Livingston County. Some previous existing settlements, including Eldredgeville and Pogsonville, ceased to exist when they were bypassed by the railroads.

Buckingham. Buckingham was named after Ebenezer Buckingham of Chicago who is thought to have been a major force in bringing the railroad through in 1878. Settlement in the area had begun in the 1850s with the establishment of a post office just to the north of where the village now stands. The town was platted in 1878, although it was not incorporated until 1902. It was a typical town of its time and included a railroad station, a grain elevator, a blacksmith shop, a saloon, harness shop, barber shop, hardware store, lumber yard, drug store, meat market, and general stores as well as several other businesses. There was a bank, a school, a Methodist church, and a Presbyterian church. It also contained the shops and roundhouse for the Clark City division of what became the Illinois Central railroad.



FIGURE 95. The former Buckingham Methodist Church, now a private residence.

The first school was built in the village in 1884. It was a large two-story frame building containing classrooms on both the first and second floors. It served kindergarten through eighth grade and also offered a high school program in the early 1900s. At some point the high school classes were dropped. Students would be added on several occasions such as the destruction of the Beardsley School by a tornado in 1911 and the closing of the Reed School.

In 1930, the 1884 building was torn down and was replaced by a new brick school house on the same site at the south edge of the village. The old building was in need of significant repair. According to Genevieve Berger, a student in the

school at that time, “when the wind blew, it blew through the siding and the air holes in the siding was all that kept the building from blowing down.” While this construction was occurring, school was held in a small house next to the school. The new building contained two classrooms on the main floor and two recreation rooms in the basement. In 1958 a third classroom was added. It remained a kindergarten through eighth grade building until 1970 when it became a kindergarten through fourth grade building, with the fifth through eighth grade students going to Herscher Grade School. The building was closed in 1980, with the remaining students going to Herscher Grade School. The building then became the Buckingham Village Hall. The village sold the building in 2013, and it is now a private residence.



FIGURE 96. The former Buckingham School, now a private residence, West Maple Street in Buckingham.

Cabery. Like the village of Buckingham, Cabery was also a product of the arrival of the Kankakee and Southwestern Railroad into Norton Township in 1878 (the Kankakee and Southwestern became a part of the Illinois Central Railroad system in 1902). The actual beginning of the village can be traced back to 1867 with the establishment of a post office by Chester Ames known as Four Corners because it was located at the intersection of two country roads. Several houses and business sprang up at this location even before the incorporation of the village. At one point the area was also known as Paradis after a local family.

The railroad further established the village and the name was changed to Cabery. It was named for a traveling salesman named John Caberry who had

helped establish the Masonic lodge in the area in 1869. At some point the second “r” was dropped from the name and the village became known as Cabery. It was incorporated in 1881. At one point it had as many as forty businesses. These included a railroad station, hotel, grain elevators, livery stable, furniture store and undertaker, two banks, restaurants, saloons, blacksmith shop, meat market, hardware stores, and general stores. It also had two tile factories.

By the early 1900s Cabery was considered one of the most prosperous and liveliest towns along this branch of the railroad. There were three trains a day each way serving Cabery with both freight and passenger service during these early years. What makes this even more remarkable is that on May 3, 1885, a large fire had destroyed twenty-four businesses and fourteen homes. However, buildings were quickly reconstructed, and the town continued to grow and prosper.

Other needs of the people of the village were also met. As mentioned earlier, a Masonic Lodge had been established, and it would be followed by an Odd Fellows Lodge. Three churches were established in Cabery. In 1867 a small Roman Catholic Church had been built to serve area residents as a mission church. In 1894 on the west side of the village St. Joseph’s Church was built. In 2015 this church was closed due to a decline in the number of parishioners.

In 1887 a Presbyterian Church was constructed in the southern portion of town. Additions were made to it in 1901, and a basement added in 1949. Probably its most noted pastor was Elisha Hoffman who served as pastor from 1911–1916 and from 1918–1922. He was the author of a number of hymns and gospel songs which are still used in churches today. In 1961 the Presbyterian Church joined into the ministry of the Kempton and Campus Methodist churches and the name was changed to the Cabery United Methodist Church. This church still serves families of the Cabery area.

The first school in Cabery was held in 1886 in a small sod house on the Peter Wagner farm on the west edge of Cabery. By the 1890s a large two story frame building was constructed on the west side of what is now Route 115 on the south edge of the village. It contained first through eighth grades and a two year high school with the first two year high school class graduating in 1901 with three students. In 1913 a larger two story brick building was constructed directly across the highway from the old building. It contained classrooms on two floors as well as rooms in the basement. It would serve for grades first through eighth as well as a four year high school. The first four year class graduated in 1915 with three members.

The early decades of the twentieth century were basically good ones in Cabery. The village continued to grow—although at no point did its population exceed 400—and projects were taken to modernize the town. The first water works and tower had been built in 1887. In 1902 the first electric light plant was built. Concrete sidewalks were installed in at least part of the town in 1903. Telephone service was installed in 1903. In 1927 Route 115 was paved, and Main Street also was paved. Most of the businesses continued to prosper, and some new ones—such as gas stations, farm implement, and farm products stores—were added with the coming of the automobile and modern farm machinery.

One of the major attractions in Cabery during this time was the annual Corn Carnival with a number of attractions and various forms of entertainment. It had started by 1909 and lasted at least through 1916.

Sports were also an important part of life in Cabery at this time. During the summer baseball competition between teams from local towns were widely attended and intense rivalries developed. During the early 1900s Cabery teams more than held their own against local competition.

In 1910 the Cabery Athletic Club was formed and for twenty years sponsored semi-professional football teams. Men from Cabery as well as several other communities played on these teams and were quite successful over the years. In all, eighty-two men played for Cabery football teams over a twenty year span.

During the Great Depression, both of the banks in Cabery failed, with many depositors losing their life savings. The last high school class in Cabery graduated in 1946 with two members. Beginning in 1946, high school students from the Cabery area attended high school in Kempton. Most years there were still about 100 students in grades first through eight continuing to attend school in Cabery. In 1958 Kempton and Cabery consolidated to form the Kempton-Cabery District for first grade through high school students. Students in grades first through eighth continued to attend in Cabery. In 1969 they consolidated with Cullom to form the Tri-Point District with high school in Cullom and some elementary students still attending Cabery Grade School. In 1972 the Cabery building was closed, with the remaining elementary students attending school in Kempton. The building was sold and for a time served as an apartment building. The building then fell into disrepair. Finally in December 2002 the building was demolished by the village. The land is now the property of the Cabery Area Fire Protection District.

Since World War II, the population of Cabery gradually declined, and many businesses closed. The only businesses remaining open today are Cabery Fertilizer, Cabery Bar and Grill, the Alliance Grain Elevator, and Behrends Hardware. St. Joseph's Catholic Church closed in 2015. The post office is now open just four hours a day. Although few new homes have been built in the past twenty years, the population has held fairly steady at about 300 persons. There have been improvements to the village park, sidewalks, and the water system.

Reddick. Like Buckingham and Cabery, the village of Reddick was a product of the railroads. There had been a few homes in the area as early as 1858. At one point earlier the settlement was officially known as Ben Moe for a short time. The Wabash Railroad arrived from the north in 1879 and the Three I Railroad arrived from the east in 1882. The two railroads intersected in the northwestern corner of Section 6N of Norton Township. The land on the southeastern corner of the intersection of the two railroads was considered the most favorable for settlement and it was here that the village was laid out. The area grew fairly quickly, and the Village of Reddick was officially incorporated in October 1890. The naming of the village is somewhat a mystery. It is possibly named for William Reddick who was a State Senator from Ottawa at that time, but this is uncertain.

In the late nineteenth century, the village contained the usual small town businesses of that era such as a lumber yard, a railroad station, grain elevator, dressmaker shop, hotels, barbershop, blacksmith shop, general store, saloon, restaurant, and a post office. Like Cabery it also had a tile factory. It contained a school and three churches: Catholic, Methodist, and United Evangelical.

The first school in the village was built in 1902. Earlier there had been country schools located north of town in Section 6N on the Feller farm and most recently just east of the village on the very northern edge of Section 7N. This first building was constructed on Main Street at the east end of the village. It consisted of two classrooms and a library. Later the library was converted to a classroom, and a two-year high school program was added. In 1915 it became a four-year high school, with the high school classes being held on the second floor of the Century Building on the east side of Wabash Avenue in “downtown” Reddick. In 1919 the Reddick High School District was organized, and a two story brick building was constructed for the high school just west of the grade school on Main Street in 1921. Over the years additions were added on the grade

school and high school buildings. In 1946 the grade school and high school districts were consolidated into District 255. It is important to note here that like in Cabery, the district included not only the area of the village and outlying territory in Norton Township, but area to the north in Essex Township and area to the west in Livingston County. Again like Cabery, the actual village itself is located across two counties with the western third of the village being in Livingston County. Also like both Buckingham and Cabery, the Reddick attendance area grew with the closing of the country schools in rural areas outside the village.

In 1933 Principal O. A. Towns of Reddick High School spearheaded an effort that led to the establishment of a junior college in connection with Reddick High School. It was funded by a government grant originally intended to help unemployed teachers. His plan was approved and four teachers and a librarian were hired. Reddick Junior College began operation in February 1934. Enrollment had reached 100 by the end of the first year. The program grew during the second year, but the grant funding ran out and Reddick Junior College ceased operation after only two years.

As noted above, in 1950 the RUCE Community Unit District No. 3 was formed. (RUCE stood for Reddick, Union Hill, Clark City, and Essex.) A new gymnasium was constructed in 1951, and an agriculture classroom and industrial arts area along with locker rooms were added in 1952. In 1954 the “C” in RUCE would become Campus instead of Clark City. The high school was in Reddick and grade schools were maintained in Reddick, Union Hill, Campus, and Essex. Several additions had been made to the schools in Reddick over the years with a separate Junior High Building in 1966 and other smaller additions over the years. As noted above, in 1988 the RUCE district was disbanded.

The 1902 grade school building in Reddick was demolished in the late 1980s, shortly after the former RUCE district became a part of the

Herscher District. The 1921 high school building was razed in 1998. The Herscher District kept open the newer parts of the building and the gymnasium as an elementary attendance center and actually built on to it, adding a cafeteria and several classrooms. But due to financial concerns, the Reddick Grade School was closed in 2013, and the building was sold to the Reddick Area Fire Protection district.

Union Hill. The origin of the name of Union Hill goes back to 1861 and the time of the Civil War. Its founder, John Schobey, wanted the name Union Grove for the post office, but there was already a town in Illinois by that name. He then settled on Union Hill although there is no real hill at that location. The Three I Railroad came along in 1882 and established a depot in Union Hill. The usual businesses began to develop around the depot. There was a general store, post office, lumber yard, blacksmith shop, dry goods, hardware store, banks, grain elevator, and taverns. The village was officially incorporated in 1903. Although there was never a church built in Union Hill religious services were held in the community hall for a number of years. It was a prosperous area; however, Union Hill never grew to be as large as the other three villages in the township.



FIGURE 97. Van Voorst Lumber Co. in Union Hill today.

District 140 was the school in the Union Hill area and was operational prior to 1877. There had been a small school in the settlement of Union Hill previous to this, but it was moved to the SW corner of Section 1 N by 1877. In 1910 additional students had been added to the Union Hill School from Essex Township with the closing of the Albert School. At some point this school was moved to north of Union Hill along Route 17 just east of the Union Hill Road. A larger building with two rooms was constructed. It was definitely in this location by the 1920s. It housed first through eighth grade and a two year high school at one point. After it became a part of the RUCE district, it housed first through eighth grade and was finally closed in 1966. The building was sold and then served as a tavern for a few years. It was destroyed by fire in 1981.

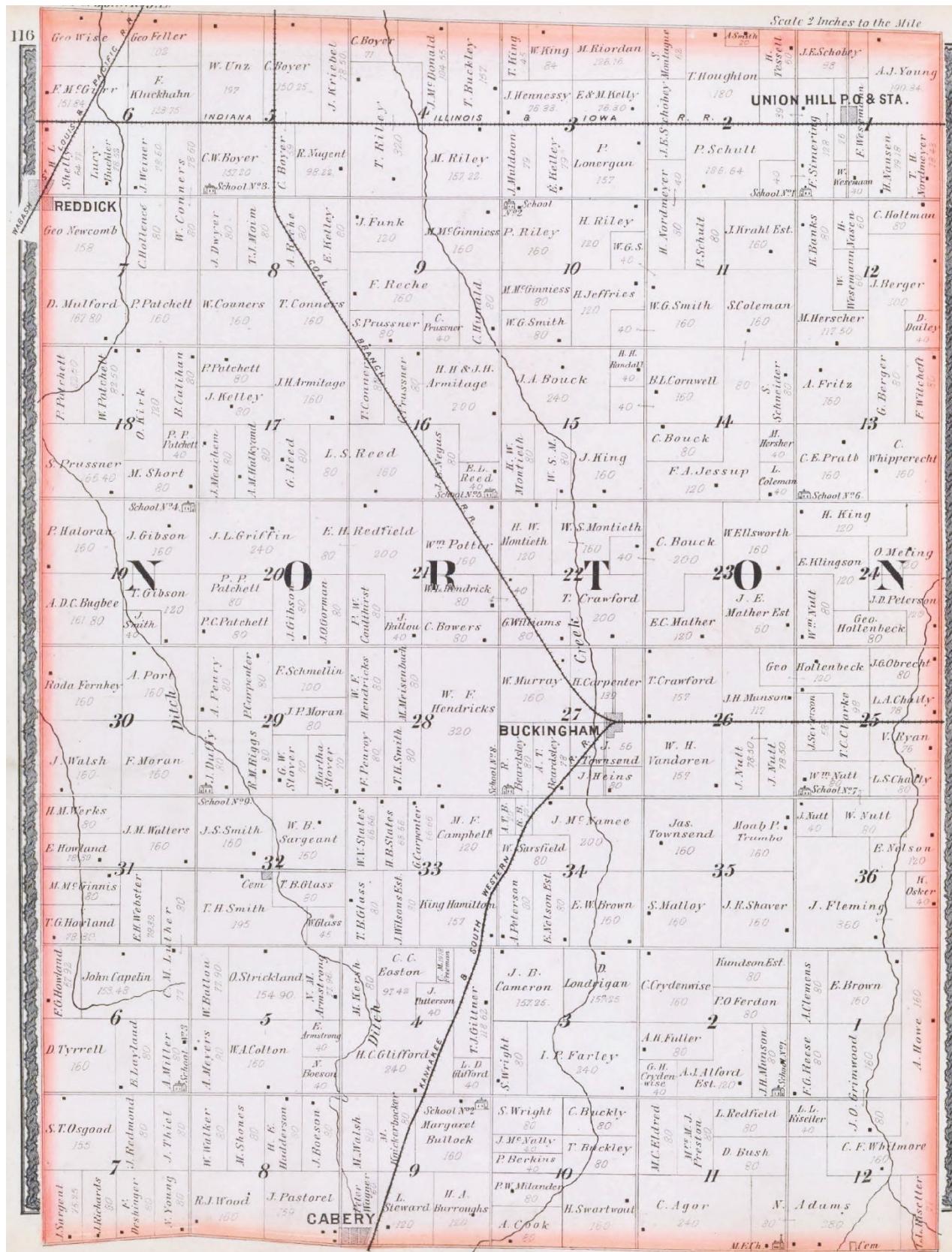


FIGURE 98. Map of Norton Township from the 1883 county atlas, plate 116.

History of Otto Township

Early History of Otto Township

Otto Township, formerly in Dallas Precinct, Iroquois County, was organized out of the original townships of Aroma and Limestone in 1855.⁸⁰ It was first called Carthage, and was known by that name until March 11, 1857, when the township name was changed to Otto. The new name was the suggestion of the first township supervisor, Luther Gubtail, who said that since they had an Aroma Township (significant due to the quality of plants which creates their fragrance), they ought to have their township named Otto (the aromatic principle, the essential oil of roses or flowers), since their homes were surrounded by acres of prairie flowers.

Elijah Thompson may be considered the first settler of Otto Township, he arrived when Otto Township was still part of Limestone Township.

The development of Otto Township was greatly affected by the development of the Illinois Central Railroad. Along its main route, the villages of Chebanse and Otto Junction were developed, and Irwin was developed in western Otto Township on its subsidiary, the Kankakee and Southwestern

Railroad; this route was later known as the Middle Division of the Illinois Central.

Villages

Alymer. Alymer, also known as Sugar Island, was first settled in 1843. It is located on the Iroquois River, four miles east of the village of Chebanse at the extreme southeast corner of the township. Some of the early settlers were: Simon Mabee, who built the first house. His house was bought by the second oldest settler, Thomas Sammons, in 1843. Other early setters included: Luther Gubtail, William Huckins, 1847 (William and Joseph Huckins came to the county in 1838; the latter did not settle in this township until 1852); James Barnett and Joseph Smith, 1848; Aaron Stackpole, Zeno Streeter, Henry Ostrander and Elisha Parsons, 1849; Alphonso Mellen, 1853; R. J. Hanna, Charles and John Frith, in 1855.

Henry Ostrander, one of the earliest settlers built a saw mill on the Aroma Township side of the river in 1849, which was later abandoned, and a few years later a grist mill was built on the Otto Township side by Edward Irps and Theodore Doll. The town of Alymer was surveyed and laid out by Luther Gubtail for Henry Ostrander and Henry Buckner in 1850, and recorded in Iroquois County.

80. John Adams prepared this narrative history of Otto Township. In preparing this chapter, the following sources were consulted:

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- Mary Moody, Mary Anne O'Connor, and Julia Deck, *A Link with the Past of Otto Township* (1979).
- Alyce Wakeman Nordmeyer, *Memories of Chebanse, 1854–1954* (Record Print, 1954).

In 1853, after the Iroquois County courthouse burned and Kankakee County was formed, a new plat was filed in February 1855, and the town was named Sugar Island. Unfortunately the village did not grow; it was already losing population to the new town of Chebanse, created by the Illinois Central Railroad.

Chebanse. Chebanse was platted by the Illinois Central Railroad company in 1854, as the first stop on the Illinois Central Railroad south of Kankakee, Illinois. Chebanse derives its name from the Potawatomi word *zhishibéns* meaning “the little duck.” The northern part of the Village of Chebanse is the largest community of Otto Township. R. J. Hanna built the first house (a 12 by 16 foot cabin) there in 1855. Hanna opened the second store in 1856 from a small start-up store established by Mr. A. Baldwin in 1855. Lemuel Milk opened a general merchandise store on the Otto Township side of the county line, circa 1868–1872. The combination store included nine stores in one building as well as a bank, newspaper office, and barbershop. The building was destroyed by fire in 1904.



FIGURE 99. Lemuel Milk's combination store in Chebanse.

Amos M. Fishburn was the first Postmaster in Chebanse, serving only a short time before R. J. Hanna was appointed. Hanna also held the positions including Board of Supervisors, City Council, Board of Education and Kankakee postmaster in 1882.

Mr. Hanna wrote the early history of Chebanse in June 1900. He chronicled his arrival at twenty

years of age with his wife Ann Frith in 1855 and discussed the development of the town and adjacent areas with the first houses being constructed by Sylvester and Cutler located on Langham creek south of town. William Frith built a house just to the northwest of town limits. Howes and H.K. White built houses at Clifton. After the construction of the depot freight house and section-hand house Robinson and Brayton constructed houses approximately ten miles to the southwest. Hanna credits the first store to A. M. Fishburn and the first hotel to George Carter.

In 1857 Chebanse had 600 residents, 125 houses, one church or meeting house, one school, and five stores. Mr. Hanna writes that 1857 marks an economic downturn nearly as bad as that in 1837. Many forms of money were worth ten to twenty percent of their previous value.

Chebanse later had five general stores, dealing in dry goods, groceries, hats and caps, boots and shoes, etc.; three drug stores; three steam elevators; four wagon, blacksmith and repair shops; two furniture and two hardware stores; one bank, the Citizens' Bank; two restaurants; two millinery stores; two meat markets; two saloons; one creamery; a hay press; four medical doctors; one attorney; two insurance offices; two liveries; three churches—Catholic, Methodist, Congregational; and one Masonic lodge. It also had a system of water works, operated by wind power, one lumber yard, and one steam mill for grinding corn and feed, owned by Lemuel Milk and Mr. Chase. There were large amounts of grain, stock, hay and other products shipped out of Chebanse.

According to Mr. Hanna winds were a significant problem. He mentions the farm owned by Mr. Milk which had a house that was destroyed by wind three times. Mud was also a challenge. Due to the presence of the clay sub soil, drainage was slow and the surface remained muddy for a significant duration and was a challenge for farm work and traveling.

The *Chebanse Pentagraph* was founded by Burroughs in 1896. In 1900 he became the publisher of the *Chebanse Herald* (where he had apprenticed twenty-five years earlier).

Irwin. In 1878 the Kankakee and Southwestern Railroad, a subsidiary of the Illinois Central, began construction on a line running from Kankakee to Bloomington. The village of Irwin is connected to the railroad, as were many other communities in Kankakee County. Although there were a few Irish settlers before the railroad was built, it was the coming of the railroad that established the town of Irwin. Names such as Connors and O'Connors were quite prevalent in the community and it was suggested at one point to name the town Connorsville or O'Connorville. When the new rail line was built through the area in 1878, the depot was built on the George S. Irwin family farm, established in 1866. The station was named Irwin, which led to the town also carrying that name. George S. Irwin, born in 1817, in North Carolina, moved to Otto Township with his wife Ruth Staunton and their two sons in 1866. George Irwin's son, Joseph, was a conductor for many years on the Illinois Central route that went through Irwin, from Kankakee to Bloomington.

The town of Irwin was platted in 1878, and incorporated in 1902. The first village president was William O'Connor. In the 1870s a blacksmith shop and a store opened, and in 1878 the first post office was established. There were four passenger trains that went through Irwin each day, a favorite mode of transportation before the automobile, with service to the area lasting until the 1940s. The rail cars carried stone from Lehigh Stone Co. and grain from Irwin as it developed into a grain buying center. Grain elevators were established in 1879 and 1897. In 1904, the R. F. Cummings Grain Company was built. Various other small businesses existed through the years

The O'Connor family name dominates the Irwin community of Otto Township. It begins with Michael (1806-1884) and Mary McMahon (1816-1892) O'Connor, Sr. who left Ireland in 1852, due

to the famine and British oppression. They lived in Lexington, Kentucky, and Utica, Illinois, before settling on a 160 acre farm one mile southwest of Irwin in 1868. They had six children: Thomas, Michael Jr., Johanna, Mary, William and Timothy. Through the years, the family grew so large that the children of Michael and Mary were best able to identify their first cousins by clan nicknames: the Buffaloes, the Shanks, the Bills, the Maleys, and the Ferrises. The grandchildren of Michael and Mary all lived within three miles of each other. Four other nicknamed O'Connor clans were the Bucks, the Prophets, the Mickeys, and the Iowa Jackies, not direct descendants, but related through marriage.

Otto Junction. Otto Junction, three miles south of Kankakee, is an important station on the Illinois Central track, at its junction with the Kankakee and Southwestern Railroad.

Sammons Point. Sammons Point is a village in Otto Township in south central Kankakee County, Illinois. It had an estimated population of 305 in 2007. Initially Sammons Point was incorporated as a village on March 21, 2006, to fend off the proposed expansion of the Waste Management Corporation's landfill which owned land within the new village. Waste Management wanted all of their land to be unincorporated and under the jurisdiction of the Kankakee County Board instead of Sammons Point. The incorporation election took place with 82 people (66.7 percent) voting in favor of the measure and 41 (33.3 percent) voting against. Waste Management challenged the validity of the election in court, claiming that its organizers had not followed proper procedures when presenting their original incorporation petitions. The Circuit Court sided with Sammons Point, but Waste Management prevailed in a June 2007 appeal to the Third Appellate Court in Ottawa. A bid by the village for new hearing on the case was denied on August 8, 2007, and Sammons Point was formally disbanded on September 13, 2007. Soon after, efforts to reincorporate the community were revived. A new incorporation election was held on February 5,

2008 with 87 votes (57.2 percent) cast in favor of reestablishing the village and 65 (42.8 percent) opposed. Approximately 76 percent of eligible voters participated in the election. Sammons Point is served by the Central Community Unit School District 4, which operates Chebanse Elementary School on the Iroquois County side of the Village of Chebanse, John L. Nash Middle School in the Village of Clifton in Iroquois County, and Central High School one mile northeast of Clifton.

Schools

The first school in Otto Township was in what became the village of Alymer (Sugar Island) and the first one-room schoolhouse was the Streeter School in the southern part of Otto Township.

- Orin Streeter established the Streeterville School in 1851 in a log house located in Section 2.
- North Irwin School in Section 20 served not only the northern part of Otto Township but included southern Limestone Township.
- Devere School was located in Section 24 and was taught by Samuel Devere, the first person from Otto Township to graduate from Kankakee High School. The school was closed in 1949.
- Sacred Heart School in Irwin, Illinois, was a Catholic school, operated from 1917 until 1965.
- Other Otto Township schools included Beardsley School, Section 9; Brock School, Section 7; Imhauser School, Section 31; Mellen School, Section 28; Mills School, Section 32; Porter School Section 1; and Pratt School, Section 27.

Churches and Cemeteries

The first church built in Otto Township was the Methodist Church in Section 22 by the Kankakee River.

The first Catholic Church in western Kankakee County was the St. James Mission originally established in the far northeastern corner of Pilot Township in 1862, by Jacques Cote. Father Cote also helped to establish St. Viator's College (now Olivet Nazarene University) in Bourbonnais. In 1895, a new St. James Church was constructed in Irwin in Otto Township to accommodate several Irish farmers who had moved to the area. The parsonage, built circa 1877, was moved from the site of the old church to the new. At the same time, some St. James parishioners established Sacred Heart church two miles west of Cagwin at Goodrich Station in Pilot Township.



FIGURE 100. St. James Church in Irwin, built in 1895, with the original parsonage. Source: Meyer, plate after page 170.

A new rectory was built in 1906, destroyed by fire in 1907, and then rebuilt that same summer. The church was destroyed by a tornado in 1982. A new church, St. James the Apostle Catholic Church, was constructed using furnishings and stained glass windows from the old church and completed in June 1983.



FIGURE 101. The St. James rectory constructed in 1906.



FIGURE 102. The St. James rectory constructed in 1907.

Personalities

Arch Ward (1896–1955) was born in Irwin to Thomas and Nora Gertrude (O'Connor) Ward. His father, who worked for the railroad, was killed in an accident before Arch was three years old. His home was on Route 115 at Lehigh Road, Irwin. He was the most influential and respected sports writer of his day. He was a sports writer for the Chicago Tribune and was friends with every major sports figure of the era. He knew Babe Ruth, Lou Gehrig, Joe Louis, Knute Rockne virtually every sports star from the 1920s to the 1950s. He started Major League Baseball's All-Star game in 1933, and the All-Star football game in 1934. He helped develop the Golden Gloves boxing tournament in 1928, and was Knute Rockne's first publicity director at Notre Dame in 1919. He also wrote several books about sports and was the first president of the Chicago Press Club. Arch Ward was inducted into both the Major League Baseball Hall of Fame in Cooperstown, NY, and the National Football League Hall of Fame in Canton, Ohio.

Dan Patch (1897–1916), one of the most famous sons of Otto Township, was a horse—the greatest pacer of his generation. Pacers pull sulkies (little carts for jockeys). Born in Oxford, Indiana, to the mare Zelica, Dan Patch was sired by Joe Patchen who lived at the Leroy Payne Horses' Home, located about a mile northwest of Chebanse. Dan Patch raced competitively for a decade and lost only twice. Owner M. W. Savage turned Patch into a marketing conglomerate, with a washing machine and a smoking and chewing tobacco carrying his name.

Leroy Payne was the son-in-law of Chicago hotel magnate Potter Palmer and a power in the livery business in Kankakee and Chicago where he later moved. While living in Kankakee County he had two livery stables in Kankakee, the main one was on Station Street, the other on Schuyler Avenue. After he went to Chicago he had a monopoly of the livery and transfer business of the Palmer House, the leading Chicago hotel. His station was at Michigan Avenue nearly opposite the Art Institute and he had the fanciest rigs and many more than any other livery man in that city. The highlight of his career was driving four perfectly matched bays to the carriage of General Grant in a parade in Chicago.

Payne established what he called the *LeRoy Payne's Horses' Home*, $\frac{1}{2}$ mile west and 1 mile north of Chebanse, where he sent his Chicago horses to rest their tender feet from pounding on the granite streets and where he also bred horses. The farm grew through the years to 1,063 acres of choice land, a deep black loam, from 15 to 30 inches deep that grew wheat, corn, oats, rye, barley, hay, timothy clover and blue grass. The entire farm was enclosed in a high board fence and subdivided by board fences and cedar posts into about 20 or 30 pastures. Forty acres was laid out in a square for the buildings. Streets ran parallel 100 yards apart, were well lighted by a Waterhouse plant, and were lined with trees along the entire length of each street. Beautiful barns were built with box stalls, with ventilation being part of the architectural design. There were water hydrants in

each barn and all openings were covered with wire netting to eliminate flies. One building was an enclosed track with 150 box stalls, a center gallery for visitors and where \$10,000 worth of beautiful paintings were hung. Special excursion trains came from Chicago to Chebanse. Visitors were met at the depot and taken to the Horses' Home by carriage. With the arrival of the automobile the use of horses gradually diminished. The farm went bankrupt in 1898. Payne's business in Chicago had also gone broke in 1893, when he invested heavily in horses and rigs to serve the Chicago World's Fair, only to find that most tourists came to the fair by train and did not take time for sightseeing as he anticipated.

In 1902, Henry Nordmeyer bought the famous Payne Horses' Home and 680 acres of land. A part of the buildings remained and became the home of Mrs. Clara Nordmeyer. In 1917, farmers in the County organized. Each township had a slogan and Otto Township advertised "The Best Colt Show in the County."

Harold Lincoln Gray (January 20, 1894 – May 9, 1968) was an American cartoonist, best known as the creator of the newspaper comic strip *Little Orphan Annie*. He was born in Kankakee on

January 20, 1894. His grandfather, William Wallace Gray, settled on a farm in 1870 that became known as the Gray Homestead, located three miles east and three miles south of Chebanse, in Iroquois County. Harold Gray lived on the farm for five years, and attended the Dodsonville School south of Chebanse. In a letter to a Mrs. Nordmeyer who had requested an *Orphan Annie* cartoon from him, Harold reflects on his life in Chebanse:

We read the Chebanse Herald, banked with the Porch bank, patronized H. Sykes for drugs, and our close and dear friend and doctor was Dr. S. R. Walker. I still remember Frank Spies, Jay Lane, Ed Grace and big Ed Butte, the auctioneer who did not live there but who sold many of the big farm sales in that area. We shipped cattle now and then from the little siding in Chebanse, to Chicago. We bought our implements and groceries in Chebanse. In busy seasons I sometimes did not get to town for three or four months at a time, but it was a big day when I did – and could watch the trains go through. On holidays the Spanish American Veterans would have a sham battle and parade and there was a ball game. The town was full of plenty of Civil War veterans then, too. Chebanse, as I recall it, was full of grassy yards, shady trees, dirt streets, and a little dust hanging in the air along with the drone of bees, horses and buggies—and friendly people. It's a memory I cherish, and always shall.

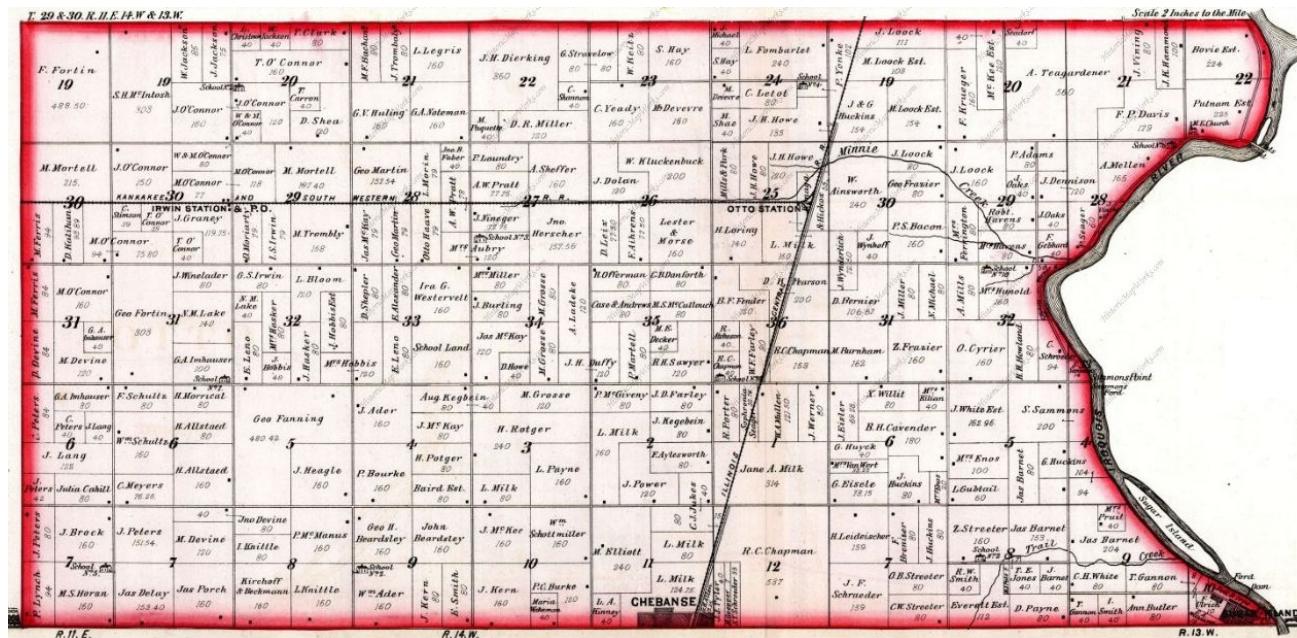


FIGURE 103. Map of Otto Township from the 1883 county atlas.

History of Pembroke Township

Early History of Pembroke Township

Pembroke Township⁸¹ is located in the southeast corner of Kankakee County. The township was created in 1877 from parts of St. Anne and Momence Townships. The initial surveyors of this area found the land to be low, wet prairie with occasional sandy ridges and scattered groves of timber. It was judged to be not well suited for farming.

An old Potawatomi trail passed through the area, and a tavern or inn was constructed on the route in 1837 by Mr. Humphrey. The inn was in a crab apple grove in Hopkins Park near where Oregon Avenue intersects Walker Street. Much later this rather desolate area of rolling sand hills, shallow “flag” ponds, and scrub oak would become Pembroke Township.

African-American settlers in this area, Joseph “Pap” and Richard Teeter and James Morgan, arrived with their families around 1850. It appears that they came from Maryland and North Carolina. The African-American population represented approximately half of the total settlers during the nineteenth century.

Alexander McKay arrived in 1868 and built his cabin in the township. He claimed 120 acres alongside the old trail. He became the first postmaster of the Pembroke Post Office in 1879. His home and the post office were located

approximately 3-1/2 miles southwest of the present-day village of Hopkins Park.

The name Pembroke may have been suggested by Hiram Whittemore who lived in a township with a similar name out east. Pembroke was also the name of a former county in southwest Wales.

A constitutional amendment and legislation approved in 1879 allowed for the formation of drainage districts. The constitutional amendment was necessary to allow the legislation, as a similar drainage law had been struck down in 1869 as unconstitutional. The new districts had the power to levy taxes to pay for ditching work. Eventually, large portions of the county were converted to usable farmland through the work of the drainage districts. Most of the drainage was needed in Yellowhead, Momence, Pembroke, and St. Anne townships.

In the late nineteenth century Thomas Mills founded the People’s University of the United States of America on forty acres in Pembroke Township. This socialist educational experiment failed in the late 1890s, and the property including thirteen buildings was sold to Robert McKay.

Growth of Pembroke Township

Prior to 1900 Pembroke Township’s fifty-two square miles were a remote and rustic swampland. At the start of the twentieth century, the township enjoyed a reputation as an excellent hunting area, attracting Chicago’s elite who could travel the

81. Terry Johnston and Mardene Hinton prepared this narrative history of Pembroke Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee’s Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs’ original text published during 1932 in the *Kankakee Daily Republican*.

- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).
- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., “History of Kankakee County” in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).

Chicago and Eastern Illinois Railroad to Hopkins Park. Pembroke Township was also settled by farmers who improved the land by drainage and cultivation. Soon, the area began to show signs of growth. One of the handsomest country estates in the county was located there early in the 1900s. Pembroke Farm, as inscribed in a large arch at the entrance, was the property of a former Postmaster of Chicago, Charles U. Gordon.

Before the end of prohibition in December 1933, one of the largest and most complete distilleries ever confiscated by federal prohibition agents was discovered in a barn on a Pembroke Township farm. The still had a capacity of 550 gallons of 188 proof alcohol daily and had been in operation for several months when it was located in 1931. The output from the still during those months of operation was part of the supply distributed in Chicago during prohibition.

In 1938, a Kiwanis Club committee from Kankakee, encouraged by the Sportsman's Club of the county, sponsored a tour in Pembroke Township as the result of interest displayed by the federal government in the possibilities of turning the land into a forest preserve, game refuge and recreation park. The Kiwanis committee traveled roads that were "little more than narrow, bumpy trails, through the wilderness" but they passed a number of prosperous farms, notably the Talmadge, Wertz, Madison and Coyle farms. In addition they saw sand hills, acres of thick oak forest and underbrush, wide expanses of flat grazing land, partially obliterated remains of what had been a great lake and the wide elevation of land which had been the famous Bogus Island. On partially cleared hillsides cabins and crude huts were present.

There was a great influx of African Americans during the 1930s and 1940s as families fled from social ills of the rural south. In addition, poor whites had begun to move into the township. Both groups often lived in extreme poverty and found work picking berries and hunting wild animals.

Real estate speculators and many white farmers who had purchased large tracts of land at low prices began selling lots at great profit. The properties were easy to sell but they consisted of marginal land that had no value as farming land. Many of the lots were inaccessible by road and even where roads did exist, the area was subject to flooding in rainy weather. Immigration to Pembroke Township by African Americans, which had accelerated in the 1930s, increased seventy-two per cent during the 1940s. In 1943, a Sacred Heart Catholic mission was built in Hopkins Park by volunteer labor.



FIGURE 104. Sacred Heart Parish today.

An anti-poverty campaign in Pembroke Township, began in earnest during September 1965 with a six-month planning project by the local agency, the Pembroke Community Action Program. Nine-tenths of the cost was financed under the Economic Opportunity Act of 1964. At a community meeting in Hopkins Park, Lorenzo Smith, Superintendent of the local elementary school district, who also served as the Pembroke Action Committee Chairman, reported on initial anti-poverty progress. Two short-term projects had already proved successful, as an Operation Head Start project allowed 250 children to attend preschool while a small work experience project for unemployed youths was started. Despite the early successes, Smith stated, "We all know what Hopkins Park needs—it needs everything."

By the end of 1965, Pembroke's population was 3,223, ninety-five percent of whom were African Americans. A study by the Pembroke Community Action Committee, which involved a house-to-house survey during the fall of 1965, resulted in recommendations for the improvement of conditions in Pembroke Township.

Never had Kankakee County residents displayed so much desire to improve living conditions throughout the area and to develop understanding and cooperation. Human relations became the prime topic of conversation.

In 1964, bond issues were approved which called for Kankakee High School to be split into two separate schools, with two new schools also being constructed in Pembroke Community Consolidated District 259.

A small group from the organization Volunteers in Service to America (VISTA) had been working in the area beginning in September of 1966 to improve living conditions for the poverty-stricken people. The workers came from various parts of the country and described their work in Pembroke as "often frustrating but also very gratifying." They said that much of the frustration stemmed from the "disorganization in communications" in the township and they spoke of such problems as a high rate of unemployment, bad roads, lack of medical facilities and slum housing conditions.

During the summers of 1966 and 1967, groups of young people of high school age and their counselors were sponsored in Pembroke Township by the American Friends Service Committee. The youth worked with the Pembroke Action

Committee and with the Pembroke Neighborhood Youth Corps, assisting elderly residents of the township around their homes and in community clean-up campaigns.

The Kankakeeland Community Action Program's Northside neighborhood center opened for business in November of 1967. Although the Kankakeeland Community Action Program was developed after the Pembroke Action Committee was established, it was designed to coordinate poverty programs in the county.

Hopkins Park

The coal branch of the Chicago and Southern Railroad began construction in 1871. In 1877, a depot was established in Pembroke Township by the Chicago and Eastern Illinois Railroad. In 1888 Joseph L. Clark platted the village of "old" Hopkins Park at this depot. The village was named after Cary M. Hopkins. He and John Hopkins deeded forty acres in Section 24 to the townsite. (The 1883 Kankakee atlas shows all of section 24 owned by B. Fowler prior to the platting of the village). The "new" village of Hopkins Park is located approximately a mile west of the "old" Hopkins Park. A pickle factory was established in Hopkins Park. Today the area once designated as the settlement of Pembroke is part of the new village of Hopkins Park.

In recent years, Hopkins Park has become a focus of study for the African Scientific Research Institute.⁸² The research has focused on its founding and governing by a former enslaved man, Matthew Joseph Tetter.⁸³

82. The African Scientific Research Institute (ASRI), based in Chicago, was organized in 1999 to bring together archaeological and forensic science to research African-American individuals who lived between 1628 and 1888.

83. The account that he was previously enslaved contradicts the family knowledge of his great-granddaughter, who characterizes him as a Frenchman.

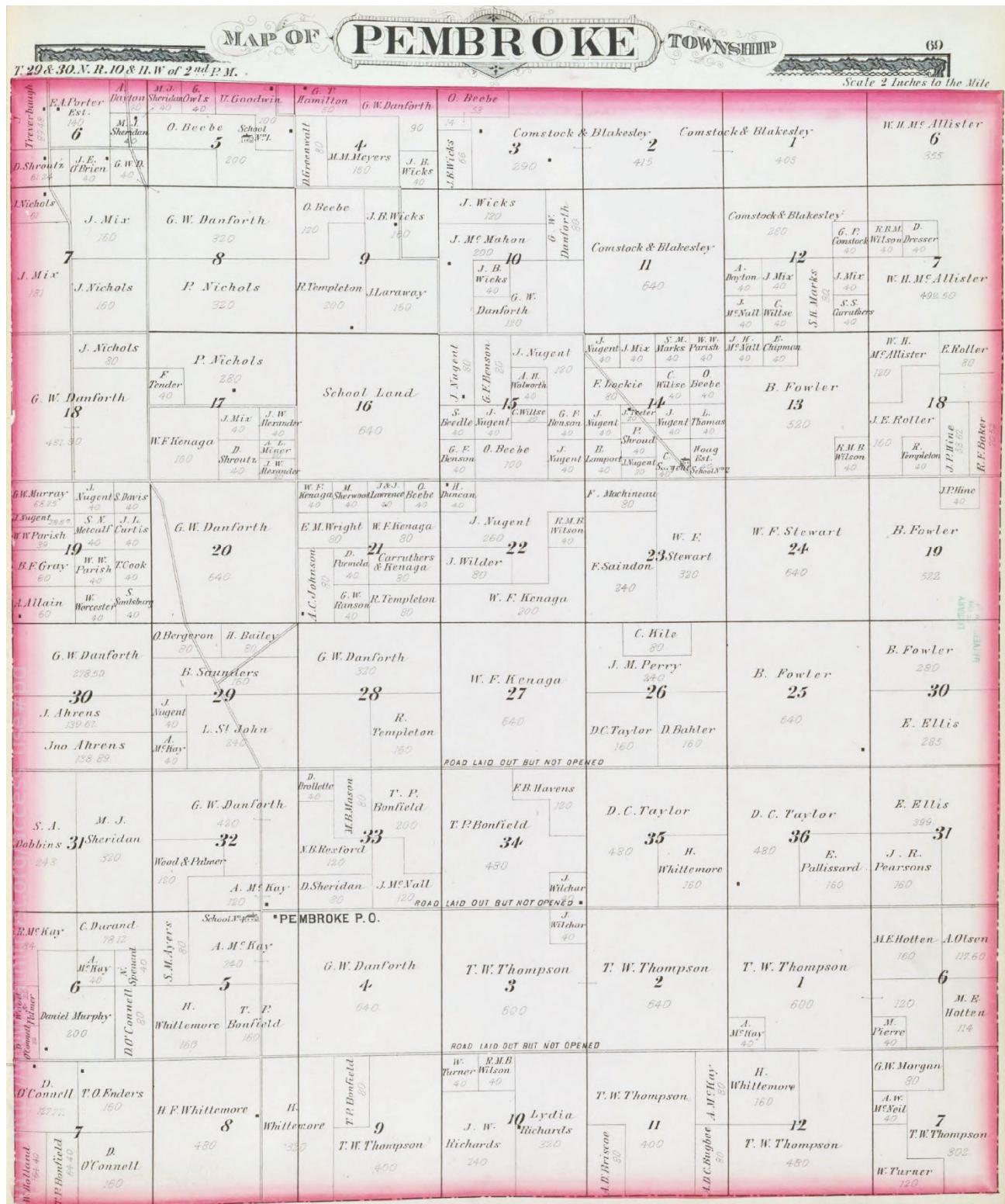


FIGURE 105. Map of Pembroke Township from the 1883 county atlas, plate 69. Large areas of the township at that time were undeveloped natural land owned by absentee landlords. For example, note the extensive acreage owned by T. W. Thompson, D. C. Taylor, G. W. Danforth, and B. Fowler, among others.

History of Pilot Township

Early Settlement

Pilot Township⁸⁴ was originally part of Limestone Township. In April 1854, Salina Township was separated off from Limestone Township, and in March 1857, Pilot Township was split from Salina Township. The township is 6 miles by 8 miles and contains 48 sections. It was named for a large grove of trees located in the southeastern part of the township on a glacial moraine which was the highest elevation in that part of the county and served as a landmark for travelers passing through the area.

This area had been used for hunting by the Native Americans for many years before the arrival of any European settlers. Deer, prairie chickens, and buffalo were common game. Wolves were also present in the area. The land was covered with tall prairie grass with limited supplies of timber and water. The summers were extremely hot and humid at times and the winters could be bitterly cold.

The first European settlers arrived in the 1840s and in 1847 Joel Hawkins built a log cabin in the large grove of trees which became known as Pilot Hill, twelve miles southwest of La Point (Bourbonnais Grove). In the late 1850s Morey Frink bought the land from Hawkins and built a large stone house on this location which still stands today. These early settlers who also included Lawrence Fetterly and Leon Bertrand found the soil to be very fertile once they were able to break it with the steel plow. This was a slow and difficult process, but more land each year came under cultivation. In these early years a lot of the land was used to graze cattle.



FIGURE 106. A historic photograph of the Pilot Hill.

84. Ronald Shank and Patricia Wagner prepared this narrative history of Pilot Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Laura Gaus, Christopher Berdell, Laura Jensen, and Edna Dickman, eds., *Herscher, 100 years, 1882–1982* (1982).
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).
- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).

- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Rev. J. Meyer, *History of SS. Peter and Paul's Church, Pilot, Illinois* (1920).
- Jim Ridings, *County West: A Sesquicentennial History of Kankakee County West* (Herscher, Illinois: Side Show Books, 2003).
- ———, *County West Companion: A Further History of Western Kankakee County* (Herscher, Illinois: Side Show Books, 2005).
- Ronald Shank, *More Education on the Grand Prairie: The History of Country Schools in Pilot Township, 1855–1947* (2014).
- Lavon Wilcox, *Pilot Township* (1976).

During the 1850s settlers gradually began to arrive in Pilot Township and scattered pockets of settlement began to emerge. In 1854, the first home was constructed in what became Goodrich and in the late 1850s a large stone house in the Northeastern section of the township was built by the Chatfield family.

The first town meeting for Pilot Township was held on April 7, 1857, to officially organize the township. Thirty-two men were present. Morey Frink was elected Supervisor and other officers were chosen to manage township issues such as roads and livestock running loose. A Constable and Justices of the Peace were also chosen.

Development of Pilot Township

After the Civil War ended in 1865, more and more settlers came into Pilot Township. Some of these were veterans of the Civil War who came west after the war looking for inexpensive land to farm. Some of these veterans were immigrants from Europe and they wrote letters to their families back in Europe urging them to come to Illinois and Pilot Township. Fairly large numbers of immigrants from France, Germany, and Ireland began to settle in Pilot Township. More and more land came under cultivation and new technology began to make farming less laborious and Pilot Township became the location of some of the most fertile and prosperous farms in Kankakee County. The population grew dramatically during this time.

With this new growth clusters of homes began to appear surrounded by a few businesses such as general stores, which often served as post offices, and blacksmith shops. Probably the most prominent of these was Pilot Center which was located just to the north of what is now the village of Herscher. But there were no real towns or villages in the township yet.

The early settlers began to establish a system of education within the township. In 1855, under the leadership of Azariah Buck the first schools were organized. The first recorded school session was held in the winter of 1863 with 16 students

enrolled and the teacher was paid \$20.00 per month. The 1870 Illinois Constitution required all counties to organize elementary school districts. By 1873 there were nine one-room country schools shown on the plat of Pilot Township.

During this time the spiritual needs of the township residents were being met also. In 1859, a group of German Lutheran settlers organized what is today Zion Lutheran Church along Route 17 on the northern edge of the township. For many years the services were held in German. In 1865–1867 the Zion Evangelical Church was organized on what is now Illinois Route 17 also on the very northern edge of the township. It is now known as the Grand Prairie United Methodist Church. Both of these churches have undergone several physical changes and additions over the years, but continue to serve the residents of Pilot Township.

The Methodist Church had been active in Pilot Township since the 1860s based in a church in Eldridgeville located just to the west of Pilot Township. As the population in the region shifted it was decided to build a Methodist church in Herscher. In 1899 construction began on a church that stood at the corner of Main and Myrtle where the post office now stands. Services would be held there until a new church was constructed on North Elm Street in 1965 which is still in use.

In 1909 a group of Lutherans living in Herscher made a decision to construct a Lutheran Church in Herscher. Trinity Lutheran held its first service in 1910. Some services were still held in German until the early 1940's. In 1959 a new building was constructed just to the east of the first church and continues to be used today.

In 1854, the first Catholic settlers arrived in Pilot Township. Reverend Alexis Mailloux, former Vicar General of Quebec, organized a mission in Pilot Township at the home of Pierre Paul Caron. Father Jacques Cote assisted the mission. In 1862, a small church, St. James, was constructed at the extreme northeast corner of Pilot Township, on the west side of Road 8000 West near Carrow Station,

today known as Old Lehigh. In 1871 or 1873 Father P. Paradis moved the Lehigh church approximately two and a half miles south to land owned by Timothy Fortin in Section 24 of Pilot Township. In 1877, the church received its first resident priest.



FIGURE 107. Old St. James Church, originally constructed circa 1862, and relocated and expanded in the early 1870s (1920 photograph). Source: Meyer, plate before page 165.

In 1895, a new St. James church was constructed in Irwin in Otto Township. At the same time, some St. James parishioners established a new church two miles west of Cagwin at Goodrich Station in Section 3N of Pilot Township. The diocese named the new church Sacred Heart.



FIGURE 108. Sacred Heart Church, built in 1895, with parsonage built in 1899. Source: Meyer, plate before page 171.

In 1867 a group of German Catholics had decided to form their own church, and in 1869 a church was constructed at the corner of the Herscher

(12000 West) Road and 1000 South Road in Section 5N of Pilot Township, dedicated to the Apostles Peter and Paul. The church received several additions in the late nineteenth and early twentieth centuries, including repairs following damage from a tornado in 1911.

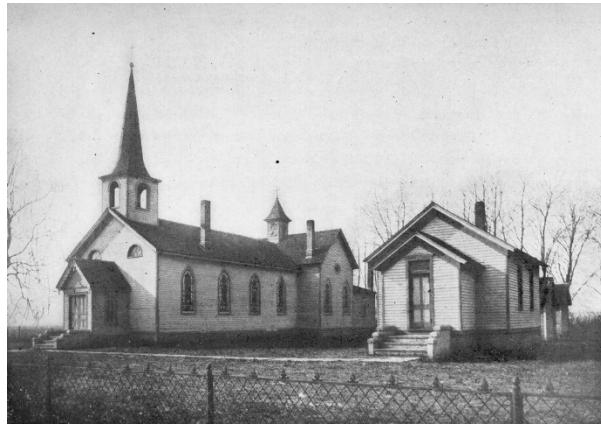


FIGURE 109. SS. Peter and Paul Church and School, 1920 photograph. Source: Meyer, plate after page 58.

In 1884, a small school 18 by 22 feet was built. SS. Peter and Paul School would remain in operation until at least 1920. SS. Peter and Paul School usually averaged twenty to twenty-five pupils per year. In 1920 a decision was made to move the congregation into Herscher. St. Margaret Mary was constructed on North Main Street, and the first service was held in the new building on Christmas Eve 1921. The church is now approaching its 100th anniversary serving the people of Herscher in that location.

There were two churches in Pilot Township that no longer exist today. A Presbyterian congregation had met for a time at a house in Pilot Center before building a church in Herscher in 1882. The church would be very active into the early 1900s, but by 1914 the numbers had declined to the point where the church was discontinued. It was then torn down, and a house now occupies the site.

The second discontinued church is the Norwegian Lutheran Church. It was located in the southwestern portion of the township. In 1882 a church was constructed, but was struck by lightning and burned in 1923. In 1925 a new church was built in Herscher. By the 1930s

services were held on an irregular basis at times when there was no full time pastor. In 1965 the church was disbanded and the building was made into apartments. It has since been demolished.

The newest church in Herscher is the Herscher Christian Church which held its first service in the Herscher Village Hall in February 1980. In 1988 they held their first service in their new building on Tobey Drive in Herscher. They have since expanded the building, and they are a very active congregation serving families in Pilot Township.

The Coming of the Railroads

In 1878 the Kankakee and Southwestern Railroad, a subsidiary of the Illinois Central, began construction on a line running from Kankakee to Bloomington; this route was later known as the Middle Division of the Illinois Central. It crossed Pilot Township from east to west through sections 25 to 30. Also, in 1881 the Three I Railroad (Indiana, Illinois, and Iowa) was built across the northern tier of sections 1 through 6 of Pilot Township from east to west.

The building of the Illinois Central line would lead to the creation of the village of Herscher which would become the most prominent village in the township. It was incorporated on May 20, 1882. It was named after John Herscher. John was born in 1842 in France. His family came to the United States in 1851. He served in the Civil War and then returned to Pilot Township to farm. He learned of the plan to build the railroad to Bloomington and bought a fair amount of land in the area. He was apparently influential in bringing the railroad through Pilot Township. He laid out the business district of the village and built a large home on Main Street, which still stands today. He was involved in a number of different businesses. But his time in the village was short. He died on May 7, 1885.



FIGURE 110. A 1903 photograph of the John Herscher House.

The village grew fairly quickly and a number of businesses developed. There were general stores, blacksmiths, a train station, restaurants, a hotel, elevators, banks, doctors, dentists, a funeral parlor, saloons, churches, and several other shops. By 1900 the population had exceeded 400 persons.

Among the most prominent of the early merchants was Wolf Leiser. He was born in Russia and came to America at the age of 20 with his brothers. Before he came to Herscher, his family had stores in Kempton, Cullom, and Cabery. In 1892 he opened a store in Herscher selling a wide variety of goods. After his death in 1932 his family continued to operate the business, which now sells only furniture. It has been in Herscher for 123 years.



FIGURE 111. A historic photograph of the State Bank in Herscher.

Herscher is now the only organized village in Pilot Township. At Goodrich, there is a cluster of houses and Sacred Heart Church, but it is not incorporated as a village. One small settlement—Carrow—and a grain elevator at a location known

as Dickey's Siding are both gone with virtually no sign of their existence left today.

The Twentieth Century

The first three decades of the twentieth century were fairly good to Pilot Township. The village of Herscher continued to grow slowly. Most businesses were prospering and new businesses such as automobile dealerships, gas stations, and telephone exchanges began to develop. Farm machinery and farm related businesses began to grow. Electricity, paved roads, running water, and indoor plumbing became more common within the village. By the 1920s electricity and paved roads started to be extended into the rural areas making life easier for the farmers. (Electricity was not widely available in southern Kankakee County until 1941.) But as farms grew larger and more mechanized fewer workers were needed on the farms and the size of the farm families began to decrease. More and more residents began to work in Kankakee and other nearby cities.

In 1900 a high school was established in Herscher. The first graduating class in 1904 had seven members. These early high school classes were held in the same building as the grade school, which had been built in 1883 for the Herscher elementary district. In 1924 a separate high school building was built on North Main Street which remains a part of Herscher High School today. At this time there were ten one-room schools in the rural areas of the township plus the school in the village.

After World War II, one of the major changes in the township was in the education system. Due to declining enrollments, there were only six one-room schools left in the township in 1945. In 1946 Herscher Consolidated School District 251 was formed. The six remaining one-room schools were closed following the 1945–1946 school year. In 1949, Herscher Community School District No. 2 was formed, taking in all the area of Pilot Township as well as parts of neighboring townships.

During the 1930s the population of the township and even in Herscher had begun to decline, but in the postwar years, both began to grow again. From the 1960s until the start of the twenty-first century, a number of new additions were made to Herscher as well as new homes being constructed in the rural areas of the township.

One of the major changes after World War II was the construction of the Natural Gas Storage Company facility just south of Herscher in 1952. The natural gas is stored in two huge rock domes underground and then piped to areas all across northern Illinois. This was a major construction project that required a number of workers to build as well as maintain. It continues to be a vital part of the local economy.

Today in Pilot Township

The population of Pilot Township in 2010 was 2,086 with approximately 1,400 of those residents living in Herscher. Agriculture is still dominant in Pilot Township with some of the most fertile soil in Kankakee County. Although not a large number of people are directly involved in farming, there are a significant number of jobs that are agriculture-related. The heritage of agriculture remains strong in the township.

Large numbers of residents continue to work in Kankakee, Bourbonnais, Joliet, Dwight, and other towns within driving distance. Herscher School District employs a significant number of people as well as providing a solid education for township residents. Natural Gas Pipeline continues to employ a number of local residents.

The business district in Herscher continues to operate against the competition of the bigger stores and cities. There are two banks, two gas stations, a furniture store, hardware store, several taverns and places to eat. There is a funeral home, a doctor, and a dentist as well as other small businesses. Country Chevrolet just built a new sales and service facility in Herscher which is very unusual for a town of its size today.

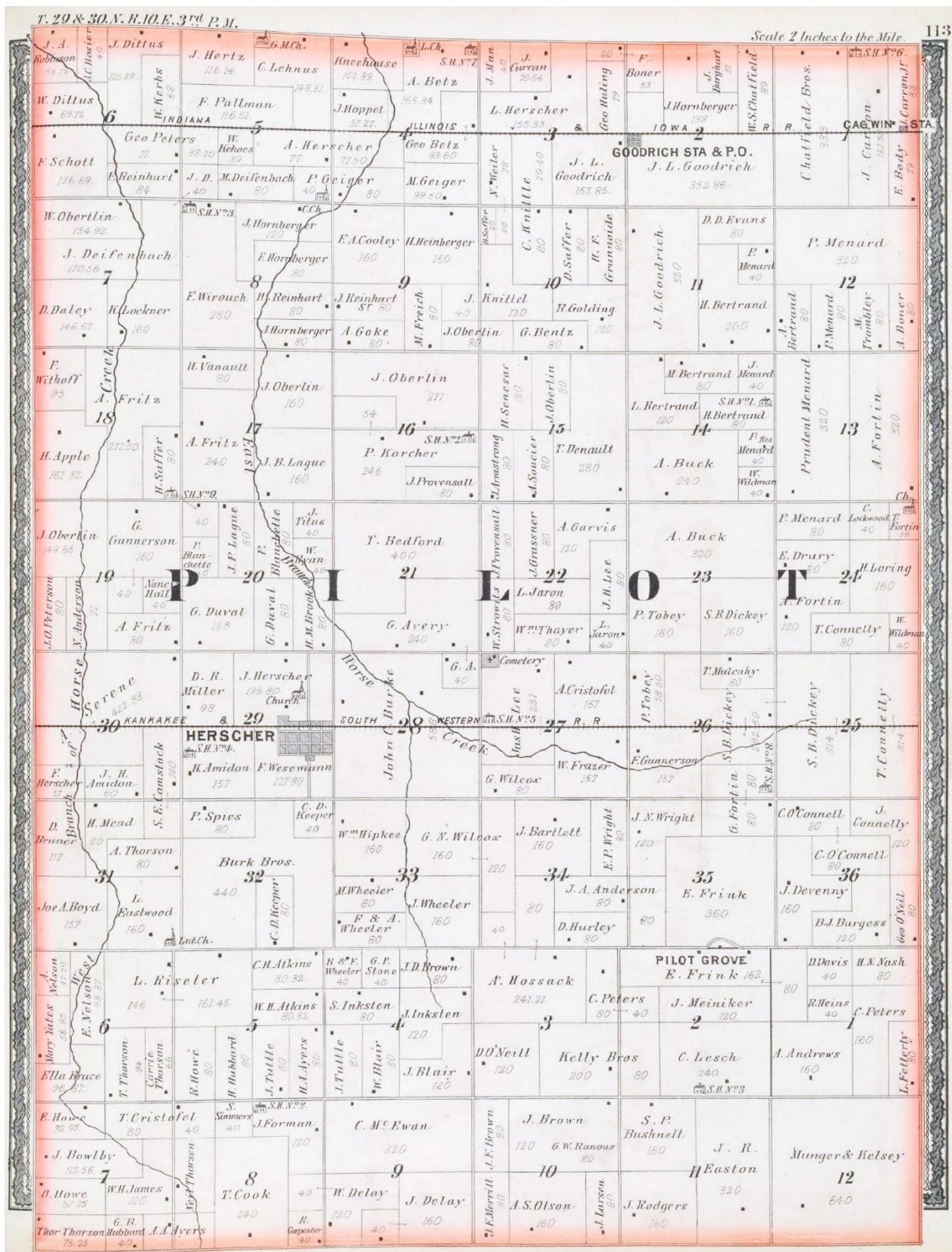


FIGURE 112. Map of Pilot Township from the 1883 county atlas, plate 113.

History of Rockville Township

Early History of Rockville Township

Rockville Township⁸⁵ was once the home of Potawatomi Chief Shaw-wa-nas-see and his tribe. The chief, who was present at the signing of the 1832 Camp Tippecanoe treaty with the United States government, received five sections of land at Rock Creek that included Rock Village (Little Rock). The Potawatomi Kikito and Waubonseh also received five sections each in Rockville Township; however, they sold them back to the government. There was also one section near Rock Village for Jean B. Chevlier, a half-breed, and adjoining one-half sections each for Angelique and Josette, his two sisters. The site belonging to Chief Shaw-wa-nas-see was the location of one of the oldest Potawatomi villages in Kankakee County. The village is said to have been located approximately one-half mile east from Rock Creek and one-quarter to one-half mile north on DeSelm Road. The 1883 plat map has the location marked with a square and then circled. Today the location is in Bourbonnais Township, Section 4, close to Highway 102.

The lands of Rockville Township; 23,040 acres were once part of Cook and then Will County. The township as a whole had approximately 2,000 acres of heavily timbered forest at the southwest corner. White, red and burr oak, black and white

walnut, shellbark, bitter hickory, and red elm trees, most of which has been cut down and removed. The northwest third of the township is fairly flat. The remainder was high rolling prairie, some timber land, and extremely fertile soil.

Rock Creek runs in a southwestern course through the township, entering by two parallel branches on the east side. The branches unite on Section 23 emptying into the Kankakee River near the southwest corner of the township. The last mile-and-a-half runs nearly due south through a chasm of perpendicular rocks from twenty to sixty feet high. At one time the creek was fringed with red cedars on both sides. The stream runs very rapidly through the chasm with a fall in one place of six feet. An abundance of quality limestone exists that was once quarried for building purposes. The Kankakee River cuts across the lower or south side of Section 31.

Early Settlers included:

- 1833 - Case Wadley, likely Rockville Township's first European settler
- 1837 - Major David Bloom and his son, Henry S. Bloom
- 1838 - John and Thomas Kerns and Aaron Reed

85. Mardene Hinton prepared this narrative history of Rockville Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).

- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Elmira Wilkey, *The Ordinary and Extraordinary History & Folklore of Rockville Township* (1976).

- 1840 - Dr. Hiram Todd
- 1842 - Joseph Norman, Gad Noble, Henry Eddy, Captain Lucius R. Robinson, Ralph Walton, Samuel Howard, Alexander, John and Addison Mann
- 1846 - Siblings, Jacob Shreffler, his sister Leah Shreffler Warner & her husband Solomon, and Moses Shreffler
- 1847 - William and John E. McIntosh, Wesley and Bradley Harrington, Moses Warner and Jacob DeSelm

In spring 1832, William Baker, one of the first settlers in the county (Aroma Township), built a log house on the south side of the creek for the Indian chief, Sha-wa-na-see. He also cultivated and fenced ten acres of land for the chief. The agreement made, in 1832, at the Treaty of Camp Tippecanoe led to the mass exodus of the Potawatomi of Rock Creek. Between 1835, and the spring of 1836, the tribe left for a reservation in Council Bluffs, Iowa. They left without their chief however, who had died in 1834. A memorial stone to Shaw-wa-nas-see was placed some years later in the Kankakee State Park, by the Kankakee Historical Society.

Case Wadley, one of the earliest pioneers, settled on the south side of Rock Creek. The site became known as "Bloom's Grove" and "Bloomville." He raised ten acres of corn on his farm that first year, but sold the property in the fall. A French squatter jumped the claim and in 1837, sold it to Major David Bloom. The property today is the location of Bloom's Cemetery.

David Bloom, of German heritage, was considered the first permanent settler of Rockville Township. He worked as a carpenter, mill wright and farmer, he and his wife, Polly, had four children. Their daughter, Martha Bloom, was the first European child born in the township. David Bloom died in 1876. A group of pioneers that followed Bloom settled in Sections 22, 23, and 24,

including Henry Bloom and his brother George Bloom.

Dr. Hiram Todd had very good relations with the Potawatomi Indians. While living in Aroma Park, Illinois, he was able to purchase for \$4,000 from Chief Shaw-wa-nas-see the land reserves given to the chief through the Treaty of Tippecanoe. In fact his land holdings near the Rock Creek vicinity grew to 8,000 acres. In 1842, Todd hired Joseph Norman to build a sawmill on Rock Creek.



FIGURE 113. Stone foundations three-quarters mile north of the Kankakee River mark the location of a sawmill built on Rock Creek in 1842 by Joseph Norman for Dr. Todd.

In 1845, long after the Indians left the vicinity and after the establishment of a post office in 1838, Todd began to sell that land. Thirty-two hundred acres of Dr. Todd's land was located on the north bank of the Kankakee River at the mouth of Rock Creek, in what was then Will County. It was land that included the chief's former village. The property is described as elevated, dry and gently sloping to the river with Rock Creek running through it. In 1846 Will County surveyor R. J. Boylan subdivided Todd's land into 57 lots. Plans were for a town to be laid out in lots, and the farming portion was to be surveyed into tracts varying in size from 10 to 200 acres.

Little became of the Village of Rockville; however, since there was a post office, it can be assumed that there was a small village there at one time. Dr. Todd lived there along the river in what was then called a mansion (a balloon frame house

constructed in 1844). He died July 11, 1849 at the age of 54 and the house was eventually torn down.

Other early settlers soon learned that the Rockville wilderness had good land, water and timber and the land belonging to the government was selling for \$1.25 an acre. *The ordinary and Extraordinary History & Folklore of Rockville Township* tells us the pioneers came using the following trails that were left behind by the Indians:

- Rockville trails led north and east, from Chief Shaw-wa-nas-see's village to what was to become "Bloom's Grove."
- Trails also went to "Twelve Mile Grove" and onward to Hickory Creek and the DesPlaines River.
- Trails followed up and down "Forked Creek" and onward to the west and north.
- Trails also ran along the Kankakee River.
- A trail known by some as Doug's Crossing went through Section 28, and was used by the pioneers to ford Rock Creek with their wagons.
- Another crossing at KinKaid was located in Section 24. It ran north and south between the two branches of Rock Creek.
- A trail that did not survive followed Rock Creek and connected to the Noble and Steven's property in Section 22.

Kankakee County Formed

When Kankakee County was first established, in 1835, Rockville Township became one of the six original townships formed in the county, with George Gay as the first supervisor. At the time it included what is now Manteno Township, and some of what is now Bourbonnais and Limestone Townships. The Potawatomi name for their village "Little Rock or Rock Village" remained as the name for the township, with the French suffix "ville."

Five years following the arrival of the first settlers to the township, the brush and timber were cleared along the creek; there were road improvements and a promise of railroad lines (Rockville is the only township in the county without a railroad). In summer 1851, there was a cholera epidemic where many lost their lives.

Names associated with the area around Dr. Todd's property were Warner, Choate, and Hanford. The bridge and road that cross the Kankakee River from Rockville Township to Limestone Township have been known for years as Warner Bridge (Road). Before the bridge, there were a series of fords that allowed a safe crossing over the river. One such ford was known as Todd's ford, located just opposite of what was the town of Rockville.

Villages and Settlements

DeSelm (Sky Hill, DeSelm Corners). The Village of DeSelm (sometimes spelled Deselm) is located at the corner where Sections 16, 17, 20, and 21 join, seven miles west of Manteno. The village had a town hall, blacksmith and repair shop, a general store, and a post office known as DeSelm Corners.

Jacob DeSelm, born in Virginia, arrived in Rockville Township from Ohio with his wife Harriet, circa 1850. Their son, John Bernard, born in 1844, joined the 158th Illinois Volunteer Infantry and served as a clerk in the Union Army; he later studied at the Kankakee Academy, and taught several years in what became the DeSelm Corners School. The town then known as Sky Hill was renamed DeSelm in his honor due to his generous donation of land for a school, town hall and cemetery to be located on 80 acres of land he owned at the southeast corner of DeSelm Corners. In 1879, he left to work for the government's secret service and later for the U. S. Mail Service, although the 1883 plat map shows they still own their property at that time.

The Village of DeSelm became an active little village through the years, and the Shreffler family soon became one of the principal families of the

village. Peter and Regina Shreffler and their twelve children moved from Pennsylvania, to Ohio and then to Illinois after their son, Peter walked to this area from Ohio to investigate the stories that he had heard about the area. Peter worked as a weaver for many years, and after moving to Illinois, chose to settle in Limestone Township. Peter's oldest daughter, Leah Warner and her husband Solomon purchased land near DeSelm in 1846. Leah's brother, Jacob, a cabinet maker purchased 70 acres of land west of DeSelm, and served as postmaster for several years. Their brother Moses, who was a tailor and farmer, purchased 80 acres in Section 15 in Rockville Township, acquiring 240 acres throughout his life time. The crossroads of DeSelm grew from part of his farm. The main building in DeSelm at the turn of the century was the General Merchandise and Grocery store built in 1870 by Moses Shreffler. Through the years management of the store was passed down through the Shreffler family. After 1899, Oliver C. "Ollie" Shreffler built a new store that for years was the hub of DeSelm's social life. Other buildings included a blacksmith shop with an apartment above. Just to the west was the early Methodist Church. It was torn down and replaced in 1868, with a new church, Methodist Episcopal Church of DeSelm, located to the west on property donated by an early Shreffler family. A Town Hall was built before the turn of the century and used for business meetings, a polling place for Rockville Township, and various social gatherings. There was also a creamery where farmers from miles around brought their milk and cream. Butter was churned there and sold to buyers from Chicago. The milk was taken to the train in Manteno. The creamery building was later purchased by Fred Shreffler and moved south to his property. The north side of the building was used as an icehouse. The ice was cut from Rock Creek, two miles south of DeSelm and hauled in bobsleds and then packed in sawdust in the ice house. While "Ollie" Shreffler owned the store in DeSelm, he established an auto agency in Manteno with his son Samuel. They first sold two cylinder Ramblers, but they were later replaced by the Model T Ford truck. Most cars were put on jacks

in the winter and deemed useless until the roads were dried out in the spring. Many German settlers, influenced by the Shrefflers, moved into the township.



FIGURE 114. The former Methodist Episcopal Church of DeSelm is now a residence.

Flickerville. Flickerville, a town that did not survive, existed from circa 1850–1856, and was located at the borders of Sections 27, 28, 33 and 34. The origin of the name is not confirmed; however there was a church and a school. The school was in the northwest corner of Section 34 on Lancaster road. To the west, in the north east corner of Section 33, and also on Lancaster road was the United Brethren Church. A blacksmith shop also existed at the corner of Flickerville. Before the DeSelm road was established, the road through Flickerville from the Kankakee River and Altorff was the most frequently used. Names of some of the early Flickerville pioneers families were: Grimes, Mann, Lancaster, Gordon and McElvain.

Altorff. A village called Altorff was surveyed and platted in 1858. The land included 132 acres in Shawanasee's Reserve on the Kankakee River. The lot was purchased from Hiram Goodwin, but was part of the subdivision created from Dr. Todd's land. A dam was built from the north bank of the river to Kyler Island in 1857, with water power used for a mill on the north bank.

The mill went into operation in 1857 and had several owners. The town site also included a quarry, lime kiln, wagon shop, and blacksmith

shop. The original dam was destroyed by an icy flood in 1862, and a new dam was constructed. The mill ceased operations in 1909, and the mill building was torn down in 1934.⁸⁶

Hanford's Landing. At the extreme southwest corner of Rockville Township is an area known as Hansford's Landing. Before 1870, farmers near the Kankakee River hauled their grain to Wilmington or Kankakee. Circa 1879, Stephen and his two sons Thomas and Frank built grain elevators on the Kankakee River known as "Hanford & Brothers." The site became known as Handford's Landing. Grain was shipped on the King Brothers Steamers (*The Menard* and *The Atlantic*), travelling to Chicago via the Wilmington canal, Kankakee feeder canal, and the Illinois and Michigan canal. The barges could carry 10,000 bushels of oats and the steamboat could carry 3,500 bushel of corn or 5,000 bushels of oats. Twenty-four hours were required to travel to Chicago via canal boat. Lumber and various types of merchandise were brought back on the return trip to be sold at a store in Reddick, Illinois. The barges were also used for entertainment. On the Fourth of July, one barge was used for dancing, the other for cruising the Kankakee River from Hanford's Landing to the dam at Wilmington, Illinois.

At this location, the bridge for Warner Bridge Road was built circa 1918–1920, the only road crossing over the Kankakee River between the City of Kankakee and Wilmington. The bridge itself is in Rockville Township at the county boundary with Will County, but the road south of the bridge is the dividing line between Limestone and Salina townships.

Schools

The first school in Rockville Township was in a log house and classes were taught by Christine McLaughlin. There were at one time nine schools in Rockville Township, generally known by the name of the family who provided the land.

Flickerville was the exception, being named after the settlement where it was located.

The early schools were usually log structures and later clapboard. The DeSelm school had a bell tower in its early days. Bloom School stood at a bend in Rock Creek; built in Section 23, on land owned by Henry S. Bloom whose family settled there in 1837. The school is said to have been built circa 1855. Directly to the east of the school was the Bloom Cemetery. Rockville Township was the first in the county to establish a township school, eliminating the one-room school houses. In 1950, the children of Rockville began going to school in Manteno.

After the schools were consolidated into the Manteno school district, the one-room schools were no longer needed. They were either sold or converted to a family residence, a garage, or burned as the Kelly School was. The Taylor School, located near DeSelm, opened in 1905, and closed in 1954. The Taylor School was moved to the grounds of Governor Small Memorial Park in Kankakee, during the county's bicentennial celebration. It was a gift of Thelma Taylor. The Flickerville School was moved to Adams Street in Manteno. The Bloom School was converted to a garage and later moved to Manteno and restored. The Quigley/Keigher School was moved to DeSelm and converted to a residence. The Mann School no longer exists, but the DeSelm School has also been converted into a house.

Camp Shaw-waw-nas-see

A camp operated by the Northern Illinois 4-H Camp Association and named for the Potawatomi chief is located in Section 32 along Rock Creek near the Kankakee River, near the site of the former Potawatomi village.

At the end of World War II, 4-H participants acquired 50 acres from the Public Service Company of Northern Illinois to establish a campground. Development of the camp began in

86. Rosanne Wakat history pamphlet.

1946, the second 4-H camp in Illinois. An additional 20 acres were purchased in 1949 with money collected by 4-H club members in thirty counties across northern Illinois. In 1956, William Brandenburg of Kankakee donated an additional 30 acres, creating the present approximately 100-acre site spanning both sides of Rock Creek. At first only tents were used at the camp, but most of the existing buildings at the camp were constructed in the 1950s, beginning with the dining hall in 1950, cabins in 1951, and the program building in 1955. By 1966, over 2,600 campers visited the site annually.⁸⁷



FIGURE 115. Camp Shaw-waw-nas-see.

87. Camp Shaw-Waw-Nas-See, "Our History," accessed 2016, www.campshaw.org/history/

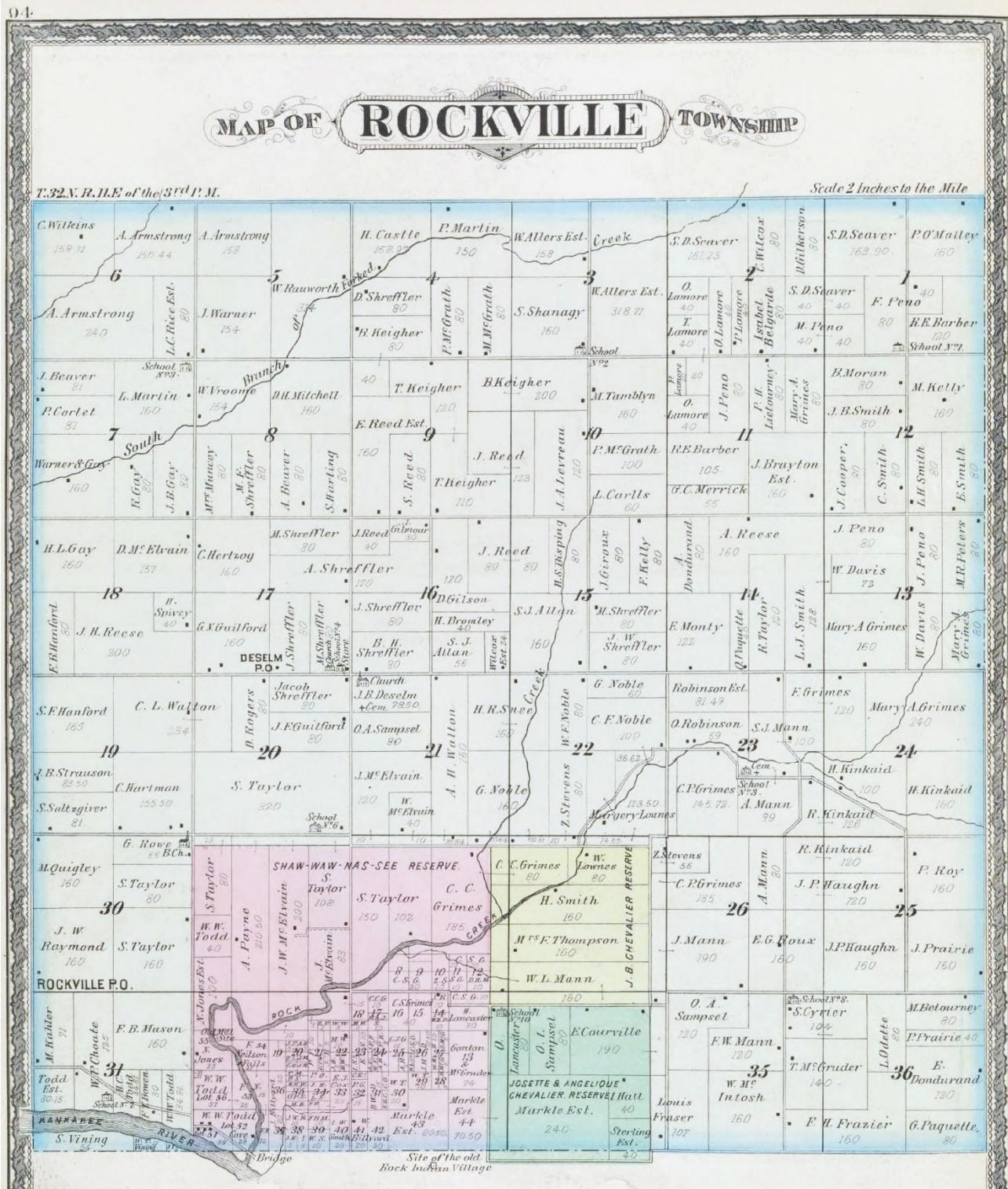


FIGURE 116. Map of Rockville Township from the 1883 county atlas, plate 94.

History of Saint Anne Township

Early History of Saint Anne Township

Ancient glaciation formed the St. Anne Moraine. The moraine is an arc-shaped low ridge on which the village of St. Anne is located. Its southern edge is the clay pit located just south of where the high school was constructed.⁸⁸

A notable natural feature of St. Anne Township is Mount Langham, a glacial hill known as a kame⁸⁹ on the boundary between Aroma Township, Section 25 and St. Anne Township, Section 30.



FIGURE 117. USGS map showing location of Mount Langham on the line between Aroma Township, Section 25 and St. Anne Township, Section 30.

88. Mardene Hinton prepared this narrative history of St. Anne Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).

Behind the present Presbyterian Church there was once a spring which was the headwaters for two brooks, one meandering to the southeast, then northeast and southeast again into Little Beaver Creek about two miles away. The other brook went northeast across town, passing where the two railroad tracks now cross (elevation 656 feet above sea level) and continuing on to the swamps that once existed a mile or so northeast of town.

The quantity of dune sand in the area is enormous. The area south of Momence and east of St. Anne likely contains more than a billion tons of sand. A bit of prehistory was turned up on the farm of Wilbert Hanen, east of St. Anne, in spring 1960. While disk ing he hit an extremely hard object that turned out to be the larger of two teeth sections he found, one weighing 3-1/2 pounds, the other weighing 2-3/4 pounds. D. J. Strickler, professor of Science at Olivet College, identified the teeth as coming from a mastodon. Mastodons existed through the Pleistocene Epoch until about 10,000 years ago. Some persisted through the ages and may have become extinct only a few thousand years ago.

The thousands upon thousands of years that the natural prairie existed helped produce the rich prairie soil so valued by today's farmer. The ever decaying organic matter aided by countless insects, worms, and mammals deposited a deep layer of fertile black soil that now produces many

- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Lois Meier, *The Saga of St. Anne* (1976).
- *St. Anne Centennial: 1850–1950*.
- 89. A kame is an irregularly shaped hill or mound composed of sand, gravel, and till that accumulated in a depression on a retreating glacier, and was then deposited on the land surface with further melting of the glacier.

bushels of corn and soybeans per acre. The prairie made the Midwest the greatest agricultural area in the entire world.

When the first settlers came to St. Anne in 1848, the region was a wild prairie with occasional marsh land. There were fur bearing animals such as buffalo, deer, beaver, fox and wolf. The marshes flourished with water fowl such as ducks, geese and heron. And on the prairie were prairie chickens, quails, grouse, and pheasants.

In the 1840s, the government conducted a survey of all the land that would become Kankakee and Iroquois counties. That survey showed that the village of St. Anne occupies the very highest point in the area. The Allain family, from Canada, was the first to select this area to settle.

Michael Allain, born in 1787 in Caille, France, was taken to Canada at an early age. He married Felicite Chayer in 1811, and their two sons, Antoine and Ambrose, were born in Canada. Around 1848, they migrated to Bourbonnais. In 1850, the family moved to Beaver Mission as St. Anne was originally called. Michael Allain bought his land from George W. Cassiday, a land agent from Danville, Illinois. On July 21, 1851, Michael deeded the land to his two sons who built permanent houses from logs hewn in the abundant woods to the east of the settlement.

In 1850, Bishop Vendevelde of Chicago recognized that the lands of the State of Illinois and the whole valley of the Mississippi were some of the richest and most fertile of the world. He requested that Rev. Father Chiniquy of Montreal, come to Illinois to aid in the growth of the small thriving little community of French-Canadians that had located in Bourbonnais. Chiniquy would persuade immigrants from Canada and the French-speaking countries of Europe to come to Illinois.

Father Chiniquy traveled to Bourbonnais and spent several days searching for the best site for the center of his future colony. The spot he chose was the area already occupied by the Michael Allain family. Father Chiniquy was enthusiastic about the

land around Beaver Mission (St. Anne). He returned to Canada and prepared a press release to convince Canadian, French and Belgian emigrants to go to Illinois. The following are excerpts from the verbal picture he painted of the land around Beaver Mission:

It is impossible to give our friends, by narration, an idea of what we feel when we cross, for the first time, the immense prairies of Illinois. It is a spectacle which must be seen to be well understood. As you advance in the midst of these boundless deserts....You see around you the most luxuriant verdure: flowers of every kind, and magnificent above description. And if you continue to advance through those immense prairies, which like a boundless ocean, are spreading their rolling waves before you, and seem to long after the presence of man, to cover themselves with incalculable treasures, you remember your friends in Canada, and more particularly those among them, who, crushed down by misery, are watering with the sweat of their brow a sterile and desolated soil, you say, "Ah! If such and such of my friends were here, how soon they would see their hard and ungrateful labours changed into the most smiling and happy position.

As the land he will take in Illinois is entirely prepared for the plough, he had no trees to cut or eradicate, no stones to move, no ditch to dig; his only work is to fence and break his land and sow it, and the very first year the value of the crop will be sufficient to pay for his farm. Holy Providence has prepared everything for the benefit of the happy farmers of Illinois. That fertile country is well-watered by a multitude of rivers and creeks, whose borders are generally covered with rich and extensive groves of timber of the best quality, as black oak, maple, white oak, burr oak, ash, etc. The greatest variety of fruits are growing naturally in almost every part of Illinois; coal mines have been discovered in the very heart of the country, more than sufficient for the wants of the people. Before long, railroads to Chicago will take our happy countrymen to the most extensive market, the Queen city of the west.

Yes, go straight to Illinois....Go to Illinois and the many names of Bourbonnais, Joliet, Dubuque, LaSalle, Marquette that you will meet everywhere will tell you more than my words that that country is nothing but the rich inheritance which your fathers have found for the benefit of their grandchildren.

Father Chiniquy persuaded many to come to Beaver Mission. The port of entry from Canada for the early settlers of St. Anne was Chicago, to which place they came by way of the Great Lakes. From Chicago they proceeded south over trails, usually the Vincennes Trail, though some came through Bourbonnais by way of Blue Island over the Portage Trail. These trails in the Kankakee Valley, in most cases, were paths made by the deer and the buffalo in their search for water or better feeding grounds. The Indians used these paths, and later the white man, both profiting by the instinct of the wild animals.

Father Chiniquy reported the following activity in the new colony:

We were at the end of November and though the weather was still mild, I felt I had not an hour to lose in order to secure shelters for every one of those families, before the cold winds and chilly rains spread sickness and death among them. The greater part were illiterate and poor people, without any idea of the dangers and incredible difficulties of establishing a new settlement where everything had to be created.

Father Chiniquy established the village of St. Anne in December 1851. By December 1, there were 200 persons, predominantly men. Records from the 1850s show the following: In 1852, 230 families consisting of 1,120 persons went to Illinois from the districts of Three Rivers and Quebec. In 1853, 250 families from Three Rivers and Quebec left Canada for Chicago and Bourbonnais. In 1854, 440 families consisting of 2,357 persons and 2,500 laborers traveled to Chicago and Bourbonnais.

Some pioneer families were Bechard, Lemoine, Allaire, Allard, Mailloux, Boudreau, Dorien, Vernier, Belanger, Betourne, Gagnier, Seneshall, Grisi, Bourchard, Sprimont, St. Pierre, Cheffer, Beaupre, Chartier, Mercier, Moorin, Perreault, Rassicot, Siroir, Brouillette, Faucher, Fortier, Martin, Manny, Delliabac, Paradis, Duby, Hubert, Soucie, Bertrand, and many more.

Father Chiniquy discovered he had many good craftsmen in his group and was amazed at how quickly the first 40 small houses were built. While the men cut timber and helped each other build, the women prepared the shared meals. They purchased flour and pork from Bourbonnais and Momence and killed prairie chickens, quail, ducks, wild geese and deer.

Under leadership of their pastor seventy-two men built a 40-foot square, two-story building of logs with a 30-foot steeple including a 250-pound bell. The upper part was used as the schoolhouse and a chapel, and the lower part was Father Chiniquy's parsonage. The structure was completed and dedicated April 17, 1852. The chapel became known as St. Anne, from which the village and township derived their names. By the time the building was completed the community had grown to one hundred families, of which 500 persons were adults. In 1855, the chapel in St. Anne burned to the ground, but was soon rebuilt.

The increasing rate of immigration to St. Anne by the end of 1852 became a serious problem. New mission centers were established at St. Mary (now Beaverville), and L'Erable, all of which alleviated the "growing pains" of a community developing too fast.

In 1853, Kankakee County was formed and one of the first acts of the board of supervisors was to divide the county into townships. The eastern half of what is now St. Anne Township was part of Momence Township, and the remainder a part of Aroma Township.

In 1854, a post office was established in the village of St. Anne at the residence of John B. Lamoine, who served as the first postmaster, carrying mail on horseback to and from Kankakee. In 1857, St. Anne Township was organized, including 60 sections of land in total. Twenty years later, Pembroke Township was organized, including 35 sections removed from St. Anne Township.

A drought and early frosts took heavy tolls and caused a crop failure in 1857. Enough seed was salvaged for the following year's crop only to have it fall victim to a series of floods. Without adequate drainage, the harvest was ruined. Farmers who were barely making ends meet had no reserve cash to fall back on and had to default on their mortgages.

Pastor Chiniquy went on lecture tours throughout various Eastern states to raise funds and returned with contributions from sympathetic Christians in many cities. He paid off the debts and bought barrels of food and clothing for his flock. By 1860, mortgages amounting to \$56,000 had been paid and the 1860 crop proved bountiful.

Due to many differences with the authorities of the Roman Catholic Church, Father Chiniquy was excommunicated in 1858. In August of that year, he went to the Court of Justice in Kankakee and declared that all bonds with the Roman Catholic Church were broken. Four-fifths of his flock went with him and declared themselves to be Christian Catholics, and later became affiliated with the Presbyterian Church.

Reverend Epiphany Lapointe became the new area missionary Catholic priest in 1858. His first services were held in the home of Desire Fortier and later in Cyrille Miron's wagon shop. It wasn't until 1860 that the Catholics (under Lapointe) built a small frame chapel on a lot just south of the corner of Station Street and Sixth Avenue. Funding for the church was raised by a committee of pioneers who solicited donations. The church was served by seven missionary priests from St. Mary's. In 1872, they built a stone church and received a resident priest, Father Michael Letellier, for the new St. Anne parish. During Letellier's assignment an annual novena to St. Anne was celebrated for nine days in July. Before he left in 1883, Letellier oversaw the establishment of a school which was held in the basement of St. Anne's Church. In 1886 Father Achille Bergeron from Notre Dame in Chicago led a band of pilgrims who brought a bone fragment from St.

Anne. The relic became the center of the novena service.



FIGURE 118. St. Anne Catholic Church, constructed in 1872.

Two other churches were established in the township. The Baptist church was organized by the Baptist Home Mission Society of the United States and the first pastor was Rev. Louis Auger, one of Father Chiniquy's supporters. The Second Presbyterian Church was formed by a group that split off from the Chiniquy church under the leadership of Rev. Monod, who had been left in charge of Chiniquy's church during his absences.



FIGURE 119. First Baptist Church, St. Anne.



FIGURE 120. First Presbyterian Church, St. Anne.

During the Civil War, over 100 young men from the area served in the army. Most of the young men of St. Anne were born in Canada, becoming citizens due to their father's acquiring citizenship after making the area their new home. Nevertheless, the sons volunteered when their adopted country needed them.

In 1865, the Chicago, Danville, and Vincennes Railroad received a state charter authorizing it to build a line from Southern Illinois to Chicago through the eastern part of the state. It had no land grant from the government so therefore had to solicit funds from each township the line would pass through. Funds were to be secured by conducting a referendum among the township residents. Such a referendum was passed in St. Anne for \$30,000, the largest amount pledged in Kankakee County. The original right-of-way through St. Anne Township was surveyed to pass one-half mile east of its present location. Through the efforts of some of the citizens of the town, the company was persuaded to change its survey and Father Chiniquy donated the land for the right-of-way through the village. Ground-breaking ceremonies were in Momence, but they did not occur until 1869. A bridge over the Kankakee River in Momence stalled construction for a time, but the extension of rail service to St. Anne came in 1870. For a while St. Anne was the southern terminal of the railroad and became known as the Junction. In 1874, Joseph Archambeault, opened "The Junction House," a hotel which became a popular stopping point along the line.

The Chicago, Danville, and Vincennes Railroad operated until February 7, 1877, when it was sold under foreclosure. The money for the St. Anne bonds was never collected and may have caused the company to fail. A new company was organized and chartered February 12, 1877, as the Chicago and Nashville, operating until September 1, 1877, when the railroad was renamed the Chicago and Eastern Illinois Railroad.

The Big Four railroad, originally the Cincinnati, LaFayette and Chicago (CL&C) Company, was chartered in May 1870 with a government land grant. Several St. Anne families purchased land from the railroad at about \$4 an acre. Construction of the road began in 1871 and was completed the following year. CL&C connected with Illinois Central using its tracks into Chicago from Kankakee. An interlocking plant was operated from a tower on top of the depot, and in 1904, an interlocking tower was built where the two railroads crossed. The first Big Four depot was built on Station Street just west of the tracks. About 1892, the offices were moved into the union depot located between the two sets of tracks. For many years, St. Anne residents used the rails to go to Chicago and made frequent trips to Kankakee.



FIGURE 121. St. Anne Union Depot, built circa 1892 and located on a triangular parcel where the tracks of the Chicago and Eastern Illinois Railroad crossed the "Big Four" Railroad.

During the school year of 1868–1869, St. Anne's school house was destroyed by fire. Classes were held in the churches until 1871, until a one-room

school was built. In 1887, Reverend Chiniquy deeded five acres of land to the school district and construction of a white frame two-story grade school began. Completed in 1889, the new school was called “le rond.” Two and four-year high school programs were added in 1891 and in 1901 respectively. In 1905, an eight-room brick building was constructed. In 1969, the building erected in 1905 was torn down to make room for a new building, completed in 1970.

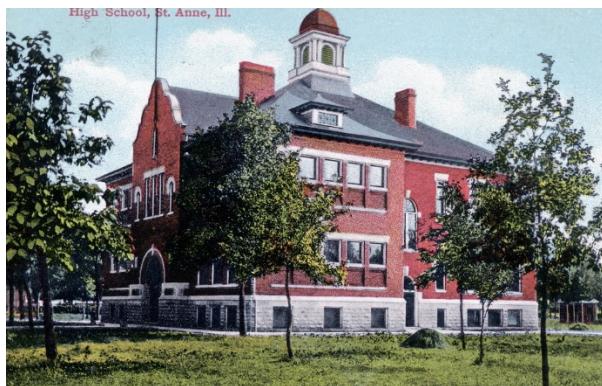


FIGURE 122. St. Anne High School, constructed in 1905 and demolished in 1969.

Although St. Anne Township was formed in 1857, it wasn’t until 1872 that the village of St. Anne was organized. A surveyor was employed to establish grades for streets. The Village Council appointed a street commissioner who had to contend with mud and dirt roads and boardwalks. The first sidewalks were authorized in 1873 to be made of boards in the residential sections and 2-inch planks in the business district. It was 1898, when the first concrete sidewalks were constructed in portions of the village. In 1923, the village paved Station, Grant, and Sheffield Streets and Chicago Avenue. Four years later Guertin Street and Young’s Avenue were paved. Other streets were treated with gravel or blacktop. The streets were all resurfaced in the 1970s and the public sidewalks were replaced in front of residences.

In 1874, the town well was drilled and in 1898, a franchise was granted the Daniel Mead Company to lay a system of water mains, dig a well and build a pumping station. In 1898 a light plant was constructed, but the street lights were lit only from dusk to 11:30 p.m. It wasn’t until April, 1913, that

Public Service Company of Northern Illinois was given a franchise to furnish light and power, but the furnishing of water was reserved to the village, which did not occur until 1922. It was 1914, when the voters agreed to finance the construction of sewers.

In 1884, the first St. Anne newspaper, the *Weekly Blade*, was published, edited by M. DeJaenette. Occasionally some articles would be written in French. Politically it largely supported the Democratic Party, and since the community was largely Republican, it did not survive. The ownership changed many times through the years, as did the name of the paper. In 1951, the publishing business was purchased by William and Donald Goreham and the business was incorporated in 1956.

1890, Charles and Euphémie Chiniquy conveyed land to the village of St. Anne to establish a cemetery, which became known as “The St. Anne Cemetery.” There was also a Catholic Cemetery west of town, and an old Catholic burial ground. Other small family or neighborhood burial plots exists throughout St. Anne Township, some are maintained while others are basically abandoned.

In the very early times, prairie fires occurred often from the month of October until snow fell. On a windy day, the fire could spread fifty miles in a matter of hours. In 1872, a fire department was established, but in 1888, a large portion of the business district of the town burned to the ground. It was in February of that year that a fire was discovered in the Guertin store on the northwest corner of Chicago Avenue and Station Street. The alarm was spread, but the fire was more than the firemen could cope with and all that they could do was to empty the stores of their contents. Preparations were made to rebuild, but this time the buildings were made of brick and stone.

In 1893, Pastor Chiniquy’s home burned to the ground while they were away. It had been one of the show places of the state, but it was never rebuilt. Also, that same year, the Catholic Church

was struck by lightning and burned to the ground; however it was rebuilt using parts of the wall that remained standing after the fire. In 1911, the church was again struck by lightning. The parts destroyed were rebuilt and lightning rods were added to the new steeple. Through the years there were many fires both in residences and businesses. The village and township voted in 1950 to form the St. Anne Fire Protection District, adding equipment through the years. In 1974, they began an ambulance service.

In 1898, Emil Chiniquy and his wife Victorine, were bludgeoned to death in their home. A suspect named Sidney Ringo was arrested in Mattoon, Illinois in 1899; however, was acquitted of the crime.

St. Anne soon established itself as one of the most rapidly growing communities in the county. The population of the village grew from 412 in 1880 to 1,000 in 1900. The township population grew from 1,158 to 1,870 in those 20 years. At the turn of the century, the *History of Kankakee County* published in 1906, listed St. Anne as a progressive village, well-supplied with water from an artesian well, a good system of water works and mains covering the entire village, an electric light company, a post office, a telephone exchange, two railroads, a fire department, a police department, an eight-room fireproof schoolhouse, an academy, and four churches (Catholic, Presbyterian, Baptist and Adventist). The St. Anne Commercial Association was selling lots and laying out new additions. The factories at that time were: a brick and tile plant, an iron fence post factory, and the Kerosene Motor works established in 1906.



FIGURE 123. St. Anne Academy, built in 1921, now demolished.

There was a hotel, four grocery stores, four general stores, two bakeries, two restaurants, two meat markets, two drugstores, two men's furnishing and general stores, two jewelry stores, one shoe store, two harness shops, one tinner and plumber, one tailor, one hardware store, three banks and one Building and Loan, two newspapers, one furniture store, one undertaker, three physicians, two lumber yards, livery barns and blacksmith shops, and saloons. Around 1900, Edward Beaupre added an automobile agency and became St. Anne's pioneer automobile dealer. His first car was an International High Wheeler purchased in 1909.



FIGURE 124. First National Bank of St. Anne, building constructed in 1899.

In 1905, a group of St. Anne business men organized the St. Anne Improvement Company. Its objective was to stimulate the growth of the town, and bring some manufacturing plants to the community, which would create employment for the citizens. The company acquired ownership of all the acreage between the two railroads south of

Guertin Street, for a distance of a quarter mile. The area was subdivided, and lots were sold. The factories that were established, such as the St. Anne Kerosene Motor Company and the Stephney Spare Motor Wheel Company, all failed within a short time.

Early in the town's history, it was discovered that the village stands on a hill made up largely of fine clay, very suitable for making common brick and drain tile. During the 1870s, Paul Bison, a native of France, began making common brick by hand. Thousands of bricks were used in St. Anne and neighboring towns. Two companies, manufacturing clay products, ran successfully for many years in St. Anne: the St. Anne Brick and Tile Company, and the Eastern Illinois Clay Company.

The 1970 census listed 1,271 in the village and 2,408 in the entire township.



FIGURE 125. Downtown St. Anne, looking west on Station Street, circa 1900.



FIGURE 126. View of downtown St. Anne, 1912.



FIGURE 127. Downtown St. Anne, circa 1950, looking east on Station Street from Second Street. Note the Village Hall at right.



FIGURE 128. St. Anne Village Hall as it appears today.

Wichert

Many years ago the territory around Wichert was swamp land, many acres covered with water the year round. Wichert is roughly comprised of about six or eight sections of land in the northern part of St. Anne Township and the adjacent section in the southeast corner of Aroma and Ganeer Townships. Illinois Route 1 runs from north to south in the western part of the area. The Chicago and Eastern Illinois Railroad bisects the community, running in a slight northeast to southwest direction.

The individual farm tracts were not large acreages; rather, the homes were numerous and close together. The first homes were small and temporary and built high on posts so the space below might be used as stables. This was largely the custom in European Holland, from which most of these settlers migrated. The population is unique because many of the Wichert population is made up of descendants of the original settlers

who came to this country during the 1870s and 1890s. After arriving in the United States, many found their way to the Chicago area and settled there. They found employment in the Roseland and South Holland communities. From there they migrated to Wichert after the railroad station was established in approximately 1883.

One of the early settlers, Pierre Bonvallet, migrated from France with his family in the early 1860s. He had settled first in New York City, later coming west to Illinois, where he purchased a home in the Village of St. Anne. In 1868, he purchased a quarter section from the Illinois Central Railroad which had obtained the land under the State Land Grant Act. Bonvallet and his four sons first raised livestock and then grapes. They produced hundreds of tons of grapes which were marketed in Chicago and elsewhere around the Midwest. They branched into the wine-making business, but the grape vines froze in circa 1898 and the business of cultivating grapes was discontinued. Bonvallet then set out thousands of asparagus plants and in a few years were very successful in raising asparagus for the market and for canning.

George Wingerter, a German-American, arrived from Chicago in spring 1883 and settled on 625 acres of land in Section 25 of St. Anne Township. He became very successful in stock breeding, growing fine grapes and manufacturing fine wines. During the last two decades of the nineteenth century, real estate operators in Chicago and Momence subdivided much of the acreage, built roads every mile, half and quarter miles apart, dug drainage ditches and subdivided the land into 10, 20, and 40-acre tracts which they then sold. The system of drainage was later named Claussen Park Drainage District. The promoters set a price of \$50 an acre, accepting any amount as down payment. Thus began the movement of the Dutch people from the Chicago area. Within a short time a number of families were settled and started raising truck garden vegetables. Much of the early farming was done by share-cropping.

The first investors were Cornelius Voss and his brothers-in-law, the Kosters. Others who followed were the Doodermans and G. Noble. The first ten years of the settlement included such family names as: Spoolstra, Osenga, Hoekstra, Tallman, VanTongeren, Slingerland, Bosch, Boog, Koopman, Brass, Dykstra, DeHaan, DeGroot, Piersma, Nywening, Romein, DeYoung, Elsenga, Schaafsma, Koopelman, Schultetus, Sikma, Wilkinson, DeMik, and Blankenstyn.

As populations increased, the railroad company built a switch to accommodate the farmers. In 1892, Henry Wichert of Chicago established a salting station for pickles, and the site was thereafter called Wichert. Hundreds of carloads of both processed and unprocessed vegetable products per year were shipped via the railroad. Other crops that were raised and shipped to Chicago included sugar beets, onions, asparagus, tomatoes, all kinds of vegetables, melons. Chickens were raised for both the eggs and the meat.

Charles Sirois sold sand out of a sand pit on his farm. It was used in St. Anne for masonry and concrete when the Dixie Highway was being constructed. The Sirois farm also produced large quantities of sweet corn, watermelons, muskmelons, potatoes and cabbage.

In 1893, the government organized a post office and placed S. S. Beaupre in charge as postmaster. Mr. Beaupre also operated a store in Wichert.

In 1894, C. F. Claussen & Sons of Chicago, purchased the business and plant of the Wichert Company. In 1905, a large brick building was erected to house pickle tanks and a catsup bottling plant. The cucumbers were salted in large brine tanks and shipped to Chicago for processing. The catsup bottling works had a boiler and kettle capacity that handled 500 bushels of tomatoes every 10 hours, with machines to fill, cork and label the bottles. The tomato catsup factory closed in the 1940s.

Around 1910, a three-story building was erected across the road from the catsup factory. Sauerkraut was shipped in railroad cars shaped like large vats with openings in the top through which the kraut was dumped by men using wheelbarrows. The Bonvallets later took over the Claussen plants. The asparagus factory was among the first in the area to provide seasonal factory work for women. All canning operations were discontinued in the 1960s.

In 1908, C .S. Claussen brought a paper bag of gladiolus bulbs from Vaughn Seed Company to Wichert and planted them around the Kraut factory. Two years later he went into business with Albert Bonvallet, and they began raising gladiolus on the Bonvallet farm, starting with three-quarters of an acre. The flowers were sent by railway express at first and later by truck to Chicago. The bulbs were stored in warehouses in the winter, where they were cleaned, graded and sorted. Those to be sold were packed in sugar barrels and shipped to buyers. The remaining bulbs were reserved for planting.

In the early 1920s, Cornelius Tallman, obtained six grain bags of gladiolus bulbs from his son in Lansing, Michigan. He tried planting them with success and later imported bulbs from Holland. The gladiolus business was on the upswing in Wichert, with other growers following Tallman's example. By the years 1940 and 1950, the area was known as the largest single gladiolus growing area in the country. Warehouses are built on most of the glad farms for the winter storage of bulbs and they were used in the summer for workrooms to bunch flowers for the market. Most of the flowers were sold to florists and wholesalers within driving distance, but some were shipped to other parts of the United States. Coolers were installed in the warehouses to hold the fresh cut flowers for several days and cut in the hard bud stage. The bulbs were cleaned and the old roots removed by hand during the winter months.

Peter Romein's Sons were outstanding growers of gladiolus. Their original 40-acre farm settled by

Peter was expanded to 600 acres. The crops were rotated, two years of corn and one year of gladiolus. Wells were drilled for irrigation, important in the raising of gladiolus. Peter Romein died in 1957, and the business was then run by his son, Marion P. Romein, and son-in-law, Frank Bretveld. In 1968, they had 150 acres of gladiolus (50 acres are planted for the bulbs and 100 acres are planted for cut flowers). In 1976, the farm produced 90 acres of gladiolus for the cut flower market, eliminating the bulb production.

In the 1940s and 1950s, the Wichert area was known throughout Illinois as the largest producer of gladioli, both blooms and bulbs. It was estimated that at the time there were approximately 1500 to 1800 acres planted with gladiolus. The industry later dwindled to only a few farmers. The average dropped to 800 acres in 1960 and to 600 acres in 1976. Most of the growers then dealt in cut flowers rather than bulbs. Momence holds an annual gladiolus festival in which the Wichert gladiolus growers participate.

The community of Wichert was once 100 percent devoted to agriculture. Many of the families were later employed in industry and service occupations. The families that remained in agriculture raised the basic crops of corn, soybeans, and wheat in addition to the truck-farm produce. Sod growing also became a good business.

Prior to World War I and for a few years thereafter, the business district of Wichert consisted of two grocery and general merchandise stores, a dry goods store, a barber shop and poolroom and eight to ten houses. In 1976, the business district was reduced to one store, an apartment building, a large fertilizer and chemical warehouse (formerly the Claussen/Bonvallet food processing plant), a gladiolus warehouse, three or four houses and a few smaller buildings. All commercial food processing in the area had been discontinued. The small grocery store housed a rural post office, but most of the residents of Wichert received their mail by rural carrier from

either St. Anne or Momence. There were once four passenger trains serving the Wichert station, but all railroad service has been abandoned.

The early Dutch families first held religious services in their homes. In 1893, the Dutch Reformed Church of Koster was organized. A two-acre site was donated so that a building could be erected northeast of the present church of Wichert. An early schoolhouse that stood on the Burns property was sold in 1893 to the Christian Reformed church. It was moved north about a mile, remodeled into a place of worship and was used until 1897 when the Christian Reformed and the Dutch Reformed churches united. A new church and parsonage was erected and services were conducted there until 1963. A beautiful stone building was built followed by a new parsonage, officially called the First Reformed Church of Wichert.

The areas first school was a one-room school known as the Burns Grove School, located in School District No. 97. It was later enlarged to a two-room school and in 1900 the Wingerter schoolhouse was added within the district. In 1919, the population increased, which brought about the need for larger school facilities. A two-story brick building was built on the west side of the village, and the Wingerter School was attached to another district. Attendance at the school decreased sharply when sand storms and occasional flooding affected the crops. Many of the residents packed their belongings and moved back to Chicago.

When enrollment dwindled in the 1940s, the Wingerter School closed, and its students enrolled at Wichert in 1943. In 1948, Frogtown and Koster schools were added to the Wichert district, and bus service to transport students was introduced. With continued consolidation and an enlarged enrollment, additions were made to the school in 1955 and 1968. Today St. Anne Community High School serves rural communities in both Kankakee

and Iroquois Counties. These rural communities include Papineau, St. Anne, Wichert, Hopkins Park and their surrounding townships.

Hunting among other sports was always a favorite. Hunters came to Wichert, boarded with local families and hired boys and young men to guide them through the swamps. They would return with baskets full of ducks. Teddy Roosevelt, who was a member of the Reform church liked to hunt in the area.

Some families have acquired land through careful investment, building up large acreages over a period of years. Farmers such as U. A. Cote, who operated St. Anne Farm Drainage, began acquiring farmland and by 1943 his farm enterprise was incorporated and consisted of 3,000 acres and several hundred head of steers. William (Bill) Hoekstra & Sons raised vegetables: beans, corn, cantaloupe, and pumpkins, and became the biggest potato grower in the State of Illinois. They have sold potatoes to Jay's Potato Chip Company, and to state institutions to feed their inmates and employees. In 1936, four Hoekstra families, John and his sons Pete, Bill, and Tunis made a living on 100 acres of truck-farming land using \$5,000 worth of equipment powered by horses and strong men. In 1966, Tunis raised tomatoes for Libby, McNeil, and Libby cannery. The acreage increased from 10 acres to 400 acres in four years. He abandoned the tomato industry and in 1970 turned to raising corn and soybeans. Don Hoekstra, a nephew of Bill and Tunis, was the largest shipper of gladiolus cut flowers in the country, shipping as far as Florida and New York.

The DeYoung and Mercier families farmed 2,800 acres of corn east of St. Anne and fed 800 to 1,000 head of cattle. Their biggest market was the kosher butcher trade on the east coast. The land east of St. Anne is a sandy region and requires overhead irrigation during dry periods, unlike the heavy black soil west of St. Anne that retains the moisture from rainfall very well.

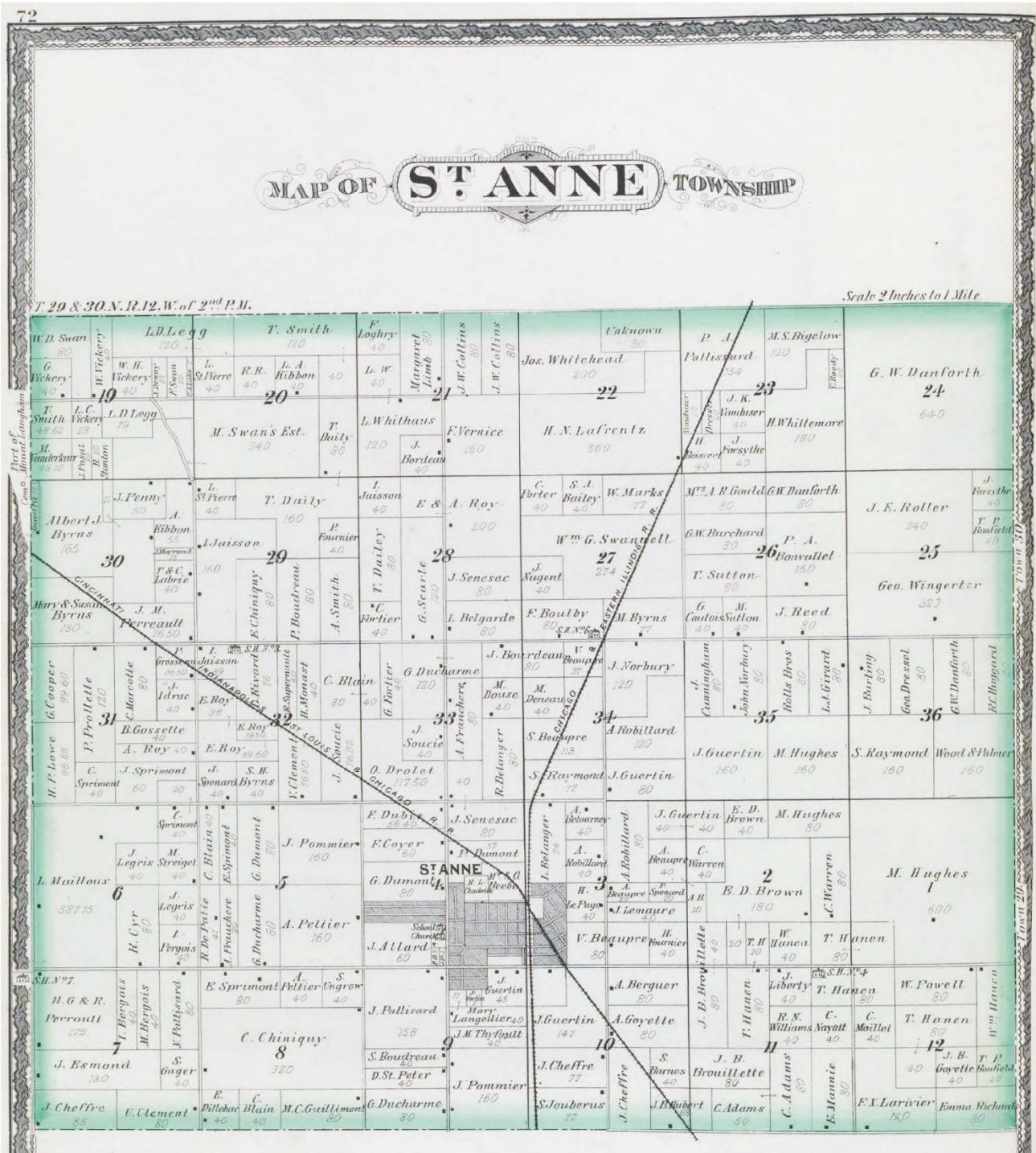


FIGURE 129. Map of St. Anne Township from the 1883 county atlas, plate 72.

History of Salina Township

Early History of Salina Township

Prior to the settlement of Salina Township,⁹⁰ the entire area was covered with tall prairie grasses and flowers. Trees followed along the rivers and well-watered lowlands of the creek beds. Oak trees grew on the sandy ridges, while willow, maple, hickory and cottonwood flourished along the river and creeks. A map in the 1883 Atlas of Kankakee County shows a small area in Section 19 and 20 of Salina Township covered with shallow water. This was on the east branch of Horse Creek and was called Horse Lake. South of present-day Bonfield, rubble deposited by melting glaciers (mostly broken slabs of limestone that were torn from the bedrock) form a layer three to twelve feet thick over an area of seven square miles. Along Road 7000 West, on the east side of Salina Township, grass covered dunes may still be seen following the winding rubble bars.

The northern and eastern portion of what would become Salina Township was originally heavily timbered with oak and intervening stretches of open prairie which required extensive drainage before it could be cultivated. (Timber and water were not as abundant on the prairie farther to the

90. Ronald Shank and Patricia Wagner prepared this narrative history of Salina Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *A Bonfield Century: 1882–1892*. Bonfield, Illinois: Bonfield Centennial Committee, 1982.
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).

south in what became Pilot and Norton Townships.) The flow of water is to the south and east towards the Kankakee River. The land is a sandy loam with clay sub-soil, and is very productive.

Salina Township is located along the northern edge of what became known as the Grand Prairie. Deer and prairie chickens were an abundant source of food. The prairie grass would grow as high as five feet during the summer. The soil was fertile but difficult to break for planting the first year. After the invention of the steel plow this became easier and then “gang” plows pulled by five horses would be used.

The land that became Salina Township was ceded to the government under the Treaty of Tippecanoe in 1832 and the Native Americans agreed to move to Iowa. There were still occasionally a few Native Americans wandering across the area when the first white settlers began to arrive in mid-1840s. For many years remnants of the Native American culture such as arrow heads or spear points would be found especially along the creek banks. There has never been any evidence found of any large Native American settlements within the township.

- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., “History of Kankakee County” in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Jim Ridings, *County West: A Sesquicentennial History of Kankakee County West* (Herscher, Illinois: Side Show Books, 2003).
- —, *County West Companion: A Further History of Western Kankakee County* (Herscher, Illinois: Side Show Books, 2005).
- Carolyn Taylor and Georgia Van Voorst, *Salina: A Prairie Township* (1976).

In 1849 Elias Hosmer purchased 1,200 acres in what would become Salina Township. By the mid-1840s the first settlers were coming into the area. These early settlers include Hosmer as well as William and Richard Hawker, the Freise brothers, the Lewis brothers, and the Hertz brothers as well as several other families. These early settlers often built a log cabin and lived in it until a more substantial residence could be built. By the end of the 1850s frame houses began to appear. It was a difficult and at times a harsh life, but these early pioneers began to change the countryside. Fields of corn, oats, wheat, and flax began to appear. Herds of cattle and horses grazed on the lush prairie grass. Transportation in the area was still difficult with the poor roads, but the farms and the settlers began to prosper.

Salina Township was formed in April 1854 when it was separated from Limestone Township. Later, in March 1857 the southern portion of the township measuring 6 miles by 8 miles was separated to form Pilot Township, which left Salina Township measuring 6 miles by 6 miles with 36 sections. The name Salina means a salty, marsh-like area. In April 1855, the first township officers were elected. James Burgess was elected Supervisor and other officers were chosen such as a Justice of the Peace, a constable, and road commissioners. In 1856 a poor farm was established in the township. It was later sold in 1868.

In the years following the Civil War the township continued to grow. A number of Civil War veterans moved west into this area from the east and the fertile land also began to attract large numbers of immigrants from European countries such as Germany, Ireland, and England who settled in the township.

By the 1870s there were clusters of houses in the township with a number of prosperous farms; however, there were still no organized villages in the township. There were occasional locations where there would be a general store which often served as a post office, a blacksmith shop, and a

few other small businesses. The second and third generations of the early settlers began to marry each other and family life grew strong in Salina Township.

Schools

Provisions were made for education within the township as early as 1853 when the first school districts were organized. There were a number of one room schools scattered around the township for the education of the children. These were small one room buildings with one teacher teaching all the subjects in grades 1 through 8. Attendance was limited in the early years because students were needed at home to help with the chores. There was a mandatory school attendance law after 1883, but it was very rarely enforced. There was no electricity or running water in these early schools and there were outhouses behind the schools. Among these early schools were the Bossert, Cotter, Dunn, Geelan, McGillivary, Sauerman, Vining, Taylor, and Brown schools. Some students along the edges of the township actually attended school in other townships. Some of the one-room schools would survive until consolidation in 1946.

Churches

Attention was also given to the spiritual needs of these early settlers. A number of the early settlers were Germans who were members of the Evangelical Church. By the late 1840s they were meeting in homes served by circuit riding ministers. In 1868 the Salina and Grand Prairie Churches were constructed to serve local Evangelicals.

Beginning in 1855 the Evangelicals began a tradition that would last for 135 years in Salina Township. They began to hold what were called camp meetings at Hertz Grove a mile and half west of Bonfield and one half mile south. They were held in late August most years. These services included a lot of singing and preaching with emphasis on conversion of sinners. They also often had a missionary emphasis to them. Baptism services were held. Attendance was often in the

hundreds with people coming from many miles away. They would last a week or more with people camping and cooking on the grounds. The last camp meeting was held in 1988 due to rising costs and dwindling attendance and interest. The grove and farm which had been in the Hertz family since 1844 was then sold.

During this time the Evangelical church went through a series of mergers and changes. In 1946 they joined with the United Brethren in Christ to form the Evangelical United Brethren Church, and in 1968 they merged with the Methodist church to form the United Methodist Church.

Some of the early settlers were Lutheran, but there was no Lutheran church in Salina Township. They would attend Zion Lutheran Church, just to the south of Salina Township in Pilot Township. Most of the Catholic families in the area attended Sacred Heart Church in Goodrich which is also close by in Pilot Township.

Bonfield

The village of Bonfield was originally platted as the village of Verkler in 1882 by John and Sam Verkler. The first home in what became the village was built by Elias Hosmer and later purchased by John Verkler in 1878. But it would not remain known as Verkler for very long. In 1881 the Big Four Railroad (Cleveland, Cincinnati, Chicago and St. Louis) began construction of the Kankakee and Seneca Railroad west from Kankakee across Salina Township to the Illinois River at Seneca. It became a very competitive contest as to where a station would be established in the township. The charter members of the railroad included Thomas P. Bonfield, Wesley Bonfield, and Warren Hickox of Kankakee and several investors from Seneca. Thomas P. Bonfield, the attorney for the Big Four, was placed in charge of locating the stations along the rail line. Mr. Bonfield insisted that he be paid \$2,000 in cash to consider a site as a potential station location. The Verklers were able to raise the money and got the station. One of the local residents asked Mr. Bonfield about the name for the station. He told them that no name had been

chosen yet. The local resident suggested calling it Bonfield. Mr. Bonfield did not reply, but later after the station was built, a train arrived with a sign to be put on the station which said Bonfield. The name of the village was officially changed to Bonfield in 1888.

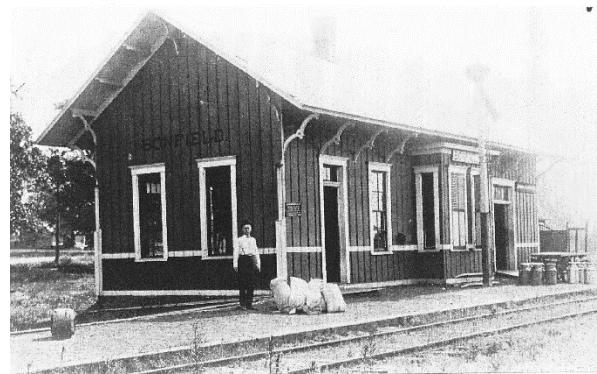


FIGURE 130. Bonfield depot.

The town prospered with the coming of the railroad. Two trains a day going each way stopped in the village. Grain elevators and a stockyard were built. Local building stone and ice were also transported by the railroad.

A number of businesses opened. There were general stores, a barber shop, a lumber yard, a blacksmith shop, a farm implement dealership, an ice cream store, a restaurant, and the post office. There was also a creamery and a stone quarry operating for a number of years. At one point there was an automobile dealership and then a gas station. There was a saloon in the early years, but at some point the sale of all alcohol was banned in Salina Township.



FIGURE 131. Bonfield Café on Smith Avenue in Bonfield.

A school was built in the village in 1885. In 1921 a two year high school was added and in 1932 it became a three year high school. A gym was added in 1934.

Two churches were built in the village. In 1881 what is today Bonfield United Methodist Church was built on Church Street. It is still being used today. In 1918 what is now Bonfield Evangelical United Methodist Church was constructed on Smith Street. It replaced the former Salina Evangelical Church, which was located in the country outside Bonfield. It is also still being used for services today. Both churches have undergone several changes and additions over the years.



FIGURE 132. Bonfield First United Methodist Church, 1881.



FIGURE 133. Evangelical United Methodist Church, 348 East Smith Street, built in 1918.

After the coming of the railroad the village continued to grow. Modern services such as paved roads, indoor plumbing, and telephone and electric service came to the village. In 1900, the population of Bonfield was 165; however, the population soon began to decline. By 1920 there were 126 residents and by 1930 there were only 106.

In 1936, the Kankakee and Seneca Railroad went out of business and the depot closed. The depot building was moved to a farm south of Bonfield where it served as a barn. Without the railroad to ship grain, the elevators went out of business. As time went by, a number of the other businesses changed hands or closed. It became difficult for small town businesses to compete with the stores in larger cities. Today there are few businesses open in Bonfield; there are no restaurants, grocery stores, or gas stations. In 1941, the high school was closed and students wishing to continue their education had to go to either Reddick or Herscher for high school. The grade school (first through eighth grade) remained open. In 1949, Bonfield became a part of the Herscher Community District No. 2. When all of the rural grade schools in Salina Township closed, the majority of the students then went to Bonfield for grade school. All of the high school students went to Herscher. This was not a popular idea in Salina Township and was voted down 201-95. But it passed in the entire district and residents were left with no choice. Additions were made to the Bonfield Grade School in 1955 and in 1971. It became a kindergarten to sixth grade building after 1991 and

later a fourth and fifth grade building. It now houses only kindergarten and first grade classes.

There was also a small community named Frieling located along the railroad west of Bonfield between Bonfield and Essex. It contained several stores and houses at one point but disappeared with the closure of the railroad. Virtually nothing remains of the community today.

By 1950, the population of Bonfield had increased to 143, and continued to increase to 178 in 1960. The population not only grew in Bonfield but throughout Salina Township during the 1970s and 1980s. The agricultural basis of the township remained strong and the farm production increased as the value of the farm acreage increased. By 1980, the population of Bonfield was up to 294. It had doubled in 30 years. New homes were built in

Bonfield and in Salina Township as it became more of a bedroom community for people who worked in Kankakee, Bourbonnais, and other nearby cities. A new subdivision was added on the south side of Bonfield. By 2000, there were 364 residents and by 2010 there were 382 residents. More new homes were built in rural Bonfield. The population of Salina Township was 1,396 in 2010.

The biggest industry in Salina Township as of 2003 is Shoup Industries owned by Gene Shoup. It is a plant located west of Bonfield in section 8 of the township and manufactures farm machinery parts. They employ approximately 25 people and have the manufacturing facility and a mail order branch in Kankakee.

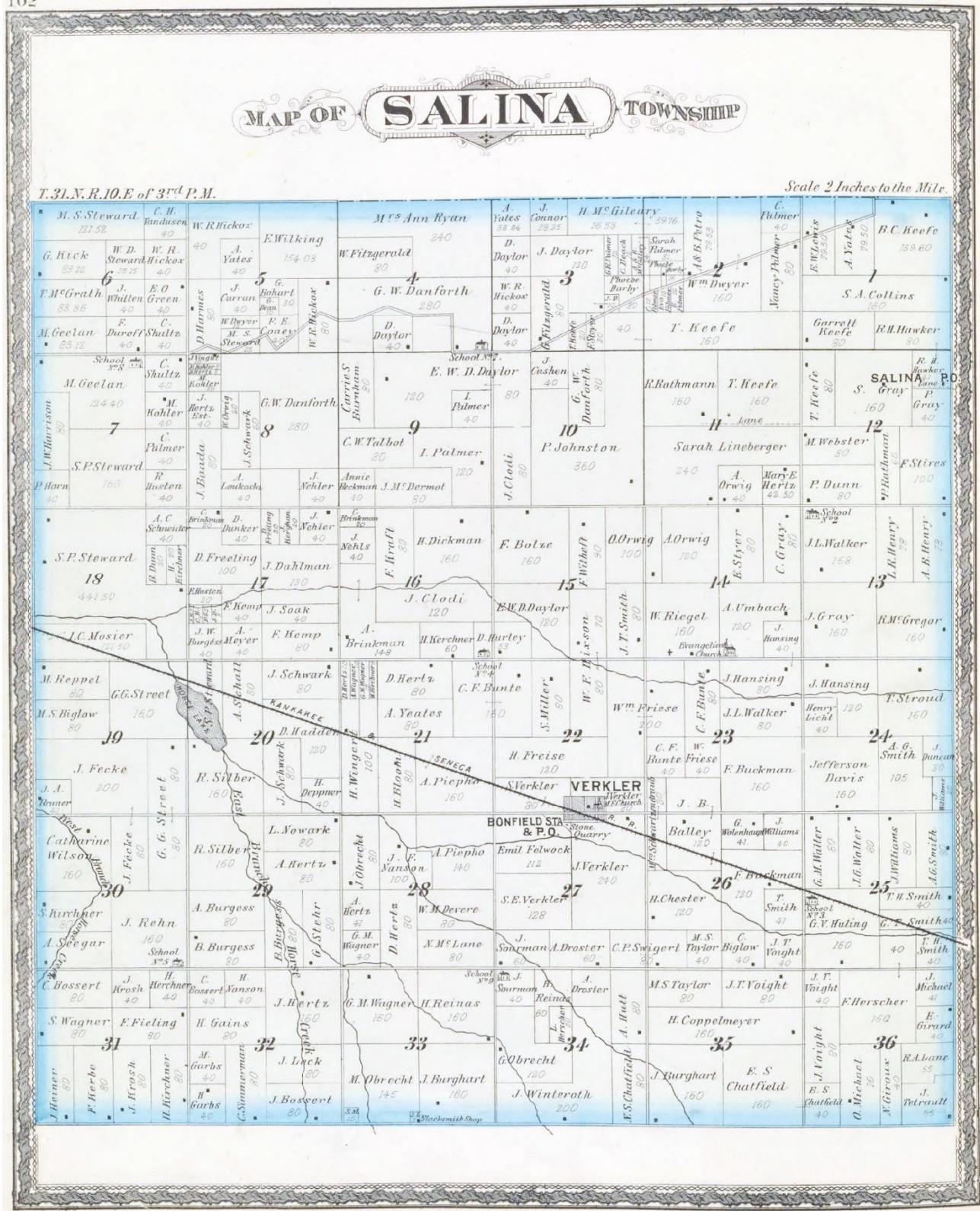


FIGURE 134. Map of Salina Township from the 1883 county atlas, plate 102.

History of Sumner Township

Initial Settlement of Sumner Township

The initial survey of present-day Sumner Township⁹¹ in May 1834 noted that the land included sloughs, prairies, and a lone one acre grove of timber on Exline Creek.

On September 10, 1855, Township 32 North, Range 13 East was divided from Momence Township and organized as a new civil township, named Union Township. On June 27, 1856, the township name was changed to Sumner in honor of the honorable Charles Sumner, who served as U.S. senator from Massachusetts from 1851–1874. He was admired, by the early pioneers from the east, for a stirring anti-slavery speech given May 19–20, 1856, for which he had been bitterly assaulted in the Senate.

The first land purchases in the area were from the government for seventy-five cents per acre. At the time, the land was a gently rolling prairie, with little native timber. As it became more populated that all changed. There were groves of beautiful trees at each residence, and hedge rows and trees along the public highways. Two creeks, Exline and Tower, wind through the township from north to south. They supplied water for livestock and made a natural drainage for an extensive system of tillage. The land has clay subsoil, with from one to three feet of black loam on the surface, which makes it very productive. Originally there were many ponds, or sloughs, as the

early settlers called them, but with the installation of tile they disappeared. In the early days, there were numerous muskrats, wolves, deer, geese, cranes and ducks; a hunter's paradise. Around the ponds, were the rolling prairies, waving grass, and beautiful wild flowers.

Few settlements were made before the early fifties. Some of the earliest settlers who were instrumental in shaping the future of the township were:

- 1836 - Samuel Beebe
- 1849 - William Snow
- 1850 - John Kile, Milton Batts, L. Goss, C. Fortier, N. Blaine, and A. Brosseau
- 1852 - Byron and James McKinstry and Campbell Sergeant
- 1853 - E. H. and Samuel Buck
- 1854 - Henry Haslett, Linden Thurber, Adam Lucas, Albert Chipman and John and Barnard Mullaney
- 1855 - E. S. Merwin, Clark Brownell, Nicholas and Hugh Crawford, H. Parkes, and Israel Evans
- 1857 - W. F. Dennis, P. H. Burchard, James Little
- 1861 - David Boyd

91. Mardene Hinton prepared this narrative history of Sumner Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).

- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman Paul and Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- *Sumner Township* (1976). A project of the Kankakee County Bicentennial Commission, editor unknown.

The early societies of Sumner Township included debating and literary societies which were often held at McKinstry's Corners and at the Huntley school house. During these meetings questions of the times were discussed by men and women. Neighbors and friends congregated from miles around and, thanks to Mr. Byron McKinstry and James Little, familiar with a wide variety of literature, the societies were a great success.

There were 206 voters in the township: 103 were German occupying largely the northern half of the township; forty-nine Americans, largely in the southeast; thirty-six French, principally in the southwest; fourteen Irish mostly near the center; and a few other nationalities. The township was often called a "Kicker" because the people were largely independent of party dictation.

The first town meeting was held at Union Corners on April 2, 1856. A committee of three was appointed to lay out road districts within the township. Surveyors were called in, and the task of planning and building roads began. The township was marked off into thirty-six sections with nine road districts. Transportation had, until this time, been more or less "as the crow flies," across what was largely unimproved acreage. Easements were obtained from land owners, with damages awarded to the owners for the removal of any fences that did exist. The first road easements were four rods, or 66 feet, in width. The work of building roads was accomplished through the cooperation of the residents. All inhabitants were assigned to work on the highways in the district in which they lived. When necessary the roads were routed around ponds and sloughs.

Forty-two soldiers from Sumner Township initially enlisted to fight in the Civil War. The last two calls for soldiers were filled by paying bounties of from seven hundred to seven hundred and fifty dollars each. The money was raised by subscription and taxation. The days of the Civil War were sad times; nearly every mail delivery brought news of a death or a wounded soldier.

Schools

In the winter of 1851–1852, Byron McKinstry taught the first school at Union Corners. The township was organized into districts in 1853. Originally the districts were in all shapes to suit the convenience of the sparse settlements, but in 1867, the supervisors were able to re-district the township into nine school districts of four sections each, with two exceptions.

The early schools were not graded, each pupil worked at his own level. Books and other materials were scarce and often the teachers were younger than some of the pupils because they were not required to have degrees. Attendance of the students was sporadic, depending on weather conditions, and the work at home. The schools schedule would often accommodate the family needs for planting and harvesting.

After 1867, the nine school districts were named district ten through district eighteen, but they soon became known by the name of the land owner on whose land the school was built. The nine districts were: District number 10 – Porter school, number 11 – Neff school, number 12 – Green Meadow school, number 13 – McKinstry school, number 14 – Sumner Center school, number 15 – Campbell school, number 16 – Barrie school, number 17 – Little school, and number 18 – Clapsaddle school.

In 1946, Sumner Consolidated School District No. 254 was formed, encompassing the remaining one-room schoolhouses. Each school operated separately but under one board. The schools were the center of community life; religious, political and social, until better roads and transportation evolved and activities moved in to neighboring towns with better facilities. The many changes through the years saw the school houses disappear. Some were destroyed by tornadoes; others were turned into residences or used for other purposes.

Churches

The first religious service was at the school house at Union Corners in 1855. Later, combined services and Sunday school were held in Grant Park for people of many faiths. Services were also held at the Seager and Conklin school houses. On March 13, 1872, a German Lutheran church was established in section one of the township. The 100th anniversary of the church was observed in 1972. The church has been remodeled and enlarged since that time.



FIGURE 135. Zion Lutheran Church as it originally appeared.

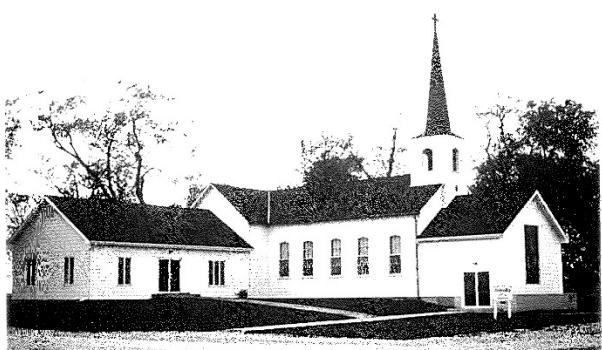


FIGURE 136. Zion Lutheran Church in the 1970s, after several additions had been made.

In 1876, at Sumner Center (earlier known as "Crawfords Corners") a Catholic church, Church of the Assumption of the Blessed Virgin Mary, was built. The church membership was predominately Irish at the time. There was a cemetery in conjunction with the church at the same location. The church was destroyed by fire, and because the Irish Catholic members had by this time moved further away, the church was not rebuilt. Burials in the cemetery were later moved to the St. George and Manteno church cemeteries.

Commerce

Union Corners also had an inn, blacksmith shop and a carpenter. In 1877, the Dexter Creamery and market was established. It was located on the Chicago road, one mile west of Grant Park and at one time had a capacity of two thousand pounds of butter a day.

The nearest grain market for the early farmers was in Chicago. Several wagons, sometimes with double teams of horses, would meet to make the trip together. The journey would take two to four days, and supplies they were not able to produce were purchased for the return trip.

The Chicago, Milwaukee and Gary Railroad Company established a line from Momence to Joliet in 1905. A depot, called Whitaker, was built, and Ed Willett was station agent. With a railroad going through the area, a vision for the future of Whitaker blossomed. Surveys were made, and the adjacent area was marked out into lots and streets. In the early 1900s, Mr. Willett printed and published a newspaper called *The Whitaker Weekly*. Following the platting of Whitaker, the Kahney family established a general store. There was also a blacksmith shop and later a repair shop in the village. A combination store, tavern, and residence was built on the north side. The Gleaner Life Insurance Society built a hall which was the center of many community events. The hall was eventually sold in the early 1940s to the township for local government use.

Also in 1905, Taylor Brothers built a grain elevator in Whitaker, and on October 10, 1912, the Whitaker Farmers Grain Company was formed. By 1933 the company was in debt due to poor crops and low prices. Business did not improve until 1936 when yields and prices were better. The company name was changed to Whitaker Farmer's Cooperative Grain Company on October 22, 1940. In September 1940, electricity was added with a line from Manteno.



FIGURE 137. Present-day appearance of Whitaker grain elevator.

In 1953, the grain company's wood structure burned, and a seventy thousand bushel concrete elevator was built. Expansion of additional storage has been continuous through the years. In 1976, the farmers continued to produce high yields of corn, wheat, and soybeans.

Today there are no schools in Sumner Township. German ancestry still represents a large percentage of the residents followed by Dutch, Irish, Polish, and French Canadian or French. Many of the residents are farmers or farm managers; some are truck drivers or work in sales.

The most common industries are agriculture and forestry, followed by construction and truck transportation. Successful industries today include the Whitaker Farmer's Cooperative Grain Company, and the Sunrise Greenhouse, Inc., established in 1967 by the Wolhuis family. The greenhouse is located on the Woldhuis Farms located in section 24 of Sumner Township.

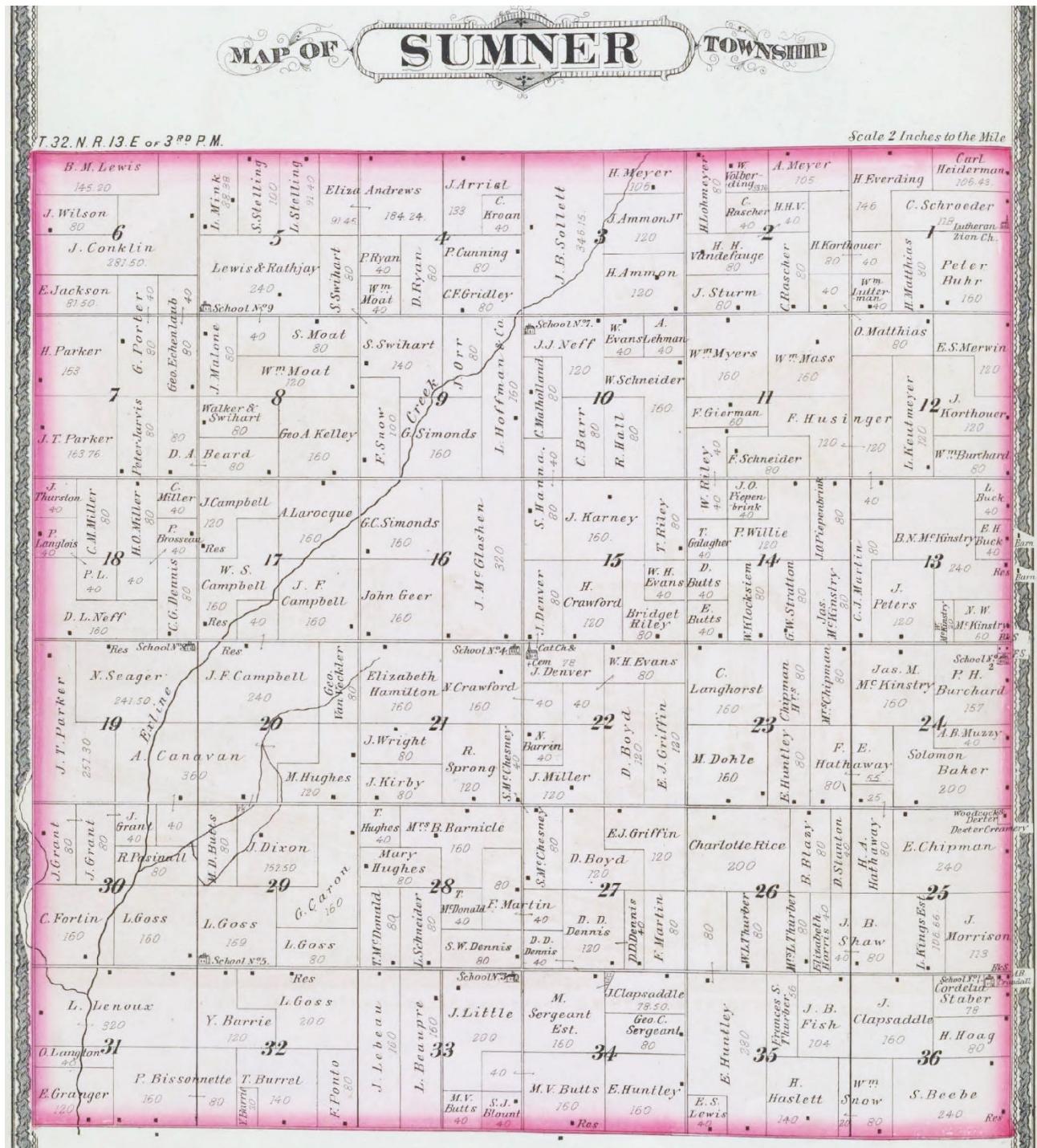


FIGURE 138. Map of Sumner Township from the 1883 county atlas, plate 40.

History of Yellowhead Township

Early History of Yellowhead Township

Yellowhead Township⁹² is located in the extreme northeastern part of Kankakee County. When Kankakee County was formed in 1853, the township became one of the original six townships and was named after the chief of the Potawatomi, Min-emaung or Yellowhead, whose tribe had a village southeast of what is now Grant Park. It has been recorded that Chief Yellowhead was killed by a younger chief in or near land that later belonged to Jonathan P. Stratton. The chief was buried in Stratton's Grove. Following the Treaty of Camp Tippecanoe 1832, the last of the Potawatomi left the area in 1838 for reservations in Iowa. The lands that they had lived on and that held their burial grounds in Illinois and Indiana were ceded to the United States Government.

The township extends seven miles east-west and six miles north-south. There was once an extensive growth of timber at the southern portion of the township. Drainage of the land is from the north to the south with Little Bull, Pike and Trim creeks and their branches all emptying into the Kankakee River. The soil is a dark loam with clay subsoil and is very productive.

92. Mardene Hinton prepared this narrative history of Yellowhead Township. In preparing this chapter, the following sources were consulted:

- *Atlas of Kankakee Co., Illinois* (Chicago: J. H. Beers & Co., 1883, reprint n.d. with index).
- *Burt E. Burroughs, Annotated: The Story of Kankakee's Earliest Pioneer Settlers*, Introduction and Notes by Vic Johnson (Bradley, Illinois: Lindsay Publication, Inc., 1986). Burroughs' original text published during 1932 in the *Kankakee Daily Republican*.
- Mary Jean Houde and John Klasey, *Of the People: A Popular History of Kankakee County* (Chicago: The General Printing Company, 1968).
- Lone Reaman, *Yellowhead Township History* (1977).
- Vic Johnson, *An Illustrated Sesquicentennial Reader: Kankakee County, Illinois 1853–2003*. (Kankakee: Kankakee County Historical Society, 2004).
- William F. Kanaga and George R. Letourneau, eds., "History of Kankakee County" in Newton Bateman and Paul Selby, eds., *Historical Encyclopedia of Illinois, Volume II*. (Chicago: Middle West Publishing Company, 1906).
- Jack Klasey, ed., *Grand Prairie: A History of Kankakee County for Young People* (Kankakee County Educational Service Region, 1976).

Sherburnville

In 1833–1834, Yellowhead Township was a wilderness where the Indians hunted and roamed over the prairies. The eastern area of the township, near Sherburnville was the earliest to be settled. The village of Sherburnville, located in the southeast part of the township was part of Cook County when early settlers arrived. Chicago was the county seat and where business was transacted. Rumors of the rich virgin soil soon reached Fountain County, Indiana. Madison Collins and Ancia Britton found their way to the area, staking claims and building their cabins. The Smith, Hayhursts, and Slaughter families arrived in 1835, all from Fountain County. They were followed by the Kiles, Cleavers, and Hathaways.

John Hayhurst and his son William who traveled to Yellowhead Township from Wabash River, Indiana, arrived in June 1834. They claimed land at Six Mile Grove in Section 34 and each man built a cabin for his family. They returned to Indiana arriving back in Yellowhead in March of 1835 with their families. The first child born in the township was J. B. Hayhurst, born January 8, 1837. Scarcely any crops were raised prior to 1835 when only 10 acres were broken near what became the village of Sherburnville. That year the corn that was planted was ravaged by black birds and the settlement soon ran out of supplies. A few of

the settlers returned to the Wabash area with a wagon and four yoke of oxen to buy food for their families. It was just a few years later however, that there were several new settlers in the area, more land was broken and there was an abundance of wheat raised.

The cabins and furnishings were often built from materials gathered in the forest. Most cooking was done over an open fire outdoors, or in a fireplace. The Hathaway's had the first real stove, which they had purchased in Michigan City, Indiana. The farmers generally raised wheat, corn and oats. Those that raised buckwheat traveled to Wilmington to have it ground into flour. Food was supplemented by gathering fruit and hunting for wild game. It was not uncommon for crops to fail due to harsh weather conditions. Even when things went well, the work of threshing was difficult. Wheat fell to the ground and had to be cleaned by hand with a fanning mill. From there it was taken to the nearest market which was Chicago. There, supplies were purchased for the return trip. The entire trip took three days.

By the mid-1800s the village was becoming a thriving community. It had two general stores, a post office, blacksmith shop, church and school. Jacob Dutcher and A.E. Dutton both operated the early stores in Sherburnville, and in 1847, Dutton built a split-log structure to serve as the first school. Ancel Britton was a wheelwright (wagon maker) who became so successful he returned to Fountain County to hire his friend Edward Dyer to do his iron work. The first minister to come to Sherburnville was Rev. Nathan Coffinberry in 1840. He founded the Church of Christ, later referred to as the Christian Church.

The village was not platted until March 1861, although it was called Sherburnville as early as 1853, on a recorded deed. The survey and plat were made for G. L. Foster, J. C. Wilson, Edward Dyer, Wooster D. Cleaver and A. G. Britton, but was not recorded until 1886, twenty-five years after it was made.

The stage coach was the best means of travel from the late 1830s through the middle 1850s. The roads however were almost impassable in the spring, with mud so deep the stagecoaches would sink down to the hubs and passengers would have to help push it out to firmer ground.

In the early days, the settlers used a series of trails for travel. The Vincennes or Hubbard's Trace passed through Yellowhead Township connecting Chicago and Vincennes. A stage coach traveled the Ohio Road from Kankakee to Momence, then traveled north on the Vincennes Trail through Six-Mile Grove and into Sherburnville which became the main and only street in the village. From the north end of the village it angled northeast following the bluff along the great Kankakee marsh and then into Indiana. The Prairie Trail was another route that carried travelers through Sherburnville and then on to points further east in Indiana. Sherburnville had a tavern or inn built by Harvey Childress, where travelers could spend the night and get their meals while waiting for their connection with another stage coach. The Inn was built into the side of a hill, with the lower level used as a kitchen and residence for the innkeeper, and the upper level for sleeping rooms for guests. A hotel, built on the opposite end of town, was eventually converted into a residence, but was ultimately destroyed by fire. A post office was established on March 20, 1857, with Henry Dodge as the postmaster.

Just six miles to the west of Sherburnville, the Chicago, Danville and Vincennes Railroad (later known as the Chicago & Eastern Illinois Railroad) was built through Grant Park in 1871. The rail line entered Yellowhead Township from the north near section five, traveled southerly through the township and then through the townships of Ganeer and St. Anne before going west as it left Kankakee County. Sherburnville's businesses began to leave; a few residents remained, a school and a church, but the town no longer flourished. About 1890 another branch of the railroad, the "Coal Branch," was surveyed with plans to run through the northern edge of Sherburnville, but

Momence received that branch line instead and it ran from Momence to Brazil, Indiana, passing through Momence and Pembroke Townships. The branch was abandoned after a few years.

Several men from Sherburnville served in the Civil War. It was a very patriotic time for all. Those that stayed at home came into the village on Saturday afternoon to march; young and old they would come with their rifle, shotgun or broomstick in hand and join in the march. Later in the day they would have a shooting match or a horse race. Horse racing was a popular pastime in the village with the main street in town serving as the race-course. Later harness racing became a popular but dangerous sport on Sundays.

Six Mile Grove

The town of Six Mile Grove was platted in 1838, but was never realized.

Petersburg

Petersburg was first settled when German immigrants came to the area. It was a German custom to name a new settlement after the first settler to arrive in the area. A cobbler, by the name of Peters was the first to arrive, so following tradition “bourg” was added to his name making the name of the new town Petersburg or Petersburg. George Kiedaish, a blacksmith, arrived in the late 1800s and located on the southeast corner of what became a crossroads in the village. He built a house and blacksmith shop on his property. The blacksmith shop, which survived in the community for 20 years, kept him busy shoeing horses all year round. Mr. Kiedaish also had a cider press that was used during grape and apple season. He stored 50 gallon barrels of wine, cider and beer in his basement that he then sold to the settlers. Across the road and to the north was a creamery owned by Mr. Hoppenstadt who was well known for making quality butter. He ran the business from 1890–1894 and then sold it to a Mr. Aicholz. The building was over 100 years old in the 1970s and had been converted into a house for the Edgar Henson family. The little village also

had an implement shop and an outdoor bowling alley.

The busy little town served as a shopping center for area farmers. They brought their milk to the creamery, picked up their mail and bought the necessary staples from the general store. An ice house stored ice that had been cut from the Kankakee River during the winter months and then used during the summer months. Petersburg failed to grow once the railroad was built through Grant Park.

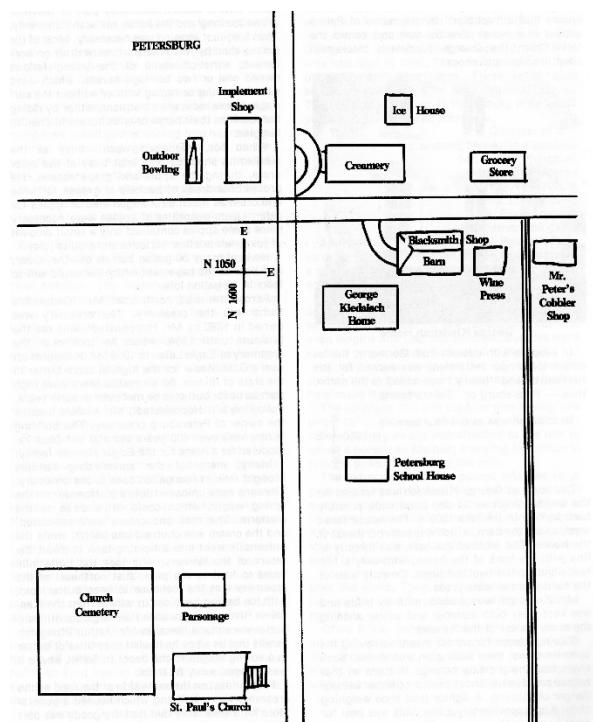


FIGURE 139. Sketch map of Petersburg. Source: Reaman, 71.

Saint Paul's Evangelical Congregation in Petersburg was organized on July 11, 1869. Following that service a meeting was held to make plans for a church. The property was selected and \$900 was pledged for the building. The church, schoolroom and parsonage were all dedicated on December 19, 1869. A fire destroyed the church buildings and all previous records on January 24, 1880. The members began to rebuild and the new church and parsonage were dedicated on November 7, 1880. The parish voted in 1886 to become members of the Lutheran Church-Missouri Synod, but in 1969 the congregation

terminated its membership. Presently, it is affiliated with the Wisconsin Evangelical Lutheran Synod. St. Paul Evangelical Lutheran Church now celebrates 140 years in the community.⁹³

Judson

The village of Judson was located in west central Yellowhead Township, one mile north of Grant (Grant Park) on the Chicago, Danville and Vincennes Railroad line. The area was first settled by John Bennett in 1864. William Stratton, land owner and cattleman, had the town platted in 1870. It was a trading center at the time, with four stores and a number of houses. At about the same time the village of Judson and the village of Grant, both located on the railroad line, were competing for the depot. Grant was eventually awarded the depot in 1871. A law suit was filed by representatives of Judson but the depot remained in Grant. Another blow came to Judson when the decision on the location of a post office also went to Grant. Judson, which began as a booming little village was now being abandoned with nearly every business moving to Grant.

Grant Park

Grant Park is located just west of the center part of the township. The village was first established on the Chicago, Danville, and Vincennes Railroad line and is now accessed by State Highways 1 and 17.

Clinton C. Campbell is credited with being the founder of Grant Park. He was born June 6, 1837, to Rev. James and Priscilla Campbell of Fountain County, Indiana, the eldest of eleven children. His father farmed and ministered to those of the Methodist faith and in 1846 his family moved to Yellowhead in search of prime agricultural land. They settled near Trim Creek, one-mile west and one-mile south of what became Grant Park.

In 1858, Clinton Campbell purchased 160 acres of land, a portion of which later became Grant Park.

He married Olive Curtis of Momence on October 5, 1859. They built a small house on land that was later referred to as Campbell's Grove, just south of Grant Park. He grew corn and hay on the farm and raised cattle to be sold at market.

In 1869, the Chicago, Danville, and Vincennes Railroad built their railroad line through Campbell's property. The following year, on November 13, he hired Bela T. Clark to survey and subdivide part of his land to establish a village. Campbell named the village "Grant" in honor of Civil War General and later President, Ulysses S. Grant. The village owes its founding and growth not only to Mr. Campbell, but to the building of a railroad. The railroad had its beginning in Chicago, ran southward towards Danville, Illinois, and then to Vincennes, Indiana, along the Vincennes trail. Bonds were issued in the amount of \$18,000 by Joel B. Lewis, Clinton Campbell, and Reuben Richardson to assist in building the railroad. Once the village was platted, migration of new families began.

In 1870, Lorenzo Streeter moved his house and family from Union Corners in Sumner Township to the new village. He was a carpenter and had hopes of building a community and taking advantage of the railroad to supply building materials. Throughout the 1870s, the railroad brought businesses and new families to town. Family names like Tiplady, a carpenter; Hotchkiss, a cooper; Daniel Stanley, Henry Pope, Rueben Richardson and Ira Strait all from surrounding communities, moved to the village, built their houses, and by 1872, the population reached 150 people. Businesses by then included a general store, blacksmith shop, drugstore, hardware store and a wagon maker.

Clinton Campbell built the original railroad depot, but it was only temporary. The railroad had plans to build one at a location north of Momence. Grant and the village of Judson, located just a mile north

93. stpaulgrantpark.net, accessed 2016.

of Grant, competed for that depot. The railroad eventually chose Grant; purchased land from Campbell, and in 1871 built the depot on the west side of the tracks. The post office also went to Grant, locating in D. Petit's grocery store with Mr. Petit serving as the first postmaster.

The village of Grant changed its name to Grant Park soon after acquiring the post office to avoid confusion with another town with the same name. Grant Park eventually became the principal village in the township. Between 1871–1873, when everyone was assured the depot and post office would be located in Grant Park instead of Judson, a barrage of businesses began to appear. From the village of Judson, a lumber and coal yard, a harness and saddlery business, and a cobbler and shoe retailer were among many that changed locations. In 1873, there were a large number of Germans immigrating into Grant Park. Among those to arrive from the East were such names such as Smith, Pankow, Dege, Blanke, Bothfuhr, and Klehn.

The village's first school was opened in 1872, and in 1904 a new school was built. A two-year high school started in 1907, followed years later by the construction of a new grade school and high school.

In 1872, Campbell built two large hay barns, purchased hay from local farmers and then sold it to the Chicago Union Stock Yards, in which he held an invested interest. In April and June of 1875 he hired Surveyor John K. Croswell to add additions to his town. In 1880, the Campbell's built a new house. It was one of the largest and most elaborate houses in Kankakee County. The house and property sat on an entire block in "Campbell's Grove."

During the 1870s, Dr. G. W. Van Horne opened a medical practice and bought an interest in the Parrish Drug Store. The "brick store" later known as the Ehler Building was built for developers, Curtis and Richardson. It was a three story brick building at the corner of Taylor and Maple Streets,

the tallest and largest building in Grant Park. In 1879, it was known as the Farrington store.

Grant Park had a population of 300 when it was incorporated as a village in 1883. That same year sidewalks and crossings were graded and gravel was added; the following year the streets were tiled. It was June 10, 1884 when a fire started in the Smith & Brand Blacksmith Shop at the corner of Main and Mosier Streets, destroying a great deal of the business district. The fire was a great loss, but residents began rebuilding. Street lamps were installed, streets graded and sidewalks were built of planks. In 1891, fire equipment was purchased and after digging an artesian well there was a water supply. Telephone service began in 1889, and in 1899 *The Grant Park Anchor*, published its first newspaper, existing until 1947. Another newspaper *The News* operated only a few years during the 1870s. By 1899 the village was rebuilt. There were four grocery stores, hardware, drug and clothing stores, a dress and shoe shop, milliner, harness shop, and a furniture store.

In 1861, the Grant Park Tile and Brick Company was organized by Curtis and Richardson. It was reorganized and incorporated in 1900 as the Alonzo Curtis Brick Company. Due to its success, the company helped to increase the town's population from 600 to 1,100 by 1910. The company initially manufactured tile, but in 1910 they introduced a high quality brick. They had the capacity to manufacture 250,000 high quality brick in one day, employing 150 men and shipping brick throughout the county. The company flourished shipping as many as 25 railroad cars of brick to Chicago daily. Bricks from the company were used to construct the Sears Roebuck and Company of Chicago, the Field Museum, the Karpen Building, and the Continental Commercial Bank of Chicago. They also traded in St. Louis. A tornado in 1912 damaged the facility, and after reopening, it was again destroyed in 1915, this time by fire. The company went out of business when construction companies began using steel and about the same time the World War was in

progress. It caused several people to leave Grant Park, looking for employment.

Mr. Campbell, a self-educated man, devoted much of his time to promoting the interests and welfare of his community. He was Grant Park's depot agent for 10 years, was township supervisor from 1874–1877 and served on the State Board of Equalization at Springfield from 1872–1882. He had personal friendships with President U.S. Grant, for whom he named his village and John A. Logan, also well-known general during the Civil War. Clinton Campbell died November 23, 1905.

In 1919, a tornado swept through the community destroying everything in its path. The damage reached 300 feet wide and extended the entire width of the town from west to east.

In the 1970s, the majority of houses were owned by retired farmers. The population of Grant Park was 1,000 in 1975, with a grocery store, men's clothing and dry goods store, a hardware store, plumbing shops, bank and three factories. The two main highways were the Dixie Highway that goes through Grant Park and Route 17 that runs from the Indiana State line, west and then north to join the Dixie, one mile east of the village.

Sollitt

Sollitt, located about four miles north of Grant Park, and forty miles south of Chicago, was founded by John Sollitt. Two brothers, James and John Sollitt, owned a large acreage in the area. A store was built by a Mr. Hattendorf on land given to him by one of the Sollitt brothers. The town was platted in 1886, following the construction of a depot on Lyford Avenue, for the Chicago and Eastern Illinois Railroad. Joseph Andrews was the depot agent for 41 years. South of the depot there was an elevator that did a large business shipping grain and dairy products. Businesses began to spring up along the railroad to the north and also west of Mr. Hattendorf's store along Lyford Avenue. The town grew to a population of 100 by 1900, and had the following business: a grain elevator, creamery, three stores, a blacksmith,

wagon shop, hotel, saloon and a school. The businesses today have all disappeared.

Puder

Puder was located at the borders of section 21 and 22. It appears that Puder was never established as a town, but was a train station for the Chicago, Milwaukee, St. Paul, and Pacific Railroad (often referred to as the Milwaukee Road). The line appears to have had its start under the name of The Chicago & Southern Railroad and was built two miles to the east, running parallel with the Chicago & Eastern Illinois line that traveled through Grant Park. The new rail line ran due north-south, following the section boundary lines at 14000 East. The Chicago and Southern Railroad was incorporated on April 7, 1874, and was opened in 1876 under lease to the Chicago, Danville, and Vincennes Railroad, which used it as its access to Chicago.

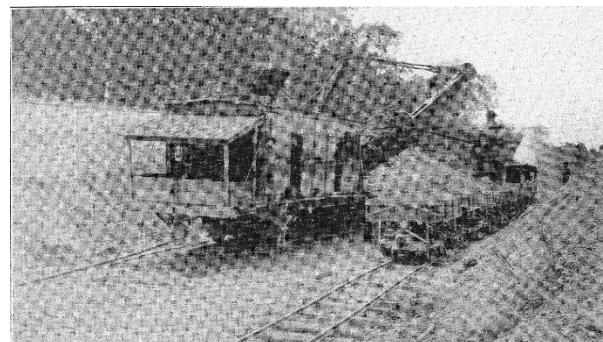


FIGURE 140. Construction work on The Chicago & Southern Railroad, circa 1905, east-southeast of Grant Park, on the line between Sections 27 and 28, approximately where present-day Route 17 crosses Pike Creek.

Schools

Schools were generally the first institutions to be established by the early settlers. The early schools were "subscription schools," and the teacher lived among the participating families.

- The township's first school was a small log cabin, 10 by 12 feet, built a mile west of Sherburnville, on the northeast quarter of Section 26. Marquis French served as the teacher during the winter of 1837–1838.

- Within the village of Sherburnville, the first schoolhouse was built in 1847, with Elder Coffinberry as the teacher. It was replaced circa 1860s by a two-story frame school.
- Another school was established in 1838 in a log house at Six Mile Grove, with George Cannon as the first teacher.
- The McKinstry School, was one mile west of the village of Judson. It was a district school from 1869–1870 and included the children of Grant Park. After Grant Park was awarded the depot and post office, they built a private subscription school. There were only nine students that first year.

In 1872, through an election, the district school was moved to Grant Park, and a new two-story building for children up through eighth grade was built between Taylor and Mosier Streets. It was used until 1904 when it was replaced by a red brick structure under the management of E. J. Griffin. Mr. Griffin also helped to establish a two-year high school in 1907 which used the same building as the grade school. Additions were added in 1925 when the high school became a three-year program.

Churches

The first sermon in the township was given by Archibald Morrison, a Methodist minister and the

first society was organized in the fall of 1840 by the Christian Church. Church services were first held on the Archibald Morrison family farm. A Methodist congregation was established in 1844, and a church building was constructed the following year.

Agriculture

Agriculture has always been an important part of Yellowhead Township. The Kankakee County Soil and Crop Improvement Association was organized in May of 1912. Several other organizations followed, but the Young Men's Country Club formed in November 1912, under the leadership of Prof. John C. Collier, was the most important to the area. It was known as the Boys' Club and had a first year membership of 60 individuals between the ages of 14 to 25. By 1917 the membership grew to 400. The purpose of the club was to train the young men in better farming practices. The organization was a pioneer in its field, the first organization of its kind in the United States.

In 1916, the Cooperative Extension Service was formed in Kankakee County to provide homemakers with the latest information on agriculture, home economics, community resource development and availability of 4-H training.

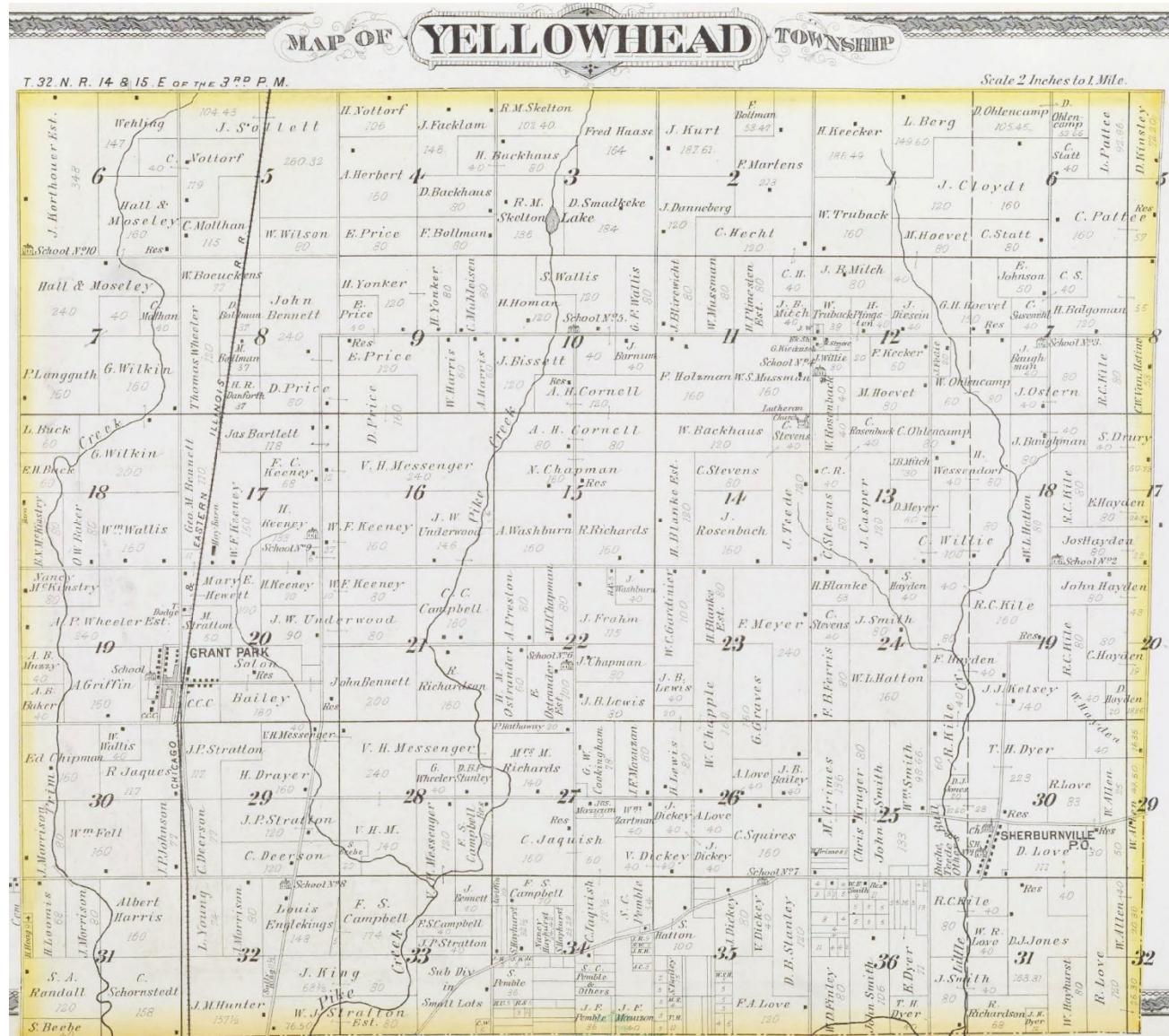


FIGURE 141. Map of Yellowhead Township from the 1883 county atlas, plate 39.

Notable Historic Properties and Sites

Aroma Township

Aroma Township contains no county landmark and no National Register listed properties.

The following notable commercial and institutional properties in the Village of Aroma Park within Aroma Township:

- Aroma Park Café, 106 South Bridge Street
- Aroma Park Cemetery, South Sandbar Road
- Aroma Park Grade School (Safe Haven), built in 1957
- Aroma Park High School, 103 West 4th Street, now converted to a residence.
- Village Hall (original), 183 West Front Street, bathroom used to have a jail in the back. Mayor would like to landmark.
- Post Office, Bridge Street in Aroma Park
- Village of Waldron
- Old Gas Station, Bridge Street in Aroma Park
- Point Grove (Rigg's Grove), campground site
- Methodist Church



FIGURE 142. Aroma Park Café, 106 South Bridge Street.



FIGURE 143. Aroma Park High School, 103 West 4th Street.

The following notable residential properties in the Village of Aroma Park within Aroma Township have been identified:

- Barn/Stone House on alley
- Dr. Reagan House and Garage, 201 West 2nd Street. Dr. Reagan was a judge.
- 204 West 2nd Street
- Ray Zufall / Dr. Todd, 207 West 2nd Street, built in 1947
- 201 East 2nd Street
- 303 East 2nd Street
- Ray House, 320 East 2nd Street
- White house with fence all around, corner of Bridge and 3rd Streets
- 100 East 3rd Street
- Norm Grimsley House, 217 East 3rd Street
- 104 East 4th Street
- 303 West 6th Street

- Gables, 311 Clark Street. Colonel Stanhope held Civil War Enlistment Camp here.



FIGURE 144. 311 Clark Street in Aroma Park.

- German House, corner lot of Clark and 3rd Streets
- 107 South Bridge Street
- Mill Race House, 309 South Bridge Street
- 108 North Bridge Street
- 100 South Mill Street



FIGURE 145. 100 South Mill Street in Aroma Park.

- 107 South Mill Street
- House built of limestone with wood-framed additions, located at the southeast corner of 2nd and Division, constructed circa 1867
- 184 Sandbar Road
- 2652 Sandbar Road
- 72 Sandbar Road



FIGURE 146. 72 Sandbar Road in Aroma Park.

Previously completed surveys have identified the following notable properties in the rural portion of Aroma Township:

- Beebe School, 162 Sandbar Road
- Case School on nursery property
- Early School, Section 15W
- Mt. Langham School, 4489 Mt. Langham Road
- First Auto Factory, Section 23
- Mt. Langham Post Office, Section 25
- Beebe Family Cemetery, located in a small island-like area in the middle of a farm field directly behind the home at 1770 South Sandbar Road. The land belonged to the Beebe Family.
- Kankakee Memorial Gardens and Chapel Mausoleum, Highway 17 and Lowe Road
- Mt. Langham Cemetery, east of Mt. Langham Road, property owned by the Azzarelli family
- Markers on Van Der Karr Road, Aroma Park vicinity.
- Sugar Creek Bridge, between Otto Township and Aroma Township, Section 10



FIGURE 147. Beebe School, 162 Sandbar Road

- Alvica Snyder House on Sandbar Road, northeast of Aroma Park, built circa 1875
- Boyd House, Waldron
- Kemp House, 2574 Waldron Road, site of first tavern
- Captain George Cooper Farm
- Clement Farms, Mt. Langham Road (4500 East)
- Judge Burns House, 4472 VanDerKarr Road
- Lester Day House, 1946 Sandbar Road
- McCann House in Section 7
- Arends Farmstead, 1050 Sandbar Road
- Mrs. I. Voigt House, Section 2, limestone, built circa 1870
- Peasley Danforth House at 2685 East 1500 South Road, a limestone house built in 1852.
- James and Annie Burns House, 2501 Waldron Road
- 2702 Waldron Road
- 3698 East 2000 South Road (Day Road)
- House and Barn, 3777 Mt. Langham Road



FIGURE 148. Outbuildings at the Arends Farm, 1050 Sandbar Road.



FIGURE 149. Judge Burns House, 4472 VanDerKarr Road.



FIGURE 150. House at 2501 Waldron Road.

Bourbonnais Township

Bourbonnais Township contains two county landmark properties: the Durham-Perry Farmstead, and the Letourneau House. The Durham-Perry Farmstead is also listed in the National Register. The Letourneau House was previously relocated from its original site, so listing in the National Register would need to address the special criteria consideration for moved properties. In general, a property moved from its original or historically significant location can be eligible if it is significant primarily for architectural value or if it is the surviving property most importantly associated with a significant person or event.

Previously completed surveys have identified a number of historic structures associated with Olivet Nazarene University:

- Harvey J. Legris House (Goodwin Hall, Harlow E. Hopkins Alumni Center), 245 East Marsile Street, built 1902–1903. Built in the Craftsman style as the home of the Harvey J. Legris family. Later used in the 1930s by students preparing to be priests in Viatorian Order. The building was renamed Goodwin Hall in 1946 after Olivet purchased the house, and in 1994 renamed again to honor Dr. Harlow E. Hopkins, professor of music and chair of Fine Arts at Olivet Nazarene University.
- Burke Administration Building (former St. Viator College Marsile Hall), 240 East Marsile Street, built in 1906. Built on the site of pioneer Noel LaVasseur's house.
- Chapman Hall (now a residence hall for freshman men), on Willingham Street, built in 1906
- Albert Fortin Villa, 615 South Main Street, Bourbonnais, built 1952. A 3-story brick building, originally a home for orphaned children supervised by Dominican Sisters, now used as ONU ROTC headquarters
- Birchard Gymnasium, on Kelley Street, built in 1926
- Miller Business Center, on Kelley Street, built circa 1926
- “Labor Ad Astra Iter” marker, northwest corner of campus
- Home Plate Memorial, northwest corner of campus
- St. Viator College Memorial, 25 feet west of Maternity of the Blessed Virgin Mary Catholic Church, commemorating the 50th anniversary to St. Viator College, founded 1868



FIGURE 151. Harvey J. Legris House (Goodwin Hall, Harlow E. Hopkins Alumni Center), 245 East Marsile Street



FIGURE 152. Burke Administration Building (former St. Viator College Marsile Hall), 240 East Marsile Street.



FIGURE 153. Chapman Hall (now a residence hall for freshman men), on Willingham Street.



FIGURE 154. Albert Fortin Villa, 615 South Main Street, Bourbonnais.

The following historic civic, commercial, and religious structures in the Village of Bourbonnais have been identified:

- First School in Bourbonnais, 493 S. Main (second structure north of Coyne on west side of Main), circa 1837, originally a one-room log cabin. Renovated for use as a residence in late nineteenth century, also used for commercial purposes in early twentieth century. In 2011, the Village of Bourbonnais acquired the property, and all non-original additions were demolished. The surviving original logs were dismantled and placed in storage.
- LaMarre's Confectionary, 131 East Marsile Street, 1890s. Owned by French-Canadian pioneer Camille LaMarre and later his son Amadee; sold candy, tobacco, drinks, and ice cream; popular gathering spot for St. Viator College students. Now in use as a tavern called the Library Bar.

- Maternity of the Blessed Virgin Mary Catholic Church, 308 East Marsile Street, 1858. Oldest church in Kankakee County; first church of clerics of St. Viator in United States.
- Maternity B.V.M. Cemetery. The older part of the cemetery is adjacent to the church. Although few records survive, the first burial was that of Pierre Lami in 1842. Most burials after 1885 were in the newer cemetery on the north side of Canterbury Lane after 1885. Many of the headstones in the first cemetery next to the church have been lost, while for others the engravings are now illegible due to weathering.



FIGURE 155. The 1837 schoolhouse, circa 1920s photograph showing nineteenth century additions and use of building for commercial purposes.



FIGURE 156. The 1837 schoolhouse after demolition of non-original elements in 2011. The logs were subsequently dismantled and placed in storage.



FIGURE 157. LaMarre's Confectionary, 131 East Marsile Street.



FIGURE 158. Maternity of the Blessed Virgin Mary Catholic Church, 308 East Marsile Street in Bourbonnais.

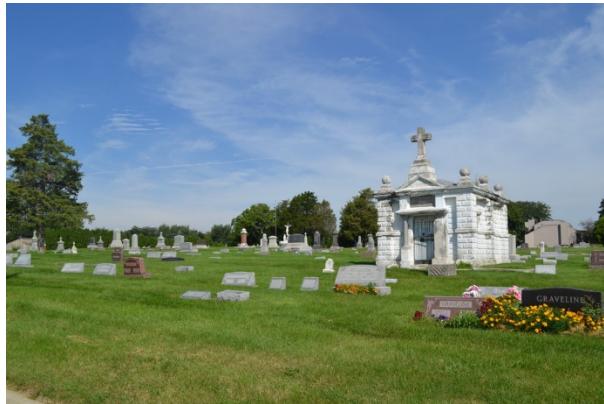


FIGURE 159. The "new" Maternity of the Blessed Virgin Mary Cemetery, on Canterbury Lane.

The following historic houses have been identified in the Village of Bourbonnais:

- Damase Benoit, Jr., House, 151 North Bernard Street, 1900. Built by contractor Napoleon Houde for Damasse Benoit, Jr.
- Peter Bolduc House, 135 North Convent Street, 1890s. Built by carpenter Peter Bolduc, who lived here until it was purchased by Frederic Legris, Sr., and rented to Marie Breault.
- Elie Dandurand House, 156 North Bernard Street, 1875. Built by Elie Dandurand, father of Vitaline, Ezilda, Joseph, and Leida. The three sisters were seamstresses making cassocks for the Viatorian priests and brothers.
- Wilfred DesLauriers House, 187 North Bernard Street, 1890s. Built by contractor Napoleon Houde for Wilfred DesLauriers



FIGURE 160. Wilfred DesLauriers House, 187 North Bernard Street in Bourbonnais.

- Joseph Granger House, 345 East Marsile Street, circa 1900. Built by David Granger and occupied by Granger's son Joseph and daughter-in-law Elizabeth and family until the 1940s.
- David Granger House, 371 East Marsile Street, 1890s. Built by David Granger, purchased by Arthur Picard circa 1910 (owner of Kankakee Book Store). House was sold in 1918 to Mrs. David Bergeron, then to Lloyd Mitten in 1940.



FIGURE 161. David Granger House, 371 East Marsile Street in Bourbonnais.

- Napoleon Houde House, 141 South Main Street, circa 1900. Built by Napoleon Houde and his son, Philip.
- Philip Houde House, 155 South Main Street, 1914. Built at 147 South Main by Philip Houde and subsequently moved. The house was originally three stories with sixteen rooms.
- Daniel Kirsch House, 435 West River Street, early 1900s. The home figured prominently in the 1928 Billy Ranieri kidnapping.
- Antoine Lagesse House, 143 North Bernard Street, 1890s. Built by contractor Napoleon Houde for Antoine Lagesse; sold in 1927 to George Arseneau, Sr., who owned the nearby bakery.



FIGURE 162. Antoine Lagesse House, 143 North Bernard Street in Bourbonnais.

- Amadee and Bernadette LaMarre House, 188 North Bernard Street, circa 1900. Owned by

proprietors of nearby LaMarre Confectionary. Childhood home of Cecile LaMarre Enright

- Norbert Landroche House, 155 North Roy Street, 1900. Built by Norbert Lambert, who lived upstairs while his son Albert and daughter-in-law Bertha (Beique) occupied the first floor.
- Frederic Legris House, 195 North Convent Street, 1890s. Built by Eloi Bergeron. Purchased in 1915 by Frederic Legris, Sr., and occupied by Frederic Legris, Jr., and his family until early 1970s.



FIGURE 163. Frederic Legris House, 195 North Convent Street, 1890s in Bourbonnais.

- Joseph Legris House, 465 South Main Street, 1857. Built originally as log cabin by Joseph Legris. The present kitchen encompasses the log cabin.



FIGURE 164. Joseph Legris House, 465 South Main Street in Bourbonnais.

- Oliver Marcotte House, 258 Spencer Court, 1903. This house was relocated from 275 South Main Street in the 1950s by Olivet Nazarene College.



FIGURE 165. Oliver Marcotte House, 258 Spencer Court in Bourbonnais.

- Hubert Messier House, 208 West River Street circa 1870s–1880s. Built by Hubert Messier, and remodeled in 1950s. Hubert and his son Henry raised potatoes on their farm.
- Adrien M. Richard House, 269 East Marsile Street, 1927. Built by Art Lambert out of wood from recently demolished Arseneau Bakery on the same location. Adrien Richard became a local historian, author, and first president of the Bourbonnais Grove Historical Society in 1975.
- Gousset-Richard House, 577 South Main Street, circa 1890. First occupied by Hypolite Gousset, who sold the house to Noel Richard in 1902.



FIGURE 166. Gousset-Richard House, 577 South Main Street in Bourbonnais.

- John Roy House, 185 North Convent Street, circa 1900. Built by John Roy. He was a handyman who worked at St. Viator College until his death
- Joseph Russell House 391 East Marsile Street, 1890s. Moved away from road by Merrill Beique in 1926 (for \$623 plus \$150 paid to Mr. Russell for inconvenience and relocation time) when the highway was paved and widened. It was also the end of the line for streetcar until 1933.
- Alfred Senesac House, 299 East Marsile Street, 1900. Built by Alfred Senesac for \$1200
- Omar Tetrault House, 156 South Main Street, 1857. Built by Noel LeVasseur for his daughter; originally log structure has been altered, but some original logs are still evident.

The following notable industrial and religious properties have been identified in the Village of Bradley:

- David Bradley Manufacturing Company, 1895. Located on the east side of the Illinois Central between North Street and Broadway. In 1895, J. Herman Hardebeck negotiated a deal with David Bradley (1811–1899), and the company was relocated from Chicago to what was then known as North Kankakee. The village was later renamed Bradley in his

honor. In 1910, the family sold the company to Sears, Roebuck and Company.



FIGURE 167. One original brick masonry building survives at the former David Bradley Manufacturing Company site.

- St. Joseph's School, 247 North Center Avenue, established in 1924. St. Joseph's church was established in 1900, and the church dedicated on January 27, 1907. The school was established in 1924 by three Superior Dominican Sisters. Today, the original church building is part of the school. The school is now operated for grades kindergarten through sixth grade as part of Bishop McNamara Catholic School.
- Bradley Evangelical Methodist Church, 600 West Broadway.



FIGURE 168. St. Joseph's School in Bradley, now operated for kindergarten through sixth grade as part of Bishop McNamara Catholic School.



FIGURE 169. Bradley Evangelical Methodist Church.

The following notable residences have been identified in the Village of Bradley:

- 256 South Washington Avenue
- Emil and Emma Gonderman House, 211–213 North Grand Avenue. Emil was a native of Neunkhausen, Germany, and operated a successful farm implement business in Kankakee.
- William Brunnemer House, 676–680 Herman Place, circa 1895. William Brunnemer was superintendent of construction at the David Bradley Manufacturing Company. This is one of the oldest houses in Bradley.



FIGURE 170. Gonderman House, 211–213 North Grand Avenue, Bradley.



FIGURE 171. Historic view of the Gonderman House.



FIGURE 172. William Brunnemer House, 676–680 Herman Place, Bradley.

The following other notable properties and sites have been identified in the rural portions of Bourbonnais Township:

- Site of Altorff Mill, Kankakee River State Park near campground. The mill was built by Hiram Goodwin, along with a dam across the Kankakee River. An ice flow carried away the dam, and the flour mill was abandoned. A marker is present at site.
- Site of Potawatomi Little Rock Village in Kankakee River State Park, just north of Island View parking lot. Marker is present at site.
- Marker for Chief Shaw-wa-na-see's Final Resting Place, Kankakee River State Park, 1/2 mile walk northwest of 5000 West Road parking lot near Rock Creek. Chief Shaw-wa-na-see died in 1834. Permanent granite boulder. Presumed site where Chief Shaw-wa-na-see was placed in a sitting position, facing west, after his death.

- Pallisard Farm, north of Route 102 in Section 4, contains circa 1600 Potawatomi village site; archeological significance on private pasture land



FIGURE 173. Marker at site of Altorff Mill.



FIGURE 174. Marker for site of Potawatomi Little Rock Village.



FIGURE 175. Marker for Chief Shaw-wa-na-see's Final Resting Place.

- Alexis Bergeron, Sr., House, 1827 East 5000 North Road
- Stone house at Altorff Village site
- Eli C. Hawkins Farm
- Xavier Raymond, Sr., House, 3577 East 5000 North Road, circa 1850. Built by Alexander Lord and sold, along with 80 acres of land, to Xavier Raymond Sr. in 1894. Occupied by the Raymond family until 1966, and owned by Anne Richard, the youngest of the Raymond children, until 1984.
- Willowhaven Interpretive Center, 1451 North 4000 East Road. This structure is a barn constructed of old growth yellow pine without the use of nails in 1903. It was originally built for the Folkers Family in Jones County, Iowa. Donated to the Bourbonnais Township Park District by the Folkers family, it was dismantled and reassembled at the Whispering Willows Park.



FIGURE 176. Xavier Raymond, Sr., House, 3577 East 5000 North Road.



FIGURE 177. A historic photograph of the Xavier Raymond, Sr., House, 3577 East 5000 North Road.

Essex Township

Essex Township contains no county landmark and no National Register listed properties.

The following notable properties have been identified in the Village of Essex in Essex Township:

- Brown School, now relocated to Essex, adjacent to Essex Historical Museum
- Essex United Methodist Church, Linden and Waverly Streets
- Essex War Memorial, northeast corner Railroad & Main, built in 1962
- St. Lawrence O'Toole Church, 200 North East Street
- 215 Linden Street



FIGURE 178. Essex United Methodist Church, Linden and Waverly Streets in Essex



FIGURE 179. Essex Historical Museum and Brown School.

The following notable properties have been identified in the rural portion of Essex Township:

- Bill Orr Farm
- Clyde Unz House, in southeast part of Section 30, a two-story wood-framed house built in 1857
- Ferreri House, section 19, a possible remnant of Clark City settlement
- I. G. McLane Farm, Section 32
- Ira Mosier House, on County Route 6, a limestone structure built in 1850 and likely the oldest existing home in the township.
- Former one-room school at northwest corner of 1000 North and 16000 West Roads
- Palmer Osborn Farm, Section 7
- Riordan Family Farm, 15205 West State Route 17 in Reddick, built in 1872/1912
- Wright Cemetery



FIGURE 180. House at the Bill Orr Farm.



FIGURE 181. Ira Mosier House, on County Route 6.

Ganeer Township

Ganeer Township contains no county landmark properties. The township does contain the west half of the National Register-listed Downtown Momence Historic District. The Momence Historic District, on Washington Street from North Locust to Pine and Dixie Highway, built in the 1800s. These 49 buildings are still used for commercial and governmental functions. The district has been on the National Register of Historic Places since 2006.

The following notable institutional and commercial properties have been identified in the Ganeer Township portion of the City of Momence:

- Civil War Memorial at the northeast corner of 4th and Dixie Highway, erected in 1909
- First United Methodist Church, 111 West 4th Street, built in 1963
- Ganeer Town Hall, 120 West Washington Street. Barsalou Brothers (contractor), subcontracted masonry work to Joseph Sharkey. The upstairs was used for a photography studio.
- Hill Tavern, built in 1897. This was one of the first structures built at Upper Crossing and was later moved to the corner of River and Market Streets. It became the home of Momence's first priest, Father Kersten.
- Kasler Veterans Memorial Park, West 2nd Street, northwest corner of Momence Jr. High School
- Momence First Church of the Nazarene, 226 West 5th Street
- Momence High School, 101 North Franklin Street, built in 1936
- Momence Police Station, 123 West River Street, built in the 1950s
- Mt. Airy School on 5th Street at Pine, built in 1853 and relocated to this site in 1983
- Our Savior Lutheran Church, 118 Pine Street, formed in 1891 and church built in 1897. The congregation was once a member of The Evangelical Lutheran Church (Norwegian Synod). In 1930 they joined the Lutheran Church-Missouri Synod. A new church was built in 1942–1943 at the corner of Second and Pine Streets. Our Savior Church is now the home to "Broken Art Restoration."
- Parish Bank/Momence City Hall, 29 North Dixie Highway, built in 1914. Parish Bank closed in 2003, followed by Centrue Bank. The building was then donated to the City of Momence to be used as Momence City Hall.
- Post Office (now part of Momence City Hall), built in 1910, facing West Washington Street
- Railroad Depot and Museum, built in 1890. Served as a depot for the Chicago, Indiana & Southern Railroad and the New York Central lines, from 1890–1950s
- St. Patrick's (New Rectory) or Meeting Rooms at 119 Market Street.
- St. Patrick's Church, 119 Market Street, built in 1904. The original church was built in 1863 but was later replaced by the present church.
- St. Patrick's Gymnasium on Hill Street north of 2nd Street, built in the 1950s.
- St. Patrick's Old Rectory & Grotto at 220 Hill Street
- Town Square Park
- William J. Dixon Bakery and Restaurant (now Pearson's Bakery), 111 North Dixie Highway
- Zeglis Building/First National Bank Building, 103 North Dixie Highway, corner of Washington Street and Dixie Highway, built in 1906. The Bank of Momence was originally organized in 1894–1895 by Edward Chipman at 108 East Washington Street. It was reorganized in 1906 as the First National Bank of Momence and moved to its new location. The building later became the Kankakee Federal Savings Bank. Today it is the office of Main Street Momence. The First National

Bank was also featured in the movie *Road to Perdition* starring Tom Hanks in 2002.

- Zugg Insurance Company, 113 West Washington Street, built in 1876. The company was originally located on the corner of Dixie Highway and West Washington Street. The building has served as a Millinery, Post office (1905–1910), and later moved in 1910 to become a saloon.



FIGURE 182. Momence City Hall (former Post Office).



FIGURE 183. Momence Depot on North Street at Range Street.



FIGURE 184. Momence High School.



FIGURE 185. Zeglis Building/First National Bank Building, 103 North Dixie Highway.

The following notable residential properties have been identified in Ganeer Township portion of the City of Momence:

- Charlie and Christine (Anderson) Jensen, Market Street
- Condon House, south of Momence High School on Franklin Street. Eddie Condon was a jazz musician.
- Graham Historic House and Museum, 117 North Dixie Highway, built in 1869
- Harold Schriefer, Franklin and Third
- Lars John Lunstrom Farm House, West River Street, once known as Vining Farm. L. J. Lonstrom came from Sweden and purchased the Vining Farm in 1903 (30 acres). Je-neir school was built at the back of the farm. The Lunstroms sold the farm and moved into town in 1915. This house later became the home of Harold Dionne, Robert LaMotte, and then Bill and Allison Halpin.
- Martha Ann Clark House, corner of River and Elm Streets, built circa 1873. Milan Clark came to Momence in 1846 and married Martha Ann in 1856. She was 18, he was 41. He died in 1873. Martha built the house after he died.
- William Nichols, Jr. House, corner of West Washington and Hill Street
- Emory Wooster House, corner of East Second Street and Maple. Built by Emery Wooster,

son of Lyman Wooster, and later became the Momence Nursing home and the Dewolfe House.

- House, Southwest corner of West 3rd and Pine
- Second home south of West 3rd on the west side of Pine
- 216 West Washington Street
- 224 West Washington Street
- 227 West Washington Street
- 303 West Washington Street
- 305 West Washington Street
- 310 West Washington Street
- 318 West Washington Street
- 319 West Washington Street
- Jack Metz House, 325 West River Street
- Andrew Melby House, Third and Pine Streets, across from Orr House. Andrew Melby operated a Tannery on River Street for over 40 years.
- Charles Astle House, 224 West 2nd Street, circa 1890, now owned by fourth generation of family.
- 225 West 2nd Street
- Next house east of 225 West 2nd Street
- 316 West 2nd Street
- 304 West 3rd Street
- 226 West 3rd Street
- L. S. Cooke House (Edward Sherman and Susan Lynds Cooke), 227 West 3rd Street, built in 1889. The original home was built in 1870 but was destroyed by fire. Susan Lynds Cooke was the daughter of Lorraine Beebe (the first teacher in Momence). Edward Sherman operated a drugstore. The property later became the Fry Home.
- 287 West 3rd Street
- Andrew Hanson House, 126 West 5th Street, built in 1869. Andrew Hanson and Melby

were partners in the Tanning business. The house was later owned by Robert Zack.

- House at the 400 block of 6th Street between Hill and Market
- 117 Pine Street
- 127 Pine Street
- 202 Pine Street
- 206 Pine Street
- 211 Pine Street
- 212 Pine Street
- E. O. Herman House, 219 Pine Street, built circa 1910. The house later became the Frey House.
- M. P. Jenson House, 225 Pine Street, built circa 1910
- 318 Pine Street
- Rush Sherwood House, 327 Pine Street, later the home of Harold Clem
- Ralph Hardy House, 519 Pine
- Ernest Hardy House, 526 Pine Street. Ernest Hardy was the Superintendent of the Tiffany Brickyard. The house later became the Judy Bartholomew House.
- 527 Pine Street
- Ceelen-Lot House/ Snapp House, 37 Elm Street, built in 1901
- 45 Elm Street
- Farmon Scramlin, 105 Elm
- Leon J. Tiffany House, 225 North Elm, built circa 1875. Home of Leon J. Tiffany, owner of Tiffany Brick Co. His sons were James, Edward, Ernest, and Ralph. Following the death of Mr. and Mrs. Tiffany, the house went to their daughter Josephine, who married Phillip Marcotte.
- Alex E. Wikstrom House/Manor, “Villa Maria” at 304 West Elm, built circa 1880. The

Italianate house is the former Wickstrom Villa and was used as a girls' school.

- 315 Elm Street
- 403 Elm Street
- 409 Elm Street
- 416 Elm Street
- 21 North Market Street
- 35 North Market Street
- 43 North Market Street
- 47 North Market Street
- 51 North Market Street
- Levi Haslett House, 113 Market Street, just south of St. Patrick's Rectory. His daughter, Alice Haslett, and grandchildren later lived here before it became an apartment house. This same family occupied this house for 100 years.
- 122 North Market Street
- 411 North Market Street
- 418 North Market Street
- 425 North Market Street
- 203 Hill Street
- 211 Hill Street
- 219 Hill Street
- 225 Hill Street
- Anthony Parish House, 403 Hill Street
- 418 Hill Street
- 219 and 221 Franklin Street



FIGURE 186. Anthony Parish House, 403 North Hill.



FIGURE 187. Leon J. Tiffany House, 225 North Elm in Momence.



FIGURE 188. M.P. Jenson House, 225 North Pine Street.



FIGURE 189. Rush Sherwood House, 327 Pine Street.



FIGURE 192. 35 North Market Street.



FIGURE 190. 225 North Pine Street.



FIGURE 193. 303 West Washington.



FIGURE 191. 527 North Pine Street.



FIGURE 194. 226 West 3rd Street.



FIGURE 195. 287 West 3rd Street.

The following notable institutional and commercial properties have been identified in the rural portion of Ganeer Township:

- Hubbard Trail cast metal marker in section 24
- Hubbard/Vincennes Trail - Historical Marker, predominantly along Route 1. Important early trade route connecting Vincennes, Danville, and Chicago; historic marker placed along route.
- Momence Cemetery, East 4000 North Road, established in 1839. The cemetery's first burial, Hardin Beebe, was in 1839. 5,000 burials are recorded today, including veterans dating back to the War of 1812, Lt. Pat O'Brien (WWI), and early settler A. S. Vail. Established as an association in 1870.
- Mt. Airy Cemetery, off of South River Road, established in the late 1840s
- St. George Church and Cemetery at 5272 East 5000 North Road. Church built in 1872 and has a non-original steeple erected in 1960.
- St. George Rectory
- St. George School
- St. Patrick's Cemetery, East 4000 North Road, established circa 1862
- Sunset Hills Golf Club, 6 miles west of Momence. Ezzard Charles, boxer, trained here.



FIGURE 196. St. George Church, Ganeer Township.



FIGURE 197. St. George School, Ganeer Township.

The following notable residential properties have been identified in the rural portion of Ganeer Township:

- Benjamin Lamport Homestead, southeast of Momence. Later became known as "Town & Country." Benjamin Lamport's son Joseph and his wife Margaret Ann Jones later lived on the homestead. Their son Clarence was the first rural mail carrier, serving for 28 years.
- Bishop and Marcia Parish Farm, southwest of Momence, diagonally across from Mt. Airy Cemetery
- Ingels House, 9008 East 4000 North Road
- Jaime & Jerome Legacy, 7128 East 3500 North Road in Bourbonnais
- James Nichols Farm, 200 acres. James Nichols, the son of William and Mary Nichols, came to Kankakee County in 1846.

- Jim and Carolyn Waters, 3410 North 5500 East Road, built in 1900
- John H. Scramlin Homestead, 160 acres, 2-1/2 miles northwest of Momence. Scramlin lived here for 21 years. He left in 1871 for Michigan but returned and moved to Momence. The homestead later belonged to Farmon Scramlin.
- Keith & Lisa Yohnka, 4036 North 8000 East Road, built circa 1950s
- Moses Searls Farmstead, 2 miles west of Momence Cemetery Road. After retiring, Searls purchased the Atherton House which stood where the post office was later located. The farm was later owned by Mrs. Essie Fawver.
- Robert and Coleen Panozzo, 8333 East 3000 North Road, built circa 1880–1890
- Varnum and Frances (Coontz) Parish House, west of the town on the island
- William Whitwell and Mary Masy (Wales) Haslett Farm, mile north of St. George Road, just east of what became the Wikstrom Farm. William and Mary Masy came in the early 1830s and their son, William J., farmed the old homestead.
- Wooster House and Farm, 2337 North Route 1-17, southwest of Momence at the curve of the highway. Lyman Wooster came to Upper Crossing in 1838 with his wife and two sons, Charles and Emory. Charles Wooster built the existing house circa 1860. The property later was owned by Gus and August Wennerhom. August was a farmer, while Gus ran a livery stable.
- House in section 24
- 5292 East 5000 North Road
- 5229 East 5000 North Road
- 3742 North Route 1-17
- 5000 North Road
- 6281 East 5000 North Road
- House, corner of St. George and 1-17



FIGURE 198. Wooster House, Ganeer Township, southwest of the City of Momence on Illinois Route 17.

Kankakee Township

Kankakee Township contains one county landmark property: the Kankakee County Courthouse was designated a local landmark in 2009.

Kankakee Township, which encompasses most of the City of Kankakee, also includes the large majority of existing National Register-listed properties and districts in the county. These include:

- Kankakee State Hospital Historic District
- Riverview Historic District. Four houses in the district are also individually listed in the National Register: B. Harley Bradley House and Stable, Warren Hickox House, Hunter-Hattenburg House, and Charles E. Swannell House.
- Kankakee County Courthouse
- Illinois Central Railroad Depot
- Lemuel Milk Barn

The following notable institutional and commercial properties have been identified in the City of Kankakee in Kankakee Township:

- Annunciation Greek Orthodox Church, 296 North Washington Avenue
- Apostolic Tabernacle, southeast corner of Entrance and Oak Streets
- Arcade Building, 187 South Schuyler Avenue in Kankakee, built circa 1890. The building is one of the city's most significant commercial buildings.
- Armory, 150 North Indiana Avenue
- Asbury United Methodist Church, 196 South Harrison Avenue, built in 1867
- Bergeron Pontiac, 150 East Station Street
- City National Bank/County Building, 189 East Court Street,

- Civil War Veteran's Memorial, northwest corner of Courthouse lawn, built in 1887.
- County War Memorial, northwest corner of Courthouse lawn, built in 1918
- Daily Journal Building, 201 East Merchant Street
- Daily Journal Building, 392 East Merchant
- Daily Journal Building, 8 Dearborn Square
- Daily Journal Building, South Indiana Avenue
- Domestic Laundry, 196 North Dearborn Street
- Emory Cobb House, 666 South Chicago Avenue, built in 1866
- First Baptist Church, 425 East Court Street, built in 1864
- First Presbyterian Church, 371 East Court Street
- Fister Garage, 360 South East Avenue
- Fister Grocery, 366 South East Avenue
- Gallagher Building, 145 South Indiana Avenue
- Gettysburg Address Memorial, north entrance to Courthouse
- Governor Small Memorial Park Campus, 801–803 South Eighth Avenue. Originally Dr. A. L. Small's property. The house and stone milk house were built in the 1800s from local limestone. Dr. Small claimed to have the largest privately owned Rhubarb Farm in the U.S. The property is now part of the Kankakee County Museum campus.
- Governor Small Park: Civic Auditorium, 803 South Eighth Avenue
- Governor Small Park: Kankakee County Museum, 801 South Eighth Avenue, built and opened in 1948 to exhibit and house the Kankakee County Historical Society's artifact and archival collection
- Governor Small Park: A. L. Small House, 801 South Eighth Avenue, built in 1855.

- A. L. Small was the father of Len Small and this was Len's boyhood home.
- Governor Small Park: Stone building, 801 South Eighth Avenue, built circa 1855. Milk house/pump house built for Dr. A. L. Small.
- Governor Small Park: Taylor School House, 801 South Eighth Avenue, built in 1904. Originally located near Deselm in Rockville Township on the Taylor farm. The school was in use until 1953. It was moved to the Small Memorial Park Campus in 1976.
- Granger Building, 169 S. Schuyler Avenue
- H. E. Sippel & Sons, 803 Fourth Street, corner of Fourth & Water
- Hanson's Barn & Shed, 2550 West Jeffrey Street
- Hertz Building, 545 East Court Street
- Holcomb / Turk Building, 126 North Schuyler Avenue
- Illinois Central Centennial Marker, southwest corner of 4th and Merchant, built circa 1954
- Kankakee Public Library (now City Administration Building), 304 South Indiana Avenue (southeast corner of Indiana and Station), built in 1893
- Lion sculptures formerly located at Kankakee Public Library at Indiana and Station, now relocated to new public library at 201 East Merchant Street
- Kankakee Community College, 100 College Drive, built in 1966
- Kankakee Water Co. Purification Plant, Cobb and Myrtle Streets along the Kankakee River. Established 1886, existing Art Deco-style structure is third building at the site.
- Key City Liquors, 321 South Schuyler Avenue
- Knecht Building, 105 East Court Street
- Knights of Columbus, 187 South Indiana Avenue

- Lafayette Building, 249 and 257 South Schuyler Avenue
- Lecocq Building, 367 South West Avenue
- Lincoln School Memorial Flagstaff, west lawn of Public Library, built circa 1900 and presented by Spanish-American War veterans
- Masonic Temple, 124 South Harrison, built in 1910
- Memorial Flagstaff, north entrance to Courthouse
- Odd Fellows Building, 577 East Court Street
- Paramount Theater, 213 North Schuyler Avenue
- Plaque "Memorial Day Order," north entrance to Courthouse, installed in 1928
- Pope Brace Building, 197 South West Avenue
- Potawatomie Memorial, east lawn of Courthouse
- Public School Memorial, southwest corner of 8th and Water, built in 1869
- Remington Theater, 160 North Schuyler Avenue
- Seedorf School/ Tholens Landscaping, 31 East 2500 South Road, one-room school
- St. Mary's Church, southeast corner of Oak and Washington, built in 1901
- St. Patrick's Church and Rectory, southeast corner of Indiana and Hickory, built in 1894
- St. Patrick's School, 378 South Indiana Avenue
- St. Paul's Episcopal Church, northeast corner of Station and Harrison, built in 1899
- St. Paul's Lutheran Church, 301 East Merchant Street
- St. Rose of Lima Church, southeast corner of 4th and Merchant, built in 1855
- St. Rose of Lima WWII Memorial, northwest corner of Entrance and Oak, built circa 1946

- Station Street Bridge, Station Street
- Telephone Building, 356 East Merchant Street
- Tiny Tap, 267 South West Avenue
- U.S. Post Office, 475 East Court Street
- 364 East Court Street
- Warehouse/Sully's Restaurant, 555 South West Avenue, built circa 1860 and was originally used to store building materials. It may have also been known as the McCullough Seed Building.



FIGURE 199. Arcade Building, 187 South Schuyler Avenue in Kankakee.



FIGURE 200. Asbury United Methodist Church, 196 South Harrison Avenue in Kankakee.



FIGURE 201. Civic Auditorium, 803 South Eighth Avenue at the Governor Small Park in Kankakee.



FIGURE 202. H.E. Sippel & Sons, 803 Fourth Street in Kankakee.



FIGURE 203. Kankakee Public Library (City Administration Building), southwest corner of Indiana and Station in Kankakee.



FIGURE 204. Knights of Columbus, 187 South Indiana Avenue in Kankakee.



FIGURE 205. St. Patrick's Church southeast corner of Indiana and Hickory in Kankakee.



FIGURE 206. Telephone Building, 356 East Merchant Street.



FIGURE 207. Warehouse/Sully's Restaurant, 555 South West Avenue in Kankakee.

The following notable residential properties have been identified in the City of Kankakee in Kankakee Township:

- DesLauriers House, 491 West Water Street
- Eagle House, 661 South Rosewood Avenue, built circa 1879
- Fred Meyer House, 587 South Rosewood, built circa 1890
- Sam Shapiro House, southeast corner of Poplar and Cobb, built circa 1940, former Illinois Governor's home
- Small House, 1477 Station Street
- Wayne Salzman, 3770 East 1000 North Road
- Snider's Nursery, 800 West Jeffery Street (at 8th Avenue). There are three historic houses at the site. The barn was built for cattle and horses. It is currently used for nursery equipment and offices. There is also a historic crib barn. The Snider's purchased the farm from Vernon Butz.



FIGURE 208. House at Snider's Nursery, 876 West Jeffrey Street in Kankakee.

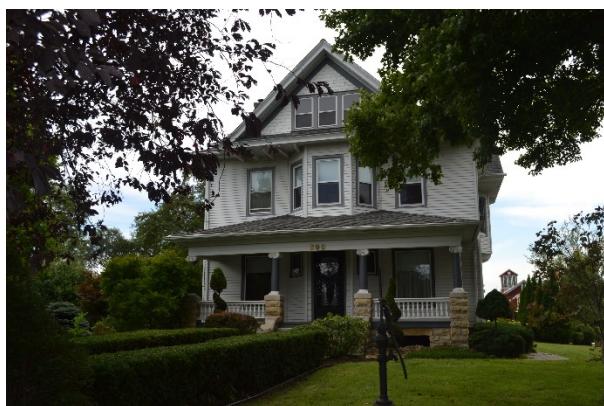


FIGURE 209. House at Snider's Nursery, 800 West Jeffrey Street in Kankakee.



FIGURE 210. Historic stone masonry house at Snider's Nursery, facing South Eighth Avenue in Kankakee.

The following notable properties have been identified in the rural portion of Kankakee Township:

- George Bingley, 3104 East 1000 North Road, built circa 1880s. This is reported to be the first electrified farmstead in Kankakee County. The architecture of the barn, house,

garage, and carriage house was created by the University of Illinois Architectural Department. The garage & carriage house were built circa 1912-1915.

The following additional properties in Kankakee Township are architecturally notable, although detailed historical information has not been located:

- 352 East Court Street
- 388 East Court Street
- 380 East Court Street
- 151 South Indiana Avenue
- 239 East Court Street
- 217 East Court Street
- 203 East Court Street
- 285 North Schuyler Avenue
- 164 North Schuyler Avenue
- 180 East Oak Street
- 163 North Schuyler Avenue
- 149 North Schuyler Avenue
- 141 North Schuyler Avenue
- 109 East Court Street
- 127 South Schuyler Avenue
- 147 South Schuyler Avenue
- 291 South Schuyler Avenue
- 297 South Schuyler Avenue
- 379 South Schuyler Avenue
- 380 South East Avenue
- 372 South East Avenue
- 354 South East Avenue
- 344 South East Avenue
- 257 South West Avenue
- 223 South West Avenue
- 342 South Washington Avenue
- 156 West Station Street

- 160 West Station Street
- 180 West Station Street
- 392 East Merchant Street
- 119 East Court Street
- 154 East Court Street
- 155 South Schuyler Avenue
- 1108 Court Street
- 781–785 Station Street
- 685 Greenwood Avenue
- 403 West Water



FIGURE 213. 685 Greenwood Avenue in Kankakee.



FIGURE 211. 1108 Court Street in Kankakee.



FIGURE 212. 781–785 Station Street in Kankakee.

Limestone Township

Limestone Township contains one county landmark property: the Limestone Cemetery, also known as the Hawkins Cemetery, was designated a local landmark in 2015.

Previously completed surveys have identified the following notable properties in Limestone Township:

- Hawkins School. Now converted to a residence
- Mapes School, Section 22, 3554 W. Route 113, circa 1841, transformed into a house after 1947
- Peterson School
- Koerner Airport
- Schreffler Cemetery



FIGURE 214. Hawkins School.

- Andrew Morris/Ivan Pearson/Reuter House, 4063 West Route 113
- Arthur Goodknecht Farm, 5240 West Route 113, built in 1952 and originally used to store grain. Holohan's bought it in 1994 and currently uses it to store antique fire department displays and sales.
- Delores O'Connor Farm, 5876 West 2000 South Road. The O'Connor farm has been in the family since 1908 when John and Elizabeth purchased it. There was once a barn that housed the horses needed to till the 320

acre farm. John's son Bud succeeded his father in 1930, replacing the old barn in 1939. By 1942, horses were sold and hogs took over the stalls. In 1956, Bud's son Wayne and wife Dolores raised hogs and sold them all after 28 years in 1981. In 2000 the upper part of the barn was remodeled with storage downstairs and a basketball court upstairs.

- Dumas Farm, 6270 West Route 113
- George Byrns (1818–1896) Farm, Section 4, built in 1837
- J. Powell House, Section 16; Route 113, one of the earliest houses in Limestone



FIGURE 215. J. Powell House in Section 16.

- Joseph Schreffler Farm
- Lamb and Moore House, Section 16; Route 113, circa 1852
- M. J. B. Hawkins House, 1550 West Route 113. Farm first settled in 1841. Existing house built in 1919, barn dates to circa 1845. Crib barn built in the 1930s.
- Michael Butz, Sr., House, 1407 North 2750 West Road, built circa 1857 with addition to house built circa 1907. The family came in 1857 and seven generations have lived here. The barn was called the Limestone Opera House.



FIGURE 216. Michael Butz, Sr., House, 1407 North 2750 West Road.

- Miller Brothers Farm, Section 22; 3508 West Route 113, includes a house, barn, and limestone masonry outbuilding.
- Nancy Fitzpatrick Gibbsleigh Farm, 2004 West Route 17, barn built in 1938
- Roswell Nichol's farm, Section 5 and 6, built circa 1843–1849, two-story house with gable-front-and-wing and a shed-roof porch
- Rounsevell House, Section 15; 3897 West Route 113, circa 1834, one of the earliest houses in Limestone Township
- Tammen House, Section 10, 1348 South 3000 West Road, built circa 1885. 100 acres with early farmhouse, has 3 porch additions.



FIGURE 217. Barn at the Miller Brothers Farm.



FIGURE 218. Rounsevell House, Section 15, 3897 West Route 113.



FIGURE 219. Tammen House, Section 10, 1348 South 3000 West Road

- Thomas H. A. Smith House and Barn, 1459 North 7000 West Road, barn built in 1877
- Tony Panozzo Farm, 3500 West 1000 South Road, construction date unknown, refurbished in September 1961
- Wiley Creek Farm / Stonebrook Farm, Section 22; 2895 North 3750 West Road, Kankakee, house 1860, barn 1858. The land was originally settled by the Wiley Family. Andrew Wiley was a blacksmith with a shop at the mouth of Wiley Creek. He was also a farmer who cleared 240 acres. The Wiley's had 12 children (7 survived until adulthood).

Manteno Township

Manteno Township contains no county landmark and no National Register listed properties.

The following notable commercial and institutional properties have been identified in the Village of Manteno:

- Academy Park, southwest corner of Main and Adams
- First United Presbyterian Church, northeast corner of Walnut and Adams, 1860
- Manteno United Methodist Church, 255 West Second Street
- Manteno United Methodist Church Parsonage, 263 West Second Street, 1896
- Nazarene Church, 573 North Birch Street, 1895
- St. Joseph's Catholic Church, 207 South Main Street, 1899
- Chapel at St. Joseph Cemetery, northwest corner of Sycamore Road and 3rd Street, 1908
- Village Water Works (Manteno Police Station), 269 North Main Street, 1897. Portion of present-day police station facing rear alley is historic limestone masonry waterworks.



FIGURE 220. First United Presbyterian Church.



FIGURE 221. Manteno United Methodist Church.



FIGURE 222. Manteno United Methodist Church Parsonage.



FIGURE 223. St. Joseph's Catholic Church.



FIGURE 224. Chapel at St. Joseph Cemetery, Manteno Township.



FIGURE 225. Historic waterworks building, built in 1897, Manteno.

- Charles Skinner House (Manteno Historical Society) 192 West 3rd Street, 1905. Opened as a museum in 1994. Also at this site is the Bloom Schoolhouse. In 1991, the schoolhouse was relocated from Blue Bull Road in Rockville Township
- Siffrois Trudeau Blacksmith Shop (Manteno American Legion Post 755), 117 North Walnut Street, 1910 (portions may date to 1867)
- One-room school, 212 North Oak Street, circa 1900, now converted to a residence
- Blessing Hotel, 42 North Oak Street
- Hilaire Smith Building, 83 West 1st Street, Manteno, circa 1867
- Rouleau Drug Store, 107 North Main Street (northwest corner of Main and First), circa 1850



FIGURE 226. Charles Skinner House, Manteno.



FIGURE 227. Bloom Schoolhouse, Manteno.



FIGURE 228. Siffrois Trudeau Blacksmith Shop, now the Manteno American Legion Post 755.



FIGURE 229. Rouleau Drug Store.

- Skinner Building, on North Main Street, 1904
- F. M. Wright Store, 3 North Main (northwest corner of Main and Division), 1890
- Hinrisey Machine Shop, 174 North Oak Street
- H. LaRocque Building, 15 North Main Street, 1895
- Papa's Pub, 77 North Main Street
- Townsend Building, 5 South Main Street (southwest corner of Main and Division), circa 1892



FIGURE 230. Skinner Building, on North Main Street.



FIGURE 231. Main Street in Manteno, the block north of Division Street, with F. M. Wright Store in the foreground.



FIGURE 232. H. LaRocque Building, 15 North Main Street.



FIGURE 233. Townsend Building, southwest corner of Main and Division.

The following notable residential properties have been identified in the Village of Manteno:

- Lester Bedore House, 310 West Division Street, 1920
- Dale Benoit House, 396 West Cook Street, 1890
- Bourelle Farm House, 158 North Oak Street. House was moved to this site in 1988.
- Robert Clodi House, 72 South Locust, 1905
- Bill Curl House, 255 West Third Street, 1887

- Davis House, 330 North Walnut Street, 1900
- John Depoister House, 173 West 4th Street, 1918
- Dole or Reed House, 121 North Maple Street, 1905
- Beverly Fullerton House, 93 West Division Street, 1890
- Tom Gorman House, Whitaker Road, 1905
- “Gothic” House, 297 West 4th Street, 1867
- Graves House, 246 West 2nd Street, 1905
- Guertin/ Ledbetter House, 308 North Walnut Street, 1907
- Dr. James M. Gulick House, 211 North Maple Street, circa 1895



FIGURE 234. Beverly Fullerton House, 93 West Division Street.



FIGURE 235. 297 West 4th Street.



FIGURE 236. Dr. James M. Gulick House, 211 North Maple Street.

- William Harvey House, West Division Street, 1896
- Fred Holmes House, 375 North Hickory, circa 1902 or 1912
- Treffley LaMore House, 678 North Maple Street, 1899
- LaRocque House, 235 South Walnut, 1901
- Julia Link House, 374 West Division Street, 1900
- Adam Lockie House I, Fourth and North Street, circa 1871
- Adam Lockie House II, 165 West 3rd Street, 1906
- Medora and James R. Lockie House, 167 West 3rd Street, 1867
- Roy Mason House, 245 South Main Street, 1890
- Donnie A. Matherly, 73 West 4th Street, 1900
- Joe and Dawn Murphy House, 175 West Division, 1905
- Edward Nixon House, 135 West Second Street, 1875
- Nusbaum House, 175 West Adams Street
- Alfred Paquette House, 133 North Maple Street, 1856
- Parker House, 151 East 2nd Street. This house was originally located 3 miles east of town adjoining the Guimond Farm; it was moved to

- East 2nd Street, reroofed, and made into a four-unit apartment building
- Irma Pepin, 140 North Locust Street, 1890
- Dr. Phipps House, 255 South Poplar, 1912. Dr. Phipps son, Ogden Phipps, later owned this house.
- Dr. Zephirin Rouleau House, 61–63 Main Street
- Schmiltzer House, 147 West Division Street, 1917
- Alexander Senesac House, 149 West Division Street, 1905. Original owner was affiliated with Manteno State Hospital. He was a French Quaker. Senesac purchased the house in the 1920s. Owned by the McGraw Family in the 1980s.



FIGURE 237. Schmiltzer House, 147 West Division Street.



FIGURE 238. Alexander Senesac House, 149 West Division Street.

- Sidney Thompson House, 114 North Maple Street, 1900

- John Tomlyn House, 149 Division Street
- Treffley-LaMore House, 678 North Maple, 1899
- John Ward House, 236 South Walnut Street, 1900
- Otto Weber House, 115 West 3rd Street, 1910
- 174 North Oak, circa 1912–1915
- 111 South Elm Street, 1910
- 111 South Walnut Street



FIGURE 239. Otto Weber House, 115 West 3rd Street.



FIGURE 240. 111 South Walnut Street.

- 111 West Division Street, 1915
- 112 North Locust Street, 1890
- 114 South Locust Street, 1908
- 117 North Walnut Street
- 123 South Walnut Street, 1900
- 129 Church Street, 1910
- 135 South Walnut Street, 1900

- 135 W 2nd Street, 1875
- 136 North Oak Street, 1885
- 136 West 3rd Street, 1907
- 144 South Elm Street, 1905
- 151 West Fourth Street, 1910
- 153 West Division Street, 1920
- 154 South Locust Street, 1905
- 154 West Division Street, 1920
- 173 West 2nd Street, 1890
- 175 North Locust Street, 1913
- 175 West Adams, 1920
- 176 West Division, 1895
- 190 West Adams Street, 1905
- 191 West 4th Street, 1900
- 195 West 2nd Street, 1875
- 205 South Walnut Street, 1900
- 21 South Elm Street, 1905
- 211 North Maple Street, 1895
- 214 South Oak Street, 1900
- 219 South Main Street, 1903
- 220 West Division, 1920
- 221 West Division, 1910
- 224 South Walnut Street, 1905
- 234 W 2nd Street, 1890
- 238 South Oak Street, 1910
- 240 South Hickory Street, 1903
- 246 West 2nd Street
- 247 South Walnut Street, 1900
- 247 West 3rd Street, 1917
- 25 East 4th Street, 1870
- 251 South Hickory Street, 1910
- 254 West 2nd Street, 1880
- 255 South Poplar Street
- 261 South Walnut Street, 1920
- 262 South Walnut Street, 1905
- 262 West Division Street, 1905
- 263 South Hickory Street, 1915
- 264 West 4th Street, 1915
- 271 South Main Street, 1900
- 274 South Elm Street, 1908
- 276 South Hickory Street, 1900
- 28 West Cook Street, 1915
- 285 West Third Street 1905
- 288 West Third Street, 1920
- 292 West Fourth Street, 1905
- 293 West 4th Street, 1867
- 296 South Oak Street, 1900
- 297 West Fourth Street, 1910
- 298 South Walnut Street, 1910
- 322 West Cook Street, 1870
- 330 West Walnut Street, 1900
- 337 West Adams Street, 1910
- 342 North Walnut Street, 1902
- 342 West Division Street, 1910
- 344 West Cook Street, 1900
- 352–354 North Oak Street, 1910
- 354 North Walnut Street, 1902



FIGURE 241. 354 North Walnut Street.

- 374 West Division Street,
- 376 North Walnut Street, 1902
- 38 South Elm Street, 1890
- 388 North Walnut Street, 1907
- 396 West Cook Street
- 46 North Locust Street, 1890
- 54 West Baker Street, 1915
- 61–63 South Main Street, 1895
- 65 North Walnut Street, 1905
- 678 North Maple Street, 1860
- 685 Lakeview Drive, 1900
- 72 North Oak Street, 1900
- 73 West 4th Street, 1900
- 79 Church Street, 1910
- 93 Church Street, 1920

The following notable properties have been identified in the rural portions of Manteno Township:

- Manteno State Hospital. A state psychiatric hospital established in 1927 on 1,000 acres purchased by the State of Illinois (later became 1,200 acres). Original buildings were built starting in 1928. Formally dedicated on November 21, 1929. The hospital opened in 1930 and closed on December 31, 1985. Illinois Veterans home was established at the site in 1986. Although many of the original buildings have been demolished, some were retained and renovated for other uses in 2009.
- Manteno State Hospital Cemetery. This cemetery contains the graves of 4,000 former patients.



FIGURE 242. Manteno State Hospital Administration Building.

- Milo Barnard Farm in Section 26, 1877
- Blue Ridge Farm / Smith Carie & Luther Farm. This farmstead has a dairy barn built in 1903 and a stone house built in 1909.
- Alan Curl House, 541 West 1000 North Road, 1873
- George Goetz House, 10343 North 1000 East Road
- Grise Farmstead, 7485 North 3000 East Road, 1910
- Meyer Farmstead, 4652 East 12000 North Road, 1900. John Meyer had the barn built. It was used to house horses for his travels. Chickens and some hogs were added and eventually replaced with All-American dairy cows and bulls. Farm has been in the family for five generations.
- Moran House, 2194 West 11000 North Road, 1880
- Spangler Farmhouse, east side of Section 20, 1911
- Stauffenberg Farmstead, 10499 North 5000 East Road, early 1900s
- Clyde E. Tilley, Jr., House, 10775 North 1000 East Road, 1898
- Evelyn Viall House, 4626 East 9000 North Road, 1910
- E. Wright Farmstead and Creamery, Section 21, 1875

- 10134 North 1000 East Road
- 459 East 10000 North Road
- 478 East 10000 North Road
- 10120 North 1000 East Road, 1900
- 11246 North 1000 East Road
- 11252 North 3000 East Road, 1918
- 11452 North 2000 East Road, 1913
- 11934 North 1000 East Road, 1905
- 216 West 12000 North Road, 1910
- 2500 East 9000 North Road, 1920
- 278 West 9000 North Road
- 3178 East 1100 North Road, 1920
- 3551 East 11000 North Road, 1900
- 3675 East 9000 North Road, 1905
- 380 East 9000 North Road, 1890
- 3902 East 1200 North Road, 1913
- 4111 East 8000 North Road 1890
- 4623 West 10000 North Road, 1885
- 543 West 10000 North Road, 1886
- 6002 North 3000 East Road, 1900
- 6024 North 5000 East Road, 1900
- 6662 North 1000 East Road, 1900
- 6722A North 3000 East Road, 1920
- 7277A North 1000 East Road, 1870
- 7316 North 2000 East Road, 1910
- 7908 North 3000 East Road
- 8857 North 4000 East Road, 1900
- 90 East 7000 North Road, 1900
- 9677 North 1000 East Road
- Approximately 10200 North 1000 East Road



FIGURE 243. House at 459 East 10000 North Road



FIGURE 244. Barn at 478 East 10000 North Road



FIGURE 245. House at 278 West 9000 North Road



FIGURE 246. Farmstead at 8857 North 4000 East Road

Momence Township

Momence Township contains no county landmark properties. The township does contain the east half of the National Register-listed Downtown Momence Historic District. The Momence Historic District, on Washington Street from North Locust to Pine and Dixie Highway, built in the 1800s. These 49 buildings are still used for commercial and governmental functions. The district has been on the National Register of Historic Places since 2006.

The following notable institutional and commercial properties have been identified in Momence Township portion of the City of Momence:

- Astle Hardware, originally on River Street, later moved to new building block on Front Street (now Washington Avenue)
- Central Hotel/Savoy Building, 34 North Dixie Highway
- Chipman Public Library, southeast corner of 2nd and Locust, built in 1912. The library is located on land that was once owned by the Atherton-Cooke family. Edward Chipman left \$10,000 for the construction of the library.
- Community Hall, built in the late 1920s. The community hall later became Momence Auto Parts, constructed by Henry Halpin.
- Cotter Funeral Home, 224 East Washington, previously served as the Dr. Burt House
- Cromwell Meat Market, Washington and Locust (moved to Walnut and East 5th). The building was moved in the early 1900s and became a house, restored by the Richard Porter family.
- Dionne's, 606 Dixie Highway
- D.S. Deardruff and Son Tavern, operated from 1919–1931
- Good Shepherd Episcopal Church, southwest corner of 2nd and Locust, 1882
- Island Park and Log Cabin (new), 79 East Mill Street, built in the mid to late 1800s
- Jensen's Drug Store, 111–113 East Washington Street, 1890. Oldest continuous business at same site in Momence. (Operated by Jule Worcester and Edward S. Cooke, N. P. Jensen, Clarence Hall, (Jensen's son-in-law).
- Livery Stable/Fire Station, Washington (Front) Street
- Momence Funeral Home, 203 Locust Street
- Mary Lee Glistner Building, East Washington Street, built in the 1880s
- Momence Savings and Loan, 128 East Washington Street, 1905
- Momence Theater, Dixie Highway
- Momence Township Building, 203 East River Street, built in the late 1890s
- New Central School, 415 North Dixie Highway, built in 1915
- New Post Office, East Washington Street, built in 1964 by architect C. D. Henry of Kankakee
- Paradis Wagon and Blacksmith Shop, East Washington Street extending back to the river and the north channel. John B. and Julia Brulette Paradis, a Canadian family, came to Momence from Bourbonnais in 1858. John Paradis Sr. built the large stone building. After the wagon factory, R.J. Chamberlain ran an auto agency and then a dairy and milk plant there. It was later known as Ko-Pak, the “Number One, Chocolate Place”
- Plymouth, Kankakee, and Pacific Railroad Depot, north edge of town
- Schoeffner Building, 122 North Dixie Highway, facade built in the 1890s.
- Upper Crossing, East Metcalf Avenue, dates to 1834
- Wennerholm Garage and Livery Stable, built in 1893. Owned by Gus and August Wennerhom, it later became an auto agency

where Gus sold three early makes of cars: the Jackson, Maxwell, and Velie. The agency later became the Chrysler-Plymouth dealership.

- William Parish House/Bank. Carrie Marie Parish lived there until her death. The William Parish, Jr., House was torn down to build the Parish Drive-in Bank.



FIGURE 247. Central Hotel/Savoy Building, 34 North Dixie Highway.



FIGURE 248. Chipman Public Library, southeast corner of 2nd and Locust in Momence.



FIGURE 249. Dionne's, 606 Dixie Highway, Momence.



FIGURE 250. Good Shepherd Episcopal Church, southwest corner of 2nd and Locust, Momence.



FIGURE 251. Momence Theater, Dixie Highway, Momence.



FIGURE 252. Schoeffner Building, 122 North Dixie Highway, Momence.

The following notable residential properties have been identified in Momence Township portion of the City of Momence:

- Atherton House, corner of Washington (Front) Street
- Bellinger/Buntain House, corner across from Red Cedar Lanes
- Captain Ruger's House, across the street from Atherton, Sanstrom, and Wilber
- Charles Watson House, one of three houses on the west side of Locust Street, built circa 1911. The house later became the Ruge Funeral Home.
- Clyde Tabler House, corner of 3rd and Maple Streets. Benjamin and Clyde ran the B. L. Tabler and Son Lumber and Coal Company. Clyde's son William attended Harvard and became a well-known architect.
- Columbia House, across from C&EI railroad station, built in early 1870s. The proprietor was Mr. Drayer.
- Conrad Park on Mill Street, built circa 1890s
- Dan Pamalee House, Garden of Eden. Pamalee is buried in Nichols Cemetery in Six-Mile Grove.
- Deardruff House, two doors east of the Dixie Drive-In
- Dyer House on Range Street, directly across from the Eastern Illinois Bank on the corner
- Ed Chatfield House on Locust Street. Chatfield's father, W. A. Chatfield, was a carpenter and millwright who came in 1844 and built a grist mill.
- Charles and Bertha Hess House, corner of Fifth and Dixie, south of Hess Lumber Company. The lumber company was a family business for over 50 years.
- Manes Edward Hardy House, Walnut Street
- Sanstrom House (candle shop), next to Atherton House, built in 1855
- William W. Harpole. Cholie Reitz, Harpole's daughter, later lived there, then Howard Ross.
- Arden and Dell Sherwood House, south side of town, corner lot with beautiful lawn and flower garden
- 208 East Washington Street, 1850s
- Slocum Wilber House, 216 East Washington Street, 1850. Mr. Wilber was one of the first seedsmen in Illinois
- 310 East Washington Street
- House, southwest corner of Maple and 2nd Streets
- 204 East 3rd Street
- 216 East 3rd Street
- K. Hess House, 226 East 3rd Street, 1872
- 304 East 3rd Street
- 305 East 3rd Street
- 315 East 3rd Street
- 318 East 3rd Street
- 406 East 4th Street
- 302 East 6th Street
- 308 East 6th Street
- 312 East 6th Street
- 328 East 6th Street
- 412 East 6th Street
- 526 East 6th Street
- 211 North Range Street
- 210 Locust Street
- Dr. Anson Nickerson and Laura Chesney House, 219 Locust Street, one of three houses on west side of street. Their daughter was Helen Nickerson Walcott.
- Al Hupp House and Barn, 227 South Locust Street. Other owners included Mogens Madsen (Danish immigrant) in 1919; the Madsen daughter and her family (Margaretha

Johnson) in 1927; and Mrs. Madsen's great-granddaughter Jeannine Routson in 1971.

- Mrs. M. Ballard Boarding House, 227 North Locust Street, built in 1911
- 309 Locust Street
- 317 Locust Street
- 318 Locust Street
- 324 Locust Street
- 325 Locust Street
- 319 Locust Street
- 411 Locust Street
- 418 Locust Street
- 424 Locust Street
- 425 Locust Street
- 511 Locust Street
- L.W. Calkins House, possibly 512 Locust, near the end of Locust Street near 6th Street, on the east side, built in 1882
- Longpre House, 519 Locust Street, land extended west to Dixie Highway and north to 6th Street, built in 1876. Eliza Jane Hoag married Francis Xavier Longpre circa 1864. He was born in Montreal but later followed Father Chiniquy to St. Anne. He moved to Momence in 1861. His son, Dr. Elmer, married Elizabeth Link, an organist at Asbury United Methodist Church in Kankakee.
- 125 Walnut Street
- Gus Meinzer House, 327 Walnut, built in 1872
- Edward Chipman House, corner of 4th and Walnut Streets (407 Walnut Street). Later became the John and Annie Chipman House, then the Gereg House.
- 415 Walnut Street
- 421 Walnut Street
- 425 Walnut Street
- Joseph Tower House, corner of 5th and Walnut. Joseph and his father settled on a farm

5 miles southwest of Momence in 1866 and farmed there until 1882.

- 516 Walnut Street
- 102 Maple Street
- 117 Maple Street
- Henry C. Paradis House, 125 Maple Street, built in 1891. Henry Paradis owned the Paradis Wagon Factory at 307 East Washington Street
- Henry Reins House, Maple Street, second house from corner of Maple and Washington. Henry Reins was a farmer in Yellowhead and Ganeer who later retired to Momence.
- Henry C. Chipman House, corner of Maple and 2nd Streets, later became the Melby House
- 203 Maple Street
- Deerson House at 303 Maple Street
- 304 Maple Street
- 311 Maple Street
- Anson/Smith Culver Wilbert House, 317 Maple Street
- 424 Maple Street
- 501 Maple Street
- 214 Ash Street
- 228 Ash Street
- 426 Ash Street



FIGURE 253. Al Hupp House and Barn, 227 Locust Street, Momence.



FIGURE 256. Longpre House, 519 Locust Street, Momence.



FIGURE 254. Edward Chipman House, corner of Fourth and Walnut Streets, 407 Walnut, Momence.



FIGURE 257. Slocum Wilber House, 216 East Washington Street, Momence.



FIGURE 255. Deerson House at 303 Maple Street, Momence.



FIGURE 258. 424 Locust Street, Momence.



FIGURE 259. 318 Locust Street, Momence.



FIGURE 260. 228 Ash Street, Momence.



FIGURE 261. 204 East 3rd Street, Momence.

The following notable institutional and commercial properties have been identified in the rural portions of Momence Township:

- Chipman School House at turn-off for St. George Road (5000 North Road) from Dixie Highway. It became a house and shop.
- Glorydale Resort, 11941 Gregg Boulevard
- Factories (old), east of Dixie Highway
- Momence Orthodox Presbyterian Church, 4132 North State Route 1-17
- Good Shepherd Manor and Chapel, 4229 North, east of Route 1, built in 1933
- Hubbard/Vincennes Trail, Predominantly along Route 1
- Lorraine School, located on an acre lot on Gladiola Street, built in 1894. The school was named for Lorraine Beebe, Momence's first teacher.
- Mile Marker No. 179, 3 miles northeast of Momence on Vincennes Trail, 1929, erected by Women's Relief Corp
- Walter Andrew and George Hess Memorial, Section 22, on State Highway 114, 3.7 miles east of Momence
- Momence Wetlands, located east of Momence
- Site of landings for steamboats, from Momence going down river
- State Line Bridge, Sections 18 and 19, circa 1910



FIGURE 262. Former Chipman School, east side of Route 1/17 at 5000 North Road, Momence Township.



FIGURE 263. State Line Bridge, Momence Township.

The following notable residential properties have been identified in the rural portions of Momence Township:

- Archibald Morrison and Elizabeth Ellis Homestead, north of Nichols Homestead on same side of road, built in 1844. The homestead is set well back from the road. Morrison was the founding father of the Methodist churches. He was also a circuit rider.
- Bellinger House, known as the “Ponderosa,” Vincennes and Six Mile Grove
- Edward and Walter Chipman, owned land north of Momence that bordered Dixie Highway, Section 6. Edward farmed the land across the highway from his father Truman, and built a large farm house. He owned 1500 acres north of town, built a log cabin on 80 acres in 1847, and a house in 1849.
- Garden of Eden, subdivision east of Momence, built in the 1920s
- German Club, five miles up the river from Momence. Old German resort area.
- Hardin and Susan (Mellen) Beebe Settlement (Hardin’s nephew), between Goodenow and Crete, 20 miles north of Momence, south of Crete, built in September 1836. The settlement, which had a large stand of timber, became known as Beebe’s Grove.
- Hilbert Strassenburg House, Section 5, 12435 East Six Mile Grove Road, at Vincennes Trail
- Indian Mounds, Frank Davis Subdivision and Wayne Woora property near Edgetown, archeological significance, area slated for housing development
- Joe Walcott, 6 miles east of Momence and 1/2-mile south of Route 114. Peaceful Valley, a boxing training camp.
- John Deerson Sawmill, across from the John Strunk grist mill, built in 1854. Deerson Sawmill is located on the island across the river from Paradis Blacksmith Shop on River Street.
- Little Denmark, houses east of the C&EI railroad tracks, colony of people from Denmark
- Martin and Margaret (Force) Sherwood Farm, 3-1/2 miles southeast of Momence. Martin and Margaret came from Canada in 1844.
- Metcalf House, 12002 Metcalf Avenue (Upper Crossing), once the site of Hill Tavern
- Mike and Chris Doud, 3539 North Vincennes Trail, built in 1919, constructed of bricks made by the Tiffany Enamored Brick Company of Momence
- Minoris Beebe second settlement, land opposite the old grist mill that later stood on the island
- Nichols Cemetery, located in Six Mile Grove, established in 1835
- Nichols House, Section 8 on Vincennes Trail, circa 1840
- River Isle, River Isle Road off State Highway 114, subdivision in an old resort area
- Scott Farmstead, southwest of Union Hill, built circa 1870
- Shelter Lodge on Island Park
- Nancy Simpson, 3835 North State Route 1-17, built circa 1950s

- Tiffany Enamelled Brick Company, 40 acres east of Momence near the river and north of Wiltse Creek, Section 20, built in 1884
- Truman and Sallie Chipman Farm, north of Momence. The Chipmans came to Momence Township in 1845. Their twin sons were Will and Edward. Will Chipman lived there after his father's death. The farm later belonged to James Rose.
- William Allgood Homestead, east of town on the south bank of the river. Allgood died in 1910 at the age of 95 and is buried in Momence Cemetery.
- William and Mary Nichols Homestead, Section 8, Illinois Route 1, 4802 North Vincennes Trail, built circa 1840. William Nichols came to Kankakee County in 1836. Mary Gundy Nichols is buried in the Nichols cemetery in Six Mile Grove. The homestead is located on former Hubbard Trail and most likely dates from the time when the Trail flourished as a transportation artery. It is one of oldest houses in the county and is the subject of many pictures.
- William Parish (Katie Canavan) Subdivision, located on the south side of the river. Eighteen houses were built in one year.
- William Strunk House and Log Cabin, Conrad Park and Mill Street, on the island where the log cabin was built
- C. S. Wiltse, breeder of heavy horses



FIGURE 264. Nichols House, Momence Township.

Norton Township

Norton Township contains no county landmark and no National Register listed properties.

The following notable properties have been identified in the Village of Buckingham within Norton Township:

- Buckingham Methodist Church, 150 Walnut Street
- Buckingham School, now a private residence, West Maple Street



FIGURE 266. Buckingham Methodist Church, 150 Walnut Street.

The following notable properties have been identified in the Village of Reddick within Norton Township:

- Former Reddick School and Gym, located 1/4 mile east of Main.
- St. Mary's Catholic Church and Rectory at Lincoln and Kankakee Streets, built circa 1900
- Irma Unz House, 205 East Main Street. Main occupant was Irma Unz, teacher and Principal of Reddick for approximately fifty years. Many teachers lived upstairs.
- WWI and WWII Memorial between Lincoln and Main Streets



FIGURE 267. Reddick Gym.



FIGURE 268. Interior of Reddick Gym.



FIGURE 269. St. Mary's Catholic Church, Reddick.



FIGURE 270. Rectory of St. Mary's Catholic Church.



FIGURE 271. Irma Unz House, 205 East Main Street, Reddick.



FIGURE 272. WWI and WWII Memorial, Reddick.

The following notable properties have been identified in the Village of Union Hill within Norton Township:

- Van Voorst Lumber, County Road 11 (Center Street) at Penn Central Railroad
- House at 190 Union Hill Road.



FIGURE 273. Van Voorst Lumber, Union Hill.



FIGURE 274. 190 Union Hill Road (14700 West Road), Union Hill

The following notable properties have been identified in the rural portion of Norton Township:

- Smith Cemetery, Section 32 on south side of 5500 South Road.



FIGURE 275. Smith Cemetery, Section 32.

- Scott Farmstead located southwest of Union Hill, built circa 1870
- Katie and Brian Johnson Farmstead, 157 South 1800 West Road, crib barn built in 1949. Originally the farm was owned by the Unz family, a niece of Katie Johnson's (present owner) great-grandmother. The crib is used to store corn and beans.
- Vernon Wesemann House, 14459 West 1000 South Road, built circa 1873–1874, an excellent example of a limestone vernacular house. Rusella Popek grew up here.
- Phil and Kristi Moritz Farmstead, 19081 West 5500 South Road



FIGURE 276. House at the Johnson Farmstead, 157 South 1800 West Road



FIGURE 277. Crib barn at the Johnson Farmstead, 157 South 1800 West Road.



FIGURE 278. Barn at the Moritz Farmstead, 19081 West 5500 South Road.



FIGURE 279. Vernon Wesemann House, 14459 West 1000 South Road.

Otto Township

Otto Township contains no county landmark and no National Register listed properties.

The following notable commercial and institutional properties have been identified in the Village of Chebanse within Otto Township:

- Lutheran Church (former), 379 Chebanse Avenue
- Dieters Building, on site of former Lemuel Milk combination store.



FIGURE 280. Former Lutheran Church, 379 Chebanse Avenue.



FIGURE 281. Dieters Building in Chebanse, built on the site of the former Lemuel Milk combination store after it was destroyed by fire in 1904.

The following notable residential properties have been identified in the Village of Chebanse within Otto Township:

- First house east of former Lutheran Church
- Second house east of former Lutheran Church
- Frank Elliot House and Barn, 407 Orchard Street
- Mansfield Elliot House, 191 Park Street

- Roger Baker House, 179 Orchard
- 213 Orchard Street
- 180 Orchard Street
- 153 Orchard Street
- 147 Orchard Street
- Unidentified House, southwest corner of Orchard and Park
- 261 Chebanse Avenue
- 321 Chebanse Avenue
- 291 Walnut Avenue
- 349 Chebanse Avenue
- 333 Chebanse Avenue
- Unidentified House, across from Mansfield Elliot House at 191 Park Street
- 226 Kankakee Street
- Sweeney House, 289 Orchard Street, includes stables
- Mrs. Nordmeyer House, 255 Park Street, built circa 1880



FIGURE 282. Mansfield Elliot House, 191 Park Street in Chebanse.



FIGURE 283. 291 Walnut Avenue in Chebanse.



FIGURE 284. 333 Chebanse Avenue in Chebanse.

The following notable properties have been identified in the Village of Irwin within Otto Township:

- Rectory for St. James the Apostle Catholic Church on Main Street. Rectory was built in 1907. Rectory was originally located about 1/4 mile north of the church, but has been relocated. (The Irwin church built in 1895 was destroyed by a tornado in 1982.)
- 4519 Main Street
- Moody House, built circa 1880
- 4591 Main Street
- 4526 Main Street
- 4603 Main Street



FIGURE 285. 4591 Main Street in Irwin.



FIGURE 286. Rectory for St. James the Apostle Catholic Church on Main Street.

The following notable properties have been identified in the rural portion of Otto Township:

- Barnett Cemetery, located 1/4-mile west of Sugar Island in Section 9, in a farm field northeast of the intersection of 1000 East Road and 7500 South Road
- Sammons Cemetery
- St. James Cemetery, 5330 South 3000 West Road
- Sugar Island Bridge, connecting Otto Township and Aroma Township in Section 10, just south of Sugar Island. It is the Iroquois River crossing at the former Sugar Island settlement.
- Beardsley School, 77475 South 45000 West Road, now converted to a residence
- Mills School, 286 East 5000 South Road
- Streeterville School/Dodsonville School/Cote House, 271 East 7500 South Road. This house

was created by combining two one-room school buildings. The Streeterville School, original to this site, and the Dodsonville School, which was moved to this site from Iroquois County.



FIGURE 287. St. James Cemetery, 5330 South 3000 West Road.



FIGURE 288. Beardsley School.



FIGURE 289. Mills School.



FIGURE 290. Streeterville School/Dodsonville School/Cote House, 271 East 7500 South Road.

- Hay Family Farm, 3454 South State Route 115, built in 1891 by the Hay family. Kenneth and Irene Solecki purchased the farm in 1980, restoring the corn crib, among other structures including the grotto, apple orchard and house.
- Anne Weinlader and Robert M. Donovan Farm, 5321 West 8000 South Road. First settled by the Knittel family. Anne Weinlader's grandfather, Christian Weinlader, purchased the farm circa 1900. The barn is thought to have been built before the Weinlader's purchase.
- Clausen-Froidcoeur Barn and Crib, 7712A 3000 West Road, built in the 1900s. Originally owned by Asmus and Dorthea Clausen, the barn passed through several owners until 1972 when the Froidcouers purchased it. The barn was used for sheltering livestock, milking cows, and feed and hay storage. A microburst wind storm caused structural damage to the barn in the late 1970s. Steel support wires were added to the hayloft to straighten the barn.
- Tony Panozzo Crib, 6351 West 8000 South Road
- Vernon and Judy Meyer Barn and Crib, 5611 West 8000 South Road, built in 1936. Vernon's grandfather, Christian Meyer, purchased the farm in 1899, and the barn was built in 1938. The farm has been in the Meyer family for over a hundred years. The farm

originally housed horses, dairy cows, and beef cows, but is now used for goats.

- Ludeke/Adams Farmstead, 6898 South 7000 West, established in 1883
- E. Adams House and Barn, 5330 South 3000 West Road
- James Porch House, 2060 West 5000 South Road
- Ken Weiss House, Barn, and Crib, 7999 South Road
- Laverne Brown House in section 10
- Miller House, 3736 West 5000 South Road, possibly a Sears house
- Theodore Doll House in section 10, the last remnant of Sugar Island settlement
- Tom Sammons House, 768 East 5000 South Road



FIGURE 291. Ludeke/Adams Farmstead.



FIGURE 292. Clausen-Froidcoeur Barn.



FIGURE 293. Weinlader Barn, 5321 South 8000 West Road.

- In the Village of Sammons Point: Tom Sammon's House, first sheriff of Iroquois County

Pembroke Township

Pembroke Township contains no county landmark and no National Register listed properties.

The following notable properties have been identified in the Village of Hopkins Park within Pembroke Township:

- Boots and Saddles
- Ephesus Seventh Day Adventist Church, Hopkins Park
- Joseph "Pap" Tetter Settlement, dating to the 1860s. Tetter and his family of 18 children were runaway slaves from North Carolina. Hopkins Park (a multi-racial community of Potawatomi "resisters", black immigrants from the south, and white settlers) became a terminus of the underground railroad.
- Martin Luther King Park
- Sacred Heart Catholic Church, Hopkins Park
- Pembroke Township Hall (former one-room school building)
- Gas Station with Ice Cream Shop
- Greater St. Paul Baptist Church, Hopkins Park, oldest church in the township



FIGURE 294. Boots and Saddles



FIGURE 295. Greater St. Paul Baptist Church, Hopkins Park.



FIGURE 296. Ice cream shop.

The following notable properties have been identified in the rural portion of Pembroke Township:

- Bible Witness Camp
- Canning Company
- Carl N. Becker Savannah Nature Preserve
- Donney School
- Flicken Farm House
- George Washington Carver School
- Gibbs House of Prostitution, currently a bar
- Gobin School Historical Marker
- Guilding Star Memorial Cemetery (Angel of Peace) - Carter Family, established in 1956
- Oakwood Cemetery
- Pembroke Savannah Nature Preserve

- Rehoboth Mennonite Church
- William R. Garrett Centennial Farm at the northwest corner of Pembroke Township, built in 1902



FIGURE 297. Canning Company



FIGURE 298. Rehoboth Mennonite Church.

Pilot Township

Pilot Township contains no county landmark and no National Register listed properties.

The following commercial and institutional properties have been identified in the Village of Herscher within Pilot Township:

- “With Malice Towards None” Speech Memorial, northeast corner Maple and Chicago
- Amidon Home and Funeral Parlor, 222 S. Maple
- Anderson-Schreffler Funeral Home, 243 North Oak
- Goodrich Church, built in 1900
- Goodrich Rectory
- Herscher Downtown District
- Herscher School, 501 North Main Street
- Herscher World War I Memorial, northeast corner Maple and Chicago, circa 1920
- Hubbard School, previously located on 7000 South Road between 12000 West and 13000 West Roads
- Karyn’s Floral (Wilson Dairy Den; Rainbolt Gas Station), 170 S. Main Street. The upstairs was the living quarters for the Rainbolt family.
- Krueger Building (former hotel), 101 S. Main Street, built in 1878 by John Herscher
- Leiser Furniture Store, 121 S. Main Street, 1903. Built by Leiserwitz family, and eventually included the former Hipke Drug Store to the south.
- State Bank of Herscher, 111 South Main Street, established in 1896 (stone building built in 1902). later the law office of Frederick E. Huber.
- Saint Margaret Mary Church, 207 East 5th Street, built in 1921. Reverend Joseph Rempe

came to Herscher in 1920 to establish a new church that was completed in 1921.

- Seventh structure south of Kankakee Street on east side of Main



FIGURE 299. Herscher School, 501 North Main Street.



FIGURE 300. Old State Bank of Herscher, 111 South Main Street.

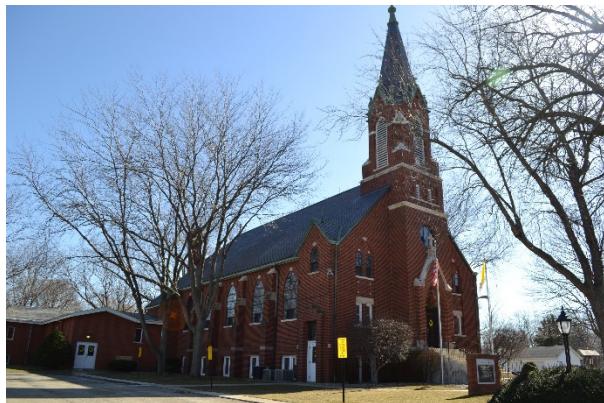


FIGURE 301. Saint Margaret Mary Church, 207 East 5th Street in Herscher.

The following residential properties have been identified in the Village of Herscher within Pilot Township:

- Dr. Gilborn House, southeast corner of Park Road and Second Street
- Dr. Wisner House and Office, 201 S. Main Street
- Ed Fritz House, 171 North Main Street, built circa 1910
- Frederick W. Kamman House, 141 North Main Street, built circa 1892
- Henry Appel House and Barn, 301 North Main Street, built circa 1898. In 1898, the Appels retired from their 170 acre Pilot Township farm and moved to Herscher, where they built this house. Mr. Appel was instrumental in the development of the north side of Herscher and in the establishment of the Trinity Lutheran Church.
- Henry R. Herscher House, 151 East Chicago Street, built in 1906
- Jacob Reinhart, Jr. House, 290 North Main Street, built in 1909
- Joe Kroll House, 242 S. Maple Street
- John Herscher House, 101 N. Main Street. John Herscher was responsible for laying out the village, for grading the streets, planting trees, and for establishing a park within the village of Herscher, which was incorporated in 1882.

- Joseph Peterson House and Carriage House/Barn, 263 North Oak, built in 1912
- Leiser House on Main Street
- Mike Diefenbach House, 191 North Main Street, built in 1912
- Siedentop House and Carriage House, 240 North Main Street



FIGURE 302. Ed Fritz House, 171 North Main Street.



FIGURE 303. John Herscher Home, 101 North Main Street.



FIGURE 304. Leiser House on Main Street.

The following notable properties have been identified in the rural portion of Pilot Township:

- Grand Prairie United Methodist Church, 12420 State Route 17, built in 1909. Grand Prairie Circuit was formed in 1858 and included Salina, Grand Prairie, Zoar, Salem & Dwight. First church built in 1868, replaced in 1910 and enlarged in 1949.
- Zion Lutheran Church, Section 4N, 11478 West State Route 17, built in 1902
- Sacred Heart Church and Parsonage, 588 South 10000 West Road, at Goodrich
- Old School Bell Memorial, Section 4N, about 25 yards west of Zion Lutheran Church, installed in 1902
- Mount Hope (Goodrich) Cemetery, section 11N
- Norwegian Cemetery, southwest of Herscher, in Section 31 (corner of 13000 West Road and 6000 South Road)
- Pilot Center Cemetery, opened in the 1850s, northwest corner of section 27
- Saints Peter and Paul Cemetery, section 4N
- Trinity Lutheran Cemetery, section 33



FIGURE 305. Grand Prairie United Methodist Church, 12420 IL State Route 17.



FIGURE 306. Zion Lutheran Church.



FIGURE 307. Norwegian Cemetery.

- Don and Gail Duval Farmstead, 12341 West State Route 115
- Maria Piacenti Farmstead, 11296 West 1000 South Road. The farm has been in the same family since 1842. In 1945, concrete was added on the south side and asphalt shingles covered the shake singles. In 1991, the north half of the barn was converted from cattle stanches to horse stalls using gate lumber from the Joliet stockyards when it closed.
- Marsha Wagner Barn, 861 South 12000 West Road, built circa 1880s by Peter Gieger. The barn is over 100 years old. The north section was added in 1956 for milking cows and storing hay. Pens were added for calves.
- Marvin Dahn House and Outbuilding, Route 17, Section 1, circa 1850. Outbuilding noteworthy as an unaltered and uncommon type of structure.

- Patti Dunn Barn, 704 South 12000 West Road, built circa 1911. The architecture reflects a German influence and is referred to as a "German Bank Barn" style, originating in Ohio. The barn was built to raise beef cattle, but was later used to raise chickens.
- Pilot Hill, Russ and Marilyn Rosenboom, 9144 West 6000 South Road. Joel Hawkins purchased the property known as Pilot Grove in 1847. It served as a landmark for the early pioneers. In 1858, Morey Fink purchased the property and built a stone house on the hill.
- Rodney Schwark Farmstead, 12319 West 6000 South Road
- Taylor Farmstead, south end of Section 20, built in 1861, notable horse farm
- Van & Jane Schwark Farmstead, 9149 West 7000 South Road
- W. Warner Diefenbach Farmstead, 472 South 11000 West Road, built in the early 1900s. The barn has been used as a horse and dairy barn and for storage. Louis and Anna Piper Diefenbach purchased the 241 acre farm with buildings in 1926 from the Wilhelm Piper Estate. In 1933 the barn was enlarged by 18 feet on the east side.
- Wuerlich House, former one-room school, three miles northwest of Herscher in section 8N.



FIGURE 309. W. Warner Diefenbach House, 472 South 11000 West Road.



FIGURE 308. Marsha Wagner Barn, 861 South 12000 West Road.

Rockville Township

Rockville Township contains no county landmark properties. Rockville Township does include one National Register-listed archaeological site, the Windrose Site. Initially discovered in the 1980s, the site was investigated by state archaeologists in the 1990s. It was determined to represent a Potawatomi encampment dating to the eighteenth and early nineteenth centuries. It was listed in the National Register in 2000.

The following notable churches, schools, and other buildings have been identified in Rockville Township:

- Deselm United Methodist Church, 5161 West 9000 North Road, 1865 or 1869. This former church has been adapted for use as a house.
- Neff School
- Camp Shaw-waw-nas-see, 6641 North 6000 West Road. Includes stone house and barn, the former Strawson Farmstead.



FIGURE 310. Former Deselm United Methodist Church.



FIGURE 311. Stone house, former Strawson Farmstead.



FIGURE 312. Stone barn, former Strawson Farmstead.

The following notable sites and markers have been identified in Rockville Township:

- Bloom Grove Cemetery. Located on 1-1/4 acres along Bluegill Road in Section 23, established in 1870. Contains a memorial to Dr. Hiram Todd. His body was originally buried in the village of Rockville but was moved by his son to Mound Grove Cemetery in the city of Kankakee.
- Deselm Cemetery
- Rockville Memorial in section 32, marking the location of the pioneer settlement established in 1835.



FIGURE 313. Bloom Grove Cemetery.



FIGURE 314. Deselm Cemetery.



FIGURE 315. Rockville village memorial.

- Kankakee River State Park. Thirteen archaeological areas have been found in the Kankakee County portion of the park. They include burial sites, campsites, village sites, cemeteries and Indian mounds.
- Site of Handford's Landing, north bank of the Kankakee River near Warner Bridge., 1872–1882
- Site of Hiram Todd's Sawmill, 1842.

- Site of Rock Village (Potawatomi village), inhabited up to 1830s.
- Site of Smith Cemetery and Ira Smith Homestead Site, east of Rock Creek and south of State Highway 102. Ira W. Smith arrived in Rockville Township in 1844. His homestead was just east of the family cemetery. The first burial was Grace Smith. A wooden fence surrounds the burial grounds.



FIGURE 316. Smith Cemetery.

The following notable houses and farmsteads have been identified in Rockville Township:

- Richard J. Benge House, 8613 North 6000 West Road, 1868
- Homer C. Castle Farmstead
- Courville House, 3320 West 6940 North Road, 1870
- Sidney Downs House, 3393-B West 7940 North Road, 1880
- Kevin Fregeau House, 3619 West 7940 North Road, 1868
- Art Goodwin House, 2549B West 8270 North Road, 1890
- Mrs. C. P Grimes Farmstead, Sections 26 and 27
- Terry Harms House, 9683 North 5000 West Road, 1910
- Richard Lade House, 9713 North 6000 West Road, 1890

- Alan J. Lamore House, 11526 North 3500 West Road, 1890
- Debra Lynch House, 4682 West 7000 North Road, 1895



FIGURE 317. Debra Lynch House, 4682 West 7000 North Road.

- Marge McCorkle House, 1465 West 9000 North Road, 1910
- John Milton House, 9715 West 7000 North Road, 1905
- Susan M. Milton House, 6693 West Route 102, 1917
- James P. Moran House, 3429 West 11000 North Road, 1905
- Martha Moran Farmstead, 2194 West 11000 North Road, 1870s
- Daryl Provost House, 1566-B West 9000 North Road, 1918
- Robert Roach House, 5109 West 8000 North Road, 1895
- Stone barn, Bluegill Road
- Taylor Farmstead, south end of section 20, with a large wood-framed house dating to circa 1861.



FIGURE 318. Martha Moran House.



FIGURE 319. Robert Roach House.

- Evelyn Viall House, 4626 North 9000 West Road, 1910
- Walton House, 1851
- Otto Weber House
- Glen Woods House, 5207 West 9000 North Road, 1885
- Teddy Yakima House, 5835 West 8000 North Road, 1885
- 2655 West 11000 North Road
- 2404 West 11000 North Road
- 5524 West 9000 North Road, 1865
- 5000 West 9000 North Road
- 7943 West 8000 North Road
- 5280 West 8000 North Road
- 7631 West 7940 North Road
- 3973 West 7940 North Road
- 4174 West 7940 North Road

- 4311 West 7940 North Road
- 9078 North 5000 West Road
- 8544 North 5000 West Road
- 7509 North 5000 West Road
- 7791 North 3090 West Road, 1900
- 7286 North 2250 West Road
- 10710 North 1500 West Road



FIGURE 320. House at 7286 North 2250 West Road.



FIGURE 321. House at 3973 West 7940 North Road.



FIGURE 322. Barn at 4174 West 7940 North Road.



FIGURE 323. House at 10710 North 1500 West Road.



FIGURE 324. Barn at 10710 North 1500 West Road.

St. Anne Township

St. Anne Township contains no county landmark and no National Register listed properties.

The following notable properties have been identified in the Village of St. Anne within St. Anne Township:

- Arco-Standard Gasoline Station, 110 North Dixie Highway (at Station Street). Built in 1922, a combined gas station, store, and residence. Owned by Gerald Sprimont.
- First Baptist Church, 205 West Sheffield Street (at 2nd Avenue), 1900. Stone and brick masonry with wood tower and pediment.
- First Presbyterian Church, on St. Louis Avenue south of Sheffield Street, 1893.
- St. Anne Catholic Church, 230 North Sixth Avenue (north of Grant Street). Built in 1872–1873 of limestone masonry, restored after a 1893 fire.



FIGURE 325. Arco-Standard Gasoline Station, 1922.



FIGURE 326. First Baptist Church, 1900.



FIGURE 327. First Presbyterian Church, 1893.



FIGURE 328. St. Anne Catholic Church.

- St. Anne School Memorial, southwest corner St. Louis and Sheffield, circa 1970.
- St. Anne Township War Memorial, southwest corner St. Louis and Sheffield, 1929.
- St. Anne Village Hall, 190 West Station Street
- Blanchette Auto Body, 241 West Station Street
- First National Bank, 1899
- St. Anne Grocery, at the corner of Station Street and 2nd Avenue



FIGURE 329. St. Anne School Memorial. When the 1905 brick masonry high school building was demolished in 1969, the cornerstone and bell were salvaged to create this memorial.



FIGURE 330. St. Anne War Memorial, 1929.



FIGURE 331. Blanchette Auto Body.



FIGURE 332. First National Bank.



FIGURE 333. St. Anne Grocery is at left in this early twentieth century postcard view.



FIGURE 334. St. Anne Grocery.

- Structure at 4693 Dixie Highway
- 109 West Station Street
- 113 West Station Street
- 127 West Station Street, 1916
- 147 West Station Street



FIGURE 335. Structure at 4693 Dixie Highway.



FIGURE 336. 147 West Station Street. Note the use of brick masonry for the street facade but limestone masonry for the party wall at the side.



FIGURE 337. 109 West Station Street.

Noteworthy residences include the following:

- F. H. Meier House, 595 West Station Street, built in 1927. Meier started the clay tile yard. The house is still owned by Meier descendants.
- Taylor House, 506 West Station Street
- Foster Apartments, 391 West Station Street



FIGURE 338. F. H. Meier House, 595 West Station Street, built in 1927.



FIGURE 339. Taylor House, 506 West Station Street. Note the distinctive concave mansard roof.



FIGURE 340. Foster Apartments.

- 174 West Station Street
- 273 West Station Street
- 341 West Station Street
- 348 West Station Street
- 392 West Station Street
- 490 West Station Street
- 505 West Station Street
- 525 West Station Street
- 560 West Station Street
- 596 West Station Street
- 291 West Grant Street
- 517 West Grant Street
- 505 South Fifth Avenue
- 244 West Sheffield Street
- 284 West Sheffield Street



FIGURE 341. 490 West Station Street.



FIGURE 342. 244 West Sheffield Street.



FIGURE 343. 284 West Sheffield Street.



FIGURE 344. 273 West Station Street.



FIGURE 345. House at 517 Grant Street.

- 295 West Beaver Street
- 215 West Guertin Street
- 244 West Guertin Street
- 275 West Guertin Street
- 296 West Guertin Street
- 290 Sixth Avenue
- 244 West Sheffield Street
- 245 West Sheffield Street
- 6740 Dixie Highway



FIGURE 346. 295 West Beaver Street.



FIGURE 347. 275 West Guertin Street.

Salina Township

Salina Township contains no county landmark and no National Register listed properties.

The following notable commercial and institutional properties have been identified in the Village of Bonfield within Salina Township:

- Bonfield Café, on Smith Street
- Bonfield First United Methodist Church, North Church Street, built in 1881
- Evangelical United Methodist Church, 348 Smith Street, built in 1918
- Bonfield Railroad Depot, 1880s, 1-story frame building. The depot was relocated in 1934
- Old hardware store, on Smith Avenue
- World War I Memorial in Bonfield Park, placed circa 1920
- World War II Memorial in Bonfield Park, placed circa 1946



FIGURE 348. Old hardware store on Smith Avenue.



FIGURE 349. World Wars I and II Memorial.

The following notable residential properties in the Village of Bonfield within Salina Township have been identified:

- A. Messer House, 180 North East Avenue, built in 1905
- Bertha Yeates House, 264 Chester Avenue, built in 1882
- Carl Puswaskis House, 173 West Johnson Street



FIGURE 350. Carl Puswaskis House, 173 West Johnson Street.

- Dan and Elsie Walter House, 365 East Smith Street, built in 1888
- David and Sherry Parks House, 355 West Smith Street, built in 1888
- Dr. Meyer House, near Smith & East, 1883, wood frame with shingles, limestone base, & bay windows

- Elmer Riegel House, 172 West Croswell Street, built in 1905
- Emmerson and Betty Wenzelman House, 465 East Smith Street, built in 1917
- Erwin and Norene Keerbs House, 425 East Smith Street, built in 1909
- Florence Kukuck House, 156 East Smith Street, built in 1881
- Francis and Geraldine McGregor House, 181 North East Avenue, built in 1918
- Frank and Lowella Fecke House, 240 West Croswell Street, built in 1882
- Fred and Mildred Mau House, 125 North Church Street, built in 1895
- Harold and Bernice Schulz Apartment, 156 North East Avenue, built in 1882
- John and Lorene Fox House, 173 East Smith Street, built in 1882
- John Verkler House
- Joseph and Vera Higginbotham House, 317 West Smith Street, built in 1881
- Kenneth and Teresa Shoup House, 523 East Johnson Street, built in 1884–1900
- Larry and Victoria Osenga House, 164 North Alyssa, built in 1900
- Lawrence and Evelyn Meyer House, 232 North East Avenue, built in 1900
- Lawrence and Vivian Hanson House, 156 West Croswell Street, built in 1892
- Lee and Irmal Margrey House, 453 East Smith Street, built in 1950
- Marion and Lora Foltz House, 165 North East Avenue, built circa 1885–1888



FIGURE 351. Marion Foltz House, 165 North East Avenue.

- Michael Corum House, 273 West Johnson Street, built in 1885
- Obrecht-VanVoorst House, built in 1882
- Papineau Robert Apartments, 156 North West Avenue, built circa 1901–05
- Paul and Betty Kreft House, 116 East Smith Street, built in 1902, former doctor's house



FIGURE 352. Paul Kreft House, 116 East Smith Street.

- R. Diane Lawrence Messer House, 124 North Church Street, built in 1892
- Robert and Lorraine Wildman House, 381 East Smith Street, built in 1899
- Ronald and Barbara Cordes House, 256 West Croswell Street, built in 1885



FIGURE 353. Ronald Cordes House, 256 West Croswell Street.

- S. and Georgia VanVoorst House, 264 East Smith Street, built in 1881
- Samuel Verkler House
- Searight House, built in 1890
- Solomon Good House, built in 1900
- Vera Dubbert House, 120 South West Avenue, built in 1891
- Vernon and Lucille Grob House, 519 East Johnson Street, built in 1957
- 165 Stanford
- 141 West Avenue
- 173 East Avenue
- 180 East Avenue

The following notable properties have been identified in the rural portion of Salina Township:

- Bonfield Cemetery
- Maple Grove Cemetery in section 14 on 3000 North Road
- Hertz Grove Marker, 1-1/2 miles west and 1/2 mile south of Bonfield, stone marker placed in 1855, early meeting place
- D. J. Diefenbach Farmstead, 9823 West 1000 North Road; barn built in 1912



FIGURE 354. D. J. Diefenbach House, 9823 West 1000 North Road.



FIGURE 355. D. J. Diefenbach Barn.

- David and Sue St. Germaine Farmstead, 2382 North 9000 West Road. This was the William Fries family homestead farm from 1852–1997. They milked short horn cattle, raised pure bred black pole and china hogs, harvested oak trees, and sold the lumber. The St. Germaine's planted corn, beans, wheat, and hay.



FIGURE 356. David St. Germaine barn, 2382 North 9000 West Road.

- Jerry and Joyce Weedon Farmstead, 4308 North 10000 West Road, built in 1919. Purchased by Tony and Edna Roggenbuck, parents of current owner Joyce Roggenbuck-Weedon.



FIGURE 357. House at the Jerry Weedon Farm, 4308 North 10000 West Road.



FIGURE 358. Barn at the Jerry Weedon Farm, 4308 North 10000 West Road.

- McGregor-Meyer Farmstead, 3226 North 7000 West Road, built in 1890. John McGregor was given a government provision for his volunteer service in the Mexican War. He chose 160 acres, building this barn in 1890. The barn and original farm are still in the same family, and the site has been designated a Sesquicentennial Farm by the Illinois Department of Agriculture.



FIGURE 359. McGregor-Meyer Homestead, 3226 North 7000 West Road.

- Stanley Voigt Farmstead, 1553 North 9000 West Road, built in 1911 and 1914. Gustave and Mary Voigt, Stanley Voigt's grandparents, owned the farm until 1909. Edward and Esther Voigt inherited it in 1909 and owned it until 1980 when it went to Stanley. Built prior to 1909, the original barn was destroyed by a tornado on November 11, 1911. It was originally used for livestock and hay. Today it is used to store hay.
- Farm at 12600 West State Highway 17

- Farm at 3627 North 9000 West Road
- Farm at 9625 West 3000 North Road



FIGURE 360. House at 12600 West Road.



FIGURE 363. Farmstead at 9625 West 3000 North Road.



FIGURE 361. Agricultural outbuildings at 12600 West State Highway 17.



FIGURE 362. Farmhouse at 3627 North 9000 West Road.

Sumner Township

Sumner Township contains no county landmark and no National Register listed properties.

The following notable properties have been identified in Sumner Township:

- Zion Lutheran Church and Cemetery, 11456 North 11000 East Road, 1883. A new sanctuary has been built next to the old church building. The old church is now a fellowship hall and kitchen.



FIGURE 364. The original nineteenth century portion of Zion Lutheran Church, greatly remodeled.



FIGURE 365. The new Zion Lutheran Church at 11456 North 11000 East Road.

- Anker Farmstead, 11495 North 5000 East Road, also known as the B. M. Lewis Farm
- Samuel Beebe Farmstead, southeast corner of Section 36
- E. H. Buck House and Stock Farm

- Clark Farmstead, 5503 East 10000 North Road
- Doll Farmstead, 9814 North 11000 East Road.
- Hamann Farmstead, 10075 East 8000 North Road
- James M. McKinstry Farmstead, 10300 East 9000 North Road, Section 24
- J. J. Neff Farmstead, Section 18
- Erich Pudwell House (former Bryon McKinstry House) in section 13, built in 1849
- George C. Sergeant Farmstead, Section 34
- Simpson Swihart Farmstead, northwest corner of Section 9
- Witaker Farmer's Co-op Grain Co., 9000 North Road, built in 1905. Established by the Taylor Brothers when the Chicago, Milwaukee & St. Paul Railroad was put in from Momence to Joliet. The elevator burned on May 30, 1953, but was rebuilt that same year with expansions in 1959, 1963, 1964, and 1973.
- 10117 East 11000 North Road
- 10721 North 7000 East Road



FIGURE 366. Anker Farmstead.



FIGURE 367. Doll Farmstead.



FIGURE 368. George LeBeau House at 6970 East 7000 North Road.

- 11518 East 11000 North Road
- 11534 North 6000 East Road
- 5448 East 9000 North Road
- 5557 East 10000 North Road
- 5950 East 12000 North Road
- 6738 East 10000 North Road
- 6740 East 11000 North Road
- 6813 East 10000 North Road
- George LeBeau House, 6970 East 7000 North Road, circa 1900.
- 758 East 9000 North Road
- 7770 East 9000 North Road
- On 8000 East Road in Section 10.
- On 8000 East Road in Section 9.
- 8138 North 11000 East Road.
- 8291 East 9000 North Road

- 9066 East 9000 North Road
- 9243 East 9000 North Road
- 9300 East 11000 North Road
- 9452 North 11000 East Road
- 9505 North 7000 East Road
- 9656 East 11000 North Road
- 9825 East 11000 North Road
- 9964 East 9000 North Road



FIGURE 369. Farmstead at 10721 North 7000 East Road.



FIGURE 370. Barn at 6738 East 10000 North Road.



FIGURE 371. Farmstead on 8000 East Road in Section 9.



FIGURE 372. Farmhouse at 9452 North 11000 East Road.



FIGURE 373. Barn at 9825 East 11000 North Road.

Yellowhead Township

Yellowhead Township contains no county landmark properties. It does contain one National Register-listed property, the Point School in Grant Park. This school dates to the 1850s and has been relocated to West Taylor Street, near Grant Park Middle School.



FIGURE 374. National Register-listed Point School, Grant Park.

The following notable commercial and institutional properties have been indentified in the Village of Grant Park within Yellowhead Township:

- Alonzo Curtis and Reuben Richardson Building, north side of Taylor Street in Grant Park, built in 1876. Later occupied by Park Manufacturing Co. offices, then Parmely & Streeter, then German Mercantile Store “Big Store,” then Ehlers & Son.
- Alonzo Curtis Brick Company, east Curtis Street in Grant Park, built in 1901. In 1861, the Grant Park Tile & Brick Comapny was organized by Curtis and Richardson. It was reorganized and incorporated as The Alonzo Curtis Brick Company in 1900. They initially produced both tile and brick, but in 1910 went to all brick. The company was sold in 1914, then destroyed by fire in 1916. It was not rebuilt, causing half of the Grant Park population to leave for other employment.
- Dege Meat Market, built in 1873, established by Henry Dege, followed by his sons

- Dr. G. W. Van Horne Drug Store, built in 1875
- Ehler’s Building, corner of Taylor and Maple Streets, built in 1875. Built for Alonzo Curtis and Rueben Richardson by contractor Lorenzo Streeter and Jabos Brothers bricklayers.
- F. Kammon Building, 101 South Main Street, built in 1884. Location of financial scandal involving Governor Len Small. The building has served as the home of Grant’s Cove and Drunken Monkey.
- First United Methodist Church, Curtis Street at Maple Street, Grant Park, established circa 1906 and first built where Point School stands. The church initially moved north of the present church in December 1874. It was later moved across the street and then behind the Water Works building and used as a Blacksmith Shop. It burned down in 1904. The new church was built in 1875 and the parsonage was built in 1882. Remodeling and additions occurred in 1901, 1947, 1968, and 1970. In 1975, a stained glass window was added.
- Gleaner Hall, second floor of Farmer’s State Bank, established circa 1906.
- William Brand Building, east side of railroad. Rebuilt after a fire destroyed several downtown businesses on June 10, 1884.



FIGURE 375. F. Kammon Building, Grant Park.



FIGURE 376. First United Methodist Church, Grant Park.



FIGURE 377. Farmer's State Bank / Gleaner Hall

- Grant Park Bank (Grant Park Library & Village Hall), 106 West Taylor Street, circa 1880
- Grant Park District School, between Taylor and Mosier Streets, built in 1872–1905 by contractor Lorenzo Streeter. The second district school was built in 1904. It was a two-story red brick structure built by contractor E. J. Griffin. A high school was added in 1907, with additions in 1925.
- Grant Park Hotel, North Main Street. Fred Kammon was the proprietor
- Henry Kramer Store
- Hub Memorial Chapel on Maple and Curtis Streets
- L. C. Streeter House, corner of Curtis and Main Streets. A private school was held on the second story of this house.
- St. Peter's United Church of Christ Parsonage, 306 Meadow

- St. Peter's United Church of Christ, 310 North Meadows Street, established in 1870, present church built in 1912.
- Water Works Building/Grant Park Police Station, 101 East Taylor Street, built in 1904.



FIGURE 378. Grant Park Bank, now village hall and library.



FIGURE 379. St. Peter's United Church of Christ, Grant Park.

The following notable residential properties have been identified in the Village of Grant Park within Yellowhead Township:

- Bennett-Curtis House, 302 West Taylor Street, Grant Park, 1900. Built by George M. Bennett and later purchased by Illinois State Senator Edward C. Curtis in 1919.
- Richard Love House
- Vernon Curtis House, 303 Esson Farm Road, built in 1904
- William Hamann House on Maple Street. formerly the L. C. Streeter House. In 1886,

Richard Yates, a former Illinois governor held a political rally from the porch of this house.

- 101 North Meadow Street
- 200 North Maple Street
- 205 North Maple Street
- 207 West Curtis Street
- 104 North Maple Street
- 110 North Meadow Street
- 205 North Meadow Street
- 401 North Maple Street



FIGURE 380. Bennett-Curtis House, Grant Park.



FIGURE 381. 205 North Maple Street, Grant Park.

Previously completed surveys have identified the following notable historical markers and sites in the rural portion of Yellowhead Township:

- Charles Wiley Grave Marker, Section 28, 1856. One of two grave markers adjacent to Chief Min-Ne-Ma-Ung's.

- Chief Min-Ne-Ma-Ung or Yellowhead Marker, 7295 N. Vincennes Trail, Section 28, circa 1828. Either a memorial or a grave site, on a rock.
- Coffenbury Historical Marker, unveiled in 1840 honoring Rev. Coffenbury
- Rev. George Hess Memorial, Section 25, northeast corner of entrance to Sherburnville Christian Church in Sherburnville
- Potawatomi Village, western end of Six Mile Grove in the south central part of the township. Chief Yellowhead was buried on what was later Dr. H.W. Freeman Farm.

Previously completed surveys have identified the following notable churches, schools, and cemeteries in the rural portion of Yellowhead Township:

- St. Paul's Evangelical Lutheran Church, Section 14, 1880, one of the last landmarks from the now extinct settlement of Petersburg
- Sherburnville Christian Church and Cemetery, Section 30 R15E, 1883, adjacent "Meeting House" is also historic
- Union Corners Cemetery, North State Route 1, Highway 17, between East 6000 North Road and East 7000 Road, opened in 1858



FIGURE 382. St. Paul's Evangelical Lutheran Church.



FIGURE 383. Sherburnville Christian Church.



FIGURE 384. Meeting House at Sherburnville Christian Church.



FIGURE 385. Union Corners Cemetery.

Previously completed surveys have identified the following notable houses and farmsteads in the rural portion of Yellowhead Township:

- Bob and Barbara Curry Farmstead, 6407 North 16000 East Road, built in 1900
- Dean and Carol Larson Farmstead, 10067 East 7000 North Road, built circa 1940s, family owned since 1954. It once contained a bucket elevator, now used to store farm equipment.

- Dr. Hamilton House, Dixie Highway east of Grant Park (on the hill just east of Hamilton Street)
- Rev. James and Priscilla Campbell Farmstead. The Campbell family moved to Yellowhead Township in 1846 and settled near Trim Creek on what became the Edward Chipman Farm. C. C. Campbell was their son.
- A. H. Cornell Farm, currently owned by the Thiesen family
- Archibale Morrison House on Hubbard Trail, 1-1/2 miles southeast of Grant Park, built circa 1848. Later owned by Anna Noteboom. The stone was hauled from Joliet.
- Asa Griffen Farm, currently owned by the Marcotte family
- Clinton C. Campbell, Campbell Grove (160 acre farm). C.C. Campbell purchased 160 acres in 1858 and platted the town in 1869, subdividing part of his land when the Chicago, Danville and Vincennes Railroad was built through his land. In April 1875, Campbell had a new addition surveyed. A second addition in June included Alma Street south to the highway and Meadow Street west. Grant Park was incorporated April 18, 1883.
- F.S. Campbell House and Stock Farm
- Frank Campbell or Omer Luster House, 13828 East Route 17, 1868, site includes 1848 barn
- George Hoevet Farm
- H. Hertz House, Section 12, circa 1870. This house is a possible remnant of the extinct village of Petersburg (1868).
- John Bennett House / Floyd McKinstry House, Section 20, east side of Route 17 just south of East Taylor Street junction, 1874.



FIGURE 386. John Bennett House / Floyd McKinstry House.

- John Morrison Farm
- John Sollitt Farm, four miles north of Grant Park, built in 1886. John Sollitt subdivided his property after the Chicago-Vincennes depot was built. The elevation is 711 feet above sea level.
- Judge Dyer Farm on Bull County Road in Sherburnville, built circa 1852. This is where Judge Dyer grew up.



FIGURE 387. Barn at the Judge Dyer Farm

- Judson School, one mile west of Judson at McKinstry corners, also known as the McKinstry School
- Lester House (Dorothy Forbes old house), Route 17 east of Grant Park near Sherburnville
- Margaret (Kolb) Farm
- Minnie Monesse Golf Course, established in 1926. First nine holes were shaped from a cow pasture in 1926.

- Paul Lovrin Barn, 7403 Bull County Road in Sherburnville



FIGURE 388. Paul Lovrin Barn

- Reuben Richardson, old homestead
- Roland Noteboom House, Section 32 on Illinois Route 1, 1839, located on former Hubbard
- Warnaar House, north side of Highway 1 and Highway 17, one block east of Grant Park



FIGURE 389. Warnaar House.

Historic Contexts

This preservation plan documents the cultural history of Kankakee County. Many of the potentially significant historic properties and sites in the county should be understood as examples of larger trends and patterns. These overall patterns of historical events are considered historic contexts. Specific historic contexts that relate to the extant cultural resources of the county are briefly described in this chapter. Other historic contexts may be identified with further research.

Based on the research conducted for this plan, the following preliminary historic contexts have been identified.

Prehistory, Native Peoples, and Initial European Exploration. Prior to the beginning of European-American settlement in the county in the 1830s, the land was inhabited for thousands of years by a succession of native peoples, ending with the Potawatomi tribes the European explorers encountered. Although no above-ground structures survive, Potawatomi villages were located near the rivers in the county. The local tribes also built burial mounds, although these mounds appear to have been lost to erosion or later development.

Under this context, resources will be primarily archaeological, and most resources will date to prior to 1850. Potential landmarks are likely to be similar to the National Register-listed Windrose Site in Rockville Township.

River Valley Settlements. During the initial settlement and development of present-day Kankakee County, the Kankakee River and the Iroquois River were major arteries for commerce and transportation. Additionally, native stands of timber in the county clustered along the

riverbanks. Therefore, the first settlements—at Bourbonnais, Momence, and Aroma Park—tended to be oriented toward the rivers. Of particular importance were locations where overland trails met the rivers, locations where the rivers could be easily forded. Both Momence and Aroma Park originated at the intersection of early trails and the rivers. Up to the years after the Civil War, industry continued to seek locations along the rivers, for water power to drive mills, as well as for transportation by boat. A relatively late example of riverfront industrial development is the mill and river shipping development at Hanford's Landing in northwest Kankakee County near the point where the Kankakee River crosses the county line. However, by the last decades of the nineteenth century, riverboat traffic for commercial purposes was in decline, as railroads developed and became more efficient and reliable. Similarly, the growth of industry using steam power and, later, electric power meant that riverfront locations were no longer necessary for most industries.

Under this context, significant resources will include pioneer-era structures as well as infrastructure and industrial structures related to the nineteenth century use of the river. Most resources will date prior to 1900.

Railroads and Town Development. Starting with the construction of the Illinois Central Railroad through the county in 1853, the development of Kankakee County was largely shaped by the routes and stations of the railroads. Several existing cities and villages, including Manteno, Kankakee, Chebanse, Herscher, Grant Park, and Essex, were newly created in response to railroad development from the 1850s to the 1880s. The

Historic Contexts

railroad-oriented development also resulted in earlier settlements being abandoned. The patterns of development established by the railroads have continued to guide development of the county in the twentieth and twenty-first centuries; for example, Interstate 57 was planned nearly parallel with the Illinois Central Railroad, resulting in new automobile-oriented developments in the latter half of twentieth century also being focused on the north-south access through the center of the county.

Under this context, historic resources may include structures directly related to the railroad, such as grain elevators or depots, as well as resources related to railroad-focused town development, such as commercial districts. Indirectly connected but similar to this context would be resources related to smaller villages and settlements that were bypassed by the railroads and subsequently abandoned or ceased developing. Some of these “ghost” settlements have no above ground resources but may constitute sites with historic-era archaeological potential. Other minor villages may retain historic churches or small districts of residential and commercial buildings in otherwise rural areas. Some of these minor villages may warrant consideration as historic districts.

Coal mining. Coal was first identified in the county, in Essex Township, in the 1860s. Deep shaft mining began in the 1870s and continued in the county until approximately 1909. Entire villages sprang up to house the miners and their families but were abandoned when the mines shut down. Subsequently, strip mining occurred in the same area from the 1950s to the 1970s.

Historic resources under this context will include structures that relate to the nineteenth century coal-miner villages, the mine operations, and infrastructure such as railroads that was developed in response to the mining. The resources are expected to be predominantly in Essex Township and date to the 1870–1910 era.

Agriculture. Since the earliest days of settlement down to the present day, agriculture has been a key component of the economy and culture of Kankakee County. Agricultural practices are constantly evolving in response to changing markets for various crops, new types of crops, and the introduction and evolution of farm machinery. These changes are reflected in the types of agricultural buildings that are built and in the adaptation of older buildings to new purposes.

Historic resources under this context will include houses and agricultural outbuildings at historic farmsteads as well as agriculture-related commercial buildings. Since all farmsteads change over time, it does not necessarily detract from the character of a farmstead for the house and outbuildings at the site to date to various eras or even various sequential owners. Rather, each contributing structure on a site should be considered in terms of representative structures of its type and period.

Ethnic settlements. At various times in the county’s history, development of particular areas occurred primarily due to the influx of a single ethnic or cultural group. Examples include the French-Canadian (Québécois) settlers in Bourbonnais and St. Anne, and the African-American settlers in Pembroke Township. The structures built in response to the migration of these ethnic and cultural groups and their local descendants form an important part of the overall history of the township.

Historic resources under this context may include houses, schools, commercial structures, institutional structures such as clubs, and religious buildings. The buildings are expected to be vernacular in nature and are more significant for their exemplification of social history and community development. It may also be possible to define historic district(s) under this historic context.

Educational institutions. The county has several historic educational campuses, most notably the

former St. Viator College, the site of present-day Olivet Nazarene University. The purpose-built collegiate buildings, and original unrelated adjacent structures later acquired by the educational institution, are an important architectural legacy for the county.

Historic resources under this context may include buildings, landscapes, and other facilities used for educational purposes. There may also be potential historic districts encompassing portions of a campus.

State hospitals. The two state hospitals at Kankakee and Manteno are similar campuses of historic structures, significant for their architecture, the medical practices of the hospital, and for social history.

Goals and Strategies

The basic goals of the Kankakee County Historic Preservation Commission are defined in the ordinance as:

- 1) To identify, designate, protect, preserve, and encourage the restoration, rehabilitation, and adaptation for continued use of those properties and structures which represent or reflect the historical, cultural, artistic, social, economic, ethnic or political heritage of the United States of America, State of Illinois, or County of Kankakee or which may be representative of an architectural or engineering type inherently valuable for the study of style, period, craftsmanship, method of construction or use of indigenous materials;
- 2) To strengthen the economy of the County of Kankakee;
- 3) To stabilize and improve the economic vitality and value of designated landmarks and preservation districts, in particular, and of the County of Kankakee, in general;
- 4) To protect, enhance, and interpret the county's resources for tourists and visitors as well as to support and provide stimulus to business and industry;
- 5) To foster civic pride in the beauty and character of the county and in the noble accomplishments of the past;
- 6) To conserve valuable material and energy resources in the ongoing use and maintenance of the existing built environment;
- 7) To safeguard the county's historic, aesthetic and cultural heritage as embodied and reflected in structures, landscape features, and scenic areas; and
- 8) To encourage public knowledge, understanding and appreciation of the county's past through the establishment and promotion of historic districts and landmark designations.

To help fulfill these goals and identify specific achievable work tasks, the commission has undertaken a yearlong planning process, culminating in this preservation plan.

Based upon feedback from the members of the Historic Preservation Commission, the Steering Committee, and the participants at the six public meetings, the list of goals and strategies in this chapter has been developed. The chapter is organized into four overarching, broad thematic goals. Within each grouping, a prioritized list of more specific goals follows. Finally, a list of specific strategies and activities that can be pursued to realize the goals is included. In addition to these overall goals, the Historic Preservation Commission will continue to support ongoing initiatives and activities. It may be appropriate to establish subcommittees or working groups for each of the four major goals. The four major goals are:

1. Identify and Protect Historic Resources
2. Educate the Public
3. Promote Tourism and Sensitive Development
4. Promote Partnerships

Goal 1: Identify and Protect Historic Resources

The most basic role of a historic preservation commission is to review nominations for the designation of new landmark properties and districts, and to review proposed work on existing landmark properties to ensure that the historic character of the property is protected. In all of the public forums, participants agreed that identifying and protecting historic resources is an important priority. The following goals relate to this topic:

1. Make sure most important properties are identified and protected.
2. Encourage members of the public or other groups to nominate properties for landmark status.
3. Using the present document as a starting point, periodically update and review information on the community's history and significant periods based on themes, geographic limits, and chronological periods.
4. Identify and protect properties that are significant for their connection to the lives and contributions of locally significant individuals and groups and local historic events.
5. Expand identification of resources beyond historic buildings to include historic gardens, farmsteads, rural cemeteries, and landscapes.

Strategies and Activities for Goal 1

1. **Conduct Countywide Reconnaissance Survey.** Review previous surveys and other information, and build a database of notable historic properties. This work would begin

94. It is important to note that the city or village government retains a significant role even with an intergovernmental agreement in place. The Historic Preservation Commission can only recommend a site or district for landmark status; the city council or village board must still approve each landmark. (This role is fulfilled by the

with a review of the 1977 survey, and field reconnaissance to compare the properties identified at that time to existing conditions. This county-wide reconnaissance survey would also include those notable structures identified during the public meetings. Although detailed field survey is beyond the scope of this preservation plan, a limited amount of reconnaissance work has been completed as part of this study. This preliminary work can be built upon to complete a new reconnaissance survey for the entire county.

2. **Establish Intergovernmental Agreements.**

As a county government function, the commission is legally obligated to involve the government of incorporated villages and cities in the landmark designation process. Since most of the municipalities in Kankakee County lack the staff and resources to support their own preservation commission and local landmark process, it is desirable that the Kankakee County Historic Preservation Commission take a leading role in the preservation of historic properties throughout the county, including within incorporated municipalities. One model for coordination between a municipality and the commission is the recent intergovernmental agreement with the City of Kankakee.⁹⁴ The commission should work with the elected representatives in each municipality to develop similar intergovernmental agreements. As the largest municipalities in the county, the first priority should be given to the City of Momence and the Villages of Bourbonnais, Bradley, Manteno, and Herscher.

County Board for properties in unincorporated areas.) The intergovernmental agreement simply streamlines the process, so that a proposed landmark can rapidly move forward for consideration first by the commission and then subsequently by the local government.

3. **Nominate One Key Resource in Each Township.** Based upon the reconnaissance survey, it is likely possible to identify at least one highly important and/or highly visible property in each township and community that would merit local landmark designation. Working with local volunteers and residents wherever possible, the commission should seek to designate at least one landmark in each township. To simplify the landmark process, these properties should ideally be located in unincorporated areas, and the landmark designation should be supported by the property owner. Having at least one resource landmark in each township would help build the visibility of the historic preservation commission and provide a locally relevant and familiar example to use when promoting historic preservation in each community.
4. **Perform Intensive Surveys of Local Areas.** To more comprehensively identify properties of architectural or historical importance, more detailed intensive surveys of smaller areas, such as neighborhoods, municipalities, rural hamlets, or townships, are recommended. Among the public forums, areas where the need for surveys was suggested included Herscher, Momence and vicinity, and Pembroke Township. Intensive-level preservation surveys can also include structures and sites such as farmsteads, gardens and designed landscapes, cemeteries, bridges, and other historic properties that may be overlooked during a preliminary architectural reconnaissance.
5. **Continue to Pursue CLG Grants.** Typically, survey and nomination work is eligible for CLG grants, with local matching. The local

95. An easement is a legal term under which one entity or person has legal rights to some aspect of real property owned by another person or entity. Generally, easements “run with the land,” meaning the same rights and obligations transfer automatically to subsequent owners. Common

matching component can take the form of county or municipal funding and/or local volunteers’ time. Each grant cycle, the commission should submit a grant application for a selected activity to be completed in the next year.

6. **Provide Signage for Landmarks.** In the public meetings, interest was expressed in having physical markers or signs for landmark properties. The commission should develop a standard template for the design of these types of markers or plaques that could be used wherever the property owner agrees to the placement of such signage. The design of the physical sign should be coordinated with the design of the county website, where each landmark can be identified and more complete historic information provided.
7. **Hold Preservation Easements.** One mechanism that exists to help the financing of historic preservation construction projects is a historic preservation easement.⁹⁵ In basic terms, the property owner donates a preservation easement on the property to another group. The terms of the preservation easement are property-specific, but generally would prevent demolition or major alteration of the historic property. The donated easement is assigned a financial value, and this value may provide a tax benefit to the property owner. Where relevant for a particular project, the Historic Preservation Commission should accept the donation of preservation easements.

examples of easements are rights of access, for example, where the owner of an otherwise landlocked parcel has an easement to create an access driveway across an adjoining, separately owned parcel.

Goal 2: Educate the Public

During the public forums, it became clear that there is both a need and a strong desire for additional public education around topics of historic preservation, the work of the commission, and, more broadly, local history and historic properties. Many participants did appreciate that historic preservation can provide a sense of place that fosters interest and pride in the beauty and accomplishments of the past, but they need to learn more about the programs and policies that make preservation happen. The following goals relate to this topic:

1. Ensure public understanding of historic preservation processes and programs.
2. Publicize the activities of the Historic Preservation Commission and other local preservation-related groups.
3. Make technical information more widely available and more accessible.
4. Promote local history to the community.
5. Educate the commissioners themselves.

Strategies and Activities for Goal 2

The following strategies and activities fall under the overarching goal of education. Throughout their efforts, the members of the preservation commission are spokespersons for historic preservation in their communities. The goal is to educate the community about what is worth preserving, why it should be preserved, and how to preserve it.

1. **Develop an informational workshop.** There are many misconceptions, even among members of the public interested in local history and preservation, about how local landmark processes work, and what benefits and limitations come with landmark status. The commission should work to develop a half-day or shorter training program that can be presented multiple times at multiple

venues, to explain the work of the preservation commission. Topics would include the procedure for developing and ultimately approving a landmark nomination; sources and strategies for researching a historic property; criteria for landmark status; differences between county landmark status and National Register status; the limits that landmark status places on individual property owners; the tax incentives and other benefits available to individual owners of landmark properties; and what design guidelines are available. The content of the workshop could grow or be modified depending upon feedback and questions from participants.

2. **Use various media to publicize the work of the commission.** Communicating to the public requires the use of all available media. Both traditional sources (local newspapers, cable access channel) and electronic media (county website, social media networks) should be utilized. It is important to disseminate similar information across multiple platforms. For example, when a new property is landmarked, this activity can be highlighted with a press release with a photograph provided to local newspapers; by posting historic information to the county website; by a write-up in the periodic newsletter; by e-mail to a mailing list of “friends” of the commission; and by uploading short statements and photos to social media.
3. **Attend training programs.** IHPA, the National Trust’s Main Street Program, and other preservation entities periodically sponsor training workshops or seminars intended for members of historic preservation commissions. Commissioners should be encouraged to attend. CLG grants may be available to offset travel expenses, where relevant.
4. **Make use of Preservation Month.** The month of May has been identified by the National Trust for Historic Preservation as

Preservation Month. The commission can take advantage of national publicity surrounding preservation at this time by scheduling special events, tours, educational workshops, and the like in May.

5. **Meet at special venues.** The commission can help raise the visibility of its work by occasionally holding its regular monthly public meetings in special venues around the county. For example, when a property is designated a new landmark, or an intergovernmental agreement is nearing approval, it can help promote and advertise this activity of the commission by holding the monthly meeting in a local venue in the relevant area.
6. **Establish an awards program.** The commission should promote exemplary historic preservation projects by establishing an annual awards program. The awards could be presented in May for work completed during the prior calendar year. Although ideally awards would be limited to projects completed at locally designated landmark properties, given that the commission is relatively new and has relatively few landmarks at this point, at first the awards program could consider a broader range of projects. During the public meeting, the restoration of the Momence Railroad Depot was one project that participants highlighted as an exemplary effort worthy of recognition. In the short term, the awards program may be a way to create more interest in the commission and encourage the designation of new landmarks.
7. **Publicize existing landmarks and historic areas.** A number of different groups have prepared tours of historic neighborhoods throughout the county. These existing tours can be publicized by the commission and used to promote the value of historic preservation.
8. **Publicize technical resources.** To help owners undertake work that preserves the historic character of their property, the commission can help publicize available technical resources. There are many existing resources from the state and federal governments that provide valuable guidance; the commission can begin by developing a list of links to other resources, to make these outside sources more broadly known and accessible. Although the commission likely should not attempt to maintain a list of available vendors or contractors, it may be desirable to develop a checklist of questions for property owners to ask before engaging a contractor to perform preservation work.

Goal 3: Promote Tourism and Sensitive Development

As part of advocating for historic preservation, the commission can also work to promote tourism and sensitive development that enhances the historic resources of the county. During the public meetings for this study, many expressed that they were very supportive of historic preservation due to the potential economic benefits, and that historic preservation and economic development can be mutually beneficial. Part of this overarching goal is making sure that proposed new developments and the other activities of local government do not disregard historic preservation concerns. The following goals relate to this topic:

1. Encourage the adaptive reuse of historic resources and encourage high standards of maintenance and restoration.
2. Promote development that preserves existing buildings and historic farmland.
3. Develop design guidelines as a basis for making design review decisions.
4. Protect and enhance resources with the potential to promote tourism.
5. Ensure that government activities support historic preservation.

Strategies and Activities for Goal 3

1. **Communicate with government staff.** Communicate with building inspectors, permit process, and building codes enforcement to ensure that historic preservation is considered in all local government activities. Coordination with other county government land use and development such as the comprehensive plan, zoning, and GIS mapping is also needed. (These functions are handled primarily at the county level.) Potentially, the training workshop on historic preservation (recommended as part of Goal 2, above) could be presented to county or municipal government staff as training in historic

preservation issues. Also, it may be worthwhile to schedule joint public meetings with other boards and commissions established for other planning purposes, such as zoning.

2. **Review property tax assessment process.** The commission should work with the Kankakee County Supervisor of Assessments to ensure that the property tax assessment process supports historic preservation. For example, taxes assessed on little-used agricultural buildings can lead to demolition. Changes to tax assessment policy could remove these misplaced incentives. Also, there may be the potential to consider a separate assessment category for landmarked properties.
3. **Publicize success stories.** To help encourage adaptive reuse, the commission can publicize successfully completed previous projects. Some of these projects, although older, may also merit consideration for preservation awards (see awards program in Goal 2, above). Among the buildings mentioned in the public meetings were the Arcade Building in Kankakee, renovated in 2004; Kankakee City Administration Building / former public library (a LEED certified adaptive reuse); the reuse of former houses in districts that have now become commercial areas; and the remaining original David Bradley Manufacturing Company building, in Bradley.
4. **Designate and mark historic routes and corridors.** One potential tourism draw could be the designation and marking with appropriate signage of historic routes and trails. Local examples include the Hubbard Trail and native trails. In addition to the route itself, historic properties along the corridor can be highlighted with signs and markers. Once a corridor is designated, the commission can work with local governments to ensure that paving and other infrastructure is maintained

in good condition and with an appropriate character.

5. **Coordinate preservation of natural resources and cultural resources.** In addition to the historic resources that are the focus of this study, Kankakee County possesses an abundance of natural, ecologically significant resources. Most significant among these are the Kankakee River and the savannah prairie in Pembroke Township, known as the Kankakee Sands. In western Kankakee County, much of the Kankakee River shoreline is protected as part Kankakee River State Park. In Pembroke Township, the non-profit group The Nature Conservancy has protected significant areas of the savannah. In May 2016, a group called Friends of the Kankakee donated 66 acres in Iroquois County, adjoining the south border of Pembroke Township, to the U.S. Fish and Wildlife Service to form the new Kankakee National Wildlife Refuge. (A similar refuge was first proposed in 1997, but was rejected by Congress in 1998, after strong objections were voiced in Kankakee County.)

Both the river corridor and savannah prairie areas also contain very significant historical, cultural, and archaeological resources. During the public meetings, concerns were expressed that protection of natural resources was sometimes over-emphasized, at the expense of under-valuing cultural heritage. The commission will need to have a working relationship with both the Illinois Department of Natural Resources, The Nature Conservancy, and potentially the U.S. Fish and Wildlife Service to ensure that protection of cultural resources is included in all planning efforts. For these areas, survey work is needed to identify cultural resources before major construction work is proposed. Properly managed, the combined preservation of both cultural heritage and natural resources in one site can be a more desirable and more easily promoted as a tourism destination.

6. **Help local groups develop tourism.** The commission should help advise local groups that are working to develop tourism in their area. Examples cited during the public meetings include walking and/or driving tours of the former Manteno State Hospital; historic neighborhoods in Herscher, Bonfield, and Bourbonnais; historic cemeteries; the barn quilt tour (featuring 100+ year old barns); and historic resources along the Kankakee River. Typically, local historical societies or other interested groups will need to take the lead in developing tours of this type. The Historic Preservation Commissions can assist in publicizing the tours and more widely disseminating the historic information collected as part of the tours.

7. **Publicize funding sources.** The role of commission is to publicize what resources are available. In particular, two types of tax incentives are available to support historic preservation. The 20 percent federal tax credit applies to the appropriate rehabilitation of historic, income-producing properties (generally commercial or rental housing properties). From the State of Illinois a property tax freeze for owner-occupied historic residences is available (ensuring that major rehabilitation work that increases the value of a house does not result in an added tax burden to the owner). IHPA maintains detailed information about these incentives, and the commission can help publicize these incentives to property owners in the county.

8. **Monitor New Developments.** The commission will also need to monitor major new infrastructure and other developments that are proposed for the county. As one example, Great Lakes Basin Transportation, Inc., has proposed to construct a new railroad line around the metropolitan Chicago area. The purpose of the new railroad would be to expedite freight movements at a national scale and to provide additional capacity for growing railroad traffic. Within Kankakee County, the

proposed route would begin in Yellowhead Township running due west, turning southwest in Rockville Township to follow the north bank of Rock Creek and crossing the Kankakee River near Warner Bridge Road, then proceeding southwest through Salina Township and west through Essex Township. Between Manteno and Grant Park, a new freight rail yard and intermodal terminal is proposed. The commission will need to stay informed about the planning process for projects of this type to ensure that historic preservation concerns are addressed.

Goal 4: Promote Partnerships

The Historic Preservation Commission is one entity among many that can advocate and support historic preservation in Kankakee County.

Working with other partners will be an ongoing goal for the commission. The following goals relate to this topic:

1. Partner with historical societies and museums.
2. Partner with schools, colleges, and libraries.
3. Partner with Farm Bureau, Kankakee County Convention and Visitors Bureau, and other similar groups.
4. Make clear that the Preservation Commission is a clearinghouse and community resource.

Strategies and Activities for Goal 4

For each of the partner agencies identified, the following typical goals can be pursued.

1. **Meet annually with leaders or groups.** Individual commissioners or subcommittees of the preservation commission can meet annually with staff, leaders, or boards for each partner agency. This meeting would be an opportunity to hear the issues or activities related to historic preservation that are occurring in the community or group.
2. **Keep up with changing leadership.** At least one commissioner will need to be a member or subscribe to the mailing list for each partner agency. When senior staff or board leadership changes, the commissioner will need to reach out to sustain or re-establish an ongoing relationship.
3. **Invite local officials to come to commission meetings.** When relevant topics are being discussed, it is very appropriate to invite leaders or staff from partner agencies to meetings of the Historic Preservation Commission. Such invitations were extended as part of the public meetings for this study,

and can be done so again, for example, when a building in a local community is being considered for landmark status, or when a survey project is started.

4. **Share publicity.** When publicizing local preservation events or actions of the commission, the commission can include links to relevant local historical societies. The commission should also request that partner agencies include links to the commission's website in relevant materials they publish.
5. **Work with schools.** Connect with teachers at elementary and high schools to develop local history and preservation curricula. The historic preservation workshop discussed above (Goal 1) may also be adaptable for presentation to a high school audience. The commission may also arrange for volunteer efforts by students or 4-H members for historic preservation work. Service projects could include cleaning up at neglected historic properties, conducting historical research, or fundraising.
6. **Work with colleges.** Promote Lifelong Learning sessions through Kankakee Community College and potentially through Olivet Nazarene University. A course on Kankakee River Valley Pioneers has been offered previously, with strong interest.
7. **Work with local groups to preserve threatened sites.** Although the commission likely cannot take a leading role, the commission can work to support and publicize efforts to save threatened buildings and sites in the county. Two examples that were frequently mentioned during the public meetings for this study were the former log one-room school house in Bourbonnais, previously dismantled and now in storage, and the Bonfield Depot.
8. **Work with local communities to develop preservation plans.** After completing surveys and identifying historic properties and

potential historic districts, the commission can work with local communities to develop preservation plans. Such plans could be geographic in scope, i.e., focused on a proposed historic district, or thematic in scope, i.e., focused on a particular type of resource, such as historic farmsteads. Elements of the plan may include identification of key resources, design guidelines for new work, challenges common to preservation work in that area, and sources for more information to help property owners.

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Appendix A: Kankakee County Preservation Ordinance

Chapter 119 - HISTORIC PRESERVATION

ARTICLE I. - PURPOSES, DEFINITIONS AND GENERAL PROVISIONS

Sec. 119-1. - Purposes and intent.

The purposes and intent of this chapter are as follows:

- (1) To identify, designate, protect, preserve, and encourage the restoration, rehabilitation, and adaptation for continued use of those properties and structures which represent or reflect the historical, cultural, artistic, social, economic, ethnic or political heritage of the United States of America, State of Illinois, or County of Kankakee or which may be representative of an architectural or engineering type inherently valuable for the study of style, period, craftsmanship, method of construction or use of indigenous materials;
- (2) To strengthen the economy of the County of Kankakee;
- (3) To stabilize and improve the economic vitality and value of designated landmarks and preservation districts, in particular, and of the County of Kankakee, in general;
- (4) To protect, enhance, and interpret the county's resources for tourists and visitors as well as to support and provide stimulus to business and industry;
- (5) To foster civic pride in the beauty and character of the county and in the noble accomplishments of the past;
- (6) To conserve valuable material and energy resources in the ongoing use and maintenance of the existing built environment;
- (7) To safeguard the county's historic, aesthetic and cultural heritage as embodied and reflected in structures, landscape features, and scenic areas; and
- (8) To encourage public knowledge, understanding and appreciation of the county's past through the establishment and promotion of historic districts and landmark designations.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-2. - Definitions.

For the purposes of this chapter, certain words, phrases, and terms shall have the following meanings:

Addition. Any act or process which changes one or more of the exterior architectural features of a structure designated for preservation by adding to, joining with, or increasing the size or capacity of the structure.

Alteration. Any act or process that changes one or more historic, architectural, or physical features of an area, site, landscape, place, and/or structure, including, but not limited to, the erection, construction, reconstruction, or removal of any structure; the expansion or significant modification of agricultural activities; surface mining; and clearing, grading or other modification of an area, site or landscape that changes its current or natural condition.

Archaeological significance. Importance as an area, site, place or landscape that has yielded or is likely to yield information concerning past patterns of human settlement, or artifacts or information concerning previous cultures in Illinois or previous periods of the present culture. Areas, sites or landscapes of archaeological significance may include, but are not limited to, aboriginal mounds, forts, earthworks, burial grounds, historic or prehistoric ruins, and locations of villages.

Architectural significance. Embodying the distinctive characteristics of a type, period, style or method of construction or use of indigenous materials, or representing the work of an important builder, designer, architect, engineer, or craftsman who has contributed to the development of the community, county, state or nation.

Area. A specific geographic division of the County of Kankakee.

Board chairman. Chairman of the Kankakee County Board.

Building. Any structure designed or constructed for residential, commercial, industrial, agricultural or other use.

Certificate of appropriateness. A certificate issued by the preservation commission indicating its approval of plans for alteration, construction, demolition, or removal affecting a nominated or designated landmark or property within a nominated or designated historic district.

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Certificate of economic hardship. A certificate issued by the preservation commission authorizing an alteration, construction, removal or demolition even though a certificate of appropriateness has previously been denied or may be denied.

Commissioners. Members of the preservation commission.

Conservation right. A term that includes easements, covenants, deed restrictions or any other type of less-than-full fee simple interest as that term is defined in Illinois Revised Statutes, Section 1 of "An Act relating to conservation rights in real property," approved September 12, 1977, as amended.

Construction. The act of adding an addition to a structure or the erection of a new principal or accessory structure on a lot or property.

Demolition. Any act or process which destroys in part or in whole a landmark or a building or structure within an historic district.

Design guidelines. Standards of appropriate activity that will preserve the historic, architectural, scenic or aesthetic character of a landmark or historic district.

Development rights. The development rights of a landmark or of a property within an historic district as defined in Section 11-48.2-1A of the Illinois Municipal Code.

Development rights bank. A reserve for the deposit of development rights as defined in Section 11-48.2-1A of the Illinois Municipal Code.

Exterior architectural appearance. The architectural character and general composition of the exterior of a building or structure, including but not limited to the kind, color and texture of the building material and the type, design and character of all windows, doors, light fixtures, signs and appurtenant elements.

Historic district. An area designated as an "historic district" for preservation by ordinance of the county board and which may contain within definable geographic boundaries one or more landmarks and which may have within its boundaries other properties, areas, sites, landscapes or structures, while not of such historic, architectural or scenic significance to be designated as landmarks, nevertheless contribute to the overall visual characteristics of the district.

Historic significance. Character, interest or value as part of the development, heritage, or culture of the community, county, state or nation; as the location of an important local, county, state or national event; or through identification with a person or persons who made important contributions to the development of the community, county, state or nation.

Landmark. A property or structure designated as a "landmark" by ordinance of the county board, pursuant to procedures prescribed herein, which is worthy of rehabilitation, restoration, or preservation because of its historic, or scenic, or architectural significance.

Landscape. A natural feature or group of natural features such as, but not limited to: valleys, rivers, lakes, marshes, swamps, forests, woods, or hills; or a combination of natural features and buildings, structures, objects cultivated, fields, or orchards in a predominantly rural setting.

Object. Any tangible items, including any items of personal property, including, but not limited to: wagons, boats, and farm machinery that may be easily moved or removed from real estate property.

Owner of record. The person or corporation or other legal entity in whose name the property appears on the records of the county recorder of deeds.

Preservation. The process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property.

Reconstruction. The process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

Rehabilitation. The process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

Removal. Any relocation of a structure, object or artifact on its site or to another site.

Repair. Any change that is not construction, alteration, demolition, or removal and is necessary or useful for continuing normal maintenance. Painting of same color(s) is to be considered a "repair", and as a repair it does not alter exterior or interior appearance. Therefore, painting of same color(s), like other repairs shall not be considered "significant alterations" in this chapter and will not require a certificate of appropriateness.

Restoration. The process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from a significant period.

Scenic significance. Importance as a result of appearance or character that remains relatively unchanged from and embodies the essential appearance related to a culture from an earlier historic or prehistoric period; as a result of a unique location, appearance, or physical character that creates an established or familiar vista or visual feature; or as a geologic or natural feature associated with the development, heritage, or culture of the community, county, state, or nation.

Site. The traditional, documented or legendary location of an event, occurrence, action, or structure significant in the life or lives of a person, persons, group, or tribe, including but not limited to, cemeteries, burial grounds, campsites, battlefields, settlements, estates, gardens, groves, river crossings, routes, trails, caves, quarries, mines, or significant trees or other plant life.

Structure. Anything constructed or erected, the use of which requires permanent or temporary location on or in the ground, including, (but without limiting the generality of the foregoing), barns; smokehouses; advertising signs; billboards; backstops for tennis courts; bridges; fences; pergolas; gazebos; radio and television antennas, solar collectors, and microwave antennas, including supporting towers; roads; ruins or remnants (including foundations); swimming pools; or walkways.

Survey. The systematic gathering of information on the architectural, historic, scenic, and archaeological significance of buildings, sites, structures, areas, or landscapes through visual assessment in the field and historical research, for the purpose of identifying landmarks or districts worthy of preservation.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-3. - General provisions.

The following are general provisions propounded to make more clear matters relative to scope and jurisdiction of this chapter:

- (1) No provision herein shall supersede the powers of other local legislative or regulatory bodies or relieve any property owner from complying with the requirements of any other state statute or code or ordinance of the county or individual municipal ordinances or regulations, and any permit or license required hereunder shall be required in addition to any certificate of appropriateness or economic hardship which may be required hereunder; provided, however, that where a certificate of appropriateness or economic hardship is required, no such other permit or license shall be issued by any other agency under the jurisdiction of the county board before a certificate has been issued by the commission as herein provided.
- (2) The use of property and improvements which have been designated under this chapter shall be governed by the Kankakee County Zoning Ordinance, as amended.
- (3) If any particular section of this chapter is declared to be unconstitutional or void, only the particular section is affected, and all other sections of this chapter shall remain in full force and effect.
- (4) For purposes of remedying emergency conditions determined to be dangerous to life, health or property, the commission may waive the procedures set forth herein and grant immediate approval for a certificate of appropriateness. The commission shall state its reasons in writing for such approval.
- (5) No member of the preservation commission shall vote on any matter that may materially or apparently affect the property, income, or business interest of that member.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Secs. 119-4—119-24. - Reserved.

ARTICLE II. - ORGANIZATION

Sec. 119-25. - Appointment.

The county board shall by ordinance appoint members to the county preservation commission from names submitted by the county board chairman.

- (1) *Composition.* The preservation commission shall consist of nine members. All members shall be residents of Kankakee County. The county board chairman shall nominate to the preservation commission at least one attorney, one historian or architectural historian, one architect/engineer, and one real estate professional knowledgeable in preservation; the other members shall be persons with a demonstrated interest in prehistory, history, architecture, engineering, or preservation.

In addition to the nine voting members, the director of the county planning department or the director's designee shall serve as an ex-officio, nonvoting member of the commission and shall be responsible for providing staff support.

- (2) *Terms.* Terms of the initial members shall be staggered so that at least five serve respectively for the following terms: one for one year; one for two years; one for three years; one for four years; one for five years. Any additional initial members shall also serve terms staggered in the same sequence. Successors to initial members shall serve for five-year terms. All ex officio members shall serve the term of their elected or appointed office. All members shall serve until their successors are appointed. Vacancies shall be filled by the county board from names submitted by the county board chairman. Any commission member may be removed by the county board for repeated failure to attend meetings of the historic preservation

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commission, or for any other cause deemed sufficient upon the recommendation of the historic preservation commission and approval of the planning department.

- (3) *Officers.* One of the appointed members shall be named chairman at the time of appointment and vice-chairman and secretary shall be elected by the preservation commission. The chairman shall preside over meetings. In the absence of the chairman, the vice-chairman shall perform the duties of the chairman. If both the chairman and the vice-chairman are absent, a temporary chairman shall be elected by those present. The planning director and his staff shall ensure that the following duties are performed:
 - a. That minutes are taken of each preservation commission meeting;
 - b. That copies of the minutes, reports, and decisions of the preservation commission be published and distributed to the members of the preservation commission.
 - c. The county board chairman is advised of vacancies on the preservation commission and expiring terms of members;
 - d. That there be prepared and submitted to the county board a complete record of the proceedings before the preservation commission on any matters requiring county board consideration. The county planning department shall be the official keeper of the records; and
 - e. That notice is given as provided herein or by law for all public hearings conducted by the preservation commission.
- (4) *Liability of members.* Any member of the commission acting within powers granted by the ordinance shall be relieved from personal liability for any damage and held harmless by the County of Kankakee. Any suit brought against any member of the board shall be defended by a legal representative furnished by the county until the termination of the proceedings.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-26. - Rules and procedures.

The historic preservation commission shall have the authority to develop and adopt rules and procedures necessary to carry out its functions under the provisions of this chapter.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-27. - Meetings.

Meetings of the preservation commission shall be held no less than monthly, except in those months when no business is pending, and shall be held at such times and places within the county as the commission shall decide. All meetings of the commission shall be open to the public. The commission shall keep minutes of its proceedings, showing a vote of each member upon every question, or if absent or failing to vote, and shall also keep records of its official actions. Such minutes and records shall be open to the public for inspection and maintained at offices of the county planning department.

- (1) *Quorum.* A quorum shall consist of five members. The transaction of business shall be made by a majority vote of those members in attendance while a quorum is present, except that the adoption, modification or rescission of any rule or part thereof shall require the affirmative vote of five members.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-28. - Compensation.

The members shall serve without compensation, but they shall be reimbursed for their expenses necessarily incurred in the performance of their duties as such and approved by the director of the planning department.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-29. - Annual report.

The commission shall submit an annual report of its activities to the county board.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-30. - Powers and authority.

The preservation commission shall have the following powers and authority:

- (1) To conduct an ongoing survey of the county to identify buildings, structures, areas, sites and landscapes that are of historic, archaeological, architectural, or scenic significance, and, therefore, potential landmarks or historic districts;
- (2) To hold public hearings and recommend to the county board the designation of landmarks or historic districts;
- (3) To compile information concerning and prepare descriptions of the landmarks or historic districts identified and recommended for designation and the characteristics that meet the standards for designation;
- (4) To prepare, keep current, and publish a map or maps showing the locations and exact boundaries of designated landmarks, historic districts, and sites;
- (5) To keep a register with supporting documents of all designated landmarks and historic districts;
- (6) To establish an appropriate system of markers or plaques for all designated landmarks and historic districts, and confer recognition upon the owners of landmarks or property within historic districts by means of a certificate;
- (7) To nominate landmarks and historic districts to any state or federal registers of historic places, with the approval of the county board;
- (8) To advise and assist owners of landmarks and property within historic districts on physical and financial aspects of preservation, renovation, rehabilitation, and reuse, and on procedures for inclusion on the National Register of Historic Places;
- (9) To inform and educate the citizens of the county concerning the historic, archaeological, architectural, or scenic heritage of the county by publishing appropriate maps, articles, newsletters, brochures, and pamphlets, and by holding programs and seminars;
- (10) To hold public hearings and to review applications for construction, alteration, removal, or demolition affecting landmarks or property within historic districts and issue or deny certificates of appropriateness for such actions;
- (11) To consider applications for certificates of economic hardship that would allow the performance of work for which a certificate of appropriateness has previously been denied;
- (12) To develop design guidelines for the proper alteration, construction, demolition, or removal of landmarks, or of property within historic districts;
- (13) To review proposed amendments to zoning regulations, applications for special uses or applications for zoning variations that affect any and all landmarks or historic districts. Proposed zoning amendments, applications for special use, or zoning variations that affect any landmark or historic district as defined in this chapter or any application for demolition of any structure which is more than 30 years old shall be reviewed by support staff and/or at the discretion of the staff shall be forwarded to the preservation commission for review within seven working days;
- (14) To administer on behalf of the county board any property, or full or partial interest in real property, including a conservation right, upon designation by the county board;
- (15) To accept and administer on behalf of the county board: gifts, grants, money or other personal property as may be appropriate for the purpose of this chapter. Such money may be expended for publishing maps and brochures, for hiring staff or consultants or performing otherwise appropriate functions for the purpose of carrying out the duties and powers of the preservation commission and the purposes of this chapter;
- (16) To administer any system established by the county board for the transfer of development rights;
- (17) To call upon available county agencies and staff as well as other experts for technical advice;
- (18) To retain specialists or consultants, or to appoint citizen, neighborhood or area advisory committees, as may be required;
- (19) To testify before all boards and commissions including the county planning and zoning commission, also known as the county regional planning commission, on any matter affecting potential or designated landmarks or historic districts;
- (20) To periodically review any county comprehensive plan and to develop a preservation component in any comprehensive plan of the county and to recommend it to the regional planning commission and the county board;
- (21) To periodically consult the county zoning administrator, review any county zoning ordinance and building code, and to recommend to the county board any amendments appropriate for the protection and continued use of landmarks or property within historic districts;
- (22) To undertake any other action or activity necessary or appropriate to the implementation of its powers and duties or the implementation of the purposes of this chapter.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

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Secs. 119-31—119-44. - Reserved.

ARTICLE III. - SURVEYS AND RESEARCH

Sec. 119-45. - Identification of potential landmarks.

The preservation commission shall undertake an ongoing survey and research effort in the county to identify areas, sites, structures, and objects that have historic, cultural, community, architectural or aesthetic importance, interest, or value. As part of the survey, the commission shall review and evaluate any prior surveys and studies by any unit of government or private organization and compile appropriate descriptions, facts, and photographs.

The commission shall make an effort to systematically identify potential landmarks and districts and adopt procedures to nominate them in groups based upon the following criteria:

- (a) The potential landmarks or districts in one township or distinct geographical area of the county;
- (b) The potential landmarks associated with a particular person, event, or historical period;
- (c) The potential landmarks of a particular architectural style or school, or of a particular architect, engineer, builder, designer, or craftsman; or of a particular building material;
- (d) Such other criteria as may be adopted by the preservation commission to assure systematic survey and nomination of all potential landmarks within the county.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-46. - Preservation plan.

The historic preservation commission may prepare a Kankakee County Historic Preservation Plan.

Any such preservation plan shall be presented to the county planning department for consideration and recommendation to the county board for inclusion in the Kankakee County Land Resource Management Plan as amended. From time to time, the commission shall review the plan and insert in the historic preservation commission minutes a report of such review and take appropriate action on any amendments to the plan deemed necessary.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-47. - Nomination of landmarks and historic districts.

The preservation commission or any person may propose landmarks or historic districts for designation by the county board by filing an historic landmark prequalification form for any property or properties and structures located in an unincorporated area within the geographical boundaries of Kankakee County and those municipalities as provided for by statute.

- (1) *[Prequalification forms.]* Prequalification forms shall be filed with the county planning department. Such forms shall be provided by the commission and, when submitted, shall include the following:
 - a. Property name and address;
 - b. Contact information for person requesting application;
 - c. Property classification: District, site, building, structure or object;
 - d. Indicate which of the following criteria apply to the nominated property:
 - 1. Criteria A: Event;
 - 2. Criteria B: Person;
 - 3. Criteria C: Design/construction;
 - 4. Criteria D: Information potential.
 - e. Signify how the property has retained its integrity;
 - f. Indicate property owner's support or lack of support for nomination of this property.

The preservation commission shall review the prequalification form at its next scheduled monthly meeting, and within 14 days provide a written response to notify the applicant if the property is found to have merit for consideration for landmark designation; authorizing the applicant to file an historic landmark nomination form.

(2) *[Historic landmark nomination form.]* An historic landmark nomination form shall be filed with the county planning department. Such forms shall be provided by the commission and, when submitted, shall include or be accompanied by all of the following information:

- a. The name and address, as shown on the tax assessor's rolls of the owner of record of the nominated property;
- b. The permanent index number (PIN), legal description, and common street address of the property proposed for designation;
- c. A map delineating the boundaries and location of the property proposed for designation;
- d. A written statement describing the property and setting forth reasons in support of the proposed designation;
- e. In nominating an area for designation as an historic district, a list enumerating all properties and improvements previously designated, or currently pending designation, as a landmark by this commission or listed on the National Register of Historic Places;
- f. There shall be no fee for submitting a nomination form to the commission for designation of a historic landmark or historic district.

(3) *Criteria for consideration of nomination.* The commission may recommend to the county board the designation of landmarks and historic districts. In the case of districts, nomination may occur where not more than 50 percent of the property owners whose property is located within the boundaries of the proposed district object to designation. And, in the case of landmarks or districts when after a thorough investigation results determine that a property, structure or improvement, or area so recommended meets one or more of the following criteria:

- a. It is associated with events that have made a significant contribution to the broad patterns of our history;
- b. It is associated with the lives of persons significant in our past;
- c. It embodies 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;
- d. It has yielded, or may be likely to yield, information important in prehistory or history.

And, that the quality of significance in American history, architecture, archeology, engineering, and culture is present in the buildings, districts, sites, structures, and objects that possess integrity of location, design, setting, materials, workmanship, and association.

(4) *Notification of nomination.* The preservation commission shall, upon receipt of the completed nomination form, cause to be scheduled a public hearing on the nomination. Notice of the date, time, place and purpose of the public hearing and a copy of the completed nomination form shall be sent by certified mail to the owner(s) of record and to the nominators, as well as by regular mail to property owners adjoining the nominated landmark or historic district at least 15 days prior to the date of the hearing. Such notice shall also be published in a newspaper having general circulation in the area surrounding the nominated property or district at least 15 days prior to the date of the hearing. All notices shall state the street, address and permanent index number or legal description of a nominated landmark and the boundaries of a nominated historic district.

(5) *Public hearing.* A public hearing shall be scheduled, and notification made thereof, pursuant to subsection (4), above. Oral or written testimony shall be taken at the public hearing from any person or organization concerning the nomination. The preservation commission may solicit expert testimony or present its own evidence regarding the historic, archaeological, or scenic significance of a proposed landmark or of any property within a proposed historic district relative to compliance with criteria for consideration set forth above in subsection (2). The owner of any nominated landmark or of any property within a nominated historic district shall be allowed reasonable opportunity to present evidence regarding historic, archaeological, architectural or scenic significance and shall be afforded the right of representation by counsel and reasonable opportunity to cross-examine expert witnesses. The hearing shall be closed upon completion of testimony.

(6) *Recommendation of the preservation commission.* Within 60 days following close of the public hearing, the commission shall make its determination upon the evidence whether the proposed landmark or historic district does or does not meet the criteria for designation. A recommendation to the county board regarding the proposed landmark or historic district shall be passed by resolution of the preservation commission. This recommendation, submitted to the county planning department (PZA) for approval, shall be accompanied by a report stating the findings of the preservation commission concerning the historic, archaeological, architectural or scenic significance of the proposed landmark or historic district. The report shall contain the following information:

- a. An explanation of the significance or lack of significance of the nominated landmark or historic district as it relates to the criteria for designation;
- b. A description of the integrity or lack of integrity of the nominated landmark or historic district;

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- c. In the case of a nominated landmark found to meet the criteria for designation:
 - 1. A description of the significant exterior architectural features of the nominated landmark that should be protected;
 - 2. A description of the types of construction, alteration, demolition, and removal, other than those requiring a building or demolition permit, that should be reviewed for appropriateness pursuant to the provisions of section 119-76.
- d. In the case of a nominated historic district found to meet the criteria for designation:
 - 1. A description of the types of significant exterior architectural features of the structures within the nominated historic district that should be protected;
 - 2. A description of the types of alterations and demolitions that should be reviewed for appropriateness pursuant to the provisions of section 119-76.
- e. The relationship of the nominated landmark or historic district to the ongoing effort of the preservation commission to identify and nominate all potential areas and structures that meet the criteria for designation;
- f. A map showing the location of the nominated landmark and the boundaries of the nominated historic district. The recommendation and report shall be available to the public in the office of the county planning department.

The preservation commission shall forward copies of the resolution and report to the applicant and the owner of the subject property or representative for petitioners of the subject area.

- (7) *Designation.* The county board, upon recommendation from the preservation commission and approval of PZA that the proposed landmark or historic district should be designated, shall review the report and recommendations of the preservation commission. The county board after reviewing the report and recommendation shall, within 60 days from receipt of the recommendation of the preservation commission, take one of the following steps: (a) designate the landmark or historic district by ordinance; or (b) refer the report and recommendation back to the preservation commission with suggestions for revisions stating its reason for such action.

Upon return of the report and recommendation to the commission, the committee shall review the county board action resubmission therein finding within 45 days of the county board meeting. The county board shall designate or not designate the landmark or historic district at the next regularly scheduled county board meeting. If the county board fails to act on the preservation commission recommendation within 60 days the recommendation shall be placed on the agenda at the next regularly scheduled meeting of the county board and each successive meeting until such time as the county board shall have acted upon the recommendation.

- (8) *Resubmission of application.* Resubmission of any application for landmark or historic district designation may be made not sooner than [within] 90 days of county board action. Not more than one resubmission may be made within a 12-month period.
- (9) *Notice of designation.* Notice of the action of the county board including a copy of the ordinance designating the landmark or historic district, shall be sent by regular mail to all persons of record, including, but not limited to, each owner of record of a landmark or property within an historic district and to owners of adjacent and immediately surrounding properties affected by a certificate of appropriateness. Further, as soon as is reasonably possible, the county board chairman shall cause to be notified the county planning department, the recorder of deeds, the county clerk, and the county collector by forwarding to each a copy of the designation ordinance. The recorder of deeds shall ensure that the designation be recorded on all directly affected parcels.
- (10) *Appeals.* Adoption of an ordinance designating a landmark or historic district by the county board shall be a final action reviewable under Section 3-101 of the Illinois Administrative Review Law.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-48. - Publication of map.

A map showing the location of all designated landmarks and historic districts shall be published and amended upon each designation. Copies of the map shall be available to the public at the office of the county planning department and at the same location and in the same manner as any county zoning map.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-49. - Interim code.

No building permit shall be issued by the building officer for alteration, construction, demolition, or removal of a nominated landmark or of any property or structure within a nominated historic district from the date of the meeting of the preservation commission at which a completed nomination form is first presented until the final disposition of the nomination by the county board unless such alteration, removal, or demolition is necessary for public health, welfare, or safety. In no event shall the delay be for more than 120 days.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-50. - Marking by attachment of plaque.

Each designated landmark, landmark site and historic district may be marked by an appropriate plaque carrying a brief description and account of the historical significance of the property.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-51. - Amendment and rescission of designation.

The county board, upon recommendation of the preservation commission, may amend or rescind designation by the same procedure and according to the same standards and considerations set forth for designation.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-52. - Transfer of jurisdictional control.

Should a designated landmark, landmark site or historic district be incorporated into a municipality with a preservation ordinance, that municipality's preservation ordinance shall govern. If a municipality annexes a designated landmark, landmark site or historic district and does not have a preservation ordinance, the county's preservation ordinance will continue to govern.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Secs. 119-53—119-74. - Reserved.

ARTICLE IV. - ALTERATIONS TO PREMISES

Sec. 119-75. - Scope.

Work on property and improvements so designated pursuant to this chapter shall be regulated as follows:

- (1) *Landmarks.* No significant alterations, exterior construction, exterior or interior alteration which may affect the exterior appearance, or an historically significant interior area, or demolition may be performed on property and structures which have been designated under this chapter as landmarks, except as shall be approved by a certificate of appropriateness.
- (2) *Historic districts.* No significant alterations, exterior construction or exterior demolition or interior alteration which may affect the exterior appearance may be performed on property and structures located within an area which is designated under this chapter as an historic district, except as shall be approved by a certificate of appropriateness.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-76. - Certificate of appropriateness.

A certificate of appropriateness from the preservation commission established pursuant to this chapter shall be required before any significant alteration, construction, demolition or removal that affects pending or designated landmarks and historic districts is undertaken. Such a certificate is required for all such actions from the date a completed nomination form is submitted to the preservation commission.

- (1) *Applications for certificate of appropriateness.* Every application submitted to the county planning department, division of building and zoning for a permit wherein the applicant represents and/or delineates plans to commence any action as immediately described above affecting any such property, improvements or areas therein described, shall be forwarded by

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the manager of building and zoning to a representative or representatives of the preservation commission, within three days following the receipt of said application by the building and zoning division. The building and zoning division shall not issue the building or demolition permit until a certificate of appropriateness has been issued by the preservation commission. Any applicant may request a meeting with the preservation commission before the application is sent by the director of building and zoning to the preservation commission or during the review of the application. Application for review of construction, alteration, demolition, or removal not requiring a building permit for which a certificate of appropriateness is required shall be made on a form prepared by the preservation commission and available at the office of the county planning department.

- (2) *Public hearing.* The preservation commission may schedule, provide notice and conduct a public hearing concerning the application in the manner previously described in article III. If a public hearing is not scheduled, the commission may consider the completed application at its next regular meeting and may grant a certificate of appropriateness at that time. The commission may further designate support staff be responsible for reviewing routine applications for certificates of appropriateness when the proposed work is clearly appropriate and in accordance with the criteria set forth below and the purposes of this chapter.
- (3) *[Technical advice.]* The commission may seek technical advice from outside its members on any application for a certificate of appropriateness. The applicant and each commissioner shall receive a copy of the consultant's written opinion at least seven days before a determination is to be made on the application.
- (4) *[Prompt and reasonable action.]* The commission shall act promptly and in a reasonable manner in its judgment of plans for new construction or for alteration, removal, or demolition of structures in historic districts that have little historic value and that are not shown on priority lists, except where such construction, alteration, removal, or demolition would seriously impair the historic or architectural value of surrounding structures or the surrounding area.
- (5) *Design guidelines.* The commission shall consider the following factors in reviewing applications for certificate of appropriateness:
 - a. *Height.* The height of any proposed alteration or construction should be compatible with the style and character of the landmark and with surrounding structures in an historic district;
 - b. *Proportions of windows and doors.* The proportions and relationships between doors and windows should be compatible with the architectural style and character of the landmark and with surrounding structures within an historic district;
 - c. *Relationship of building masses and spaces.* The relationship of a structure within an historic district to open space between it and adjoining structures should be compatible or similar to relationships commonly found between similar structures in the district;
 - d. *Roof shape.* The design of the roof should be compatible with the architectural style and character of the landmark and surrounding structures which are similar in design in an historic district;
 - e. *Landscaping.* Landscaping should be compatible with the architectural character and appearance of the landmark and of surrounding structures and landscapes in historic districts;
 - f. *Scale.* The scale of the structure after alteration, construction, or partial demolition should be compatible with its architectural style and character and with surrounding structures in an historic district;
 - g. *Directional expression.* Facades in historic districts should blend with other structures with regard to directional expression. Structures in an historic district should be compatible with the dominant horizontal or vertical expression of surrounding structures or of its stylistic design. The directional expression of a landmark after any alteration, construction, or partial demolition should be compatible with its original architectural style and character;
 - h. *Architectural details.* Architectural details including materials and textures should be treated so as to make a landmark compatible with its original architectural style or character;
 - i. *Surface cleaning.* Surface cleaning of structures shall be undertaken with the utmost care and consideration. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.
- (6) *Standards for review.* The commission, in considering the appropriateness of any alteration, demolition, new construction, or removal to any property or structures designated, or pending designation, as a landmark, or any area designated, or pending designation as an historic district shall be guided by the following general standards in addition to any design guidelines in the ordinance designating the landmark or historic district, as well as conformance to applicable zoning classification, height, and area limitation:
 - a. Every reasonable effort shall be made to provide a compatible use for a property that requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose;
 - b. The distinguishing original qualities or character of a building, structure, site, and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural feature should be avoided whenever possible;

- c. All buildings, structures, and sites shall be recognized as products of their time. Alterations that have no historical basis or that seek to create an earlier/later appearance shall be discouraged;
- d. Changes that may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected;
- e. Distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure, or site shall be treated with sensitivity;
- f. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplication of features, substantiated by historic, physical, or pictorial evidence, rather than on conjectural designs or the availability of different architectural elements from other buildings or structures;
- g. Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any project;
- h. Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural, or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood, or environment;
- i. Wherever possible, new additions or alterations to structures should be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be impaired.

(7) *Determination by the preservation commission.* After support staff review and after the next regular meeting of the commission, or from the close of a public hearing concerning an application for a certificate of appropriateness, or within such further time as the applicant for said certificate (and/or permit) approves in writing, the commission shall determine whether:

- a. The proposed construction, alteration, demolition, removal or other modification will be appropriate to the preservation of the particular landmark or historic district and a certificate of appropriateness may be issued; or
- b. Such proposed modification is inappropriate to the preservation of the particular landmark or historic district and a certificate of appropriateness may be denied. Written notice of the approval or denial of the application for a certificate of appropriateness shall be provided the applicant, sent by certified mail with return receipt requested, and to the county planning department within seven days (Saturdays, Sundays, and legal holidays excluded) following the determination and shall be accompanied by a certificate of appropriateness in the case of an approval.

(8) *Denial of certificate of appropriateness.* A denial of a certificate of appropriateness shall be accompanied by a statement of the reasons for the denial. The preservation commission shall make recommendations to the applicant concerning changes, if any, in the proposed action that would cause the preservation commission to reconsider its denial and shall confer with the applicant and attempt to resolve as quickly as possible the difference(s) between the applicant and the commission. The applicant may resubmit an amended application or reapply for a building or demolition permit that takes into consideration the recommendations of the preservation commission.

(9) *Compliance with certificate of appropriateness.* A certificate of appropriateness will become void:

- a. If there is any change in the scope of work pursuant to the approved application subsequent to the issuance of the certificate; or
- b. If 24 months have elapsed after issuance of the certificate and no building permit has been issued or if 24 months have lapsed after issuance of the last building permit and the project has not been completed.

(10) *Appeals.* A denial of a certificate of appropriateness is an administrative decision as defined in section 3-101 of the Illinois Administrative Review Law, and it shall be subject to judicial review pursuant to provisions of said administrative review law and all amendments and modifications thereof, and the rules adopted thereto.

(11) *Decision binding on director, building and zoning.* The director of the county planning department, shall be bound by the determination of the commission and approve, if in conformance with other provisions of the building code, or disapprove any application for the proposed construction, alteration, removal of an exterior architectural feature, or demolition of any building or structure in a preservation district or any landmark in accordance with said determination.

(12) *Failure of commission to review application in a timely manner.* Failure of the commission to act upon an application for certificate of appropriateness within 90 days shall constitute approval and no other evidence shall be needed. This time limit may be waived only by mutual consent of the applicant and the commission.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

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Sec. 119-77. - Demolitions.

- (1) Pursuant to section 119-76 above, the preservation commission may deny any application for a certificate of appropriateness where demolition is proposed upon a finding that such proposed action will adversely affect the historic, archeological, architectural, or scenic significance of a landmark or historic district. Upon receipt of an application for a certificate of appropriateness for demolition, the preservation commission shall as soon as possible make a determination, supported by written findings, whether one or more of the following criteria are met:
 - (a) The structure is of such interest or quality that it would reasonably meet national, state or local criteria for designation as an historic or architectural landmark;
 - (b) The structure is of such unusual or uncommon design, texture or materials that it could not be reproduced, or be reproduced only with great difficulty and expense;
 - (c) Retention of the structure would aid substantially in preserving and protecting another structure which meets criteria (a) or (b) hereinabove.
- (2) Where the preservation commission determines that one or more of these criteria are met, no certificate of appropriateness shall be issued and the application shall be denied.
- (3) The preservation commission shall also require the applicant to submit for review and consideration post demolition plans which shall include drawings or sketches with sufficient detail to show, as far as they relate to exterior appearance, the architectural design of any and all improvements incorporated in such plans.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-78. - Economic hardship.

- (1) *Criteria.* The preservation commission may issue a certificate of economic hardship upon determination that the failure to issue a certificate of appropriateness has denied, or will deny the owner of a landmark or of a property within an historic district all reasonable use of, or return on, the property. Application for a certificate of economic hardship shall be made on a form and in the manner as prescribed by the preservation commission. The preservation commission may schedule a public hearing concerning the application and provide notice in the same manner as prescribed in article III and conduct the hearing in the same manner as prescribed in article III.

However, once a property has been designated a landmark the real estate agent must notify any new buyer(s) of that designation. If the owner purchased a landmarked property, or a property within an historic district after the date it was designated a landmark, the owner will not be eligible to apply for a certificate of economic hardship.

- (2) *Required information.* The preservation commission may solicit expert testimony and the applicant for a certificate of economic hardship shall submit all of the following information in order to assist the preservation commission in its determination on the application:
 - (a) An estimate of the cost of the proposed construction, alteration, demolition, or removal, and an estimate of any additional cost that would be incurred to comply with the recommendations of the preservation commission for changes necessary for the issuance of a certificate of appropriateness;
 - (b) A report from a licensed engineer or architect with experience in rehabilitation as to the structural soundness of any structures on the property and their suitability for rehabilitation;
 - (c) Estimated market value of the property in its current condition; after completion of the proposed construction, alteration, demolition, or removal; after any changes recommended by the preservation commission; and, in the case of a proposed demolition, after renovation of the existing property for continued use;
 - (d) In the case of a proposed demolition, an estimate from an architect experienced in rehabilitation as to the economic feasibility of rehabilitation or reuse of the existing structure on the property;
 - (e) Amount paid for the property, the date of purchase, and the party from whom purchased, including a description of the relationship, of any, between the owner of record or applicant and the person from whom the property was purchased, and any terms of financing between the seller and buyer;
 - (f) If the property is income-producing, the annual gross income from the property for the previous two years; itemized operating and maintenance expenses for the previous two years; and depreciation deduction and annual cash flow before and after debt service, if any, during the same period;
 - (g) Remaining balance on any mortgage or other financing secured by the property and annual debt service, if any, for the previous two years;
 - (h) Any listing of the property for sale or rent, price asked and offers received, if any, within the previous two years;
 - (i) Assessed value of the property according to the two most recent assessments;

- (j) Real estate taxes for the previous two years;
- (k) Form of ownership or operation of the property, whether sole proprietorship, for profit or not-for-profit corporation, limited partnership, joint venture, or other;
- (l) Any other information, including the income tax bracket of the owner, applicant, or principal investors in the property considered necessary by the preservation commission to make a determination as to whether the property does yield or may yield a reasonable return to the owners.

(3) *Determination of economic hardship.* Within 60 days from receiving a request for a certificate of economic hardship, the commission, upon a determination that the denial of a certificate of appropriateness has denied, or will deny the owner of a landmark or of a property within an historic district of all reasonable use of or return on the property, may issue a certificate of appropriateness for the proposed construction, alteration, demolition or removal. Written notice of the determination shall be provided in the same manner as required by section 119-76

(4) *Waiver of limit.* This time limit may be waived only by mutual consent of the applicant and the commission.

(5) *Appeals.* A denial of a certificate of economic hardship is an administrative decision as defined in section 3-101 of the Illinois Administrative Review Law, and it shall be subject to judicial review pursuant to provisions of said law and all amendments and modifications thereof, and the rules adopted thereto.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-79. - Maintenance of historic properties.

Nothing in this article shall be construed to prevent the ordinary maintenance of any exterior elements of a property or structures designated or nominated as a landmark or located within a designated or nominated district.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Sec. 119-80. - Public safety exclusion.

None of the provisions of this chapter shall be construed to prevent any measures of construction, alteration, or demolition necessary to correct or abate the unsafe or dangerous condition of any structure, other feature or part thereof, where such condition has been declared unsafe or dangerous by the director, county building and zoning division; the county health department; or any fire protection district and where the proposed measures have been declared necessary, by such department or departments to correct the said condition; provided, however, that only such work as is reasonably necessary to correct the unsafe or dangerous condition may be performed pursuant to this section. In the event any structure or other feature shall be damaged by fire or other calamity, or by act of nature or by the public enemy, to such an extent that, in the opinion of the aforesaid department or departments, it cannot reasonably be repaired and restored, it may be removed in conformity with normal permit procedures and applicable laws.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Secs. 119-81—19-94. - Reserved.

ARTICLE V. - ENFORCEMENT

Sec. 119-95. - Scope.

- (1) The county planning department, division of building and zoning, shall give written notification, sent by certified mail, return receipt, postage prepaid requested, of any violation of this chapter to the owner of record, lessor, the trustee, or other legally responsible party for such property, stating in such notification that they have inspected the property and have found it in violation of this chapter. They shall state in the notification in clear precise terms a description or explanation of the violation. The property owner of record, trustee, lessor, or legally responsible party shall have 30 days from the date he receives the notice in which to correct such violation or to give satisfactory evidence that he has taken steps that will lead to correcting such violation within a stated period of time, which time must be agreeable to the division of building and zoning as being fair and reasonable.
- (2) The preservation commission may petition the Circuit Court of Kankakee County for relief consistent with the Illinois Compiled Statutes, for all violations of this chapter involving the alteration of the property in whole or in part.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

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Sec. 119-96. - Penalties.

- (1) *Enforcement.* Any person, firm, or corporation who violates, disobeys, omits, neglects, or refuses to comply with, or who resists enforcement of any provisions of this chapter shall be subject to a fine of not less than \$25.00 nor more than \$500.00 for each offense. Each day a violation is permitted to exist after notification thereof shall constitute a separate offense.
- (2) *Separate offenses.* The owner or tenant of any building, structure, or land, and any architect, planner, surveyor, engineer, realtor, attorney, builder, contractor, agent, or other person who commits, participates in, assists in, or maintains such violation may be found guilty of a separate offense and suffer the penalties herein provided.
- (3) *Other lawful action.* Nothing herein contained shall prevent the county from taking such other lawful action as is necessary to prevent or remedy any violation.
- (4) *Equitable relief.* In addition to other remedies provided by law, the county of Kankakee may institute any appropriate action or proceeding to prevent, restrain, abate or correct a violation of this chapter, including, but not limited to, requiring the restoration of property and improvements to its appearance prior to the violation.

(Ord. No. 2008-04-08-181, 12-9-2008; Res. No. 2015-12-08-155, Exh. A, 12-8-2015)

Appendix B: Treaty with the Potawatomi

This appendix is an excerpt from Charles J. Kappler, ed., *Indian Affairs: Laws and Treaties*, vol. II, Treaties (Washington, D.C.: Government Printing Office, 1904). This treaty established many reservations in Kankakee County (Article II on page 353 of the excerpt).

TREATY WITH THE POTAWATOMI, 1832.

Articles of a treaty made and concluded at Camp Tippecanoe, in the State of Indiana, this twentieth day of October, in the year of our Lord one thousand eight hundred and thirty-two, between Jonathan Jennings, John W. Davis and Marks Crume, Commissioners on the part of the United States of the one part, and the Chiefs and Headmen of the Potawatamie Tribe of Indians of the Prairie and Kankakee, of the other part.

Oct. 20, 1832.
7 Stat., 378.
Proclamation, Jan.
21, 1833.

ARTICLE I. The said Potawatamie Tribe of Indians cede to the United States the tract of land included within the following boundary, viz:

Cession to the United States.

Beginning at a point on Lake Michigan ten miles southward of the mouth of Chicago river; thence, in a direct line, to a point on the Kankakee river, ten miles above its mouth; thence, with said river and the Illinois river, to the mouth of Fox river, being the boundary of a cession made by them in 1816; thence, with the southern boundary of the Indian Territory, to the State line between Illinois and Indiana; thence, north with said line, to Lake Michigan; thence, with the shore of Lake Michigan, to the place of beginning.

ARTICLE II. From the cession aforesaid the following tracts shall be reserved, to wit:

Reservations.

Five sections for Shaw-waw-nas-see, to include Little Rock village.

For Min-e-maung, one section, to include his village.

For Joseph Laughton, son of Wais-ke-shaw, one section, and for Ce-na-ge-wine, one section, both to be located at Twelve Mile Grove, or Na-be-na-qui-nong.

For Claude Laframboise, one section, on Thorn creek.

For Maw-te-no, daughter of Francois Bourbonnois, jun. one section, at Soldier's village.

For Catish, wife of Francis Bourbonnois, sen. one section, at Soldier's village.

For the children of Wais-ke-shaw, two sections, to include the small grove of timber on the river above Rock village.

For Jean B. Chevallier, one section, near Rock village; and for his two sisters, Angelique and Josette, one half section each, joining his.

For Me-she-ke-ten-o, two sections, to include his village.

For Francis Le Via, one section, joining Me-she-ke-ten-o.

For the five daughters of Mo-nee, by her last husband, Joseph Bailey, two sections.

For Me-saw-ke-qua and her children, two section, at Wais-us-kucks's village.

For Sho-bon-iер, two sections, at his village.

For Josette Beaubien and her children, two sections, to be located on Hickory creek.

For Therese, wife of Joseph Laframboise, one section; and for Archange Pettier, one section, both at Skunk Grove.

For Mau-i-to-qua and son, one half section each; for the children of Joseph Laframboise, one section, at Skunk Grove.

For Washington Bourbonnois, one section, joining his mother's reservation (Calish Bourbonnois).

For Ah-be-te-kezhic, one section, below the State line on the Kankakee river.

For Nancy, Sally, and Betsey Countreman, children of En-do-ga, one section, joining the reserves near Rock village.

For Jacque Jonveau, one section, near the reservation of Me-she-ke-ten-o.

For Wah-pon-seh and Qua-qui-to, five sections each, in the Prairie near Rock village.

TREATY WITH THE POTAWATOMI, 1832.

Annuities.

The persons to whom the foregoing reservations are made, are all Indians and of Indian descent.

ARTICLE III. In consideration of the cession in the first article, the United States agree to pay to the aforesaid Potawatamie Indians, an annuity of fifteen thousand dollars for the term of twenty years. Six hundred dollars shall be paid annually to Billy Caldwell, two hundred dollars to Alexander Robinson, and two hundred dollars to Pierre Le Clerc, during their natural lives.

Payment of claims
against Indians.

ARTICLE IV. The sum of twenty-eight thousand seven hundred and forty-six dollars, shall be applied to the payment of certain claims against the Indians, agreeably to a schedule of the said claims, hereunto annexed.

Merchandise.

The United States further agree to deliver to the said Indians, forty-five thousand dollars in merchandise immediately after signing this treaty; and also the further sum of thirty thousand dollars in merchandise is hereby stipulated to be paid to them at Chicago in the year 1833.

Payments for horses
stolen.

There shall be paid by the United States, the sum of one thousand four hundred dollars to the following named Indians, for horses stolen from them during the late war, as follows, to wit:

To Pe-quo-no, for two horses, eighty dollars.	\$80
To Pa-ca-cha-be, for two ditto, eighty dollars.	80
To Shaw-wa-nas-see, for one ditto, forty dollars.	40
To Francis Sho-bon-nier, for three ditto, one hundred and twenty dollars.	120
To Sho-bon-ier, or Cheval-ier, for one ditto, forty dollars.	40
To Naw-o-kee, for one ditto, forty dollars.	40
To Me-she-ke-ten-o, for one ditto, forty dollars.	40
To Aun-take, for two horses, eighty dollars.	80
To Che-chalk-ose, for one ditto, forty dollars.	40
To Naa-a-gue, for two ditto, eighty dollars.	80
To Pe-she-ka-of-le-beouf, one ditto, forty dollars.	40
To Naw-ca-a-sho, for four ditto, one hundred and sixty dollars.	160
To Nox-sey, for one ditto, forty dollars.	40
To Ma-che-we-tah, for three ditto, one hundred and twenty dollars.	120
To Masco, for one ditto, forty dollars.	40
To Wah-pou-seh, for one horse, forty dollars.	40
To Waub-e-sai, for three ditto, one hundred and twenty dollars.	\$120
To Chi-cag, for one ditto, forty dollars.	40
To Mo-swah-en-wah, one ditto, forty dollars.	40
To She-bon-e-go; one ditto, forty dollars.	40
To Saw-saw-wais-kuk, for two ditto, eighty dollars.	80

Permission to hunt
and fish.

The said tribe having been the faithful allies of the United States during the late conflict with the Sacs and Foxes, in consideration thereof, the United States agree to permit them to hunt and fish on the lands ceded, as also on the lands of the Government on Wabash and Sangamon rivers, so long as the same shall remain the property of the United States.

In testimony whereof, the commissioners, and the chiefs, head men, and warriors of the said tribe, have hereunto set their hands, at the place and on the day aforesaid.

Jonathan Jennings,
John W. Davis,
Marks Crume,
Ah-be-te-ke-zhic, his x mark,
Shaw-wa-nas-see, his x mark,
Wah-pon-seh, his x mark,
Caw-we-saut, his x mark,
Shab-e-neai, his x mark,

Pat-e-go-shue, his x mark,
Aun-take, his x mark,
Me-she-ke-ten-o, his x mark,
Shay-tee, his x mark,
Ce-na-je-wine, his x mark,
Ne-swa-bay-o-sity, his x mark,
Ke-wah-ca-to, his x mark,
Wai-saw-o-ke-ah, his x mark,

Chi-cag, his x mark,
 Te-ca-cau-co, his x mark,
 Chah-wee, his x mark,
 Mas-co, his x mark,
 Sho-min, his x mark,
 Car-bon-ca, his x mark,
 O-gouse, his x mark,
 Ash-ke-wee, his x mark,
 Ka-qui-tah, his x mark,
 She-mar-gar, his x mark,
 Nar-ga-to-nuc, his x mark,
 Puc-won, his x mark,
 Ne-be-gous, his x mark,
 E-to-wan-a-cote, his x mark,
 Quis-e-wen, his x mark,
 Wi-saw, his x mark,
 Pierish, his x mark,
 Cho-van-in, his x mark,
 Wash-is-kuck, his x mark,
 Ma-sha-wah, his x mark,
 Capt. Heeld, his x mark,
 Man-ito, his x mark,
 Ke-me-gu-bee, his x mark,
 Pe-shuc-kee, his x mark,
 No-nee, his x mark,
 No-che-ke-se-qua-bee, his x mark,
 She-bon-e-go, his x mark,
 Mix-e-maung, his x mark,
 Mah-che-wish-a-wa, his x mark,
 Mac-a-ta-be-na, his x mark,
 Ma-cho-we-tah, his x mark,
 Me-gis, his x mark,
 Mo-swa-en-wah, his x mark,
 Ka-che-na-bee, his x mark,
 Wah-be-no-say, his x mark,
 Mash-ca-shuc, his x mark,
 A-bee-shah, his x mark,
 Me-chi-ke-kar-ba, his x mark,
 Nor-or-ka-kee, his x mark,
 Pe-na-o-cart, his x mark,
 Quar-cha-mar, his x mark,
 Francois Cho-van-ier, his x mark,
 Ge-toe-quar, his x mark,
 Me-gwun, his x mark,
 Ma-sha-ware, his x mark,
 Che-co, his x mark,
 So-wat-so, his x mark,
 Wah-be-min, his x mark.

Signed in the presence of—

John Tipton,
 Th. Jo. Owen, United States Indian agent,
 J. B. Beaubien,
 B. H. Latighton, interpreter,
 G. S. Hubbard, interpreter,

William Conner, interpreter,
 Thomas Hartzell,
 Meadore B. Beaubien,
 James Conner,
 Henry B. Hoffman.

After the signing of this treaty, and at the request of the Indians, three thousand dollars was applied to the purchasing of horses; which were purchased and delivered to the Indians by our direction, leaving the balance to be paid in merchandise at this time, forty-two thousand dollars.

Horses delivered.

Jonathan Jennings,
 J. W. Davis,
 Marks Crume,
 Commissioners.

It is agreed, on the part of the United States, that the following claims shall be allowed, agreeably to the fourth article of the foregoing treaty, viz:

Claims to be paid.

To Gurdon S. Hubbard, five thousand five hundred and seventy three dollars.

Samuel Miller, seven hundred and ninety dollars.
 John Bt. Bobea, three thousand dollars.
 Robert A. Kinzie, four hundred dollars.
 Jacque Jombeaux, one hundred and fifty dollars.
 Jacque Jombeaux, senior, fifteen hundred dollars.
 Medad B. Bobeaux, five hundred and fifty dollars.
 Noel Vasier, eighteen hundred dollars.
 Joseph Balies, twelve hundred and fifty dollars.
 Joseph Shawnier, one hundred and fifty dollars.
 Thomas Hartzell, three thousand dollars.
 Bernardus H. Lawton, three thousand five hundred dollars.
 George Walker, seven hundred dollars.
 Stephen J. Scott, one hundred dollars.
 Cole Weeks, thirty eight dollars.
 Timothy B. Clark, one hundred dollars.
 George Pettijohn, fifty dollars.
 Thomas Forsyth, five hundred dollars.
 Antoine Le Clerc, fifty-five dollars.
 James B. Campbell, fifty-three dollars.

