ST. JOHN'S NEIGHBORHOOD | HISTORIC RESOURCES SURVEY

PREPARED FOR:

JOLIET

THE CITY OF JOLIET

BY:

MCGUIRE IGLESKI & ASSOCIATES, INC.

FEBRUARY 2023

TABLE OF CONTENTS

INTRODUCTION

The St. John's Neighborhood Historic Resources Survey is part of a neighborhood initiative led by the City of Joliet and the Bicentennial Bluffs Neighborhood Association to document the existing historic homes and structures and establish a neighborhood narrative on one of Joliet's earliest sites of settlement. The study area represents a diverse range of cultures and traditions, and the survey seeks to document this heritage through the built environment.

The City of Joliet selected McGuire Igleski & Associates, Inc. (MIA) to complete the St. John's Neighborhood Historic Resources Survey. The purpose of this project is to document the individual buildings and structures in the St. John's Neighborhood and prepare a detailed narrative on the history and development of the neighborhood.

The history of Joliet's early settlement, ethnic heritage, and it's industrial and commercial development, is depicted by a wealth of historic resources in the St. John's study area, representing the neighborhood's varying and substantial early periods of growth. Specifically, well represented are the early architectural styles and vernacular house forms from the Pre-Railroad and National eras, as well as early twentieth century residential architecture.

Research was compiled on the history of the development of the City and St. John's Neighborhood. A survey report was then prepared to document the history, architecture of the study area, including identified building typologies, and architectural styles, and recommendations for future projects to encourage the preservation of the St. John's Neighborhood. In addition to the survey report, an inventory of all properties within the study area is included in the *Appendix* of this report and includes: the address; historic name/use; date of construction; current owner/occupant; architectural style; building typology; significant architectural features; changes over time; and historic designation evaluation.

This study was conducted to satisfy the City's desire for an accurate, current, and comprehensive survey. The field survey, conducted in winter 2019-2020, includes 541 properties within a 180-acre area. Located in a portion of the areas historically platted as North and West Joliet, the study area encompasses approximately .3 square miles roughly bounded by Ruby Street on the north, the Des Plaines River to the east, Jefferson Street on the south, and Center Street on the west.

The historic resources survey and accompanying report will help inform a future Historic Preservation Plan of the neighborhood and provide the foundations for a future National Register Historic District, for one or more areas of the neighborhood. Additionally, the survey will assist with the future development of special thematic tours of the area and spur interest in those individual structures which warrant preservation, as well as preservation as a whole throughout the City of Joliet.

DESCRIPTION OF THE SURVEY AREA

The City of Joliet is located forty-five miles west of downtown Chicago, in Will and Kendall Counties. Joliet is approximately sixty-four square miles and irregular in shape, spanning nine townships including: Joliet, Plainfield, Troy, New Lenox, Jackson, Channahon, and Lockport in Will County, and Na-Au-Say and Seward in Kendall County. The core of the city is bisected by the Des Plaines River and sited approximately eight miles from the confluence of the Illinois and Des Plaines River. Joliet is bordered by the communities of Lockport, Crest Hill, and Plainfield on the north, Rockdale and Elwood on the south, Channahon and Minooka on the southwest, Shorewood on the west, and New Lenox on the east.

The St. John's study area is approximately 180 acres, bounded by Ruby Street on the north, Jefferson Street on the south, the Des Plaines River on the east, and Center Street on the west. The neighborhood encompasses the historic areas of North and West Joliet.

The composition of this study area is predominantly residential with interspersed industrial, ecclesiastical, educational, and commercial buildings. The study area is made up of 89.9% residential buildings, 6.6% commercial buildings, 1.4% ecclesiastical buildings, 0.7% educational, and 1.4% industrial.

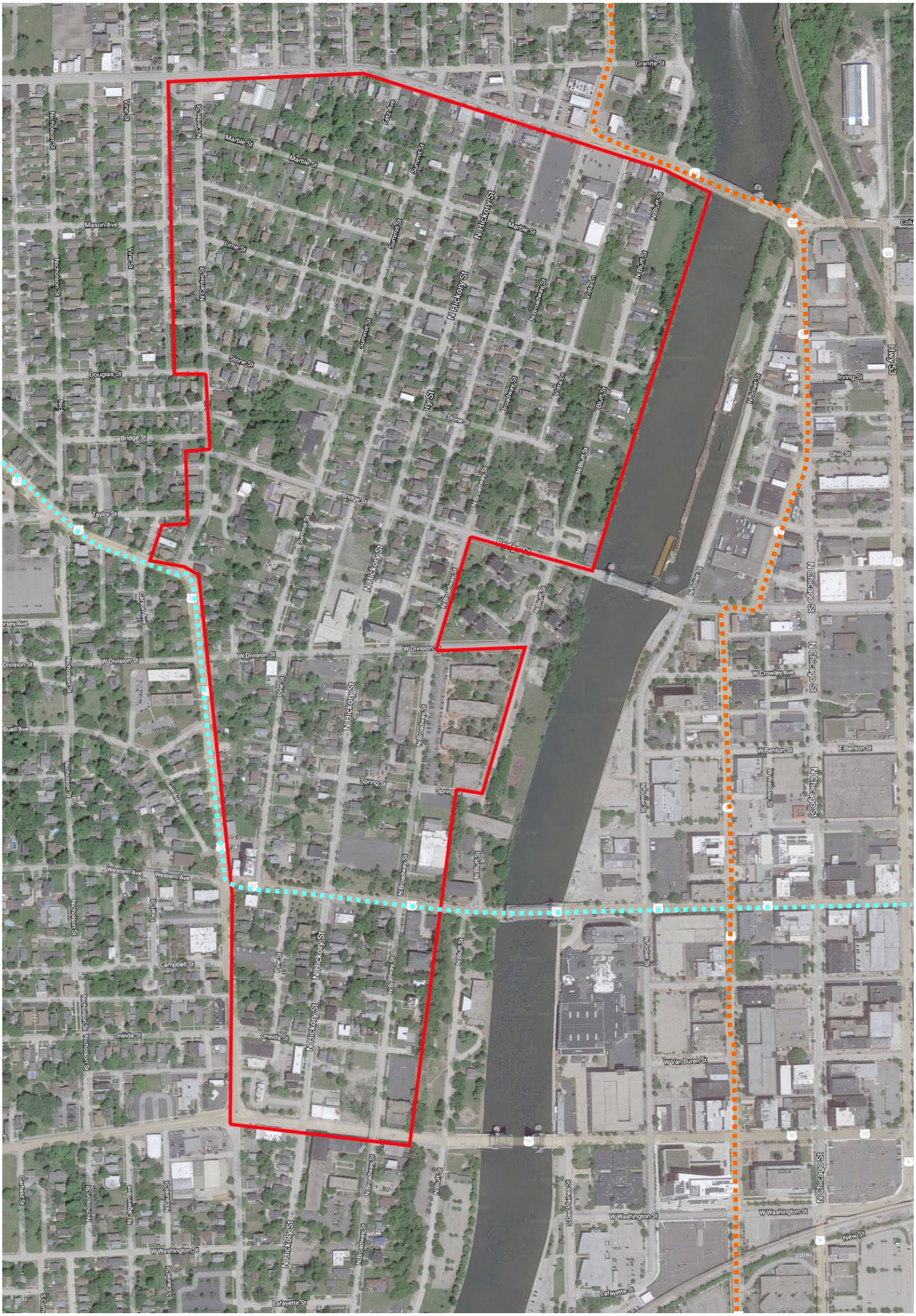
The topography of the study area is characterized by the sloping bluff rising from the Des Plaines River on the east to a rolling plain west of Broadway Street. The street pattern is a standard grid on a general north-south and east-west alignment following the edge of the river. Blocks are rectangular, with most having street gutters, sidewalks, and landscaped parkways lined with mature, native trees. Alleys are not commonplace throughout the study area and only exist on the north-south residential blocks north of Division Street between Summit and Hickory Streets and Hickory and Broadway Streets, the east-west block bounded by Lime, Center, Marble, and Summit Streets, and an "L" shaped alley serves the residences on the north side of Stone Street and south side of Lime Street from the center of the block to Center Street. For those blocks without alleys, driveways cut across sidewalks in many places to provide access to detached garages in the rear of lots or attached garages in the front or side of the lot.

Two national historic highways traverse the St. John's Neighborhood: Historic Route 66 and Lincoln Highway. Both are National Scenic Byways. Historic Route 66 (originally called the Pontiac Trail) touches the northeast corner of the St. John's Neighborhood as it comes down North Broadway Street from the north and then turns east to head over the Ruby Street Bridge into downtown Joliet. Historic Route 66 stretches from Chicago to Los Angeles and opened in 1926. The alignment of Route 66 has shifted over the years, almost as soon as it was commissioned, resulting in the Joliet alignment being designated as Alternate 66 for a period of time when in 1940 the route bypassed Joliet entirely in favor of Plainfield.

The historic Lincoln Highway is considered to be the nation's first coast-to-coast highway. It stretches from New York City to San Francisco and opened in 1913. Lincoln Highway follows the alignment of U.S. Route 30 through Joliet and the St. John's Neighborhood. From the east, Lincoln Highway crosses into the St. John's Neighborhood from downtown Joliet over the Cass Street bridge and then follows Western Avenue (westward), then turns north at Center Street and then turns west at Plainfield Road as

it heads out of the neighborhood. Lincoln Highway / U.S. Route 30 also follows the same path of the historic Plainfield Plank Road / Old Plank Road through the St. John's Neighborhood and generally through Joliet. The Illinois Legislature passed an Act on February 12, 1849 to enable the construction of a Plank Road from Oswego, in Kendall County, to the Indiana Line, "by way of Joliet, Will County." While the route still exists, the actual plank road was never built between Joliet and the Indiana border. The route connecting Plainfield to Joliet, by way of Plainfield Road and Center Street, was completed ca. 1852.

FIGURE 1: In the map on the following page, the boundaries for the study area are identified by the red line. The Des Plaines River is located immediately east of the eastern boundary. The Lincoln Highway follows the turquoise line through the St. John's neighborhood near the southern and western boundaries and into downtown Joliet. Route 66 follows the orange line, skirting the St. John's neighborhood along the northern boundary before crossing the Ruby Street bridge into downtown Joliet.


Granite St
Marble St
Mason Ave
Lime St
Douglas St
Stone St
Bridge St
Taylor St
W Division St
Buell Ave
Western Ave
Campbell St
Oneida St
Spring St
W Washington St
Lafayette St
W Van Buren St
W Crowley Ave
W Benton St
E Benton St
Irving St
Ohio St
New St
N Hickory St
N Broadway St
N Bluff St
N Joliet St
N Chicago St
Summit St
Vista Ln
Pine St
Pearl St
Nicholson St
N Center St
Vine St
Fern Ave
Joy St
S Des Plaines St
S Laurel St
N Cagwin Ave
Garfield St
Hwy 53

HISTORY AND DEVELOPMENT

SETTLEMENT OF THE ILLINOIS TERRITORY: PRE-1832

The St. John's neighborhood resides on the ancestral lands of the Illiniwek (Illini or Illinois Confederation) who inhabited these lands for thousands of years as the rich forests, prairies, and rivers provided the hunting and fishing grounds for the First Nations.

Prior to the arrival of European explorers and missionaries, and American settlers, the area that is present-day Will County was inhabited by the Illiniwek (Illini) or Illinois Confederation. The confederation was composed of twelve independent tribes of the Algonkian speech family who lived in the central Mississippi River valley including the Kaskaskia, Cahokia, Peoria, Tamaroa, Moingwena, Michigamea, Chepoussa, Chinkoa, Coiracoentanon, Espeminkia, Maroa, and Tapouara. In the first documentation of the Illini, by European explorers at the beginning of the seventeenth century, the confederacy's population was recorded at 10,000. This number would quickly dwindle over the next century, as seven tribes, including the Chepoussa, Chinkoa, Coiracoentanon, Espeminkia, Maroa, Moingwena, and Tapouara, would disappear due to the fur trade conflicts of the Beaver Wars, also known as the Iroquois Wars or the French and Iroquois Wars.

Following the end of the Iroquois Wars at the end of the eighteenth century was the Revolutionary War (1775-1783) and ultimately American expansion westward. Illinois achieved statehood in 1818, and the Illini met with Illinois Governor Ninian Edwards and founder of St. Louis, Missouri Auguste Chouteau, at Edwardsville in September. At this meeting the Illini surrendered their last holdings in Illinois for about $6,000 and agreed to move across the Mississippi River to St. Genevieve, Missouri. Unlike the Illini, the Potawatomi which were located north of early American settlements, did not lose significant portions of their land until 1821. Through a series of treaties over only the next eight years, the Potawatomi lost seventy percent of their land. With the Indian Removal Act of 1830, the stage was set for their complete removal west of the Mississippi.

Implementation of the act was delayed while the United States government focused on the Sauk tribe at Rock Island who denounced the 1804 treaty that stipulated their removal from western Illinois. The events that followed are commonly known as the Black Hawk War of 1832. Roughly 800 Sauks, led by their band leader and warrior, Black Hawk, chose to stay on their native lands and resist the United States' westward expansion. They were determined to protect Saukenuk, but when his group returned to the village after their winter hunts in 1829-1831, they found their village increasingly occupied by (white) squatters. Their homes claimed by white settlers, their corn hills used as storage for wagons, and the bones of their ancestors disturbed and laid bare upon the ground by the plow.

United States officials were determined to force the Sauk tribe out of Illinois. Under General Edmund P. Gaines, a full assault was launched against Saukenuk on June 26, 1831, only to find that Black Hawk and his followers had abandoned the village and crossed the Mississippi River.

In April 1832, Black Hawk leading a faction of Sauks, Meskwakis, and Kickapoos, prepared to re-cross east of the Mississippi River into Illinois, from Iowa which was "Indian Territory." While Black Hawk's

exact motives were unknown, the presence of children, women, and elders indicated that they were a peaceful party, only hoping to resettle on their native lands.

Convinced that the group was hostile, a frontier militia was organized and opened fire on the group on May 14, 1832. The group responded with a successful attack on the militia at the Battle of Stillman's Run. Black Hawk led his faction to a safe location in southern Wisconsin. Under the command of General Henry Atkinson, the U.S. troops tracked the group to Wisconsin. On July 21, they were defeated by Colonel Henry Dodge's militia at the Battle of Wisconsin Heights. Weakened by starvation and death, survivors retreated toward the Mississippi River.

The Black Hawk War ended in September 1832 following the signing of the Treaty of Chicago. As part of the treaty, five million acres of First Nations homelands were ceded to the United States government and the people removed.

The Prairie Potawatomi were removed in 1834, with the Ojibwe and Ottawa of northern Illinois and southern Wisconsin, to land in present-day Council Bluffs in southwest Iowa, before being relocated to a reservation north of Topeka, Kansas in 1846.

Due to an error[1] identified in the written history of the First Nations of the Joliet-Area in the publication *Souvenir of Settlement and Progress of Will County, Ill.* (1884), an extended history of the settlement of the Illinois Territory from 1640 to 1832 has been provided in the *Appendix* of this report.

THE FIRST 30 YEARS OF SETTLEMENT: JOLIET AND THE ST. JOHN'S NEIGHBORHOOD, 1832-1862

The first pioneers in the vicinity of Joliet are recorded as Colonel Sayre and I. Brown prior to June 1829 on the north bank of Hickory Creek approximately two miles above its confluence with the Des Plaines River. These settlers were followed by Robert Stevens and David Maggard, who made claims in 1830 and brought their families in 1831 to the present-day city limits of Joliet. Settlers were able to travel via the Chicago and Ottawa Road which opened in 1831 and served as a catalyst for major economic development, both for Chicago and the hinterlands of northeastern Illinois. Known as the High Prairie Trail, the road is believed to have been first used by Native American's whose winter hunting camps were located along the banks of the Illinois River. As European and white settlement began, the High Prairie Trail was established by the Cook County Board and would evolve into three branches, the eastern, central, and western. The road to Joliet would become the south leg of the eastern route extending from Chicago to Joliet where it then followed the west bank of the Des Plaines River to Ottawa. The exact alignment of the High Prairie Trail through Joliet is unknown. It is believed to approximately follow Illinois Route 53 from Lockport Township into the St. John's neighborhood. It continued to follow the west bank of the Des Plaines River along Bluff Street, where travelers and teamsters could rest at the National Hotel or Old Virginia Tavern, before the road turned in a southwest

[1] The publication states that "1769 Pontiac assassinated by Illinois Chief at Joliet Mound after the Council." While Pontiac was killed in 1769 the incident occurred at or near the village of Cahokia in present-day St. Clair County, Illinois.

direction along present-day U.S. Route 6 out of Joliet to Ottawa. Portions of Bluff Street and U.S. Route 6 also follow the historic Sauk Trail, described later in this report.

FIGURE 2: Postcard view of Hickory Creek in Joliet, Illinois at the beginning of the twentieth century. Courtesy of USGen Web Archives.

Prior to these first settlers, European missionaries and explorers had visited the Illinois territory since 1673. The first was Louis Jolliet, a French-Canadian explorer, and Father Jacques Marquette, a Jesuit missionary, who with five others explored the Mississippi River in canoes and on their return trip north, paddled up the Illinois River to the Des Plaines River. The envoy camped on a large mound beside the River, near the present-day intersection of Larkin Avenue and the Illinois & Michigan Canal in Rockdale, which would become known as Mound Joliet. The mound was composed of sand, gravel, and clay deposits, and was carved by the river's flow for centuries, enclosed by native grass, oak trees, and wildflowers. When Jolliet camped there, he imagined returning to create a settlement here. "[It] seemed to me the most beautiful and most suitable for settlement," Jolliet wrote in his journal. Jolliet did not have a chance to return, and he would never know that this beautiful land would bear a city with his name.

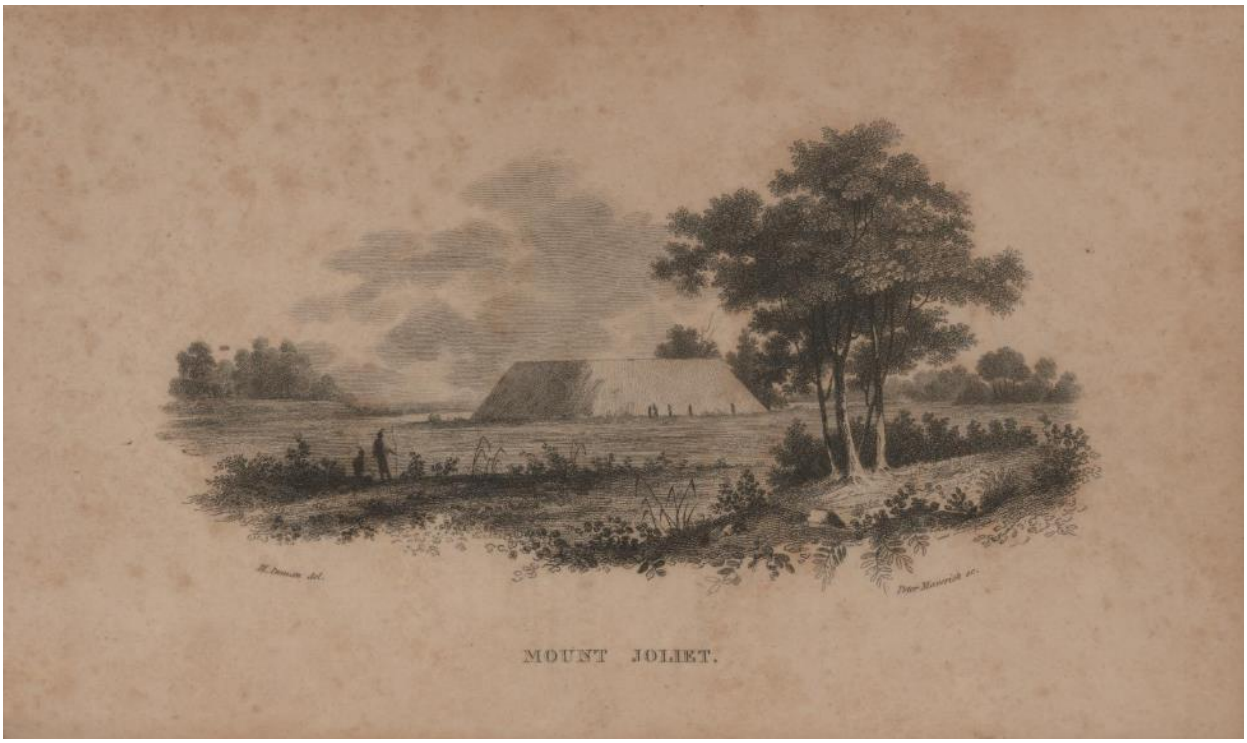


FIGURE 3: Illustration of Mount Joliet by Henry Rowe Schoolcraft, 1825. Courtesy of the JCB Archive of Early American Images.

Permanent settlement of the area that would become Joliet and St. John's neighborhood by European and white settlers, began with the establishment of Fort Nonsense in 1832. Located near the current site of St. Peter's Lutheran Church and School at 310 N. Broadway Street, Fort Nonsense served the few settlers who chose to remain in Will County as the Black Hawk War raged on. The fort was named "Fort Nonsense" as it was constructed without provision for obtaining basic necessities such as food, fuel, and fresh water.

The fort was designed as a stockade, approximately one hundred square feet in size, with a blockhouse at the northeast corner and an eighteen-foot-high defensive wall composed of upright logs set in the ground. Following the end of the Black Hawk War of 1832, the fort's blockhouse was used as one of Joliet's first schoolhouses for the 1833 schoolyear, before the fort was demolished. School was previously taught in the cabin of Charles Reed during the winter of 1832.

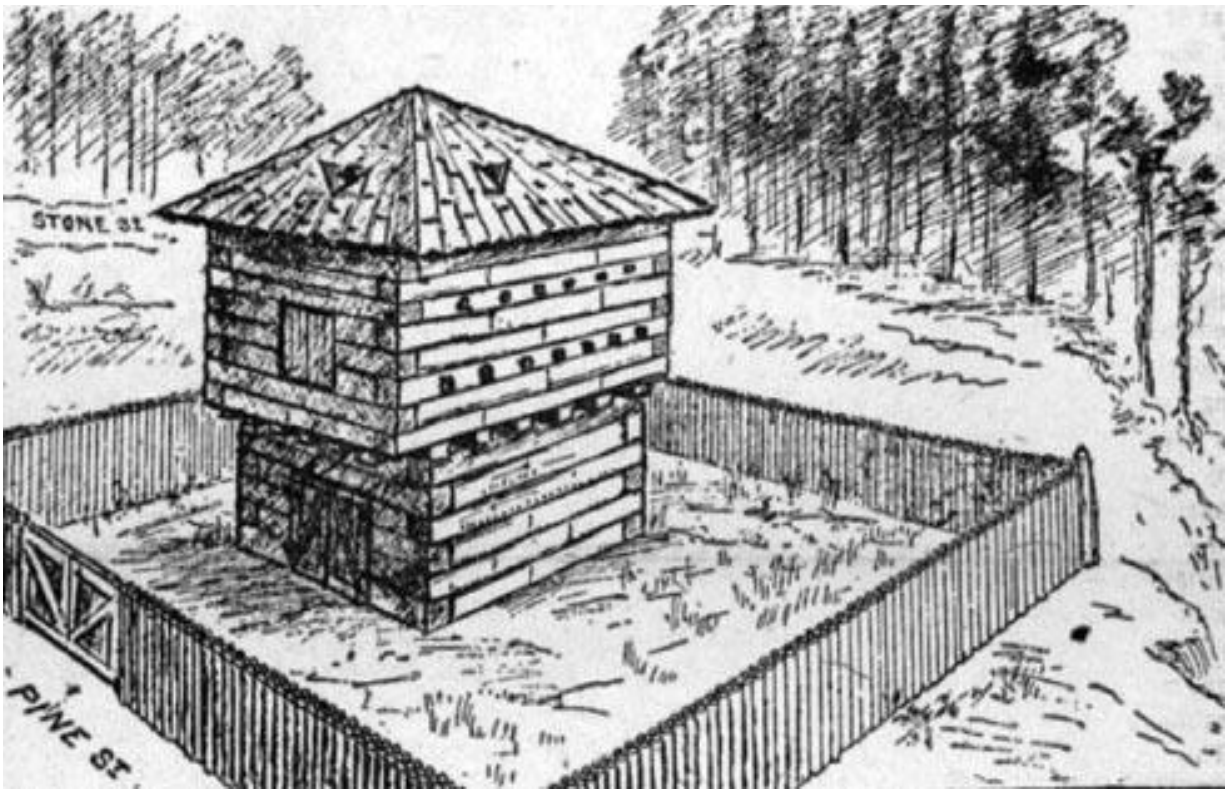


FIGURE 4: Sketch of Fort Nonsense, undated. Courtesy of the Digital Research Library of Illinois History Journal.

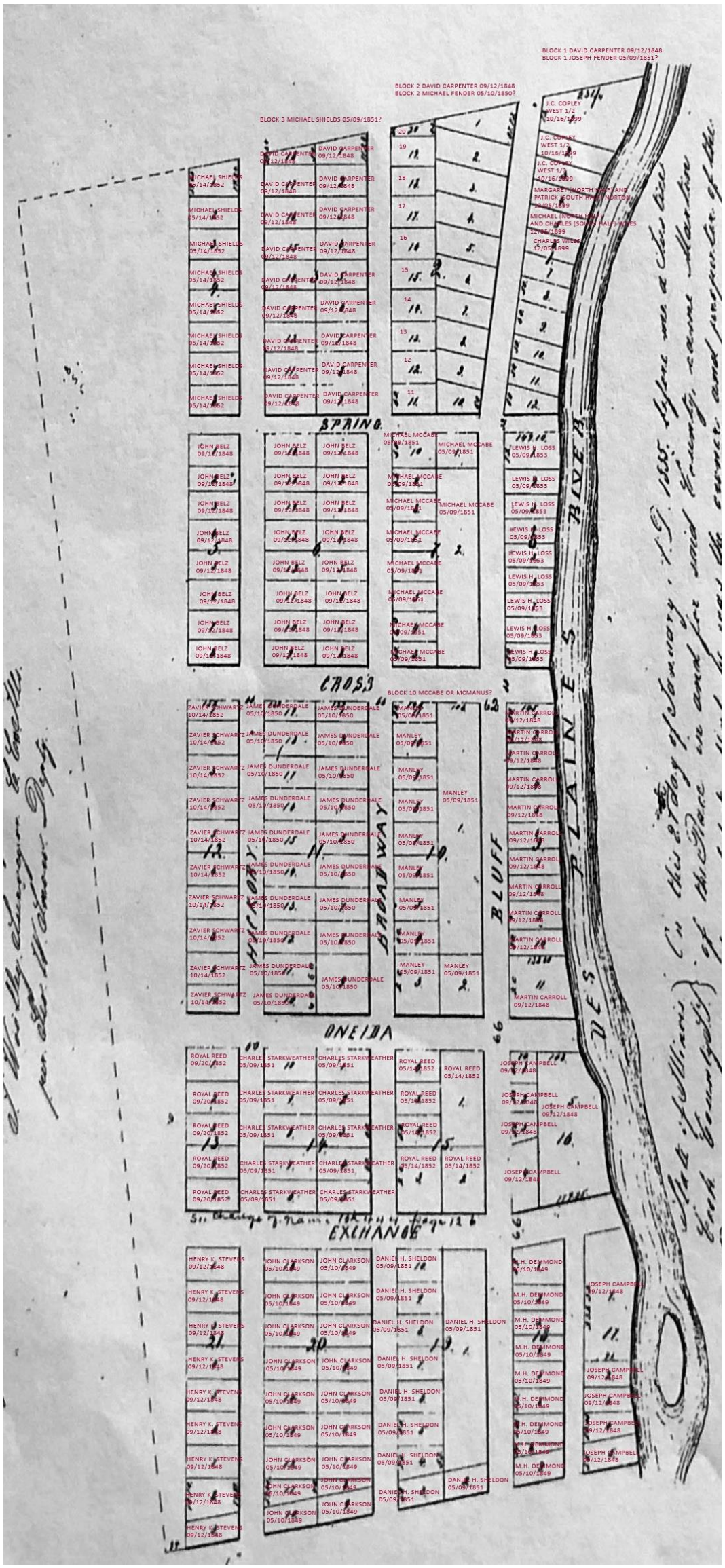
Following the end of the Black Hawk War, development of the area began in earnest. In 1833, James B. Campbell, treasurer of the I & M canal commissioners, and James McKee acquired the land granted to Sylvia and Rachel Hall by the 1832-33 State Legislature following their capture for ransom at the Indian Creek Massacre of LaSalle County on May 21, 1832. Campbell selected the fractional quarter of Section 9, Township 35, Range 10 East, which encompassed approximately sixty-seven acres and a tract of thirteen acres in Section 15, south of present-day Washington Street on either side of Eastern Avenue. The next year, Campbell platted the first tract of land, and named this new town Juliet. The sale of Campbells' lots began in June of the same year.

In contrast to Campbell, McKee purchased land on the west side of the River on the southeast quarter of the section. Here Charles Reed, the first permanent white settler of the area that would become Joliet, had erected his cabin in the fall of 1832 near the current intersection of Jefferson and Bluff Streets, and begun building a mill and constructing a dam. In January of 1834, this tract was laid out in acre lots, and in April these lots were offered for sale, with Charles Clement as the first purchaser.

In January of 1835, Martin H. Demmond platted West Juliet, which would become the epicenter of activity for Joliet along the west bank of the Des Plaines River, and ultimately a significant portion of the St. John's neighborhood. The following year, residents of outlying areas of southwest Cook County, including Juliet, demanded a more convenient place to record their land purchases and to pay their taxes. Accordingly, Dr. A. W. Bowen of Juliet and James Walker of Plainfield went to the state capital of

Vandalia at the time, and successfully lobbied a detachment petition through the Illinois General Assembly. On January 12, 1836, an act was passed creating Will County from portions of Cook, Iroquois, and Vermilion Counties, as well as the northern portion of what would later become Kankakee County. Juliet became the county seat of the newly organized Will County. Joliet Township, Township 35, Range 10, was established on March 14, 1836, as the fourth precinct of the county.

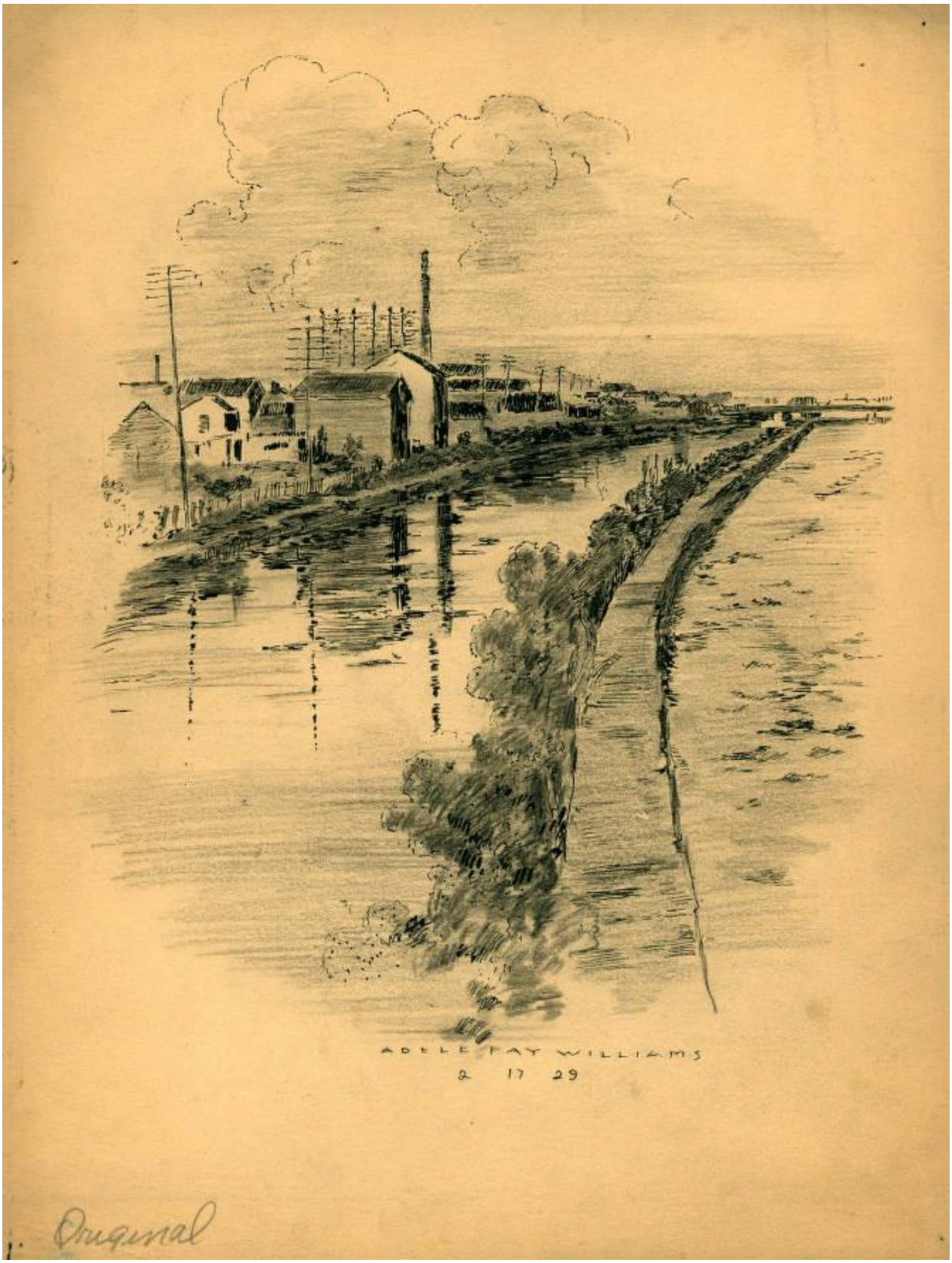
FIGURE 5: The illustration on the following page is the original plat for West Joliet, overlaid with the initial sale date and name of the individual who first purchased each parcel.


BLOCK 1 DAVID CARPENTER 09/12/1848
BLOCK 1 JOSEPH FENDER 05/09/1851?
BLOCK 2 DAVID CARPENTER 09/12/1848
BLOCK 2 MICHAEL FENDER 05/10/1850?
BLOCK 3 MICHAEL SHIELDS 05/09/1851?
J.C. COPLEY WEST 1/2 10/16/1899
MARGARET (NORTH HALF) AND PATRICK (SOUTH HALF) NORTON 10/05/1899
MICHAEL (NORTH HALF) AND CHARLES (SOUTH HALF) WILES 12/05/1899
CHARLES WILES 12/05/1899
SPRING
ONEIDA
EXCHANGE
BLOCK 10 MCCABE OR MCMANUS?
BLUFF
PLAIN
DAVID CARPENTER 09/12/1848
MICHAEL SHIELDS 05/14/1852
JOHN BELZ 09/12/1848
MICHAEL MCCABE 05/09/1851
LEWIS H. LOSS 05/09/1853
ZAVIER SCHWARTZ 10/14/1852
JAMES DUNDERDALE 05/10/1850
MANLEY 05/09/1851
MARTIN CARROLL 09/12/1848
ROYAL REED 09/20/1852
CHARLES STARKWEATHER 05/09/1851
ROYAL REED 05/14/1852
JOSEPH CAMPBELL 09/12/1848
HENRY K. STEVENS 09/12/1848
JOHN CLARKSON 05/10/1849
DANIEL H. SHELDON 05/09/1851
M.H. DEMMOND 05/10/1849

Just prior to the Panic of 1837, Juliet formally incorporated as a village, but with the ongoing depression, the residents of the village petitioned the state to rescind the incorporation in 1841 to eliminate the newly created taxes which would fund the village. Despite this setback, three years after the first plat and land sales by Campbell, Joliet was a bustling frontier town with fourteen general stores, two groceries, one drug store, three taverns, a sawmill, a grist mill, six lawyers, five doctors, a Methodist and Episcopalian society, a courthouse and jail, and its first schoolhouse.

An impetus for further settlement of Joliet was the opening of the Illinois & Michigan (I & M) Canal in 1848. When completed, the canal would connect the commerce, industry, and raw materials of the Great Lakes with the Mississippi River and ultimately the port of New Orleans.

FIGURE 6: The illustration on the following page depicts the Illinois & Michigan Canal in Joliet, as drawn by Adele Fay Williams on February 17, 1929. Courtesy of the Robert E. Sterling Collection at Lewis University.


ADELE FAY WILLIAMS
2 17 29
Original

Centuries before the I & M Canal was completed, Native Americans used the low divide between the waters of the Chicago River and the Des Plaines River as a natural portage, between the Great Lakes and the Illinois and Mississippi rivers. This low divide was only a few miles wide and was so flat and swampy that during rainy times people could travel by canoe from one river to the other without portaging. When Louis Jolliet's expedition passed through the area in 1673, he recognized that a canal connecting the Des Plaines and Chicago rivers could be advantageous for French trade. But for the remainder of the 1600s and much of the 1700s, Jolliet's idea was overlooked as the French focused on constructing a series of fort in the Illinois territory and completely bypassed the area all together to avoid additional confrontations with the Iroquois. It was not until after the War of 1812 that interest in the canal was renewed, by the young United States of America.

Enthusiasm for the construction of the canal was accelerated when the Potawatomi ceded ten miles on either side of the Des Plaines and Illinois rivers from Lake Michigan to the Fox River in 1816.

The federal government wanted to see the project completed but did not want to be directly responsible for its construction. Thus, the state of Illinois was created, and its northern boundary expanded to ensure the canal would be enclosed within the state. Shadrach Bond, Illinois' first governor, was then faced with the dilemma of how to fund the project. He petitioned the federal government for support but was only granted a meager ninety feet of land on either side of the proposed route and the ability to harvest the resources of that land to use as raw materials in the project. The land grant would also be void if the route had not been surveyed in three years or if the canal was not completed in twelve years. In response, the Illinois General Assembly approved an act appointing five canal commissioners to lay out the route and estimate costs. Civil engineers were hired to survey the pathway. Total construction costs were estimated to be $713,000. The state legislature then enacted a law which chartered a private corporation to undertake the project. Unable to raise the required capital, this entity surrendered its charter on January 12, 1826.

Undeterred, the project was revitalized at the behest of Daniel P. Cook, the lone Illinois delegate in the U.S. House of Representatives, in 1827. Subsequently, Congress offered the state alternate sections of land extending five miles out from each side of the proposed canal. In all this amounted to some 284,000 acres of federal land. Following the federal government, the Illinois General Assembly passed an act in January of 1827 which provided for a board of canal commissioners who were to lay out the route, select the alternate sections donated, and commence land sales to raise the funds required to finance construction.

These planning and funding measures were completed, Chicago and LaSalle were identified as the two terminuses for the proposed route, and public land sales were conducted in Springfield in April and in Chicago in September of 1830. The project slowed between 1830-1832, as only $18,799 was raised from canal land sales while $14,704 was paid out for expenses. As time passed proposals were put forward for a railroad connecting Lake Michigan and the Illinois River rather than a canal. On March 2, 1833, Congress passed a law which allowed the state to use the lands the federal government had previously donated for canal purposes to be either used for canal or railroad routes, further hampering progress on the I & M Canal. After a debate by the Illinois General Assembly in 1835, it was agreed to proceed with a

state-controlled canal that would be financed by a $500,000 loan backed by the security of the federal land donation and anticipated tolls. Under this legislation, three new canal commissioners were appointed, including former Governor Edward Coles. Coles found eastern American and European capitalists unwilling to subscribe to the loan unless the state pledged its full credit in backing it. In a special session of the Illinois General Assembly an act to this effect was passed on January 9, 1836.

Ground was broken near Chicago on July 4, 1836. In the first year of construction poor weather and a lack of both manpower and equipment prohibited progress. Elsewhere in the state, the Internal Improvement act (1837) encouraged the rapid growth and improved transportation necessary to attract settlers and harvest resources. If improvements failed anywhere in Illinois, many feared the rest of the country would outpace it. The Panic of 1837 did not help this cause, and canal work would continue over the next few years, the entire project would again be halted in 1841 as the nationwide recession deepened.

Illinois was unable to meet its financial obligations. In 1842, the state treasury collected a total of $98,546 in taxes when interest charges on its debt amounted to nearly $800,000 for that year alone. Upon taking office in 1842, Governor Thomas Ford faced a state debt of $15,187,348 (approximately 506 million in 2021 dollars). This was a tremendous burden that the young frontier state of a little over a half million inhabitants had to face on top of a severe economic depression. To combat the state's debt, Ford was able to pass a modest property tax to fund interest payments. As to internal improvements, all were abandoned except the canal.

To fund the completion of the canal, Governor called for a "shallow cut" plan. On the Summit (eastern) Division it would be filled by the Des Plaines River and by water pumped up by steam engines from the Chicago River at Bridgeport. The "shallow cut" was in contrast to the originally proposed "deep cut" which designed the canal to be directly fed by Lake Michigan. The change in plans resulted in the reduction of the estimated cost of the canal by nearly half. The Illinois General Assembly passed the enabling legislation on February 21, 1843. Under this new plan, the canal would be governed by three trustees, one appointed by the state and a majority of two elected by subscribers to a $1,600,000 loan. The loan was fully subscribed to by American and European investors after an independent investigation pronounced the project sound. Work on the canal resumed in July 1845. This same year, residents changed the community's name from "Juliet" to "Joliet" in honor of explorer Louis Jolliet. Jolliet, with Father Jacques Marquette, is also regarded as the originator of the idea for a canal connecting the Des Plaines and Chicago rivers in 1673 that would lead to the conception of the I & M Canal nearly 150 years later.

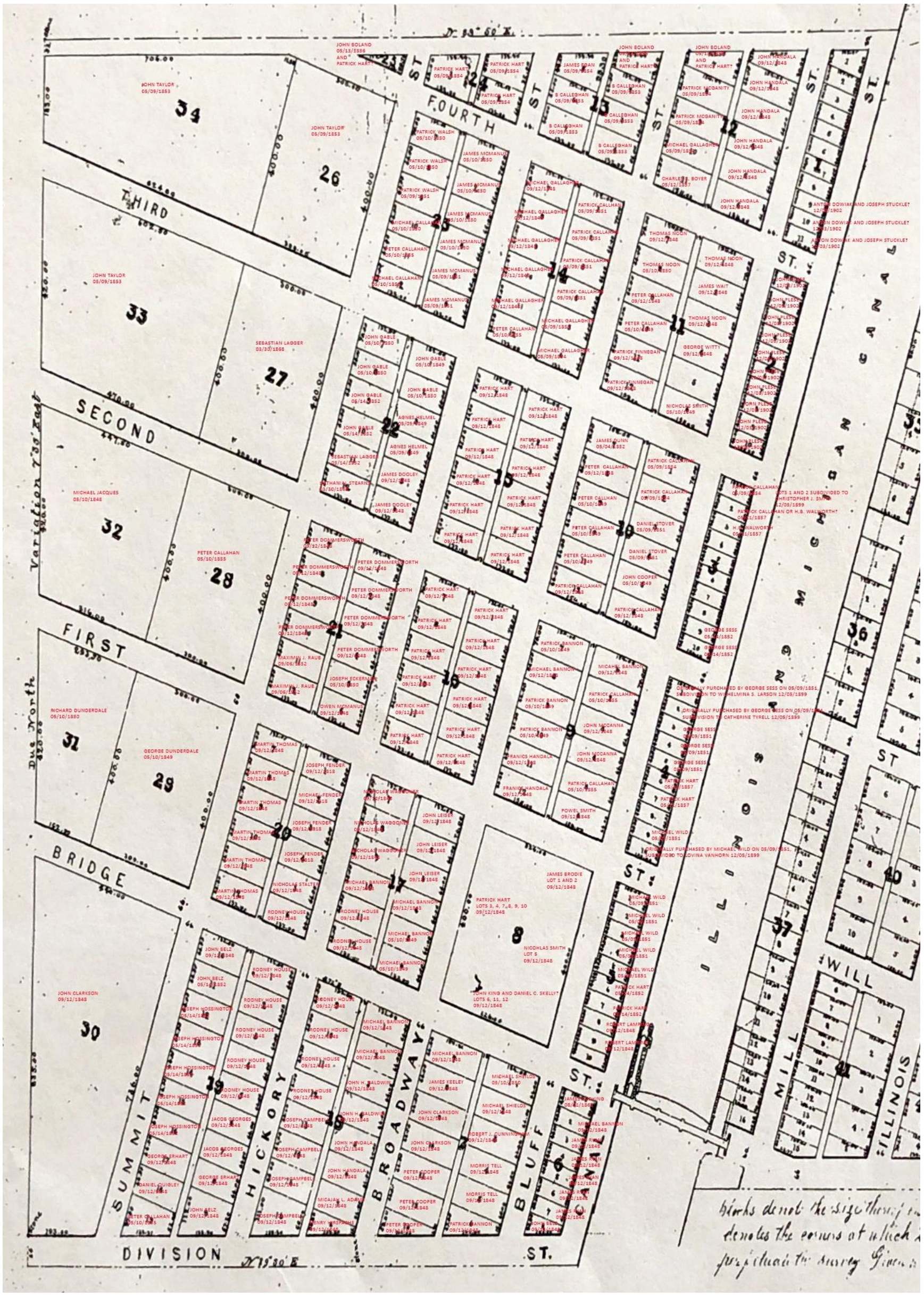
Over the next year and a half, construction was slow due to a shortage of labor and poor weather, as well as the fact that previously completed work had fallen into disrepair during the preceding four years while work on the project stalled. Much of the remainder of the work was completed by Irish immigrants who lived and worked in transient work camps along the line of the canal.

On January 13, 1848, just a few months before the canal opened, the legislature also authorized the building of the first bridge across the Des Plaines River and canal at Jefferson Street, providing a pivotal

link between the platted communities of Old Town (east side of the river) and West Joliet (west side of the river).

When the I & M Canal opened in April of 1848 it was sixty feet wide at water level, thirty-six feet wide at the bottom and six feet deep along the entire ninety-six-mile route. The project included fifteen locks that lifted or lowered boats along the canal as water levels changed, five aqueducts, and four hydraulic power basins. The canal provided a direct link between the Great Lakes and the Mississippi River, and its completion helped to shift the center of western trade from St. Louis to Chicago and the canal towns of Ottawa, Marseilles, Seneca, Morris, Channahon, Joliet, Lockport, and Lemont.

FIGURE 7: The illustration on the following page is the original plat for North Joliet, overlaid with the initial sale date and name of the individual who first purchased each parcel.


FOURTH
THIRD
SECOND
FIRST
BRIDGE
DIVISION
ST.
JOHN TAYLOR 05/09/1853
JOHN BOLAND 05/13/1555 AND PATRICK HART
PATRICK HART 05/09/1854
JAMES EGAN 05/09/1854
B CALLEGHAN 05/09/1853
PATRICK MCGANITY 05/09/1854
MICHAEL GALLAGHER 05/09/1853
CHARLES J. BOYER 05/12/1557
JOHN HANDALA 09/12/1848
ANTON DOWIAK AND JOSEPH STUCKLE? 12/03/1902
PATRICK WALSH 05/10/1850
JAMES MCMANUS 05/10/1850
MICHAEL CALLAHAN 05/10/1850
PETER CALLAHAN 05/10/1855
MICHAEL GALLAGHER 09/12/1848
PATRICK CALLAHAN 05/09/1851
THOMAS NOON 09/12/1848
JAMES WAIT 09/12/1848
GEORGE WITTY 09/12/1848
PATRICK FINNEGAN 09/12/1848
NICHOLAS SMITH 05/10/1849
JOHN PLESS 12/03/1902
SEBASTIAN LAGGER 03/30/1868
JOHN GABLE 05/10/1850
JOHN GABLE 05/10/1849
JOHN GABLE 05/14/1852
AGNES HELMEL 05/09/1849
SEBASTIAN LAGGER 05/14/1852
JAMES DOOLEY 09/12/1848
NATHANIEL STEARNS 05/30/1854
PATRICK HART 09/12/1848
JAMES DUNN 05/04/1852
PETER CALLAHAN 09/12/1848
PATRICK CALLAHAN 05/09/1854
DANIEL STOVER 05/09/1851
JOHN COOPER 05/10/1849
MICHAEL JACQUES 05/10/1848
PETER CALLAHAN 05/10/1855
PETER DOMMERSWORTH 09/12/1848
MAXIMIN J. RAUB 09/06/1852
JOSEPH ECKERMAN 05/10/1850
OWEN MCMANUS 09/12/1848
PATRICK BANNON 05/10/1849
MICHAEL BANNON 09/12/1848
JOHN MCCANNA 09/12/1848
FRANCIS HANDALA 09/12/1848
POWEL SMITH 09/12/1848
GEORGE SESS 05/09/1851
PATRICK HART 05/09/1857
MICHAEL WILD 05/09/1851
ORIGINALLY PURCHASED BY GEORGE SESS ON 05/09/1851 SUBDIVISION TO WILHELMINA S. LARSON 12/05/1899
ORIGINALLY PURCHASED BY MICHAEL WILD ON 05/09/1851 SUBDIVISION TO LOVINA VANHORN 12/05/1899
RICHARD DUNDERDALE 05/10/1850
GEORGE DUNDERDALE 05/10/1849
MARTIN THOMAS 09/12/1848
JOSEPH FENDER 09/12/1848
NICHOLAS STALTER 09/12/1848
RODNEY HOUSE 09/12/1848
NICHOLAS WAGGONER 09/12/1848
JOHN LEISER 09/12/1848
MICHAEL BANNON 09/12/1848
JAMES BRODIE LOT 1 AND 2 09/12/1848
PATRICK HART LOTS 3, 4, 7, 8, 9, 10 09/12/1848
NICOHLAS SMITH LOT 5 09/12/1848
JOHN KING AND DANIEL C. SKELLY? LOTS 6, 11, 12 09/12/1848
JOHN CLARKSON 09/12/1848
JOHN SELZ 05/14/1852
JOSEPH HOSSINGTON 05/14/1852
JACOB GEORGES 09/12/1848
GEORGE ERHART 09/12/1848
DANIEL QUIGLEY 09/12/1848
PETER CALLAHAN 05/10/1855
JOSEPH CAMPBELL 09/12/1848
MICAJAH L. ADAMS 09/12/1848
HENRY HASBROUCK 09/12/1848
JOHN H. BALDWIN 09/12/1848
PETER COOPER 09/12/1848
JAMES KEELEY 09/12/1848
MICHAEL SHIELDS 05/10/1850
ROBERT J. CUNNINGHAM 09/12/1848
MORRIS TELL 09/12/1848
JAMES ROWING 05/14/1852
LOTS 1 AND 2 SUBDIVIDED TO CHRISTOPHER J. SMITH 12/05/1899
PATRICK CALLAHAN OR H.B. WALWORTH? 05/21/1857
H.B. WALWORTH 05/21/1857
GEORGE SESS 05/14/1852
ILLINOIS
MILL
SUMMIT
HICKORY
BROADWAY
BLUFF
WILL
ST
Due North
Variation 7°35' East
N 15° 30' E
blocks denote the size thereof
denotes the corners at which
prejudiced the survey Given

The Illinois & Michigan Canal was both a consumer of stone in the building of locks, bridges, and aqueducts and, after its completion in 1848, an artery for shipping stone to regional customers. The quarrying of limestone for the canal helped Joliet earn its nickname the "City of Stone."

Following the completion of the I & M Canal, the California Gold Rush drew away an estimated 1,200 citizens of Joliet between 1849-1850. Simultaneously a cholera epidemic from 1848-1855 presented Joliet with a minor population setback. In spite of these difficulties, Joliet remained resolute. The County's second courthouse was completed in downtown Joliet at the southeast corner of Jefferson and Chicago Streets in 1848. The City's first public school building was constructed in 1849 at the intersection of Broadway Street and Western Avenue. Joliet re-incorporated, this time as a city, on June 19, 1852. That same year, the Old Plank Road, which connected Joliet to Plainfield, was completed. Joliet re-incorporated, this time as a city, on June 19, 1852. This road closely followed the Sauk Trail, a Native American trail spanning present-day Illinois, Indiana, and Michigan. It is believed that the trail began at the Mississippi River in present-day Rock Island, Illinois and ran eastward along the Illinois River before reaching Chicago, and its eastern terminus at Detroit. Today, portions of U.S. Route 6 follow the same path in Illinois.

Soon after, the iron horse arrived in Joliet on the east side of the River. The Chicago and Rock Island Railroad reached Joliet by 1852.[2] This was followed by the arrival of the Michigan Central Railroad in 1855, which ran forty-four miles in length from Joliet on the west to Lake Junction (East Gary), Indiana on the east. The new line earned its nickname the "cut off" as it allowed transcontinental railroad traffic to bypass the congested Chicago railroad yards, "cutting off" over thirty miles when compared to other lines that had to travel in and out of Chicago.[3] Chicago and Alton Railroad arrived in 1854 with the completion of the line's extension northward from Bloomington. The extension from Joliet to Chicago was completed in 1858.[4] By 1890, these three railroads would be joined by the Atchison, Topeka & Santa Fe Railway and the Elgin, Joliet and Eastern Railway. Joliet would earn a second nickname as the "Crossroads of Mid-America" for its central location at the axis of multi-modal infrastructure. The railroads affected the St. John's neighborhood in two ways. The first is that the location of the railroads on the east side of the river began drawing more businesses to the east side. By the 1870s, Joliet's primary commercial district was shifting from the west side of the river along Bluff Street and Jefferson Streets to the east side of the River along Jefferson and Chicago Streets. Second, the railroads became a direct competitor to the recently completed I & M Canal. The railroads offered far greater speed and efficiency than the I & M Canal and opened vast portions of the nation unavailable by waterways. By

[2] The Chicago and Rock Island Railroad (CRIP) opened first in 1852 (formerly the Rock Island and La Salle Railroad Company). In 1854, the rail line had been completed between Chicago and Rock Island and two years later the CRIP became the first railroad to cross the Mississippi River, providing a vital connection between Illinois and the burgeoning west.

[3] Incorporated in Illinois and Indiana on August 23, 1854, the Joliet and Northern Indiana Railroad (J&NI) or "cut-off" was completed under the ownership of the Michigan Central Railroad in 1855. The railroad was an advancement of the Oswego and Indiana plank road.

[4] The C&A had a long and colored history with many name changes along the way. The initial charter was for the Alton and Sangamon Railroad issued in February 1847 for a line from the Mississippi River town of Alton, Illinois to the state capital at Springfield. This line was finished in 1852. The line extended to Bloomington, as the Chicago and Mississippi Railroad, and to Joliet in 1854, where it ran over the CRIP tracks to Chicago. The Joliet and Chicago Railroad was then chartered on February 15, 1855 and opened in 1856. It was leased by the Chicago and Mississippi creating a continuous line from Alton to Chicago. Two more reorganizations formed the St. Louis, Alton and Chicago and then the C&A Railroad by October 1862.

1910, the I & M Canal was virtually abandoned. The last boat on the I & M Canal was a pleasure cruise in 1914.

One of the last major developments during the first thirty years of Joliet was the establishment of the Illinois State Penitentiary-Joliet in 1858 along present-day Collins Street, which replaced the state's first prison in Alton that had fallen into a dangerous state of disrepair. The castellated gothic structure, designed by architect W.W. Boyington, utilized Joliet limestone that was quarried on site by prisoners.

FIGURE 8: C. 1900 photograph of the Illinois State Penitentiary in Joliet Illinois by the Detroit Photographic Co.

THE RISE OF INDUSTRY: FROM QUARRIES TO BREWERIES

The rise of industry began early in Joliet due to the city's location at the nexus of the Des Plaines River, Illinois & Michigan Canal, plank roads, and multiple rail lines, in addition to the abundance of superior raw materials. Prior to the development of Joliet's larger industries, independent companies produced the goods and services needed to support the flourishing frontier town. The first mill and dam were begun by Charles Reed in 1833, and completed by James McKee in 1834, near the present-day southeast corner of Jefferson and Bluff Streets. Reed and McKee's improvements were followed by the first steam flouring mill in 1840 (location unknown), and a woolen mill constructed by Governor Joel A. Matteson in 1845 which was located at the south side of Jefferson Street at the east end of the bridge. From these humble beginnings, Joliet would become an epicenter for some of the largest national industries including stone, steel, and grain.

The first major industries to develop within Joliet included stone quarries, breweries, and steel mills. The Joliet Steel Mill began producing steel on Collins Street in 1869.[5] While the steel mills were located outside of the St. John's neighborhood, their history greatly affected the development of the neighborhood and the City overall because work at the mills attracted thousands of people, many immigrants from southern and eastern Europe, to work, live and invest in Joliet. From these larger industries also came off-shoots of smaller companies, which transformed the raw material into a finished product. In the St. John's neighborhood, the A.M. Schluessler Tin Shop at the northwest corner of Bridge and Broadway Street, which opened in 1918, could be considered a spin-off of the overall steel industry.[6] For the grain industry there was the West Side Custom Mill by the Berscheid Bros. which produced flour, feed, and hay at the northwest corner of Division and Bluff Streets during the early twentieth century.

Within the stone industry, either quarried in Joliet or brought in from across the country, there were specialty businesses, such as Ernst Wunderlich Granite Co. established in 1874 and located at 656-660 (previously 804-808) North Hickory Street. Wunderlich was the largest granite and marble company in Will County with a branch works and warehouses in Summit and Naperville, Illinois. The company had on-hand sculptors, including Ernst himself, to produce tombstones and monuments, and were dealers in Italian and American Granite and marble. Ernst was born in Germany on November 3, 1848. At the age of fourteen he entered into a three-year apprenticeship to his father, learning the art of sculpturing in granite and marble, and then served three years as an apprentice in the city of Leipzig, Germany. In 1869, Ernst immigrated to Joliet, and for two years worked for his brother, Charles Wunderlich, a building contractor, producing carved building ornament. After spending a year in Chicago, he returned

[5] The Joliet Steel Mill began producing steel on Collins Street in 1869, during a period of prosperity in the steel industry and during a period when new technologies created greater efficiencies in steel production. The Steel Mill opened just three years after the development of an open-hearth furnace for smelting iron, and in the same year that the Union and Central Pacific Railroads joined at Promontory Point, Utah. The location of the plant was most likely selected in part for its proximity to the Illinois and Michigan Canal, at that time a busy transport route for raw materials and manufactured goods. Railroad lines were later extended to the site, providing immediate access to an additional transportation system. The Joliet Steel Mill thrived. By the 1920s, Joliet's steel mill became a division of the mighty U.S. Steel and was their second largest in the world.

[6] Other examples of steel industry spin-off businesses that established in the Joliet area included: coke plants, stove companies, horseshoe factories, brick companies, foundries, boiler and tank companies, machine manufacturers, can companies, bridge builders, plating factories, and steel car shops.

to Joliet where he established the company of Ernest Wunderlich Granite Co. on Hickory Street. In addition to the company's early branches in Summit and Naperville, it grew to include branches in Hammond, Indiana, and Chicago. The company was passed down through the generations of the Wunderlich family until it was merged with the Rogan Granitindustrie Inc. in the late twentieth century, though it retained its name and operated as a separate retail monument outlet until it finally closed between 2012-2019.[7] Today, the buildings which served as Wunderlich's main offices and works in Joliet since the late nineteenth century still remain at the Hickory Street site.

FIGURE 9: View of the Joliet Iron & Steel Company, c. 1900, by the Detroit Photographic Co.

[7] Rogan Granitindustrie Inc. had its beginnings with Wunderlich when in 1936 founder Robert Rogan was looking for a second job, he glanced out his then girlfriend's kitchen window at the E. Wunderlich granite company and decided to approach the company for a job moving stones. He was steered into sales position though, where he became a top salesman and was sent to Wunderlich's Hammond office. Here he developed his expertise in the business that he decided to buy that branch and start his own company, Calumet Monument and Stone, in 1945.

FIGURE 10: Advertisement for the Ernst Wunderlich Granite Co. depicting the main office at 804/806/808 N. Hickory Street (extant), published *in Prairie Farmer's directory of Will and Southern Cook Counties, Illinois*, 1918.

The next two subsections will focus on the two primary industries of the St. John's neighborhood: the transformation of grain into beer and the extraction of limestone for buildings and structures.

THE JOLIET GRAIN TRADE AND THE BREWERIES OF ST. JOHN'S

Supplied by the harvest from the expansive agricultural lands surrounding Joliet, the city's grain trade took off after the I&M Canal opened in 1848. Over the next four decades, as transportation options evolved, Joliet's grain trade matured. While the canal allowed for Joliet's grain to easily reach local markets without spoilage, the arrival of multiple rail lines into Joliet expanded the grain trade to the east coast, setting the city as a focal point of the industry. As documented in the 1878 *History of Will County*, there were five major firms that helped expand the grain trade in Joliet: Carpenter & Marsh (later Marsh & Speer); A. Cagwin & Co.; E. R. Knowlton, H. C. Teed, Wheeler & Co.; and J. E. Bush. By the end of the 1870s, these firms handled just over five million bushels of grain annually, all of which shipped direct to eastern markets, with the exception of E.R. Knowlton who sent a portion of his production (600,000 bushels) to Chicago. The growth of this industry, in particular, was assisted by the opening of the

Michigan Central Railroad “cut-off”, which allowed for the grain and stock going East to bypass Chicago. This pivotal connection resulted in Joliet as the center of trade, as they were the only city with the “cut-off”.

Joliet’s growing German population capitalized on the opportunity to establish the city’s brewery industry, a number of which were located in the St. John’s neighborhood.

Joliet’s first brewery was established by George Erhard (1807-1890) in partnership with John Belz (1801-1891) in 1838. Erhard was born May 7, 1807, in the town of Middlestray, Province of Milrickstuart, Lower Frank, Würzburg, kingdom of Bavaria. He immigrated to America in June 1832, with his mother and two sisters. They first settled in Detroit in 1833, before moving to Chicago in April 1836, and permanently settling in Joliet with his brother-in-law, John Belz. Erhard and Belz are regarded as the first German immigrants to settle in Will County. After briefly returning to Chicago, the pair established the large Bluff Street brewery. The brewery was located on the homestead of Belz which encompassed Lots 9, 10, and 12, and the southern fifteen feet of Lot 8 in Block 1 of West Joliet. This location is the present-day northeast corner at the intersection of Bluff and Spring Streets. The 1878 History of Will County states that the establishment closed following the depreciation of wildcat money[8], which was in prevalent use between ca. 1830-1865. The brewery is not listed in the 1872 business directory.

As the Bluff Street Brewery was winding down, the brewery of Scheidt & Stephens was organized in 1857 by Anton Scheidt (1827-1897) and Sebastian Stephens at the northwest corner of Summit and Bridge Streets. Only the factory and the underground tunnels of the Scheidt & Stephens brewery remain as a tangible example of the brewery industry in the St. John’s neighborhood, all other brewery buildings have been demolished.

[8] Wildcat banking was the issuance of paper currency (specie) in the United States by poorly regulated state-chartered banks, during the Free Banking Era (ca. 1830-1865). Wildcat banks located their main offices in remote places, in areas where people possessed land, but coins were scarce. These banks then circulated currency that was formally redeemable in gold and silver coin, but in practice was based on other assets such as government bonds or real estate notes. Instead of depositing coins for credit, a client would deposit a pledge of his land and receive a loan in notes of the bank that was repayable in cash. The bank would usually be established with enough specie to show banking commissioners, but truly had an insufficient amount of currency to complete legitimate business. A holder of the bank's paper currency could have it redeemed with specie by presenting the currency (bank notes) at the bank's office, which was located "where the wildcats" lived and difficult for noteholders to present notes for payment in person. Note circulation by state banks ended after the passage of the National Bank Act of 1863, which provided for the incorporation of national banks under federal law and the issue of bank notes on the security of government bonds.

FIGURE 11: Photograph of the former Scheidt & Stephens brewery in the early 1900s under the operation of Fred Sehring. Courtesy of the Joliet Historical Photographs collection at Lewis University.

FIGURE 12: View of the extant buildings at the Scheidt & Stephens complex, January 2020.

Scheidt was born in Alsace, France, in 1827. In 1849, he immigrated to America where he first spent time in New York, before moving west to Chicago, and permanently settling in Joliet in 1850. During his first two years in Joliet, he worked in a wagon and plow shop in Homer Township. In 1852, he married Elizabeth Palmer (1824-1887) of Joliet, who was born in Baden, Germany. According to the 1878 History of Will County, that same year, he built the Chicago House on Bluff Street and operated it as a boarding house until 1862. Unfortunately, there is no listing for this establishment in the 1859-1860 Joliet directory to provide additional information on the Chicago House. Following the sale of his brewery in 1875, he entered into the business of Scheidt & Smith with his son-in-law, Paul Smith as dealers of hardware and manufacturers of all kinds of galvanized-iron work (e.g., stoves). Scheidt served eleven years as an Aldermen beginning in 1861. In 1874, he was elected Mayor of Joliet and also served three terms on the Board of Supervisors. Biographical information for Sebastian Stephens was not found. After his partnership with Scheidt it is known that he operated as a tailor with a clothing store based on available city directories.

Scheidt & Stephens remained in partnership until 1862, at which time Scheidt purchased his partners shares and continued to operate the business as Joliet Ale and Lager Beer Brewery until the enterprise was leased to Henry Eder (also spelled Eider) in 1874 and sold the following year.

During Eder's management, the business was renamed Eder's Brewery. Eder operated the brewery until 1883, at which time it was purchased by Frederick Sehring who owned the Columbia Brewery just across the street at the southwest corner of Bridge and Summit Streets, discussed later in this report.

Following a year after the establishment of Scheidt & Stephens, Edwin Porter (1828-1909) opened the Eagle Brewery (also known as the E. Porter Brewing Co.) on the east side of Bluff Street just north of the intersection of Bluff and Lafayette Streets. At the time of the 1878 publication, the History of Will County, the Eagle Brewery, established by E. Porter was the largest of its kind in the state and well known throughout the country for Porter's Joliet Ale and Lager Beer. Beyond the production spaces, including a malt mill and floor, the brewery had an on-site beer cellar, icehouse, and carpenter shop, as well as an artesian well. The brewery operated until 1920, but ceased operations at the onset of Prohibition (1920-1933). The brewery re-opened in 1933, but only remained in business for two years at which time it permanently closed.

Porter was born in Granger, Medina Co., Ohio on April 19, 1828. He moved to Cleveland while quite young, where he received an academic education. In 1856, Porter relocated to Joliet and engaged for two years in the manufacturing of malt, before establishing his own brewery two years later. Outside of the business realm, Porter served as Chief Engineer of the Fire Department for five years beginning in 1861, three years as member of the City Council, and as mayor in 1863, 1864, and 1871.

FIGURE 13: Photograph of the E. Porter Brewing Co. in the early 1900s. Courtesy of the Joliet Historical Photographs collection at Lewis University.

The last brewery located in the St. John's neighborhood is the aforementioned Columbia Brewery, established by Joseph Braun (1837-1904) in 1865, as Braun & Braun Brewery.

Braun was born in Erbach, Wurttemberg, Germany, in 1837. At the age of 14, he was apprenticed to a tailor, before immigrating to America in 1855. Upon his arrival, he spent a short time in Buffalo and in Canada, before settling in Joliet that same year and founding Apollo Hall, a boarding house and saloon on Jefferson Street. In 1856, he left for Minnesota where he resided until 1859, at which time he spent a short amount of time in St. Louis, Missouri, Quincy, Illinois, and then Naperville, Illinois, where he remained until 1861 and worked at Stenger's brewery. He was married in 1862 to Frances C. Braun, of Joliet, a native of Soulnt, France. Braun also served as Street Commissioner in 1872.

Braun only operated the brewery for a few years until February 1868 at which time it was sold to Frederick Sehring (1834-1892) and the name was changed to Columbia Brewery.

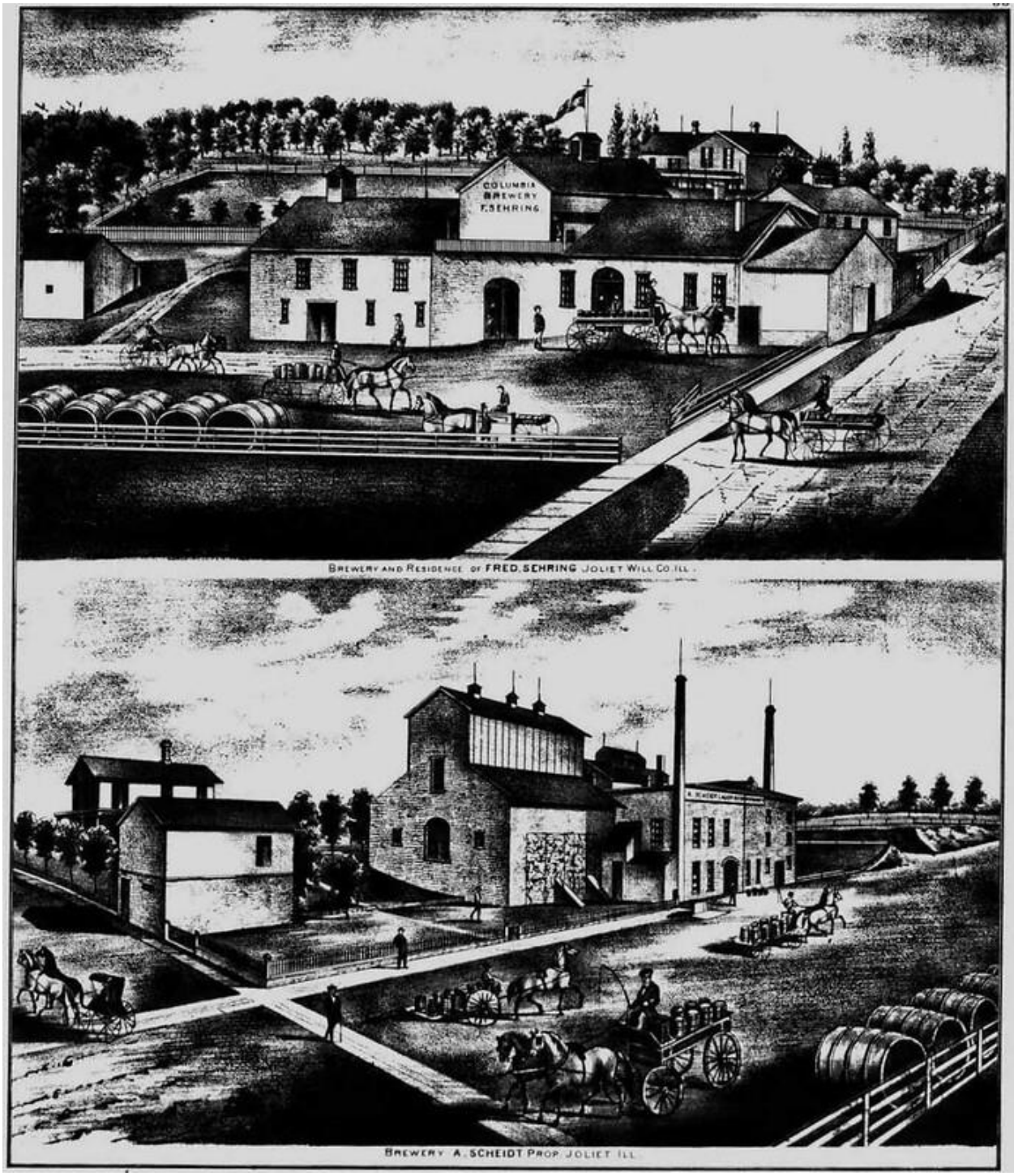


FIGURE 14: Illustrations of the Columbia Brewing complex and A. Scheidt Brewery complex from the 1873 Atlas of Will County.

Sehring first settled in Will County in 1847 when he immigrated with his parents from Hesse-Darmstadt, Germany, where he was born in 1834. His family first settled in Frankfort Township, before he relocated to Joliet in 1854, and engaged in the hotel business. The following year, Sehring married Louise Bez, a native of Germany in 1855. Until 1860, he operated Sehring's Hotel on Joliet Street, at which time he entered the office of the Circuit Clerk as Deputy. In 1863, he was elected Treasurer of Will County and re-elected in 1865 and served for an additional two years. Sehring never retired from public service while operating the brewery and served as Alderman of Second Ward for eight years following his first election in 1874. Sehring was also the director of the Will County National Bank, a member of the Independent Order of Odd Fellows, and a freemason with the Knights Templar.

In its first year under Sehring's ownership, the brewery produced 500 barrels of beer. To increase production, Sehring replaced horsepower with steam power and installed one of the first enclosed copper steam beer kettles in 1875. Over the next five years the operation would double its output, and by 1895 it would produce over 23,000 barrels of beer, with a capacity of 30,000 barrels by 1900. In 1883, Sehring incorporated the business as the Fred Sehring Brewing Company, of which he was president, with his son Henry as vice president, his son-in-law, Henry F. Piepenbrink, secretary and treasurer, and his son, Louis J. Sehring, as superintendent. The new corporation was capitalized for fifty thousand dollars and at this time purchased the adjacent Eder Brewery.

Sehring continued to lead the brewery until his death in 1892. Following his death, the business was continued by his sons and son-in-law. Over the next decade, the operations outgrew the complex on Summit Street, and in 1903 the company constructed an entirely new brewery and bottling plan at Scott and Clay Streets, covering an entire block, with an annual capacity of eighty thousand barrels. Like the E. Porter Brewing Co., and countless others across the county, state, and country, the Fred Sehring Brewing Company ceased operations from the outset of Prohibition (1920-1933).

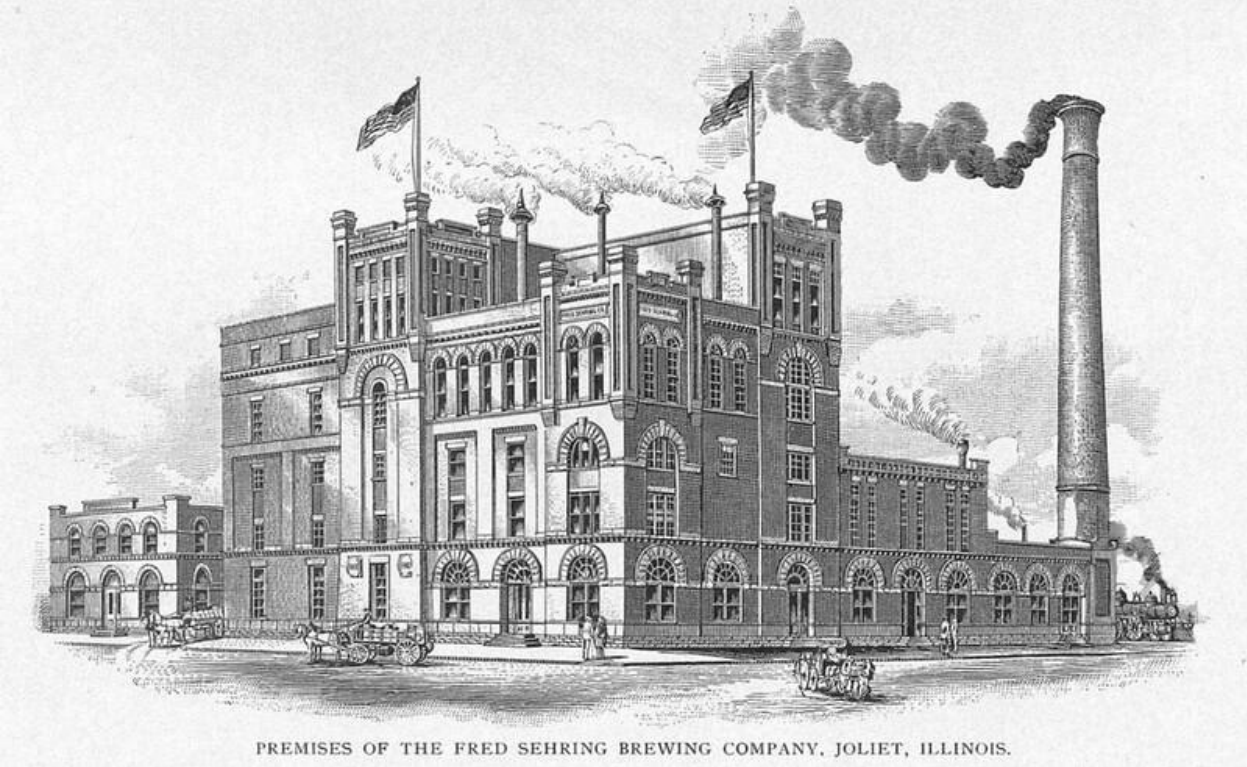


FIGURE 15: Illustration of the Fred Sehring Brewery Company, undated. Source unknown.

THE CITY OF STONE

Natural stone, whether fieldstone, glacial cobbles and boulders gathered from the earth's surface, or bedrock quarried from below the earth's surface, has been a building material for the construction of shelter and fortifications since the earliest periods of recorded history. In the United States, nearly every ethnic population introduced cultural variants of traditional stone construction to new regions as American expansion pushed further west from the original colonies. The types of stone used for construction varied widely from region to region, dependent upon the area's geological evolution. In the Midwest, a variety of limestone was plentiful and, in many locations, easily accessed and quarried. Limestone was important not only as building stone but, also, for the production of lime for use in mortar and, later, cement. In Illinois, one of the most prolific sources of limestone was found in the area along the twelve-mile expanse between Joliet and Lemont, paralleling the Des Plaines River and, later, the Illinois and Michigan Canal. Dolomite, a type of limestone, is the predominant rock type in northern Illinois, and is characterized by its yellowish buff color. During the last half of the nineteenth century, more than fifty quarries operated in the Joliet-Lemont region.

Development of Joliet's Quarries

Across northeastern Illinois, quarries were opened during the 1830s. These earliest quarries produced excellent lime, but sub-standard building stone, as it was naturally poorly bedded, coarse, and broke into irregular pieces. Rough foundation stone could be made only after much trimming and cutting.

The steady influx of settlers into the state during the mid-nineteenth century resulted in the discovery of additional stone deposits, improvements in the transportation network, and employment for specialized, predominately European, stone cutters. Together, these factors propelled the rapid expansion of the building stone industry. After 1840, limestone was locally quarried on a small scale at numerous locations, in the Joliet area, which produced stone of varying quality for use in local, neighborhood structures. This use of stone is represented through some of the earliest structures in the St. John's neighborhood.

Early growth of the industry was only hampered by the depth of regional glacial deposits or drift. The extraction of high to even moderate quality building stone required searching for buried limestone mounds, identifying areas where the depth of the drift was thin, or extracting stone from exposed limestone cliffs or bluffs. In the Joliet region, the shallow topsoil of the glacial floodplain of the Des Plaines River Valley barely concealed the well-bedded, smooth-textured rock of the Sugar Run Dolomite. Unlike other formations of the Silurian section, the Sugar Run stone possessed distinct and ideal characteristics for construction purposes including smooth beds of favorable thickness, pleasing color, and relative durability, making this stone the most valuable when extraction began in the mid-nineteenth century. Consequently, no other Silurian bedrock of the northeastern Illinois region was used to any extent for building construction.

As identified by George H. Woodruff in the 1878 *History of Will County*, the first stone mason in Joliet was Charles W. Brandon. He was known as Deacon Brandon and arrived at Joliet in 1834. The first stone building in Joliet was constructed by Martin H. Demmond, as a commercial store building at the corner of Bluff and Jefferson (formerly known as Exchange Street) Streets in 1835. Brandon worked the following year constructing a store for the Wilson Brothers on the east side of the river. This structure was on Chicago Street adjoining City Hall to the south. In 1837, Demmond then built Merchant's Row on Bluff Street south of present-day Western Avenue (formerly known as Cross Street), discussed later in this report. Demmond eventually also went into the quarry business himself, but predominately for his own immediate use. That same year, Blackburn & Wilson built the stone courthouse and jail for Will County on the east side of Chicago Street. Woodruff further identifies Brandon and James Brodie as early stone cutters during the first decade of settlement in Joliet.

By the 1850s, all materials necessary for the construction of buildings were being produced within the limits of Joliet. As Woodruff noted, Joliet was unique:

> *"We are in this respect very differently situated from most other places in the west. A person coming into this region, finds that in the growing towns of the interior, far away from stone, brick or lime, he must lay out a large sum in order to get shelter for his head. Here (at Joliet), however, he can get all these materials close at hand. The brick yards are within two miles of the city limits; stone quarries are on all sides of him; and he can burn his lime beneath every bluff."*

The Joliet stone industry grew to be so expansive and renowned for its quality that many of the surrounding counties, states, and the nation were dependent upon Joliet for their building stone.

Quarrying for building stone became the signature product of the Joliet industry, however, it was not the only product stemming from the quarries. Lime, the product of burning stone to provide a necessary compound of mortar for construction, was also in production, either at the quarries where the stone was being extracted or as a separate enterprise. By 1856, ten stone quarries and five lime kilns were operating at Joliet, several of which were operating out of the St. John's neighborhood.

Over the next two decades, quarries would open in every corner of the city. Spurred by the Joliet Penitentiary, which introduced Joliet limestone to the nation, and the demand of a non-combustible building material following the Great Chicago Fire of 1871, Joliet quarries were shipping thousands of railroad carloads of stone per month to Chicago and other cities. The stone was widely known and used in every state for its superior qualities extensively tested by the federal government and backed by both the War and Treasury Departments, which utilized the stone for the construction of public building across the country.

As the demand increased, small quarries expanded, while newer, larger quarries formed. Some of these include the operations of Bruce & Co.; the Joliet Stone Company with a branch quarry in Alabama; the Kronmeyer quarry; and Lorenzo P. Sanger's quarry. In addition to the above, there was also the significant quarry of W. A. Steel, who furnished the stone for the Custom Houses at Des Moines, Iowa, and Madison, Wisconsin, and the Capitol of Michigan. Alongside these larger quarries, smaller quarries remained in operation and continued to serve the local community, like those in the St. john's neighborhood.

The Quarries of St. John's

Patrick Hart

One of the earliest quarries in the St. John's neighborhood was the one owned by Patrick Hart (1800-1874). Established between 1848 and 1858, Hart purchased Lots 3, 4, 7, 8, 9, and 10 on Block 8 in North Joliet in 1848, today this location is sited on the east side of Broadway Street between Stone and Bridge Streets. By the 1850 census, Hart is listed as a mason. Little information is known about Patrick Hart and the operation of his quarry, but based on the time period, and limited size of the quarry, it is believed Hart's quarry was used to provide stone for the immediate construction of local buildings, in lieu of quarrying for commercial production. Hart is still listed as the owner of stone works in the 1858 directory, but by the 1872 directory he is listed as a saloon keeper. It is unknown if he managed both professions.

Hart died in March 1874, and by the following year his quarry was purchased by Simon Hausser (1819-1897). Hausser a furniture dealer on the east side of the river at the time, previously was a partner in the quarry of Werner & Hausser, discussed later in this report.

Hausser was well known as a contractor in stonework throughout Will County. He was responsible for the stonework on the Alton Roundhouse, the County Jail, St. John's Catholic Church, the St. Joseph's Hospital and Convent, and for several of the prominent residences of Joliet and vicinity.

Born in Alsace, France[9], he was the son of George and Eva (Niedhanimer) Hausser. His father was a stone mason, as was also his father before him. Hausser immigrated to America in 1847 with a younger brother and together they arrived in New York City, where he remained for approximately two years working at Port Jarvis, New York. From Port Jarvis, Hausser quickly moved to Lyons, New York and then to Batavia, New York, Aurora, Illinois, and finally arrived in Joliet, Illinois on August 15, 1849. In Joliet Hausser continued his work as a stone mason with the firm of Werner & Hausser before he briefly relocated to New Orleans, Louisiana, before permanently settling in Joliet. On November 22, 1853, Hausser married Frances Horn in Joliet, who had only arrived a few months early in Joliet, and together they had twelve children. The Hausser family also resided on North Broadway Street just north of the quarry at the northeast corner of Broadway and Stone Streets.

It is unknown when Hausser closed the quarry, but based on directories, Sanborn Fire Insurance maps, historic newspaper articles, and Hausser's death in 1897, the quarry closed by 1898. Today, no structures from the quarry remain, but the layout and remnants of the historic quarry road, which bisected the block and ran along the eastern edge of the quarry are still visible.

Werner & Hausser, William Werner Quarry

Prior to Hausser acquiring the quarry of Patrick Hart, he partnered with William Werner (1831-1887) to form the business of Werner & Hausser located on Lots 1-4 of Block 10 of North Joliet, approximately the east side of Bluff Street between Second and Third Streets, which are Lime and Marble Streets today. The quarry also included a lime kiln for the production of mortar which would have been used in the construction of the buildings completed by Werner & Hausser. The quarry is believed to have opened sometime during the 1850s as the company is noted in historic newspaper articles as of the early 1860s, specifically for their work of constructing the Sheriff's residence and jail in 1862. It is unknown when Hausser left the partnership, but by the 1872 directory he was a furniture dealer and no longer engaged in the quarry business, while William continued the operation until his death in 1887.

Born in Frankfurt in 1831, William Werner was the son of Charles Frederick Werner. He was educated in Germany, where he also learned the skills necessary to become a stone mason and cutter. Around 1850, he immigrated to America, settling in Joliet, where he was employed in bridge building for the construction of the Chicago, Rock Island and Pacific Railroad. Subsequently, he became engaged with the construction of the Chicago & Alton Railroad and established the quarry on Bluff Street.

[9] Alsace is located in northeastern France in the Rhine River plain and borders Germany and Switzerland. Over centuries prior to 1945, it has alternated between German and French control and reflects a mix of those cultures. Since 2021, Alsace is a territorial collectivity called the European Collectivity of Alsace

Outside of his business, William was a member of the fire department and served as chief for several terms. During the early days of his residence in Joliet, he was an officer in the state militia, city alderman, and for six years served as supervisor.

In his personal life, he was married to Barbara (Goebel) Werner in 1853. William was also a member of the Joliet Sharpshooters' Society.

Beyond William, his brothers Charles and Adam were also significantly engaged in the stone business, operating separate quarries on the west side of Joliet. Only William operated within the St. John's neighborhood.

After William's death the quarry was acquired by Michael Daly who operated it as Daly & Son from 1888 to 1892. Following Daly, Thomas Patterson operated the quarry as an expansion site to his original lime kiln on S. Bluff Street which had opened in 1871. Patterson managed the quarry until 1898, at which time all operations ceased. Today, while no structures remain of the operation, the site can be interpreted through the extant path between the top and base of the lime kiln. Historically, as the fuel burned the calcified limestone dropped down and was raked out, while new layers of fuel and limestone were added at the top of the kiln

Michael W. Bannon Quarry

The origin of the third quarry in St. John's is less known but believed to have been owned by Michael W. Bannon (ca.1802-1880). This quarry was historically located on Lots 7-12 of Block 7 of North Joliet, which is approximately the east side of the North Broadway Street block between Bridge and Division Streets. In the 1878 *History of Will County*, Bannon is noted as the owner of a large quarry on the west side which based on the 1873 atlas this location is the largest on the west side of the river. Furthermore, Bannon and/or his wife, Maria, are noted as residing at the intersection of Division and Bluff Streets and Bannon had purchased at least Lot 7 of Block 7 in North Joliet in 1848. Based on available census records, Bannon established the quarry during the 1850s, as in the 1850 census he is listed as a farmer, while on the 1860 census he is a proprietor of a stone quarry. The quarry appears to be closed by 1890 based on the "Carriers' Map of the *Joliet Daily News* Subscribers" published on September 10 of that year, which shows multiple residences on the former quarry site. Little is otherwise known about the operation and its proprietor.

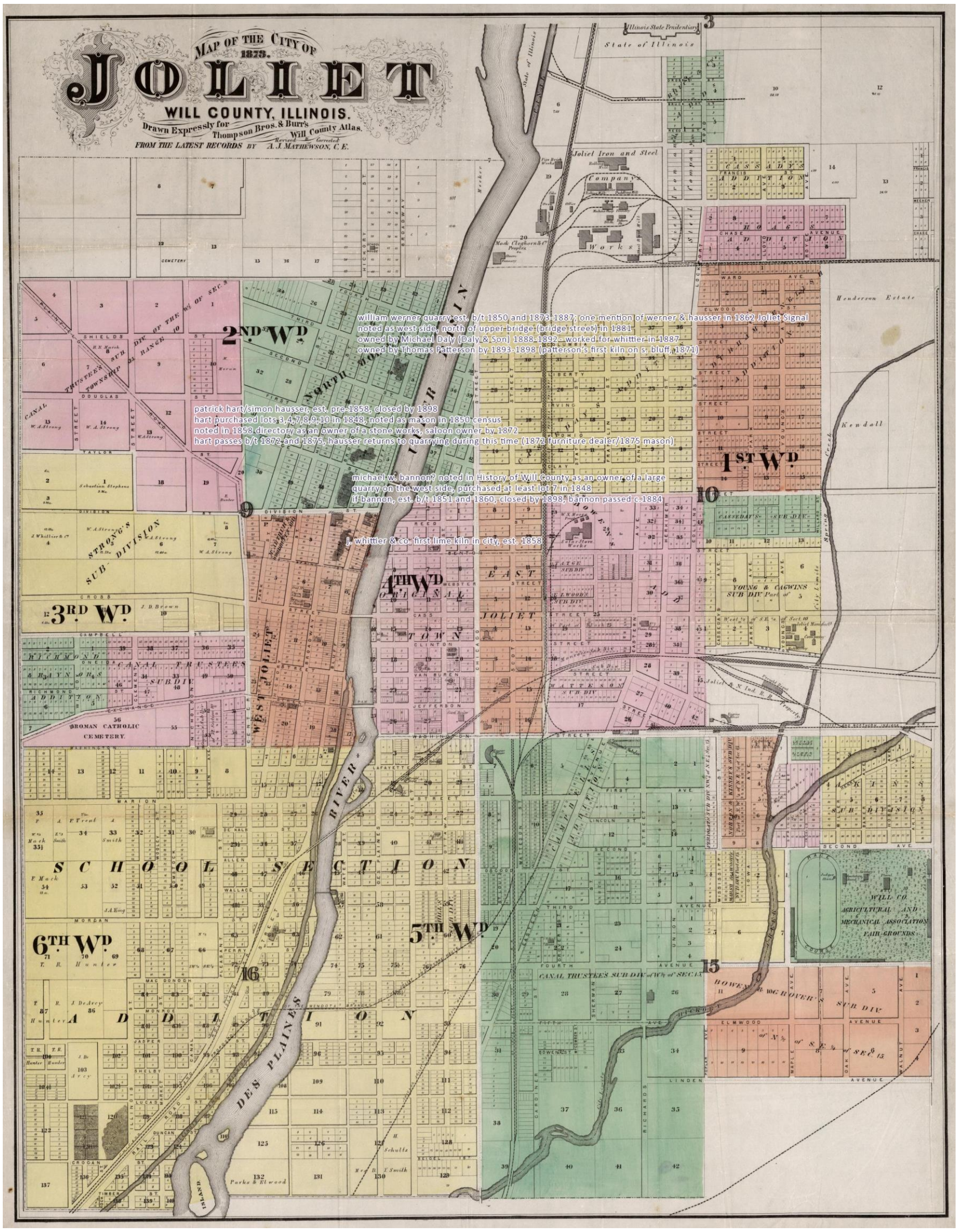
Joseph Whittier & Co.

The final quarry in the St. John's neighborhood was that of Joseph Whittier & Co. located on the west side of Bluff Street between Division and Spring Streets. The company was known for its stone and lime products, including flagging, dimension, rubble, and blue stone. They produced fresh lime daily and shipped their products by rail car or boat in barrels and bulk. Joseph Whittier settled in Joliet in 1859, by way of Sommersworth, New Hampshire, Philadelphia, Pennsylvania, and Penobscot, Maine, and promptly established his business burning lime. George Whittier, son of Joseph, left his work in the milling, lumbering, and farming businesses in Maine and arrived in Joliet in 1861 to join his father in the stone and lime business, where they worked for the remainder of their lives. Both men died in late 1889, just a few months apart. By 1890, the quarry and lime kiln were closed and under redevelopment based

on the "Carriers' Map of the *Joliet Daily News* Subscribers" published on September 10 of that year, which shows multiple residences on the former quarry site.

To serve the labor needs of these unparalleled industries, the areas west of the bluff, developed as a working-class neighborhood with ethnic enclaves of German-French, Irish, and Swiss communities.

FIGURE 16: The map on the following page identifies the location of the aforementioned quarries on the 1873 map of Joliet from the Will County Atlas.


william werner quarry est. b/t 1850 and 1873-1887; one mention of werner & hausser in 1862 Joliet Signal
noted as west side, north of upper bridge (bridge street) in 1881
owned by Michael Daly (Daly & Son) 1888-1892 - worked for whittier in 1887
owned by Thomas Patterson by 1893-1898 (patterson's first kiln on s. bluff, 1871)
patrick hart/simon hausser, est. pre-1858, closed by 1898
hart purchased lots 3, 4, 7, 8, 9, 10 in 1848, noted as mason in 1850 census
noted in 1858 directory as an owner of a stone works, saloon owner by 1872
hart passes b/t 1872 and 1875, hausser returns to quarrying during this time (1872 furniture dealer/1875 mason)
michael w. bannon? noted in History of Will County as an owner of a large quarry on the west side, purchased at least lot 7 in 1848
if bannon, est. b/t 1851 and 1860, closed by 1898, bannon passed c 1884
J. whittier & co. first lime kiln in city, est. 1858

THE DEVELOPMENT OF THE ST. JOHN'S NEIGHBORHOOD AS A RESIDENTIAL COMMUNITY

What became the St. John's neighborhood began as a significant portion of North and West Joliet. North Joliet was established in 1848 by the canal commissioners and is roughly bounded by Granite Street on the north, Center Street on the west, Division Street on the south, and the Des Plaines River on the east.

West Joliet was the aforementioned plat laid out by Martin H. Demmond in 1835 and is bounded by Division Street on the north, Center Street on the west, Washington Street on the south, and the Des Plaines River on the west.

Those who settled on the west side were attracted by the burgeoning industrial and commercial activity emerging along Bluff Street and the river, and new residents ranged from the owners of the industries to the immigrants who labored there. Whether an industrial capitalist or laborer, both settled within their identifiable ethnic enclave, centered around the churches that served as the focus of each community. In the St. John's neighborhood, the Irish first settled along the canal in the south end of the neighborhood, near St. Patrick's Catholic Church (demolished, southwest corner of Jefferson and Broadway Streets), and a prominent German population would settle in the center to north end of the neighborhood nearby St. John's German Catholic Church (now St. John the Baptist Catholic Church) and St. Peter Lutheran Church. By the turn of the century, a Croatian enclave would settle at the far north end of the neighborhood, surrounding St. Mary Nativity Catholic Church.

The following section provides a brief history of the settlement of each ethnic group and their establishment of the church which served as the core of their community.

IRISH

The earliest immigrants to the Joliet area were Irish citizens who arrived to work on the construction of the I&M Canal. While working on the canal, Irish immigrants toiled for long, hard hours at low pay and in dangerous working conditions. They lived in crowded, unsanitary shantytowns, and many died of diseases such as cholera, dysentery, and typhoid fever.

They could use canal script to purchase land and settled in the areas along the waterway and immediately surrounding the Bluff Street commercial corridor. In 1838, St. Patrick's Catholic Church was established to serve the Irish population at the southwest corner of Broadway and Jefferson Streets. The church was built shortly after the organization of the congregation and stood until 1925, when it was replaced by De La Salle High School (later renamed Catholic High, an all-boys school).

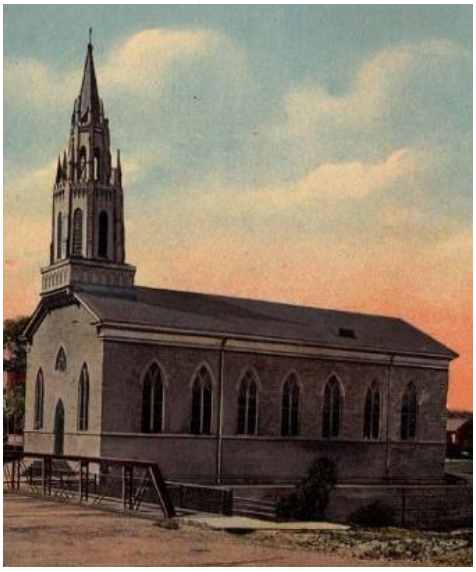


FIGURE 17: Postcard of St. Patrick's Catholic Church, undated. Courtesy of St. Patrick's Catholic Church.

While some Irish immigrants followed the construction of the canal to towns further west, those who settled in Joliet took new jobs in Joliet's expanding industries or took up agricultural pursuits in the countryside.

The Irish continued to inhabit the southern end of the St. John's neighborhood until the early twentieth century, at which time they relocated further west, and were slowly replaced by a Greek population in proximity to All Saints Greek Orthodox Church.

GERMAN-FRENCH

Germans were the next group of immigrants to arrive in Joliet, many from the Alsace region and bringing with them a mix of both German and French cultures. Like the Irish, the Germans were initially attracted by work constructing the canal, but received higher skilled positions such as quarrying and stone cutting. The first German settlers in Joliet were George Erhard and John Belz. They arrived in 1836 and established a brewery two years later, the first in the city.

The German population grew large enough that a portion of the St. Patrick's Catholic Church congregation branched off to establish St. John's German Catholic Church in 1851. Shortly after, a community of German Lutherans was formed and established St. Peter's Lutheran Church in 1857. This congregation met in the upper floor of an old fire barn on Bluff Street, before they built the existing church at 310 N. Broadway in 1884.

Based on biographical and census data a significant number of German immigrants continued working in the traditional trades of their homeland. By 1860, Joliet claimed many German-born residents, who worked as stone masons, carpenters, butchers, blacksmiths, grocers, brewers, farmers, laborers, doctors, as well as dealers in livestock, lumber, clothing, and shoes. At the turn of the century, German families seemed integrated, yet well-defined in the community. A German neighborhood could be identified extending roughly from Jefferson Street on the south to Theodore Street on the north, and from Bluff Street on the east to Raynor Avenue on the west. The community included St. John's German Catholic Church, St. Peter's Lutheran Church, Germania Hall, German Loan and Savings Bank (established 1875 by Westphal & Lagger), grocery stores, butcher shops, and taverns.

Closely related to the German community was the small subset enclave of immigrants from Baden[10], which shared both German and Swiss heritage. This community resided on the east side of Summit Street between Bridge and Stone Streets and was only discernible through the study of birthplaces provided by census records. The residences related to this community include 502, 504, 508, and 512 N. Summit Street for the Bartholome and Stolter families.

[10] A historical territory flanking the upper Rhine River in southern Germany and northern Switzerland, now the western part of the Baden-Württemberg Land (state) of Germany.

The first church constructed by the German population of Joliet, and the namesake of this report's study area, was that of St. John's German Catholic Church (also known as St. John the Baptist Catholic Church), currently at the northeast corner of Hickory and Division Streets. In November 1851, a group of fifty German immigrants from Bavaria, Alsace-Lorraine, Prussia, and the Rhine Province met to discuss forming a new parish. The cornerstone for this new church was laid on April 18, 1852, at the southwest corner of Hickory and Division Streets.

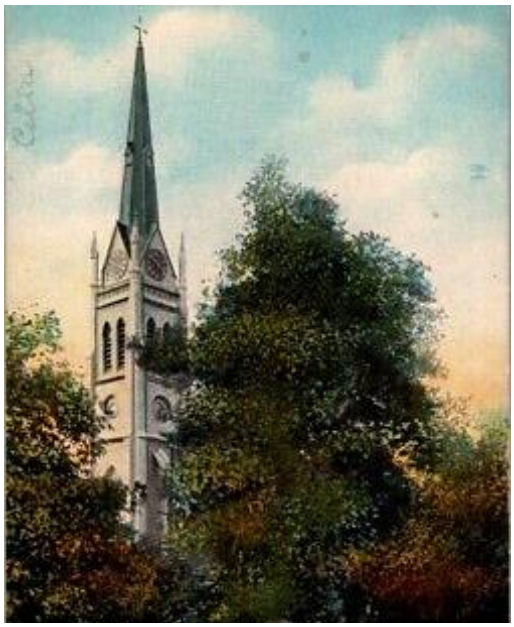


FIGURE 18: C. 1920 postcard of St. John's German Catholic Church. Courtesy of USGen Web Archives.

The young congregation was thriving and in May 1863, Sister Alfred Moes, O.S.F arrived to serve the parish and founded the Sisters of St. Francis Mary Immaculate in 1865.

The parish experienced a tragedy on July 31, 1864, when the steeple was struck by lightning. The bolt of electricity passed down to the gallery immediately below the steeple, where it parted into two currents and descended to the earth. The church, badly damaged, was first thought to be on fire, sent a panic into the crowd who made a rush for the doors and windows which were broken out and torn from their hinges. Within the chaos five members were killed and twenty were seriously injured.

FIGURE 19: St. John's German Catholic Church, January 2020.

In 1866, needing significant repairs following the lighting struck of 1864 and having become too small for the growing congregation, which numbered upwards of two thousand members, the original building was demolished, and a new stone church (extant) and parsonage (demolished) was constructed. The cornerstone for the extant church, still in use by the congregation today, was laid on August 15, 1866.

Under Sister Alfred Moes, O.S.F, the St. Francis Convent and Academy for girls (which merged with Catholic High School in 1990 to become Joliet Catholic Academy) was established in 1869 in a small stone convent on Broadway and Division Streets, where the school resided until 1882 when it relocated to a new building on Plainfield Avenue. The Monastery of St. Francis, for boys was under the charge of the Franciscan Fathers of St. John's German Catholic Church. Both schools were supported exclusively by the members of this Church, without any aid from the public money. The St. John's Catholic Parochial School was constructed between 1862 and 1873, based on available atlas maps, at the southwest corner of Hickory

and Division Streets. The school remained in service until it was replaced with the existing school building at the northwest corner of Hickory and Division Streets in 1961, which replaced the St. John's Society Hall. At the same time the existing school building was constructed, the parish completed the construction of the friary building on the east side of Hickory Street, just north of the church. Franciscan Friars of the Sacred Heart Province no longer reside in the building. The Friary now houses the Church offices.

Throughout its 170 years of service, St. John German Catholic Church (now St. John the Baptist Catholic Church) has welcomed parishioners of all ethnic origins, including the Hispanic community, which began immigrating to Joliet during the latter half of the twentieth century. Today, the congregation offers services in both English and Spanish and is home to the Hispanic Commission which supports a wide variety of Religious celebrations and Hispanic Traditions celebrated within the community.

FIGURE 20: Former Friary at St. John's German Catholic Church, January 2020.

FIGURE 21: Original St. John's Catholic Parochial School. Courtesy of Illinois High School Glory Days.

FIGURE 22: St. John's Catholic Parochial School, January 2020.

Following the organization of St. John's German Catholic Church, St. Peter's Lutheran Church was

FIGURE 23: Photograph of St. Peter's Lutheran Church, undated. Courtesy of the Joliet Area Historical Museum.

organized on May 24, 1857, under the jurisdiction of the Missouri Synod with the name "German United Evangelical Lutheran, St. Peter's Congregation." Three days after the organization of the congregation the cornerstone of the first church was laid, not far from the present church at 310 N. Broadway Street. In 1875 the congregation changed the charter and name from A United to an Evangelical Lutheran Church, to an Evangelical Lutheran Church (UAC) of 1530. Since then, the congregation has been known as "St. Peter's Evangelical Lutheran Congregation, UAC, of Joliet, IL." In the 1980's, the plural "St. Peter's" was changed to "St. Peter" due to a state of Illinois ruling.

As the congregation grew, the congregation established St. Peter Lutheran School in 1869. The pastors were the first teachers, and the first building was a frame structure at 216 N. Broadway Street. The expansion of the congregation continued over a number of years, and a larger church was needed. The cornerstone for the existing building was laid on July 8, 1883, and the new church was dedicated on January 20, 1884. In 1891, the congregation joined the Orphans' Home Association, and became a voting member of the "Evangelical Lutheran Synod of Missouri, Ohio and other states."

At the turn of the twentieth century, the congregation was once again out of space and was determined to build a modern school, sufficiently large enough to meet the needs of the enrollment in 1920. This new building would also provide space for several societies and organizations to have a convenient meeting place. The cornerstone of this building was laid on May 11, 1902, and the completed structure

dedicated on January 4, 1903. The building still stands at 216 N. Broadway Street, but is now a privately-owned apartment building.

FIGURE 24: Photograph of St. Peter's Lutheran School, undated. Courtesy of the Joliet Area Historical Museum.

Development continued through the early decades of the twentieth century. On Sunday, April 18, 1926, the congregation broadcasted one of its Sunday morning services, a practice that has continued to the present. The service is heard over WJOL AM 1340, every Sunday morning at 10 am.

By the end of the 1930s, over 1,500 families were members of this congregation. Following the end of World War II, the congregation, including the Sunday School and St. Peter Lutheran Day School, was once again prospering. The congregation built a much larger and more modern school at 310 N. Broadway, which adjoins the church and this school opened in the fall of 1958. During this time, many of the societies and organizations at St. Peter Evangelical Lutheran Church & School also had their beginnings during these years including: The Mission Society; The Ladies Aid and Ladies Aid Handbell Choir; The St. Peter Church Adult Choir and Men's Chorus; The Senior and Junior Walther League; The Couples Club (now the Fellowship Club; the Richland Circle; the Marycrest Circle; and the Women's Evening Guild. Some of these no longer exist or have been merged; however, several still continue to be active today. Due to declining enrollment, St. Peter Lutheran School closed in May 2017.

FIGURE 25: St. Peter's Lutheran Church, December 2019.

FIGURE 26: St. Peter's Lutheran School, December 2019.

CROATIAN

During the 1880s, an influx of Croatian immigrants arrived in the Joliet area, initially settling around St. Joseph's Church on the east side of the River, established by the city's Slovenian population. As they settled in the city, many lived as groups of boarders with several others. Many worked in various jobs on the Illinois and Michigan Canal, in factories, and some even owned their own small merchant retail shops.

An example of a typical Croatian immigrant, from the publication *Parishes on the Prairie: Roman Catholic Churches Along the Illinois and Michigan Canal*, was a man by the name of Mate Mikulicic, who arrived in America on June 3, 1893, by boat along with seven other Croatian men. Mate was a laborer who moved to Joliet to find a job. His first job was at the Illinois Steel Company (formerly Joliet Iron and Steel Company). When he finally settled in, he sent for Marija Juricic in Croatia with whom his parents had arranged for him to marry. She traveled to America and the two were married in May 1903 at St. Joseph's. Mate eventually became one of the founding members of St. Mary Nativity Church where he was an active member in the church and the community. Mate lived with his wife in Joliet and in the St. Mary Nativity parish until he died in 1927. He is buried in the church's cemetery along with his wife who passed away in 1948.

In 1907, the Croatians founded their own congregation and established St. Mary Nativity Church at 708 N. Broadway Street, which still serves the Croatian community today. The founding of the church was spurred by Joliet's Croatian population, who felt that the combined national church with the Slovenians was leading to a loss of faith and old traditions. They needed to have a parish of their own with their language and customs.

FIGURE 27: St. Mary Nativity Church, December 2019.

The founding date of St. Mary Nativity Church is regarded as July 21, 1906, the day of the first baptism in the new building. The actual dedication of the church did not come until October 27, 1907. Funding for the church complex came solely from donations from family members of the parish.

In the 1920s, the church began to see an intermixing of the ethnic groups through intermarriage and as new immigrants settled in Joliet, looking for a church, as the Croatians had just a few decades prior. To accommodate these arrivals, the church expanded and began to offer

services in English, so everyone was welcome to worship regardless of language.

The church felt the repercussions of the Great Depression and failing economy. The St. Mary Nativity's St. Vincent de Paul Society was organized in 1930 to help provide anything they could from spiritual to corporal works of mercy to the people. This organization was not able to make it through the hardest times of the Depression, but did reorganize in 1933 and still exists today. Following the Depression, the parish remained stable until the ceiling of the church collapsed on December 31, 1941. This began a period of hard work and generosity to rebuild. Donations were made by the families of the parish as well as from the several different parishes located in the area.

Hardship continued to plague the parish on the evening of June 25, 1954, when a fire broke out in the basement of the adjacent school building. The fire department was called by neighbor Joseph Bostanche, who also attempted to alert the sisters, at the time the convent was located in the school. All sisters escaped, though there was extensive damage to the sisters' rooms, the three classrooms, and the upper floor hallway. The cause of the fire was never determined, but it did start in the basement around the electrical switch box. In fall of 1954, classes were held at different locations in the area such as Holy Cross School and Hickory Street School. While the repairs were undertaken, a new gymnasium was constructed on the south side of the building and the convent was moved to the corner of Hickory and Marble Streets where it remains today.

FIGURE 28: St. Mary Nativity Church School, December 2019.

Despite this setback the school and church continued to grow. The school expanded with a new addition at the north end, as well as a library, a science lab, and a computer lab. New programs were also added to the curriculum including foreign language, band, fine arts, mathematics program, and technology. Simultaneously the church community also flourished, and additional clubs were added to involve the people of the parish including the Men's Club, the Council of Catholic Women, the Joanites (senior's organization), the Parents Organization for the school, the Athletic Organization, the Youth Ministry, the Ministry of Bereavement, Sacramental Programs, and the Knights of Columbus.

Beginning in the 1970s and continuing through present-day, new Mexican families immigrating to Joliet began attending the parish, alongside the descendants of the original families who founded the congregation.

GREEK

FIGURE 29: All Saints Greek Orthodox Church, December 2019.

A small Greek population began to develop, as the Irish relocated west of Center Street and out of the old neighborhood. Early Greek immigrants, many from the island of Mykonos, settled on Bluff Street. They built their homes and small businesses there. Their arrival was symbolized by the establishment of All Saints Greek Orthodox Church. The church leaders purchased the residence at 102 N. Broadway Street (demolished) in 1916 and hosted worship services in the converted house until 1942. The following year, the congregation laid the cornerstone for the existing church building on the same site. A school building consisting of four classrooms was constructed adjacent to the church for purposes of religious and cultural instruction in 1963.

In August 2020, outreach to Father Chris Avramopoulos, Pastor for All Saints Greek Orthodox Church, was completed to gather more information on the congregation and the community. Unfortunately, the church was in the process of cataloging and organizing their archival records, and the information was not readily available.

TWENTIETH CENTURY TO PRESENT-DAY

The early twentieth century brought more intense residential development as modest working-class homes were replaced with larger high style residences between 1900 and 1925. Beginning at the turn of the twentieth century and continuing after the Great Depression, smaller, less expensive residences were scarce, and as Joliet's population continued to grow, single-family residential neighborhoods saw an increase in population density. To address this growth, neighborhoods like St. John's saw a significant number of earlier single-family residences converted to multiple units and flats. By the end of the twentieth century, approximately a quarter of single-family residences on the west side of Joliet had been converted to multi-unit dwellings. This need for an increase in residential units during the mid-twentieth century is evident in the built environment as new developments in the St. John's neighborhood focused on the construction of apartment buildings such as 355 and 363 N. Broadway Street (1967, 1971, Figure 30 and 31), 417 N. Center Street (1971, Figure 32), and 651 N. Hickory Street (1978).

Distinct ethnic groups remained discernible for one to two generations, but soon after became assimilated into the city, as boundaries between ethnic neighborhoods became more fluid. What remains to illustrate their past imprint on the development of Joliet are the churches, residences, and commercial establishments they built. New immigrant groups, including a significant Mexican population, arrived during the mid-twentieth century and revitalized structures within the St. John's neighborhood their own cultural heritage, not only including private residences, but community institutions such as St. John the Baptist Catholic Church (Iglesia Católica de San Juan Bautista). Today, the St. John's neighborhood remains a powerful illustration of the ethnic diversity and stratification that embodies Joliet.

FIGURE 30: 355 N. Broadway Street, December 2020.

FIGURE 31: 363 N. Broadway Street, December 2020.

FIGURE 32: 417 N. Center Street, December 2020.

SURVEY METHODOLOGY

An initial list of addresses organized into three tiers was provided by the City of Joliet. From the initial list, MIA developed a digital building inventory which includes address, architectural style, historic information such owner, architect and/or building, and construction date specifically for the St. John's Neighborhood survey. Working with the Will County GIS database, MIA then prepared a base map of the survey area which has been utilized in the appended illustrations. Sites were surveyed from adjacent public property, walkways, or roads. Data was entered in the field, into the building inventory database. Photographs of overall street views and examples of building forms and architectural styles were taken.

After completion of the field survey, research for additional information on each property was conducted as the survey progressed. Materials researched included local histories, newspaper articles, maps, survey plats, and historic photographs. Discussion with individual property owners also provided information about some individual buildings in the survey area. Limited discussion with homeowners was spontaneous; there was no organized plan to interview homeowners. When a definitive date of construction could not be located, buildings were circa dated based on maps, style/type, materials, and field observation. Architect/Builder, Dates and Style/Type were entered onto the forms along with information about associative people, events, and dates when this type of information could be located.

Buildings were then evaluated against the City of Joliet Landmark designation and the National Register of Historic Places criteria for individual listing or as part of a future historic district. Evaluations were also based on age of the building and integrity. Additional information on the evaluation criteria and process is provided in the Criteria Evaluation section of this report.

The main sources used to determine architectural styles and building typologies included: A Field Guide to American Houses by Virginia Lee McAlester (2013) and Old-House Dictionary by Steven J. Phillips (1989) for residential architecture; Buildings of Main Street: A Guide to American Commercial Architecture by Richard Longstreth (1987) for commercial architecture; and Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945 by John J.-G. Blumenson (1982), A Field Guide to American Architecture by Carole Rifkind (1980), and MIA's previous studies for the Kinzie Industrial Corridor (Chicago, IL) and North and Central Geneva Historic Districts (Geneva, IL).

ARCHITECTURE OF THE ST. JOHN'S NEIGHBORHOOD

Joliet and the St. John's Neighborhood was first settled in 1832 by non-natives, with the establishment of Fort Nonsense, at today's intersection of Broadway Street and Western Avenue, and the arrival of the first white pioneer, Charles Reed, who settled on the west side of the Des Plaines River near Bluff and Jefferson Streets. Over the course of its 190-year history, the St. John's Neighborhood has retained a significant amount of architectural fabric from the early settlement period, which occurred over the next 30 years, and from the decades that followed. Below is a breakdown of buildings constructed by decade.

As part of the survey, all principal buildings were categorized by building typology and architectural style.

DECADE OF CONSTRUCTION	NUMBER OF PRINCIPAL BUILDINGS	% OF PRINCIPAL BUILDINGS
1850 - 1859	25	4.6%
1860 - 1869	13	2.4%
1870 - 1879	40	7.4%
1880 - 1889	87	16.1%
1890 - 1899	63	11.6%
1900 - 1909	105	19.4%
1910 - 1919	65	12%
1920 - 1929	43	7.9%
1930 - 1939	11	2%
1940 - 1949	12	2.2%
1950 - 1959	25	4.6%
1960 - 1969	12	2.2%
1970 - 1979	9	1.6%
1980 - 1989	3	.6%
1990 - 1999	3	.6%
2000 - 2009	3	.6%
2010 - 2019	2	.4%
UNKNOWN	20	3.7%
TOTAL	**541**	**100%**

Buildings constructed during the early to mid-nineteenth century are generally less stylistic and can be identified by their form, feature, or shape rather than an architectural style. These buildings are usually early settlement residences built by an owner or builder who relied on simple, practical techniques and locally available materials for overall design and floor layout. Availability and locale determined the types of structural systems, materials, and millwork found in these buildings. Occasionally, ornamental characteristics of an architectural style such as Greek Revival or Queen Anne is applied to the façade at the time of construction or as a later remodeling. If details of an architectural style are present, the building is first categorized by typology and then, by style.

An architectural style is well-defined by common features that are distinctive in overall massing, floor plan, materials, and architectural detailing. These buildings may be architect-designed or display a conscious attempt to incorporate typical architectural features of the time period. Of the 541 principal structures in the survey area, 517 (95.6%) can be classified as having an architectural style, whether being a pure example, using select details, or being a hybrid of styles. Architectural styles in the survey area include, but are not limited to: Italianate, Second Empire, Greek Revival, Romanesque Revival, Gothic Revival, Tudor Revival, Queen Anne, Ranch, Mansard, and New Traditional.

The following sections describe the residential, commercial, and industrial building typologies identified within the study area, followed by the architectural styles of the St. John's neighborhood. Additional common building typologies not included below but located in the study area include: four schools, four churches, one church office building, one friary, one convent, and one bishop's residence which total approximately 2% of all principal buildings.

BUILDING TYPOLOGIES

RESIDENTIAL

Because of its early settlement at the beginning of the 1830s, the St. John's neighborhood is especially well-represented with residences, dating from the early to mid-nineteenth century and still standing with high integrity. At that time skilled carpenters and stonemasons migrated from the mid-Atlantic states, predominately arriving from New York, as along with immigrants from Ireland and Germany. These settlers built simple houses that have been maintained in good condition, particularly those constructed with local dolomite, known as Joliet limestone. The high-quality building tradition continued throughout the turn of the twentieth century with houses in a variety of popular architectural styles and types. Many early residences within the survey area are defined by building typology, which refers to the shape, features, or configuration of a building, and are more utilitarian in style. These early residences were built before prominent architectural styles and utilized building forms common during the Pre-Railroad[11] (before c. 1850) or National[12] (after c. 1850- c. 1930) eras and are described as such.

[11] Pre-Railroad Folk Architecture (pre- c. 1850-1890): This folk architecture was constructed by European colonists during the earliest periods of settlement in the United States. Built of locally available materials, these homes had massive walls and were often unadorned.

[12] Vernacular is the term given to locally-indigenous forms of building construction. Some refer to vernacular buildings as National Style. Buildings continued to be constructed according to the earlier traditional folk forms, but with widely available

These early forms include: Single Pen, Hall and Parlor, I-House, Four over Four, Upright and Wing, Side Hall, and Gable-Front. Below is a breakdown of the residential typologies and forms identified within the St. John's Neighborhood study area. Some buildings are also representative of more than one building typology as early settlement residences were expanded. For example, the smaller and earlier Single-Pen or I-House may have been added on to with a later Gable-front. The breakdown below accounts for those residences with dual typologies, and each typology is counted as its own.

RESIDENTIAL TYPOLOGY	NUMBER OF TYPOLOGY	% OF PRINCIPAL BUILDINGS
Single Pen	1	.2%
Hall & Parlor	3	.6%
Central Hall	2	.4%
I-House	11	2%
Double House	1	.2%
Three-Bay	2	.4%
Cubic	1	.2%
Four-over-Four	1	.2%
Workers Cottage	79	15%
Gable-Front	143	26.4%
Gabled Ell	15	3%
'T' Shape	10	1.9%
Upright & Wing	13	2.4%
Upright & Wing (Southern Influence)	5	1%
American Foursquare	14	2.6%
Bungalow	20	4%
Single-family Residence (SFR)	103	19%
Multi-unit Dwelling – Flats	42	8%
Multi-unit Dwelling – Designed as a SFR	5	1%
Multi-unit Dwelling – Double House	7	1.3%
Multi-unit Dwelling – Care Facility	2	.4%
Miscellaneous/Unknown	3	.6%
TOTAL	**483**	**89% OF PRINCIPAL BUILDINGS**

Single Pen

A Single Pen is a simple, side-gabled structure, one room deep (called single pile) and usually only one to one and half stories in height. A Single Pen is two bays wide on the front facade, which include a doorway and one window. This form dates to the Pre-Railroad era and is one of the earliest settlement forms found in the St. John's neighborhood. This survey found only one extant Single Pen located at 159 Stone Street. A photograph of the Single Pen typology was not available due to a high fence with dense vines that obscured the view of the building.

lumber (mill-sawn lumber was available after 1850). Folk form, or vernacular buildings, are typically of frame construction and covered with wood siding. However, some masonry examples are found throughout Northeastern Illinois. Some may have details taken from high styles such as Greek Revival or Colonial Revival; others may have later high style modifications.

Hall and Parlor

FIGURE 33: 406 N. Center Street, December 2019.

The side-gabled, Hall and Parlor house has two rooms side by side without a separating central hallway and is one room deep. The hall usually incorporated the kitchen and other family activity while the parlor was for formal entertaining and/or sleeping. It frequently has three bays: one central door and two windows. Hall and Parlor residences were dominant during the Pre-Railroad era, but are also found during the National era. During the Pre-Railroad era, they were first built of heavy timber framing in the Tidewater South and then with hewn logs walls throughout the Midwest region. After the introduction and expansion of the railway, Hall and Parlor homes were built with light-framed walls which then developed into variations of the Hall and Parlor including the extended Hall and Parlor with rearward extensions, differing chimney placements, and porch sizes, usually mistaken for later additions or alterations.

Cubic

FIGURE 34: 519-521 N. Hickory Street, January 2020.

The Cubic residential form is closely associated with the Greek Revival architectural style, as the typology expresses details of the style through the use of Classical columns, door surrounds, and/or window headers. The Cubic typology is typically one to two stories in height with a square floor plan, central hall and entrance, a low hipped roof, and signature covered front porch.

I-House

An I-House form is side gabled, one room deep and three to five bays wide and two-stories in height, generally with a central hall that has one room on either side of the hall. The I-House was common during the Pre-Railroad era in the Tidewater South and expanded in popularity to Midland America with the expansion of the railroad and availability of light-weight lumber. I-Houses also became popular in the Midwest where long and confining winters made larger houses more of a necessity than in the South. Like the National Era Hall and Parlor forms, I-Houses were expanded with varying patterns of porches, chimneys, and rearward extensions.



FIGURE 35: 413 N. Broadway Street; FIGURE 36: 363 N. Hickory Street; and FIGURE 37: 218 N. Broadway Street, December 2019 - January 2020.

Three-Bay

FIGURE 38: 602 N. Broadway Street, December 2019.

A larger version of the I-House is the Three-Bay form. Like the I-House it is side-gabled, three bays wide with a central hall which has one room on either side of the hall. The Three-Bay is two rooms deep, unlike the narrower I-House which is only one room deep.

Four-over-Four

Another two-story, rectilinear, side-gabled form is a Four-over-Four. Like the I-House, it has a central hall with one room on either side of that hall. The difference between the two types is that the I-House is only one room deep while the Four-over-Four is two rooms deep- with four rooms on each floor instead of two. This form is generally larger than other forms found during the Pre-Railroad and National eras and utilized architectural details of popular styles of the time as applied ornamentation.

FIGURE 39: 520 N. Hickory Street, January 2020.

Gable Front Family: Workers Cottage, Gable-Front, Gabled Ell, and 'T' Shape

During the Greek Revival movement in the period between 1830 and 1850, the front-gabled shape was commonly used to echo the pedimented façade of typical Greek temples. This form was particularly common in New England and its popularity expanded along with the expansion of the railroad network and remained a dominant folk form until well into the 20th century. Part of its staying power reflected the fact that gable-front houses were well suited for narrow urban lots which were found in many rapidly developing cities.

Characterized by their roof shape, the Gable-Front roof has two sloped sides that meet at a center ridge. The triangular ends of the walls on the other two sides are called gables. In the Gable-Front form, the gable end faces the street and forms the front of the house. These were built as working-class homes, usually frame, with a rectangular plan, minimal projections on the front facade, and front entry below the face of the gable. Often a porch extends the full width of the front of the house. A house is usually two stories in height, while a cottage is one to one-and-a-half stories. Each is three to five bays wide. The Gable- Front form is commonly found in Midwestern towns because it was a simple type for local builders to construct and could fit on narrow lots.

FIGURE 40: 501 N. Bluff Street (Workers Cottage). FIGURE 41: 717 N. Center Street (Gable-Front). FIGURE 42: 658 N. Broadway Street (Gabled Ell), November – December 2019.

Subtypes of the Gable-Front form is the Gabled Ell (L-Form) or Cross-Form (T-Form). The Gabled Ell or Cross-Form types are based on general massing and overall floor plan. Unlike the Upright and Wing form, L-Form houses and cottages do not have two separate house sections, but rather an L-Form or T-Form as one single integrated whole with the roof ridges and eaves at the same height. These forms are usually frame construction, two stories in height, and simple in design. They sometimes had applied ornamentation of the popular architectural style at the time around doors and windows.

Upright and Wing

FIGURE 43: 257 Marble Street, January 2020.

During the Pre-railroad era, another popular residential form emerged. Built as a singular form, the Upright and Wing incorporates a one-and-one-half story section adjacent to a one-and three-quarters or two story gable front section. Typically, a shed roof covered a porch in the re-entrant angle of the ell, formed by the two sections of the house. Many Upright and Wing residences also utilized details of the Greek Revival style, popular during the early to mid-nineteenth century. Additionally, with the coming of the railroad and light weight lumber, original Hall and Parlors or one-story cottages were expanded with a two-story gable-front or one-story wings were added to I-Houses

An alternative version of this typology found in the St. John's neighborhood is the southern Upright and Wing. This typology follows the main Upright and Wing typology, but instead both the upright and wing sections are one-story in height. The form originated from the one-story hall and parlor buildings, which were later expanded with a one-story gable-front or upright addition.

American Foursquare

FIGURE 44: 322 Stone Street, January 2020.

American Foursquare houses are typically square or nearly square in plan with four equal-sized rooms (an entrance hall, living room, dining room, and kitchen) in each corner. The type became popular in house building because it was practical and comfortable for the working and middle classes.

The American Foursquare is usually two or two and half stories tall, two to three bays wide, with a hipped or pyramidal roof, dormers, a full-width front porch with classical or squared columns or piers, overhanging eaves, and features materials such as brick, stone, stucco, or wood siding. Plan book and catalog companies such as the Aladdin Company, the Radford Architectural Company, the

Architects Small House Service Bureau, Sears Roebuck and Company, and Montgomery Ward and Company featured many Foursquare designs between 1900 and 1925.

American Foursquare houses also utilized architectural details from popular architectural styles at the time of construction. In the survey area, the American Foursquare residences tended to derive details from the Craftsman style and Queen Anne style subtype Free Classic.

Bungalow

FIGURE 45: 528 N. Center Street, December 2019.

The original form of the Bungalow came from one-story buildings surrounded by verandahs built in India in the 19th century to serve as rest houses for travelers known as "dak bungalows." The Bungalow, in the United States, is an informal house type that began in California and quickly spread to other parts of the country. Bungalows are one to one and a half or sometimes 2-story houses that emphasize horizontality. Basic characteristics usually include broad and deep front porches and low-pitched roofs, with wide, open eaves and dormers. Exterior materials are often brick with cut stone trim, or they can be frame with details derived from the Craftsman style on the interior. Additional architectural characteristics include: an offset front entrance, or side entrance; porches, either full or partial width; porch piers are often battered; exposed rafters or knee-braces under eaves; and windows creating a horizontal emphasis are either hung or casement.

Single-Family Residence

The Single-Family Residence is a stand-alone or freestanding structure with its own lot intended for one family. In the St. John's neighborhood, this is the predominate residential typology, encompassing twenty-eight percent of the residential buildings. Single-family Residences do not follow a set building form, but instead rely heavily on popular architectural styles (e.g., Queen Anne, Italianate, and Romanesque Revival) for their architectural features, roof form, and plan.

FIGURE 46: 315 Bridge Street. FIGURE 47: 511 N. Hickory Street. FIGURE 48: 201 N. Broadway Street, November 2019 - January 2020.

Multi-unit Dwellings

Although the majority of the buildings in the study area are single-family residences, 56 buildings represent multi-family housing types which include:

Flats/Apartments: A flat or apartment is a self-contained unit which only occupies a portion of a building, usually occupying an entire floor or a portion of a floor. Flats or apartment buildings in the study area are typically composed of approximately two to fourteen flats/apartments. In the study area, this building typology is of masonry construction, clad with face brick or limestone at the front façade and constructed of common brick at the sides and rear, rectangular in plan, one to three stories in height, and encompasses multiple parcels if located on a corner lot or is built to the lot lines, without a setback, if constructed on an interior lot on a block.

FIGURE 49: 328-330 Pine Street, January 2020. FIGURE 50: 311 Oneida Street, January 2020.

FIGURE 51: 111 N. Hickory Street, January 2020. FIGURE 52: Swinbank Terrace at 113-123 N. Hickory Street, January 2020.

Flats Designed as a Single-family Residence: A subcategory of the typical historic flats building is the low density flat or apartment building designed as a single-family residence to blend into the existing streetscape. There are five examples of this typology in the study area, including a triplet of Queen Anne designed residences at 214-216 (Figure 53, top left), 218-220 (Figure 54, bottom left), and 222 (Figure 55, bottom right) N. Hickory Street. These five buildings were all designed in the Queen Anne style, nationally and locally popular during the time of construction, but contain at least two to three flats/apartments, while maintaining the consistent single-family residence streetscape.

FIGURE 53: 214-216 N. Hickory Street, January 2020.

FIGURE 54: 218-220 N. Hickory Street, January 2020.

FIGURE 55: 222 N. Hickory Street, January 2020.

Ranch-style Apartment Building: An additional subcategory of the apartment building is the mid to late-twentieth century Ranch-style apartment building. This building typology is designed similar to a Ranch residence with a long, rectilinear plan and side-gabled roof, but is subdivided into multiple apartments. An example in the study area is 251-253 Bridge Street (Figure 56, Left), constructed circa 1988. This multi-unit dwelling is also an example of the Double House typology described below.

FIGURE 56: 251-253 Bridge Street, January 2020.

Double House: A Double House is characterized by a single building being subdivided; down the middle, into two households with separate entrances. In the St. John's neighborhood, the Double House typology was predominate during the mid-twentieth century, with few earlier examples for the mid-nineteenth century and early twentieth century. There are eight double houses in the study area including: 251-253 Bridge Street, circa 1988; 502-504 N. Hickory Street (Figure 57, Left), circa 1900; 516-518 N. Hickory Street, circa 1967; 314 Lime Street, circa 1955; 321-323 Pine Street, circa 1923; 161 Stone Street (Figure 58, Right), mid-nineteenth century; and 707 and 709 Summit Street, 1994 and 1995.

FIGURE 57: 502-504 N. Hickory Street, January 2020. FIGURE 58: 161 Stone Street, January 2020.

FIGURE 59: 303 Bridge Street, November 2019.

Care Facility: A care facility is commonly a private establishment that provides living quarters and residential care services. In the St. John's neighborhood, two care facilities were identified at 303 Bridge Street (Figure 59, Left) and 211 N. Hickory. Though constructed in the twenty-first century and mid-twentieth century, respectively, both followed a similar architectural design including: rectangular of square in plan, one-story in height, clad in stucco, a low hipped or cross-hipped roof, and a modest exterior design, lacking architectural ornamentation.

Secondary Residential Buildings

Coach House/Carriage Barn: A coach house or carriage barn served to shelter horse drawn vehicles for carrying people, and sometimes housed stalls and feed for horses. Large doors (either hinged or sliding) and few windows are characteristic features.

This outbuilding type usually sits on the same side of the road as the primary house or is easily accessible from the road and has a clear relationship to a doorway of the primary house. Interiors would have large stalls and often a hayloft in the upper story. Later, these were naturally re-purposed into garages or automobiles, and the upper floor of the two-story carriage barns have been converted to residences.

FIGURE 60: Coach house for 225 N. Hickory Street. FIGURE 61: Carriage barn for 413 N. Broadway Street. FIGURE 62: Carriage Barn for 519 N. Broadway Street, December 2019 - January 2020.

Garage: Garages first appeared in the beginning of the twentieth century. They were typically rectangular buildings, made of wood or concrete: rock face block, beveled block, or cinder block. They would have large doors (sliding or hinged) on either eaves or gable side and sometimes a side entry door. Gable roofs were the most common, though some have hipped, pyramidal, or gambrel roofs. Garages were usually sited near the rear of the lot, accessed by a driveway or directly from the road/alley.

COMMERCIAL

The earliest businesses in the St. John's neighborhood were established in response to the needs of the pioneer settlers who developed the surrounding areas. The construction of the buildings which housed these commercial endeavors followed standard construction methods and building typologies typical of commercial buildings during the nineteenth century.

FIGURE 63: View of the 200 Block of Bluff Street from the east bank of the Des Plaines River, late nineteenth century. Courtesy of the Adelmann Regional History Collection.

The first commercial enterprise in Joliet was a general store established by Thomas Cox on Bluff Street in 1834. Two years later, Demmond completed a three-story building at the southwest corner of Bluff and Jefferson Streets, the epicenter of settlement, commerce, and industry in burgeoning Joliet. At this intersection was also the McKee grist mill, the Clement and Clark sawmill, and the old American Hotel. The following year, in 1837, Martin H. Demmond built two of the most significant commercial developments within the young settlement of Joliet, the "Merchant's Row" and the National Hotel.

Demmond's goal for the "Merchant's Row" was to construct a spacious, modern, and imposing building, that no building in the west could rival, while decentralizing the concentrated commercial area only located along Bluff Street, and encourage development to radiate out from the intersection at Bluff and Jefferson Streets. Construction of the building began in 1836, with limestone quarried from the Bluff Street bluff of the Des Plaines River. The foundation of "Merchant's Row" was a solid natural table of limestone, dug down to the depth of four feet. In addition to the storefronts of the lower floors, on the third floor of "Merchant's Row" was the classrooms for the Joliet Female Seminary established in 1847.

FIGURE 64: Photograph of Merchant's Row, 1966, Courtesy of the Joliet Public Library.

FIGURE 65: Photograph of the National Hotel, 1934. Courtesy of the Plainfield Historical Society.

The National Hotel opened the year after "Merchant's Row" at the southeast corner of Bluff and Jefferson Streets. The hotel was the social center of Joliet, as well as entrance for passengers arriving by packet line[13] at the Exchange Street (now Jefferson Street) bridge dock, and later by the Chicago, Rock Island and Pacific Railroad. It was built by J.J. Garland and John Curry who was a brother-in-law of Demmond. As a social center, it served banquets for the Masonic, Odd Fellows, and Good Templar lodges, and also for dancing parties. Many of the prominent men of Joliet made this their home, and national figures such as Abraham Lincoln and Stephen A. Douglas made the hotel a stopping place on the campaign trail.

In the next decade, the prominent Omnibus Block was constructed on the north side of Jefferson Street at the west end of the canal bridge by Thomas Hatton in 1848. The two-story frame building had a basement on the towpath, occupied by Paddock's saloon and Hatton's meat market, which supplied the roasts, chops, and steaks for all of the west side and part of the east side. W. C. Wood was in the storefront adjacent to the canal, selling about everything usually found in a general country store, from codfish to overcoats and hoopskirts. In the farthest west storefront, George H. Woodruff, the historian, had his drugstore, and wrote many of his works regarding the pioneer history of Joliet.

A few years later, the well-known Merchants & Drovers Bank was constructed at the northeast corner of the Jefferson Street Bridge. Built in 1852 by Illinois Governor Joel A. Matteson, the three-story brick

[13] Packet ships derive their name from their original cargo—packets of mail. Packet companies maintained set schedules and routes, making it easier for merchants and industries to know when supplies would arrive and depart, and subsequently opened the line for passenger travel.

building housed a store, for his woolen mill products and general stock of merchandise, and Joliet's first bank, which occupied a suite of rooms on the second floor. The basement was first occupied by a restaurant and bar. There was a row of small private rooms, or stalls, along the west side, with windows looking out on the then clear blue water of the Basin, where diners could watch the canal boats.

FIGURE 66: View of Bluff Street in the late 1800s. Courtesy of the Joliet Historical Photographs collection at Lewis University.

Commercial and industrial development continued in earnest, but by the 1870s, the center of commercial activity had shifted to the east side of the river to what is present-day downtown Joliet. To support the residential community, separated from Joliet's central business district by the Des Plaines River, commercial corners were developed along Bluff Street between Division and Lafayette Streets, Ruby Street from the Des Plaines River on the east to Center Street on the west, and at the prominent intersections of Bridge and Broadway Streets, Hickory and Division Streets, and Hickory and Lime Streets within the St. John's neighborhood. Commercial storefronts developed in response to the demographics of the neighborhood or to serve the various ethnic enclaves within the neighborhood. Stores carried specialty products and shopkeepers were typically part of the immediate ethnic community. Additionally, before the establishment of the supermarket, commercial corners were composed of several smaller stores to meet the community's basic food needs, including separate bakeries, dry good stores, and butchers. But, with a rise in national grocery stores, the convenience of the automobile, advent of refrigeration, and the economic benefits of being able to shop chain stores which offered lower pricing, neighborhood stores began to die out during the mid-to-latter half of the twentieth century, including those in the St. John's neighborhood. As stores closed, buildings fell into disrepair and many were ultimately demolished, resulting in a vacant lot.

FIGURE 67: View of Ruby Street looking west from the Des Plaines River, early 1900s. Courtesy of the Joliet Historical Photographs collection at Lewis University.

In *The Buildings of Main Street*, Richard Longstreth developed a classification system for historic commercial structures built within compact business districts and neighborhoods prior to the 1950s. His system uses building mass as the determining factor. This survey classifies all commercial buildings first by the massing types defined by Longstreth and second by the architectural style.

The commercial classification types outlined by Longstreth are generally applicable to historic buildings (or new buildings built in historic styles) on traditional, pedestrian-oriented commercial streets or intersections, like in the St. John's neighborhood.

Below is a listing of each commercial building typology identified within the study area.

COMMERCIAL TYPOLOGY	NUMBER OF TYPOLOGY	% OF PRINCIPAL BUILDINGS
One-Part Commercial Block	10	1.8%
Two-Part Commercial Block	12	2.2%
Three-Part Vertical Block	1	.2%
Commercially-converted Residences	4	.7%
Freestanding	1	.2%
Auto-oriented	7	1.3%
TOTAL	**35**	**7% OF PRINCIPAL BUILDINGS**

Commercial Blocks

One and Two-Part Commercial Block

Early commercial buildings in the late 1800s often appear as a one-part commercial block: a one or two-story box with ornamented façade or false-front façade. The first floor façade is comprised of plate glass windows, an entry and a cornice or tall parapet above. The false-front arrangement is often seen on smaller buildings of wood frame construction, built during that later half of the nineteenth century to "create the commercial core of new towns during their initial period of development".

FIGURE 68: 150-152 Ruby Street, January 2020.

The commercial buildings located at the major intersections in the interior of the study area are, and were historically, comprised of One- and Two-Part Commercial Blocks. The two-part commercial block is the most common type of composition used for small and moderate-sized commercial buildings throughout the country. It is typically limited to buildings that are two to four stories in height. This typology is characterized by a horizontal division into two distinct zones, a lower and an upper zone. Each zone received its own design treatment that may be harmonious in design while clearly separated from one another, or they may have little visual relationship. The two-part division reflects the differences in use. The lower zone is located at street level and included public spaces such as retail stores, a banking room, an insurance office, or a hotel lobby. The upper zone housed more private spaces, including offices, hotel rooms, or a meeting mall. Treated in a

FIGURE 69: 256-258 Ruby Street, January 2020.

similar manner as the lower zone of a two-part commercial block is the one-part commercial block. This typology is only one story in height and is typically a simple box in plan with an ornamented façade. In many cases, the street frontage is narrow and the façade is predominately composed of plate glass windows and an entry surmounted by a cornice or parapet.

Three-Part Vertical Block

FIGURE 70: 373 Western Avenue, December 2019.

There is one historic apartment hotel building in the St. John's neighborhood. Apartment hotels were mixed-use buildings, usually with a commercial use(s) on the first floor and residences on the upper floors. The apartment hotel was a popular property type during the 1910s and 1920s and developed in response to increasing land prices and offered middle-and upper-middle class families a reprieve from the undesirability of apartment living while providing residents with a list of amenities. Located at 373 Western Avenue (Figure 70, Left), the Mary Walker Hotel is the only example of an apartment hotel and the Three-Part Vertical Block commercial typology in the study area.

The Three-Part Vertical Block was used in the late nineteenth century as a means of simplifying the exterior of tall, commercial buildings. The façade is divided horizontally into three major zones that are different but carefully relate to one another to create a unified whole. The lower zone rises one or two stories and serves as a visual base of the dominant "shaft", or upper zone. The Three-Part Vertical Block has a distinct upper zone of one to three stories in height. Thus, the composition is analogous to the divisions of the classical column: base, shaft, and capital.

<u>Commercially Converted Residence</u>

In the study area, there are four instances of the Commercially Converted Residence typology located at 513-515 (Figure 71, Left) and 674 (Figure 72, Center) N. Broadway Street and 326 and 328 Lime Street (Figure 73, Right). This differs from the Two-Part Commercial Block with a lower floor storefront and upper floor apartments or offices. Instead, older mid to late-nineteenth century residences with a once larger front setback, have been added on to with one-story storefronts during the mid-twentieth century, obscuring the first story of the front façade of the older residence. The buildings contain both living and retail spaces, but not located within the same structure. In the study area, the storefront

additions appear to be frame construction or at least clad in siding, rectangular in plan with little to no architectural detailing. The building at 674 N. Broadway is atypical as the addition is two-stories in height. The second floor was used as additional living space, while the first floor housed the storefront.



FIGURE 71: 513-515 N. Broadway Street. FIGURE 72: 674 N. Broadway Street, December 2019. FIGURE 73: 326-328 Lime Street, January 2020.

Freestanding

Two eras of Freestanding commercial typologies have been identified within the St. John's study area. The first is a mid to late-nineteenth century two-story gable-front building and the second is a mid to late twentieth century one-story building, adapted to the automobile.

FIGURE 74: 342-344 Pine Street, January 2020.

The earlier Freestanding typology identified are two-stories in height and follow the gable-front form, discussed earlier, but on a larger scale. These buildings were constructed on lots located on the interior of the block and are built to the front and side lot lines, typically encompassing approximately 50-75% of the length of the lot. The rear setback was used to accommodate a stable building at the rear of the lot, along the alley. Based on available Sanborn Maps, these buildings had a porch, either a one-story porch at the first floor of the front façade or a two-story porch which wrapped around the front, side, and rear of the building. The building would have been used as a storefront and dwelling, either for the shop keeper or as a boarding house. Boarders on a multi-day trip would stay overnight, receiving room and board for themselves and their horse (in the stable).

The later Freestanding buildings are typically one story, occasionally two stories, but differ from Commercial Blocks in that they have architectural treatment on two or more sides. They are newer, having been built in the age of automobile access. The entry is usually accessible from the street, often oriented to a parking lot on the side or surrounding the building. The structure may occupy an entire city block and be surrounded by parking.

FIGURE 75: 222 Ruby Street, January 2020.

Auto-Oriented Buildings

With the growing popularity and dependence upon the automobile that began in the 1920s, buildings serving automobile traffic, such as the filling and service station and the commercial garage, emerged along America's expanding network of roads and highways.

Along Ruby Street/Illinois Route 53/Route 66 Alternate was the steady development of a commercial district often catering to travelers. Consequently, a number of automobile service facilities located on Ruby Street, as well as along one of the main thoroughfares within the St. John's neighborhood, Broadway Street. On Broadway Street, auto-oriented facilities were located at corresponding major intersections including Bridge Street and Western Avenue/Lincoln Highway/U.S. Route 30. These facilities were predominately filling and service stations. The three remaining examples of this typology are located at 308 Western Avenue (significantly altered), 370 Ruby Street, and 429 N. Broadway Street.

The filling station at 429 N. Broadway Street (Figure 76, Right) is also an example of a popular movement during the mid-twentieth century where major gasoline companies began to expand their facilities and created look-alike retail gasoline outlets in which logos, color schemes, signage, and building architecture contributed to a total design of their business. In the following years, architects were employed to create designs for filling/service stations using Colonial and English details that mimicked current suburban styles. The filling station at 429 N. Broadway, while altered, retains details of the Tudor Revival style including half-timbering.

FIGURE 76: 429 N. Broadway Street, December 2019.

FIGURE 77: 262-264 Ruby Street, January 2020.

Also within the study area are example of the automobile service garage. This typology is a simple building, usually one-story, sometimes two stories with an office or storage above, like the Adria Illinois Motor Car Sales Corporation building at 262-64 Ruby Street (Figure 77, Top Left). These building are most often masonry construction with a barrel vault or bowstring truss roof, in one-story construction, or a simple flat roof if two-stories in height. An example of a one-story garage is located at 362 Ruby Street (Figure 78, Bottom Left).

FIGURE 78: 326 Ruby Street, January 2020.

INDUSTRIAL

Due to urban renewal efforts during the mid-twentieth century, many of the St. John's neighborhood industrial buildings were demolished, as they were vacant and deteriorating, and viewed as a blight on the surrounding built environment. Of the industrial buildings that survived, they are predominately located along the Ruby Street commercial corridor which has seen limited demolition due to its consistent use over the last few decades, or in the denser residential areas where businesses have located within these buildings and have been able to adaptively reuse the historic structure.

For industrial buildings, the typology can first be defined by their use (e.g., factory, warehouse, light manufacturing, etc.) and then further identified by the construction type as described in the "Factory" typology. The typologies identified were prevalent across the country from at least the nineteenth to the mid-twentieth century. Below is a breakdown of the industrial typologies identified within the St. John's neighborhood study area.

INDUSTRIAL TYPOLOGY	NUMBER OF TYPOLOGY	% OF PRINCIPAL BUILDINGS
Factory	2	.4%
Light Manufacturing + Warehouses	6	1.1%
Office with garage and/or shop	3	.6%
TOTAL	**11**	**2% OF PRINCIPAL BUILDINGS**

Factory

A factory is a vernacular building type of any size in which products goods are manufactured or assembled. The factory is then identified by a subtype, defined by its structural system/construction method and materials and not by the products manufactured. A factory is predominately multi-story, but can be one-story, with a flat roof and characterized by expansive, unpartitioned open floor areas. Five factory subtypes that historically existed:

1. Masonry Bearing Wall with Mill or Semi-Mill Construction
2. Brick Pier and Spandrel Construction
3. Reinforced Concrete Construction
4. Exposed Steel (Columns and Beams) Construction (Steel exposed on the interior)
5. Combination (e.g., Reinforced Concrete (Columns) and Steel Construction)

FIGURE 79: 515 Summit Street, January 2020.

In the St. John's neighborhood, the only remaining factory building is the original Scheidt & Stephens brewery, located at 515 Summit Street (Figure 79, Left). Based on fieldwork, age of construction, and review of available Sanborn Maps, it is believed that this factory is subtype No. 1.

Light Manufacturing/Warehouses

One-Story, One-Bay

Used for lighter work (small factories, machine shops, warehouses, stages), the "One-story, One-bay" typically has saw-tooth roof monitors or skylights to provide adequate ventilation and light. Structural systems vary based on size and use including: wood or steel trusses; trusses rested on pilastered walls; steel frame; trusses, wood posts or steel columns, and pilastered walls. There are multiple examples of the One-story, One-Bay typology in the study area including: 116 N. Center Street (a historic ice cream factory with a storefront and rear garage, Figure 81, Top Right), 500 N. Broadway Street (historic tin shop with a storefront, Figure 80, Top Left), and 340 Ruby Street (the rear historically was a plumbing warehouse, before the storefront was added, Figure 82, Bottom Left).

FIGURE 80: 500 N. Broadway Street, December 2019.

FIGURE 81: 116 N. Center Street, December 2019.

FIGURE 82: 340 Ruby Street, January 2020.

Office

Within the survey area, there is also a non-commercial two-story office building with an attached garage and maintenance shop which serves as the Illinois Department of Transportation Bridge Division Office and Maintenance Shop at 105 Bridge Street (Figure 83, Left). This building is located at and is the only example of this building typology within the study area.

FIGURE 83: 105 Bridge Street, November 2019.

ARCHITECTURAL STYLES

The architectural heritage of the St. John's Neighborhood is further expressed through the diversity of architectural styles found within the survey area. Of the 541 principal buildings surveyed, 211 (38.9%) can be categorized as having a clear architectural style, while 306 (56.7%) are utilitarian with or without details of an architectural style, and twenty-four (4.4%) express no distinct architectural style. Below is an analysis of how each architectural style is dispersed throughout the survey area, followed by descriptions of each identified architectural style.

ARCHITECTURAL STYLE	NUMBER OF PRINCIPAL BUILDINGS	% OF PRINCIPAL BUILDINGS
Greek Revival	13	2.4%
Gothic Revival	2	.4%
Italianate	13	2.4%
Second Empire	4	.7%
Queen Anne	46	8.5%
Romanesque Revival	13	2.4%
Colonial/Dutch Colonial Revival	5	.9%
Italian Renaissance Revival	12	2.2%
Tudor Revival	5	.9%
Late Classical Revival	8	1.5%
Craftsman	27	5%
Art Deco	1	.2%
Minimal Traditional/Cape Cod	20	3.7%
Ranch	6	1.1%
Mid-Century Modern	4	.7%
Contemporary	6	1.1%
Mansard	6	1.1%
New Traditional	8	1.5%
Utilitarian	306	56.7%
No Style	36	6.6%
TOTAL	**541**	**100%**

Notes:
The dates in parenthesis first indicate the time period during which the style was most popular nationally (N). Because of the varying rates in which popular architectural fashions spread across the country, the entrenchment of local building traditions, as well as the dominance of local tastes, dates may differ for local examples. The second time period in parenthesis is the period in which this style appears locally (L) in Joliet.

Architectural features listed under each architectural style are common characteristics, but may not be found in every building and may vary locally, regionally, and nationally.

GREEK REVIVAL (N. 1825 - 1860) (L. CA. 1855 - 1870)

FIGURE 84: 405 N. Broadway Street, December 2019.

The emphasis turned from Rome to Greece as the Greek Revival style developed around 1820. American interest in the culture of ancient Greece grew from sympathy for the Greek War of Independence (1821-1830) and emerging archaeological finds showing Greece as the earliest democracy. The Greek Revival style has much in common with Early Classical Revival, in its reliance on the temple form, front pediment, and classical order columns. Greek Revival unlike its predecessor was less monumental and is more commonly used for residential and commercial buildings. The Greek Revival style is most often the earliest architectural style found in Midwestern towns and in Joliet is the most commonly found pre-Civil War style. Typical architectural characteristics include: cornice line of main roof and porch emphasized by a wide band of trim, representing the classical entablature; gabled or hipped roof of low pitch; entry or full-height porches; porches often have a traditional classical pediment supported by squared or rounded classical columns (Doric Order); windows are typically six-pane, upper and lower double-hung sash; doors are often surrounded by sidelights and transoms.

GOTHIC REVIVAL (N. N. 1840-1880; 1895-1945) (L. 1858 - 1866)

FIGURE 85: St. John's German Catholic Church, January 2020.

Gothic Revival was first popularized by Andrew Jackson Downing who published pattern books of stylistic details and championed the use of the style. Based on medieval design precedents, it was promoted as an ideal picturesque style, suitable for residential use, between the 1840s and 1860s. This style was promoted as an appropriate design for rural settings, with its complex and irregular shapes and forms fitting well into the natural landscape. Thus, the Gothic Revival style was often chosen for country homes and houses in rural or small-town settings. The style was losing popularity for residential designs by the late 1860s, but resurgence during the 1870s occurred in applying the style to public and religious buildings. The style remained popular for public buildings through 1945, primarily due to its association with European ecclesiastical architecture. The style is characterized by simpler and smoother features than those of the preceding High Victorian Gothic. Typical architectural characteristics can include: steeply pitched roof, usually with steep cross gables; gable ends commonly have decorated vergeboards (commonly called gingerbread or stickwork); wall surfaces extend into gable without a break; windows commonly extend into the gable, frequently having pointed-arch shape (Gothic arch); other window shapes include the clover-like foil with three, four or five cusps; doors often have pointed-arch and/or heavy hood ornament; roof peaks are often topped with pinnacles (typically found on churches); decorative crowns (gable or drip mold); and porches with turned posts or columns and intricately carved wood ornamentation.

ITALIANATE (N. 1840 - 1885) (L. 1855 - 1900)

FIGURE 86: 601 N. Broadway Street, December 2019.

A popular nineteenth century style, Italianate was derived from the architecture of Italian villas and originated in England at the start of the Picturesque Movement. This style with its wide overhanging bracketed eaves was typically found on two and three-story buildings.

Typical architectural characteristics include: vertical proportions; tall, curved or arched topped windows and doors with hooded molds; decorative brackets; intricate wood or pressed metal cornices; stone trim with incised foliated ornament; and paired and single doors are common with large pane glazing in the door itself.

SECOND EMPIRE (N. 1855 – 1885) (L. 1865 – 1884)

FIGURE 87: 221 N. Broadway Street, December 2019.

The Second Empire style was popular throughout the United States in the 1860s and 1870s, used extensively in the northeastern and midwestern parts of the country. The Second Empire style had its beginnings in France where it was the style during the reign of Napoleon III (1852-70), known as France's Second Empire. Prominent exhibitions in Paris in 1855 and 1867 helped to spread Second Empire style to England and then the United States. The Second Empire Style is recognized by the hipped roof form with dormers that allow for the maximum use of an attic area. Unlike earlier Italianate or Greek Revival styles that were based on historic precedent, the Second Empire Style reflected the latest French fashion of the day. Typical architectural characteristics include: a mansard roof with dormer windows with arched or pedimented tops; cornices at the top and bottom of the lower roof slop; decorative eave brackets; patterned shingle roof; iron roof crest; decorative window surrounds and dormers; quoins; and balustrades.

QUEEN ANNE (N. 1880 - 1910) (L. 1882 - 1917)

FIGURE 88: 312 Bridge Street, November 2019.

For many, the Queen Anne style typifies the architecture of the Victorian age. This very popular style of the 1880s and 1890s has asymmetrical massing characterized by projecting bays and prominent, compound roof shapes. These buildings were clad in a variety of materials and with multiple textures including patterned shingles.The style was named and popularized by a group of nineteenth century English architects led by Richard Norman Shaw. Roots for the style date back to the Elizabethan and Jacobean periods in England and have little to do with Queen Anne or the formal Renaissance architecture that dominated during her reign (1702-1714).

A subtype of Queen Anne found within the survey area is Queen Anne-Free Classic. This subtype is characterized by classical columns as porch supports, Palladian windows, and cornice-line dentils, projecting pressed metal bays with slate roofs. It lacks the eclecticism, abundance of decoration, varied and contrasting materials, shapes, and textures, patterned wall surfaces, and irregular roof lines typically found in the style.

ROMANESQUE REVIVAL (N. 1880 - 1900) (L. 1887 – 1915, 1943)

FIGURE 89: 225 N. Hickory Street, January 2020.

Romanesque Revival in America was inspired in part by the medieval European style known as Romanesque, popular in Europe during the eleventh and twelfth centuries as a revival of earlier classical Roman forms. Two phases of this style have been identified in America. During the first, Americans experimented with early versions during the 1840s-1850s. The second phase came in the late nineteenth century when the style was popularized by Henry Hobson Richardson. Buildings in the Romanesque Revival style are heavy, massive masonry construction, often featuring rough-faced stonework to denote a strong sense of permanence. Wide, Roman rounded arches are an important identifying feature. Frequently, decorative floral detail appears in the stonework, and sometimes on column capitals.

Typical architectural characteristics include: masonry construction; round arches at fenestration openings; heavy and massive appearance; polychromatic stonework; rounded, square towers with or without decorative bartizans; squat columns; and decorative plaques.

COLONIAL REVIVAL (N. 1890 - 1945) (L. 1923 - 1969)

FIGURE 90: 354 N. Hickory Street, January 2020.

Generally larger than those buildings of the earlier Colonial styles, the Colonial Revival Style embodies several of the classical details and elements of the earlier period showing an interest in early Federal, English (Georgian or Adam Styles) and Dutch (Dutch Colonial) houses. This interest revives the architecture of America's founding period, generated, in part by, the Philadelphia Centennial of 1876 celebrating the country's 100th birthday. Most of these buildings are symmetrical and rectangular in plan; some have wings attached to the side. Detailing is derived from classical sources, partly due to the influence of classicism dominating the 1893 World's Columbian Exposition. Many front facades have classical, temple-like entrances with projecting porticos topped by pediments. Paneled doors flanked by sidelights and topped by rectangular transoms or fanlights are common, as are multi-pane double-hung windows with wood shutters embellished with incised patterns. Additional architectural characteristics include: symmetrical facades, often with side porches; red brick or wood clapboard walls; accentuated entrances with classical detailing and decorated with fanlights, sidelights, transoms, columns, and pediments; hipped or gable roofs, often with dormers; columned porch or portico; pedimented door, windows or dormers; bay windows; and cornice with dentils or modillions.

<u>Dutch Colonial Revival</u>

FIGURE 91: 326 Pine Street, January 2020.

The Dutch Colonial Revival style is a subtype of the Colonial Revival style. Architectural characteristics which set it apart from the broader Colonial Revival style include:

- A gambrel roof
- Symmetrical front façade
- Classical entry
- Sheathed in wood clapboard or shingles

ITALIAN RENAISSANCE (N. 1890 – 1935) (L. 1902 – 1925)

FIGURE 92: 206 N. Hickory Street, January 2020.

The Italian Renaissance Revival style developed at the end of the nineteenth century and was inspired by Italy and the ancient world. This revival style was a dramatic contrast to the earlier Queen Anne Style. This more ordered style has a studied formalism, symmetrical composition, simple flat facades, and low-pitched or flat roofs.

Typical architectural characteristics include: restrained decoration; rectangular form; low-pitched hipped or flat roof; symmetrical façade; limestone keystones at windows and doors; brick patternwork; decorative limestone ornament (e.g., roundels); rusticated base of details (e.g., piers and voussoirs); decorative, projecting metal or brick cornice; carved foliated details; brick corbeling; and arched entrances.

TUDOR REVIVAL (N. 1890 - 1940) (L. 1887 - 1961)

FIGURE 93: 305 N. Hickory Street, January 2020.

A popular romantic revival style from the first half of the twentieth century, Tudor Revival was inspired by English Medieval architecture. The style is recognized by steeply pitched side gabled or hipped roofs, with one or more front facing, asymmetrically placed gables; stucco with half-timbering walls; rounded Tudor arch door openings; and windows are tall and narrow, either double hung or casement, often with decorative leaded glass with stone mullions and trim.

Typical characteristics may also include: stepped or crenellated parapets with limestone coping; entrances set within a Tudor arch opening; brick patternwork (e.g., herringbone); limestone trim at fenestration openings; limestone gablets; limestone shield ornament; and brick relief work.

LATE CLASSICAL REVIVAL (N. 1895 - 1950) (L. 1909 - 1927)

FIGURE 94: 319-321 N. Hickory Street, January 2020.

The Late Classical Revival style was inspired by the 1893 World's Columbian Exposition in Chicago which promoted classical forms and relied on stylistic details of the Greek Revival style. Classical Revival style buildings often have massive columns with classical Corinthian, Doric, or Ionic capitals topped by a front facing pediment. The style was frequently used for civic, institutional, commercial, and residential buildings. Wall materials range from wood, brick, stucco, or stone with smoother surfaces being more prevalent.

Typical architectural characteristics include: a symmetrical façade; smooth masonry exterior surfaces, unadorned roof line; modillions and dentils that line the cornice; double-hung windows with lintels above; windows are symmetrically arranged often in pairs or groups of three; entrances are centered on the façade; patterned brick work; and geometric, inset limestone ornamentation.

CRAFTSMAN (N. 1905 - 1930) (L. CA. 1910 - 1940)

FIGURE 95: 415 N. Center Street, December 2019.

Craftsman was the dominant style for smaller houses built across the country during the period between 1905 through the mid- 1920s. This style developed in California at the turn of the twentieth century and was inspired by the English Arts and Crafts movement which brought a renewed interest in hand crafted materials and harmony with the natural environment. The style quickly spread throughout the country by pattern books and popular magazines. By the end of the 1920s, the style was fading from popularity, and few were built after 1930.

Typical architectural characteristics include: low pitched, gabled or hipped roof with wide, unenclosed eave overhang; exposed roof rafters; decorative beams or knee braces under gable; porches, full or partial width, with roof supported by tapered square columns, often of brick or stone material; roof dormers; and windows designed with a horizontal emphasis.

Craftsman detailing was frequently combined with the bungalow form, and Craftsman Bungalows, inspired by the work of California architects Greene and Greene, were widely published in architectural journals and popular home magazines of the day. Plans were often included in articles about the style, and the Craftsman Bungalow became one of the Country's most popular house styles during the teens and twenties.

ART DECO (N. 1925 - 1940) (L. 1926)

FIGURE 96: 116 N. Center Street, December 2019.

Art Deco style is defined by its characteristic sharp-edges and stylized geometrical details. Its name was derived from the Exposition Internationale des Arts Décoratifs et Industriels Modernes, held in Paris in 1925, where the style was first exhibited as an intentional break with past precedents. Typical architectural characteristics include: sleek, linear appearance; low-relief decorative panels at the entrances, around windows, along roof edges or as string courses; smooth building materials such as stucco, concrete block, glazed brick or mosaic tile; stylized decorative elements using geometrical forms, zigzags, chevrons; strips of windows with decorative spandrels; and reeding and fluting around doors and windows.

MINIMAL TRADITIONAL (N. 1935 - 1950) (L. CA. 1947 - 1961)

FIGURE 97: 711 Fetz Avenue, December 2019.

The economic Depression of the 1930s brought this compromise style, reflecting the form of traditional houses but lacking in their decorative detail. These houses were built in great numbers immediately before and following World War II. Typical architectural characteristics include: low-pitched, side-gabled or hipped roofs with no overhang at the eaves and rake; some have a large chimney and one front-facing gable; small, one-story; occasionally two-story; built of wood, brick, stone or a combination of these materials; and irregular shape and placement of windows.

<u>Cape Cod</u>

A subtype of the Minimal Traditional style is the Cape Cod. While the Cape Cod has its roots during the Pre-Railroad period, this form saw resurgence in popularity in the 1930s and 1940s, an era when modern architectural styles were becoming popular. The Cape Cod-style houses offered home buyers a traditional design alternative. Typical architectural characteristics which set this subtype apart from the larger Minimal Tradition style include:

- Only one-story in height
- Rectangular plan
- Dormer windows
- Central front entrance
- Classical detailing
- Multi-light windows, double hung with shutters

FIGURE 98: 205 N. Broadway Street, December 2019.

RANCH (N. 1935 - 1975) (L. 1958 - 1988)

FIGURE 99: 317 Stone Street, January 2020.

The origin of the Ranch house dates from 1932, when Cliff May, a San Diego architect, consciously created a building type that he called "the early California Ranch house." Despite its early roots, due to the Depression and World War II, the Ranch house did not become popular until the late 1940s and 1950s, when the idea was widely published.

This new style reflected the increasing use of the automobile. New suburbs were now accessible by car and therefore, compact houses were replaced by sprawling houses on larger lots. The Ranch style epitomizes this new land use sensibility by maximizing façade width and including built-in garages. Typical architectural characteristics include: asymmetrical; one-story with low-pitched roof; hipped, cross-gabled or side-gabled roofs with moderate to wide eave overhangs; wood and brick cladding; decorative iron or wooden porch supports, decorative shutters, ribbon windows and/or large picture windows in the living room; and an attached two-car garage.

MID-CENTURY MODERN (N. 1935 - 1965) (L. 1953 - 1966)

FIGURE 100: 425 Summit Street, January 2020.

Mid-Century Modern design dominated mid-twentieth century American architecture and became increasingly popular after World War II. Modern designers departed sharply from historical precedent and created new building forms. This style is defined by clean, linear, and sweeping lines; large expanses of glass exterior walls; deep eaves; and earth-toned materials. Mid-Century Modern emphasized creating structures with ample windows and open floor plans, with the intention of opening up interior spaces and bringing in the outdoors.

Typical architectural characteristics include: flat or extremely low-pitched gable roofs; angular details; asymmetrical façades; expansive walls of glass; strong emphasis on linear elements and bold horizontal and/or vertical features; and common materials of brick, stone, wood, and glass were employed.

NEW TRADITIONAL (N. 1935 - PRESENT) (L. 1997 - 2015)

FIGURE 101: 204 N. Center Street, December 2019.

New Traditional movement was initiated by builders responding to public interest in traditional designs at a time when the architectural profession was relatively focused on experimental, modern styles. New Traditional describes buildings that take stylistic cues from historic styles, while not copying the revivalist styles of the nineteenth century and early twentieth century. Architectural shapes and detailing tend to reference traditional rather than modern influences. Typically, features of a historic style were either exaggerated or diminished, rarely precise in imitating its prototype, creating a new look which is reminiscent of a previously known style.

CONTEMPORARY (N. 1945 - 1990) (L. 1949 - 1971)

FIGURE 102: 503 N. Center Street, December 2019.

This style was the favored for architect-designed buildings constructed between 1950 and 1990. It can feature flat roofs; natural materials like wood, brick, and stone; broad expanses of uninterrupted wall surface; and the absence of traditional detailing.

MANSARD (N. 1940 - 1985) (L. CA. 1967 - 1978)

FIGURE 103: 250 Marble Street, January 2020.

The Mansard style was the primary formal and "historic" style during an era dominated by informal Ranch houses and Contemporary designs. This style is reminiscent of the Second Empire style but is typically only one-story in height and less ornate than its historic predecessor. Typical architectural characteristics include: oversized mansard roof; recessed windows or dormer windows; segmental arch over entrance, windows, or dormers; stone or faux quoins; and one-story façade with a second story contained under the Mansard roof.

UTILITARIAN (N. THE UTILITARIAN STYLE APPEARS THROUGHOUT THE HISTORY OF BUILDING CONSTRUCTION IN THE UNITED STATES) (L. 1855-1977)

The term Utilitarian is used to describe buildings that were not designed in any particular style, but rather the form of the building is dictated by its use. Described as a monument to practicality, utilitarian buildings were constructed with inexpensive materials and used a limited mount applied detail, popular during the time period. Utilitarian buildings in the survey area feature architectural details such as corbeling, dormers, wood trim at fenestration openings, turrets, and pedimented porch roofs supported by classical columns.



FIGURE 104-106: 708 Vista Lane; 116 N. Hickory Street; and 604 Vista Lane, January 2020.



FIGURE 107-109: 704 N. Hickory Street; 357 N. Hickory Street; and 609-611 N. Center Street, January 2020.

NATIONAL REGISTER AND LOCAL LANDMARK EVALUATION

EVALUATION CRITERIA

Each property was evaluated as eligible for listing as an individual City of Joliet Local Historic Landmark or on the National Register of Historic Places, as well as its potential to contribute to a future historic district. All properties in the survey area were evaluated using the criteria established by the City of Joliet and the National Park Service under the Department of the Interior. Properties were first evaluated for their age and integrity. Under the National Park Service's criteria, a property must be at least 50 years of age to first be considered as eligible for listing on the National Register of Historic Places. Upon reviewing the City of Joliet's Code of Ordinances Section 8-606 and 607, The City of Joliet does not require the same age limitation, and thus all properties, of any age, were evaluated as a local landmark.

Following the determination of age eligibility, all properties were evaluated for their architectural integrity. Integrity consideration refers to the degree of original design and historic material remaining in place with specific consideration to the location, setting, design, and materials of the property being evaluated. Some properties built during the period of significance, but too altered to decipher the original design intent, were listed as non-contributing due to a lack of integrity.

Properties that did not meet one of these first two criteria (age or integrity) were listed as non-contributing.

Minor alterations that have occurred over time on a majority of properties include the replacement of windows, porch enclosures, and the re-siding of residences historically sided with wood clapboards or shingles. On an individual basis, these minor alterations are not identified as having a negative impact to the integrity of a property. Due to the study area's nearly 190-year period of development, changes are expected to occur over time. When evaluating the study area for the potential of a historic district, these minor alterations have a greater and significant impact, that have diminished the architectural integrity of the study area as a whole.

Those properties identified as non-contributing, to either a National Register or City of Joliet Landmark local historic district, that met the age criterion were found to not meet the required integrity criterion due to major alterations. These alterations include irreversible changes and additions such as the removal or inaccurate reproduction of architectural details or features and unsympathetic additions (visible from the street) that greatly compromise the historic character of a building.

CITY OF JOLIET LOCAL HISTORIC LANDMARK EVALUATION

After all properties were evaluated under the respective age and integrity criteria, properties were assessed for eligibility as an individual City of Joliet Local Historic Landmark or as contributing to a potential City of Joliet Local Historic District under one of the seven criteria for designation established under the Code of Ordinances for the City of Joliet Section 8-606 and 607:

A. ***Significant value as part of the historical, cultural, aesthetic, artistic, social, ethnic, or other heritage of the nation, state, or community.***
B. ***Association with an important person or event in national, state, or local history.***

C. ***Representative of the distinguishing characteristics of an architectural type inherently valuable for the study of a period, style, craftsmanship, method or construction or use of indigenous materials.***
D. ***Notable work of a master builder, designer, architect, or artist whose individual genius has influenced an era.***
E. ***Identifiable as an established and familiar visual feature in the community owing to its unique location or physical characteristics.***
F. ***Owner preferences.***
G. ***Economic and functional potentials.***

Twenty-nine of the 541 properties were found to possess significant architectural and historical significance to be eligible for individual designation. These properties were found to be eligible under criteria A (cultural heritage including association with Joliet's industrial history, early settlement, and ethnic heritage), B (association with a locally significant person), and C (architecturally significant).

While twenty-nine individual properties were determined to have sufficient architectural integrity and historic significance, the evaluation concluded that the study area was not eligible to be designated as a City of Joliet local historic district. Though the neighborhood as a whole possesses historic significance under the criteria noted above and illustrated through selective individual properties and those properties maintain a high degree of architectural integrity, the study area, in its entirety, has not retained sufficient integrity to be designated as a local historic district. Additionally, though the study area contains a large number of historic buildings, the majority of the resources do not contribute to the key areas of significance identified above.

NATIONAL REGISTER OF HISTORIC PLACES EVALUATION

After the evaluation for City of Joliet Landmark designation, properties that meet the initial age and integrity criteria were then evaluated for significance based on one of the four National Register Criteria for Evaluation that:

A. *are associated with events that have made a significant contribution to the broad patterns of our history; or*
B. *are associated with the lives of significant persons in or past; or*
C. *embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
D. *have yielded or may be likely to yield, information important in history or prehistory.*

As previously discussed, the study area, as a whole, would not be eligible for designation as a City of Joliet local historic district or for listing on the National Register of Historic Places. Specifically, the regulations for the National Register of Historic Places state that over 50% of a historic district cannot be resided with artificial siding (e.g., vinyl, aluminum). In the St. John's neighborhood, approximately 380 or 70.2% of the 541 properties have been resided – disqualifying the district from listing on the National Register of Historic Places.

The evaluation did conclude that twenty-nine properties would be individually eligible for listing on the National Register and forty-six would be eligible for listing under a Multiple Property

Documentation (MPD)[14]. With an MPD, multiple properties can be listed under a common theme or historic context, but are not required to be located within a contiguous boundary. This survey identified five themes that may be used to establish up to five individual MPDs:

1. Industrial History/Limestone Quarries
2. Joliet Limestone and Associated Architecture
3. Joliet's Ethnic Heritage and Associated Religious, Residential, and Commercial/Industrial Architecture
4. The Illinois & Michigan Canal and Early Settlement Buildings
5. German Heritage and Associated Architecture of Joliet

An MPD nominates groups of related significant properties with shared themes, trends, and patterns of history that can be organized into historic contexts and associated property types that represent those historic contexts. The Multiple Property Documentation Form serves as a cover document and not a nomination in its own right but is a basis for evaluating the National Register eligibility of related properties. It may be used to nominate and register thematically related historic properties simultaneously or to establish the registration requirements for properties that may be nominated in the future. Once an MPD has been approved by the National Park Service, individual nomination forms can be prepared for each building, site, district, structure, or object within a thematic group.

The MPD Form streamlines the method of organizing information collected in surveys and research for registration and preservation planning purposes. The form facilitates the evaluation of individual properties by comparing them with resources that share similar physical characteristics and historical associations. Information common to the group of properties is presented in the Multiple Property Documentation Form, while information specific to each individual building, site, district, structure, or object is placed on an individual registration form. As a management tool, the thematic approach can furnish essential information for historic preservation planning because it evaluates properties on a comparative basis within a given geographical area and because it can be used to establish preservation priorities based on historical significance.

This survey has identified individual properties within the St. John's neighborhood that may be eligible for listing under one of the thematic groups identified above. Additionally, this report has provided descriptions of the associated property types, in the "Building Typologies" section of this report, that maybe used to prepare the MPD form(s).

URBAN CONSERVATION DISTRICTS OR NEIGHBORHOOD CHARACTER DISTRICT

The study area was lastly evaluated under the Urban Conservation District (UCD) of Joliet's Municipal Code (Section 8-608). A UCD is commonly referred to as a Neighborhood Character District and for purposes of consistency with national reports/studies, this report will refer to a UCD as a Neighborhood Character District or NCD.

[14] A Multiple Property Documentation (MPD) may also be utilized by the City of Joliet for locally landmarking the properties identified.

An NCD is a special zoning overly which can be used as a tool for preserving existing neighborhood character and protection against incompatible development, and is tailored to the specific needs of the community residents. It focuses on the unique combination of neighborhood characteristics including development pattern, architectural features, open spaces, streetscapes, etc., rather than simply individual building and architectural features. NCDS are utilized in major municipalities across the country, though unlike traditional historic preservation or planning tools, each city tailors their NCD ordinance -- the criteria, administration, and enforcement--to their own unique needs. NCDs can be used for neighborhoods that are a cohesive traditional neighborhood, commercial area, or public activity center and are characterized by residential or commercial buildings which are not architecturally significant or have experienced a loss of architectural integrity that does not qualify it for local landmarking or for listing on the National Register of Historic Places.

Due to the broader architectural integrity issues within the St. John's neighborhood, an NCD may be established based on the prevalent development patterns and defining features of the built environment of the neighborhood.

To preserve the existing neighborhood character and defining features, while promoting appropriate new development, the NCD should establish neighborhood-specific design guidelines. The three primary goals of the design guidelines are the following:

1. Provide residents with more input on future growth of area via district specific design guidelines.
2. Provide additional regulations for areas bordering a local historic district through the use of "buffer zones" and encourage a transition between existing historic districts.
3. Guide and encourage appropriate new construction, rehabilitation, and preservation of existing structures.

A first step to establishing an NCD is to complete a survey of the neighborhood to identify character buildings and develop a written narrative on the neighborhood's character-defining features as a basis for establishing the boundary and producing the design guidelines for the NCD. This survey has already completed this first step and has identified approximately 430 of the 541 properties surveyed which would be considered character buildings within an NCD. Character buildings possess those features which define the physical attributes of a neighborhood. Those defining physical attributes include use, architectural style, building typology, massing, scale, stories, building orientation, setting, landscaping, and materials. This report has provided the written narrative on the defining features of the neighborhood in the 'Appendix'. Next steps for establishing an NCD are provided in the 'Conclusion and Recommendations' section of this report.

SUMMARY OF EVALUATION FINDINGS

Of the 541 properties surveyed, all contain one principal building. Parking lots and vacant parcels were not included in the initial list provided by the City of Joliet and thus were not surveyed. Just over 50% (275) of the properties have a secondary structure (e.g., auto garage), predominately consisting of one-story residential garages. Identifying and confirming historic secondary structures such as garages coach houses within the survey area was not possible, given the fact that many may have been resided or upgraded with a motorized garage door. The survey does identify historic garages if one was clearly visible through the use of a sliding or hinged door with historic glazing or wood clapboards. The following tabulations provides a breakdown of the evaluation findings of the principal buildings, including numbers and percentages for properties previously designated, individual evaluation, and Neighborhood Character District evaluation. The findings guided the future preservation recommendations located in the 'Conclusion and Recommendations' section of this report.

	CITY OF JOLIET	NATIONAL REGISTER OF HISTORIC PLACES
Previously Designated	9 (1.7%)	1 (.18%)
Individual Evaluation	29 (5.4%)	29 (5.4%)
Multiple Property Documentation	46 (8.5%)	46 (8.5%)
Neighborhood Character District		
Character Building	430 (79.5%)	N/A
Non-Character Building	111 (20.5%)	N/A

CONCLUSION AND RECOMMENDATIONS

The history of Joliet's early settlement, ethnic heritage, and the industrial and commercial development, is depicted by a wealth of historic resources in the St. John's study area, representing the neighborhood's varying and substantial early periods of growth. Specifically, well represented are the early architectural styles and vernacular house forms from the Pre-Railroad and National eras, as well as early twentieth century residential architecture.

Of the 541 principal buildings surveyed, approximately thirty-six buildings with individual historic and/or architectural significance and high integrity are designated local landmarks or eligible to be designated, as well as 430 buildings which contribute to the broader historic development, character, and architectural heritage of the St. John's neighborhood.

The following section provides recommendations for the future preservation of the individual buildings identified as historically and/or architecturally significant by this report, and for the preservation of the overall neighborhood character and setting.

RECOMMENDATIONS

Based on field observations, archival research, and application of the City of Joliet Municipal Code, City of Joliet Landmark Designation, and National Register of Historic Places criteria this survey makes the following recommendations:

1. Establish a **National Register of Historic Places Multiple Property Documentation** for the following historic contexts/areas of significance:
    - Industrial History/Limestone Quarries
    - Joliet Limestone and Associated Architecture
    - Joliet's Ethnic Heritage and Associated Religious, Residential, and Commercial/Industrial Architecture
    - The Illinois & Michigan Canal and Early Settlement Buildings
    - German Heritage and Associated Architecture of Joliet

Beyond the honorific recognition, listing a property on the National Register of Historic Places enables certain financial incentives for qualified rehabilitation work, including:

<u>20% Federal Historic Tax Credit</u>

A 20% Federal Rehabilitation Tax Credit is available for rehabilitating an "income-producing" building such as offices, shops, hotels, or rental housing. The property must be listed individually on the National Register of Historic Places, as a contributing building in a National Register historic district, or eligible for the National Register. The minimum investment required is 100% of the building's "adjusted basis". The tax credit can apply to commercial, agricultural, industrial, or rental residential buildings. The rehabilitation must be in accordance with The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

For more information: <u>https://www.nps.gov/tps/tax-incentives.htm</u>

25% State Historic Tax Credit

The Illinois Historic Preservation Tax Credit Program (IL-HTC) provides a state income-tax credit equal to 25% of a project's Qualified Rehabilitation Expenditures (QREs), not to exceed $3 million, to owners of historic structures which are listed individually on the National Register of Historic Places, as a contributing building in a National Register historic district. The QREs must exceed the greater of $5,000 or the building's adjusted basis on the first day the qualified rehabilitation plan commenced. The program is administered by the Illinois State Historic Preservation Office in the Illinois Department of Natural Resources and runs from January 1, 2019, to December 31, 2023. The IL-HTC must be applied for in conjunction with the 20% Federal Historic Rehabilitation Tax Credit.

For more information: https://www2.illinois.gov/dnrhistoric/Preserve/Pages/statecredit.aspx

Property Tax Assessment Freeze

The Property Tax Assessment Freeze Program freezes the assessed value of a historic, owner-occupied, principal residence for eight years when the owner undertakes a substantial, approved rehabilitation. The assessed value is brought back to market level over a period of four years. The Program, administered by the Illinois State Historic Preservation Office (IL SHPO), is free to Illinois homeowners. To qualify, a property must be either listed on the National Register of Historic Places individually or in a district, or by local landmark designation in a community with an approved historic-preservation ordinance. The property also must be a single-family, owner-occupied, principal residence. The scope of the rehabilitation must be in accordance with The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings and the budget must exceed 25% of the property's assessor's fair market value within a 24-month period.

For more information: https://www2.illinois.gov/dnrhistoric/Preserve/Pages/taxfreeze.aspx

2. Create a **St. John's Neighborhood Character District (NCD)** to encourage rehabilitation of existing buildings, promote sensitive new development/construction, and preserve the character of the St. John's neighborhood**.** This survey has already completed the identification of character buildings and the written narrative of character-defining features to use as a basis when establishing design guidelines for the NCD. The next step to establishing an NCD would be to review comparable NCD's across the country and develop the type of NCD that would work best for the City of Joliet (e.g., historic preservation or planning oriented or a hybrid of the two) and developing the selection criteria for NCDs. The selection criteria may include:
    - Located within a specific zoning district.
    - Contains a specific number of contiguous acres of land area.
    - Does not meet the local landmark designation or the National Register of Historic Places criteria.
    - The majority of its building stock must be over a certain age.

    This selection of example criteria would be for a hybrid NCD, with the first two criteria focused on community planning and the latter two criteria oriented toward historic preservation.

Once the NCD selection criteria are established, the neighborhood-specific boundary can be delineated for the St. John's neighborhood, the illustrated design guidelines document prepared, and the NCD zoning overlay finalized.

The design guidelines should, at a minimum, include the following sections:

**Sections already begun or completed as part of this study.*

- Introduction
  - NCD Boundary Justification
  - Selection Criteria
- Neighborhood Overview*
  - History*
  - Neighborhood Pattern*
  - Neighborhood Characteristics (Zoning/Land Use, Lot Characteristics, Building Typologies, Public Realm/Streetscape Characteristics) *
  - Description Character Buildings *
- Design Guidelines
  - Building Orientation and Entries
  - Setbacks
  - Height and Scale
  - Massing, Articulation, and Fenestration
  - Materials
- Appendix
  - Glossary
  - Zoning Map
  - Lot Area Map
  - Residential Building Typologies Map*
  - Character-Defining Building Database*

Throughout the development of an NCD, thought should be given to how the NCD will be managed to ensure the design guidelines are being met (e.g., Certificate of Appropriateness application) and how additional NCDs will be identified (e.g., community-led proposal or by city-led planning studies).

3. Complete a Historic American Building Survey (HABS) recordation package for those properties identified as historically and/or architectural significant properties, if city-owned and slated for demolition. A known building in the study area, which meets these criteria, is 604 Vista Lane.

4. Lastly, based on research and field observations of the areas along the boundaries of the study area, this survey makes the following recommendations for **future preservation and planning studies**:

   - Citywide survey of Joliet's Industrial Heritage

- Complete a citywide survey of all buildings constructed of Joliet Limestone. The survey will need to be completed into two phases beginning with a reconnaissance survey to identify all buildings which should be surveyed, followed by an intensive survey of those buildings.
- Conduct a survey which expands upon this report to include the remaining area historically associated with West Joliet. The proposed survey area is bounded by Jefferson Street on the north, Center Street on the east, Washington Street on the south, and Bluff Street on the west.

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APPENDIX

SETTLEMENT OF THE ILLINOIS TERRITORY: 1640 - 1832

MAPS

INDIVIDUAL BUILDING SURVEY FORMS

SETTLEMENT OF THE ILLINOIS TERRITORY: 1640-1832

The St. John's neighborhood resides on the ancestral lands of the Illiniwek (Illini or Illinois Confederation) who inhabited these lands for thousands of years as the rich forests, prairies, and rivers provided the hunting and fishing grounds for the First Nations.

Prior to the arrival of European settlers, the area that is present-day Will County was inhabited by the Illiniwek (Illini) or Illinois Confederation. The confederation was composed of twelve independent tribes of the Algonkian speech family who lived in the central Mississippi River valley including the Kaskaskia, Cahokia, Peoria, Tamaroa, Moingwena, Michigamea, Chepoussa, Chinkoa, Coiracoentanon, Espeminkia, Maroa, and Tapouara. In the first documentation of the Illini, by European explorers at the beginning of the seventeenth century, the confederacy's population was recorded at 10,000. This number would quickly dwindle over the next century, as seven tribes, including the Chepoussa, Chinkoa, Coiracoentanon, Espeminkia, Maroa, Moingwena, and Tapouara, would disappear due to the fur trade conflicts of the Beaver Wars, also known as the Iroquois Wars or the French and Iroquois Wars.

THE BEAVER WARS AND INTERWAR PEACE: 1640-1680

As the Beaver Wars (1640 -1701) reached the western Great Lakes in the 1640s, displaced tribes from Michigan, Indiana, and Ohio were forced west as armed French allies moved into lower Michigan to seize their hunting territory.

By 1655, the Fox, Sauk, Kickapoo, Miami and Mascouten occupied lands once claimed by the Illini in southern Wisconsin and north to Green Bay, while the Shawnee had relocated to central Illinois. Within the same year, the Illini were attacked by the western Iroquois (Seneca, Cayuga, and Onondaga), as the Illini had provided refuge to the Tionontati-Huron while fleeing the Iroquois.

This attack on the Illini, due to their generosity toward displaced eastern tribes, resulted in the complete removal of the Illini west of the Mississippi River by 1656. Following peace between the French and Iroquois, the Illini returned to the east side of the Mississippi River, but with their territory significantly diminished they were forced to remain west of the Illinois River.

The Illini first met the white man in 1667 at the village of Chequamegon on the south shore of Lake Superior. Here the Illini came to trade fur and met French fur traders and missionaries, both of whom would play important roles in the tribe's destruction. This same year, repeated attacks by the French on the Iroquois forced the tribe to make peace. The agreement was significant, not only between the French and Iroquois, but as it also extended to French allies and trading partners in the Great Lakes and brought a reprieve from the constant war that had afflicted the region. This moment of peace allowed the Illini to gradually return to their native lands in Illinois.

Unfortunately, peace was short-lived, as increased trade led to the exhaustion of resources in the region and as the displaced eastern tribes headed west in search of new hunting grounds it spurred a new set

of conflicts with the Dakota (Sioux) tribe. Tensions were only heightened when the French arranged a truce and began direct trade with Dakota and Saulteur Ojibwe in 1680.

This agreement was not welcome by the Ottawa, Wyandot, Potawatomi, Kickapoo, Mascouten, Fox, and Sauk in Wisconsin, and often led to the murder or robbery of French traders. Despite this, the French established permanent trading posts and missions in Wisconsin, and through their assumed power as the supplier of trade goods, acted as mediator in intertribal disputes and began dominating the relations between the tribes in the upper Great Lakes.

While the Illini first traded with the French at Green Bay, were the original inhabitants of the region, but accepted the displaced eastern tribes, and occasionally joined them in the wars against the Dakota, the Illini were tolerated rather than accepted. The Illini were treated as outsiders to the inner circle of the French alliance taking shape during the 1670s, which would have serious implications in the foreseeable future.

At this same time, the Great Lakes tribes signed a treaty at a grand council at Sault Ste. Marie in 1671 which annexed the region to France. Never having seen their new territory before, France immediately established an expedition to find the “Great River” to the west in 1673 from present-day St. Ignace, Michigan. This pursuit was led by Jesuit Jacques Marquette and fur trader Louis Joliet, accompanied by five Miami guides and canoe paddlers. The expedition traveled west to Green Bay, up the Fox River to Lake Winnebago, and then used the Fox Portage to reach the Wisconsin River which led them to the Mississippi River at Prairie du Chien. Following the Mississippi downstream, they entered the homelands of the Illini, encountering the Peoria in eastern Iowa and the Moingwena further south at the mouth of the Des Moines. Marquette and Joliet traveled south to the Arkansas River, where they found Spanish trade goods in the Quapaw villages, and then turned back. On their return, the group followed the Illinois River to the portage at the south end of Lake Michigan. Marquette found Illini villages scattered the length of the river.

After his encounters with the Illini, Marquette was determined to establish a mission among them, and after his return to St. Ignace he sent out again in late 1674. On his journey south, Marquette became ill and was forced to stop in Chicago during the winter, but pressed on in the spring of 1675 until he reached the "great village" of the Illini (Grand Kaskaskia) near present-day Utica, where he founded his mission. Though Marquette’s illness did not subside, he was driven to halt the destruction he had seen by the fur trade which brought destruction upon the First Nations during his work among the Huron. Marquette was forced to return to St. Ignace due to his illness, but died enroute and was buried on the eastern shore of Lake Michigan at the mouth of the Marquette River. A few years later, his bones were collected and reinterned in St. Ignace by the Ottawa tribe.

Despite Marquette’s drive and determination, his work had failed as France continued to push further into the interior of North America through the expeditions of René-Robert Cavelier, Sieur de La Salle. While LaSalle had arrived in New France in 1666, his attention was on the Ohio Valley until the end of the 1670s. His attention then turned toward the Illinois territory, which remained largely untouched.

Following years of waiting to work with the French at Green Bay, the Illini were eager to connect with La Salle and establish a direct trade route. While LaSalle was French, competition was still fierce between rival French traders. To thwart LaSalle, the French at Green Bay encouraged the Miami and Mascouten, adversarial tribes to the Illini to settle near present-day Chicago in an effort to block La Salle's access to the Lake Michigan-Illinois River portage. Illini were warned not to allow La Salle to establish a trading post in their territory, but accompanied by Father Louis Hennepin, Henry de Tonti, and approximately thirty other men, predominately Sokoni Abenaki of the Algonkian speech family passed the blockade during the winter of 1679-80 and built Fort Crevecoeur (present-day Creve Coeur, Illinois) on the upper Illinois.

Once the fort was established the Illinois and several other tribes relocated nearby. This move drew the attention of the Iroquois, who had laid claim to the areas known as present-day Indiana, Ohio, and lower Michigan, where the Illini were now hunting for the fur trade. This time, the Iroquois chose to first attempt a diplomatic resolution to the situation and the Seneca chief Annanhaa met with the Illini at an Ottawa village near Mackinac. During the meeting, an argument developed, and the Illini murdered Annanhaa, subsequently triggering the beginning of the second phase of the Beaver Wars.

THE END OF THE BEAVER WARS: 1680-1701

The Seneca delayed their retaliation until late summer and with 500 warriors started west, gathering one hundred Miami warriors along their path to Grand Kaskaskia and Fort Crèvecoeur. A large war party like this could not travel undetected, and much of the French and nearby tribes fled, leaving the Illini to fight alone. Some Illini chose their traditional method for dealing with the Iroquois by retreating west of the Mississippi River, but 500 Tamora, Espeminkia, and Maroua warriors chose to stay and fight, which would ultimately be a fatal mistake. Pushing through the warriors, the Iroquois arrived at Grand Kaskaskia in September. The battle for Grand Kaskaskia lasted for eight days and resulted in the complete destruction of the village and torture and murder of its people by the Iroquois. Only a few Tamora and Maroa survived, and following the battle there was the Espeminkia were never mentioned again.

The French returned to the devastation the Iroquois has left in the Illinois territory, and quickly went to work building Fort St. Louis at Starved Rock in present-day Utica, Illinois. The location selected was a natural fortress, a sheer outcrop of rock overlooking the river opposite Grand Kaskaskia. With the construction of the fort Henri Tonti also convinced approximately 20,000 Illini, Miami, and Shawnee to settle nearby to defend it. When the Iroquois returned in 1684, they failed to capture the fort, marking a turning point in the Beaver Wars, and limiting the Iroquois conquest. Instilled with confidence the French tried to establish an alliance against the Iroquois, but following years of non-cooperation and poor coordination, they instead chose to sign a treaty with the Iroquois and conceded most of the Ohio Valley and Illinois territory east of the Illinois River.

The tides changes for the First Nations of the French Alliance when Jacques-Renede Denonville replaced Antoine Lefèbvre de La Barre as Governor General of New France in 1685. Orders were issued for the French to end their differences with the First Nations. Denonville built new forts and reinforced existing ones, while simultaneously arming and organizing an alliance of the Great Lakes Algonquin against the Iroquois. By 1687, warriors from the new and strengthened alliance swept east and drove the Iroquois back across the Great Lakes to New York.

Despite the Iroquois defeat, the tribes initially displaced by the Beaver Wars did not return to their native homelands. The French refused to open trading posts in the east to prevent a potential commercial rivalry with the British, prompting tribes like the Potawatomi to move south along the western shore of Lake Michigan reaching the south end by 1695. Along the way, the Potawatomi grew their population by taking in Abenaki and New England Algonquin refugees from the King Phillip's War (1675-76) who had immigrated to the Great Lakes. Simultaneously, approximately 1,000 Potawatomi settled on the eastern shore of Lake Michigan near the St. Joseph mission which Father Allouez had established for the Miami in southwest Michigan.

This surge in population depleted the resources of the area and resulted in confrontations with the Dakota, as the Green Bay tribes headed west in search of beaver, and with the Illini, as the buffalo herds, an essential resource in the area, were exhausted. As the problem with exhausted resources could not be resolved, Tonti and the Illini chose to abandon Fort St. Louis and Grand Kaskaskia and relocate downstream at Peoria Lake (known as Pimitoui or "fat lake" by the Illini). Fort Pimitoui was built during the winter of 1691-92, and the following year, the Jesuits built a mission.

In the ensuing years, the final segment of the Beaver Wars played out under the pretext of King William's War (1689-97) between Britain and France. Exceedingly victorious, the French and their native allies began to control a greater portion of beaver country in the Great Lakes, and expanded trade north to Montreal in unparalleled amounts, which would also be the fur trade's undoing. With the market saturated with goods, the supply surpassed the demand, and the price for fur fell. As profits plunged, Louis XIV issued a royal proclamation in 1696 ending the French fur trade in the Great Lakes once and for all. The end of the fur trade was succeeded by the end of King William's War ended with the Treaty of Ryswick in 1697, which maintained peace between the French, British, and Iroquois.

The Illini had lost heavily during the 1680s in Beaver Wars, only to face more serious problems. As the Iroquois retreated, neighboring tribes began seizing large portions of what had once been the Illini homeland. Between 1690 and 1700, the Osage and Missouri forced the Moingwena, Peoria, Tapouara, and Coiracoentanon tribes of the Illinois Confederation to surrender hunting territory in northeast Missouri and their villages along the Des Moines River in southeast Iowa. The tribes relocated to northern Illinois where the Moingwena merged into the Peoria and the Tapouara and Coiracoentanon absorbed into the Kaskaskia. Concurrently, the Illini tribes of the Chepoussa and Michigamea, along the St. Francis River in Arkansas, were attacked by the Quapaw in 1693, and by 1698 these southernmost bands of the Illini had relocated to Illinois where the Chepoussa were absorbed into the Michigamea.

The Michigamea then moved north to the upper Illinois River where they became entangled in the Kaskaskia's war with the Fox and Winnebago. In 1700, the Kaskaskia left northern Illinois, and the Michigamea went with them. After a short stay near the Cahokia and Tamaroa, both bands moved further south along the east bank of the Mississippi and settled near the mouth of the Kaskaskia River. By 1703, all Illini tribes were confined to the lower Illinois Valley and the east side of the Mississippi between Cahokia and Kaskaskia, with the exception of the Peoria.

EPIDEMIC, WAR, AND BRITISH EXPANSION: 1701-1775

In addition to the attacks by nearby tribes, the Illini were severely struck by disease. First by smallpox in 1704 and then by malaria around 1710, both which arrived with increased travel among the French as they settled the lower Mississippi River and traveled through the Illinois territory.

Following the epidemics of the first two decades, the Illini became embroiled in the French war against the Chickasaw on the lower Mississippi during the 1720s and 1730s. An ally of the British the Chickasaw closed the lower Mississippi River to the French, preventing access to the Louisiana territory and isolating the Illini and the Illinois country from French commerce. The Illini spent their last supplies and warriors on this cause, and as the Chickasaw retaliated, Illini villages saw a heavy loss of their women and children. The fighting continued for over twenty years, only interrupted by the King George's War (1744-48), which ultimately resulted in a dire impact on the Illini. While most the battles in this war were in New England and the Canadian Maritimes, a British blockade of the St. Lawrence cut the supply of trade goods, and travel, along with their ability to assist the Illini. Soon after, other tribes descended on the Illini.

The Sauk, which had remained in Iowa after the Fox Wars (1712-1733), recrossed the Mississippi and started expanding south in 1743, the Dakota, previously driven from northern Minnesota and south of the Minnesota River by the Ojibwe, took territory from the Iowa and forced them south. In 1746 the Ojibwe, Potawatomi, Menominee, and Mascouten combined to force the Peoria (Illini) from southern Wisconsin. Out of fear of being destroyed, the Peoria fled south to the French at Kaskaskia, asking the Osage in Missouri for help who denied their request. The French managed to arrange a truce which allowed the Peoria to return to northern Illinois, but their homelands in Wisconsin were lost forever.

In June of 1752 over 1,000 Sauk, Fox, Kickapoo, Winnebago, and Dakota warriors came down the Mississippi River in canoes and destroyed the Michigamea village south of Cahokia. Nearly eighty Illini were killed in the attack and the Illini village of Cahokia was burned. As a result, the Michigamea moved closer to Fort de Chartres and merged with the Kaskaskia. The Sauk seized large areas of the Illini's along the Mississippi River, north of St. Louis, while the Ojibwe, Kickapoo, and Winnebago claimed parts of northern Illinois. The French finally asked the tribes to stop their raids on the Illini in 1753 and reconvene with the alliance, against the British. At this time, it was crucial to the French that their alliance with the First Nations reunify as the British was pushing further west into North America. In return the Sauk and other tribes halted their efforts and apologized, but never returned the land they stole from the Illini. By 1755 the Illini were confined to southern Illinois.

Simultaneously, the French also began construction of a line of forts across western Pennsylvania to block British access to Ohio. An attempt in 1754 by the Virginia militia, commanded by Major George Washington, to remove these forts evoked the French and Indian War (1755-63). At the onset of the war, the Illini had fewer than 500 warriors and needed to balance defending what remained of their homelands from neighboring tribes. Regardless of their weakening numbers, the Illini participated in the Shawnee and Delaware attacks against British settlements in Pennsylvania and Virginia, and in the Marquis de Montcalm's campaign in northern New York in 1757, during which the warriors contracted smallpox and brought back to their villages that winter. The epidemic swept through the Great Lakes and Ohio Valley tribes that winter, removing them from the war.

While the alliance was weakened, tide turned in favor of the British. They captured Quebec in September 1759 and Montreal surrendered the following summer. British soldiers now occupied French forts throughout the Great Lakes and Ohio Valley with the exception of Fort de Chartres and the Illinois country which remained under French control until October 1765.

In 1761 the First Nations of the French alliance met with Sir William Johnson, the British Superintendent of Indian Affairs, at Detroit to meet their new British "fathers." While Johnson hoped to continue the French's accord with the First Nations, Jeffrey Amherst, the British commander in North America, did not care to maintain a relationship with the tribes. Instead, Amherst ordered an end to the annual presents given to chiefs, increased the prices of trade goods, and restricted supply, especially of gunpowder and whiskey, leading to calls for revolt by the First Nations.

The uprising was led by Pontiac, the Ottawa chief at Detroit, leader of one of the most important tribes of the French alliance, who believed in the rejection of trade goods and a return to traditional native values. Pontiac sent messengers to the tribes of the alliance assuring them of French support and received pledges from most, including the Illini. When the alliance struck in May 1763, they captured nine of the twelve British forts west of the Appalachians. The British manage to hold three forts and recover by bringing troops from the West Indies, leading to the collapse of Pontiac's Rebellion. The First Nations of the alliance attended a peace conference with the British at Fort Niagara in July 1764. Pontiac was then forced to flee to northern Indiana, before settling in northern Illinois, where he retained a considerable following.

While in Illinois, Pontiac planned a second uprising against the British, with little success. His rebellion was only joined by the Choctaw, Tunica, Mascouten, and Kickapoo which resulted in only minor setbacks as the British passed through Baton Rouge and as they attempted to capture Fort de Chartres, though both missions were eventually successful. The Illini were reluctant to join Pontiac's second rebellion due to continued pressure of the Sauk and the need for warriors at home. Pontiac finally received a reluctant promise of support from the Illini after threatening to attack them himself, though the war had already been won.

The British capture of French territory happened so quickly, the Illini were caught off guard and had no time to organize a defense. To show their disapproval, the Illini would harass the garrison at Fort de Chartres for the next ten years.

On a return visit to Cahokia in 1769, Pontiac was killed by Pina, a young Peoria warrior and nephew of Matachinga, a Peoria chief Pontiac had stabbed in 1766. The wound was not fatal, but the incident fueled the already considerable anger of the Illini, which was suspected of being exploited by the British who were rumored to have arranged the assassination of Pontiac. Little attention was paid to any potential role the British had in the incident and the wrath of Pontiac's followers fell on the Illini.

The Potawatomi allied with the Ojibwe, Fox, Sauk, Kickapoo, Winnebago, and Ottawa to abolish the Illinois Confederation. The Peoria retreated to their traditional stronghold at the former site of Fort St. Louis, but they were soon outnumbered and surrounded by Potawatomi and other warriors. The steep vertical walls of this isolated outcrop along the Illinois River made the position impenetrable, however their enemies cut the ropes on the buckets the Peoria threw down to the river for water. After a ten-day siege, the defenders were dead from thirst and/or starvation. Through present-day this place is known as Starved Rock in honor of the Peoria.

Only two hundred Peoria and less than four hundred Illini were able to reach safety at the French settlement of Kaskaskia and survived this war. The confederation was destroyed. Soon, Illini women outnumbered their men at least four to one, and now Christianized as a result of Jesuit missionaries, their population was siphoned off through intermarriage with the French. The Potawatomi divided the land of the Illini among themselves, with the Prairie band of the Potawatomi expanding down the Illinois River as far as present-day Peoria. Prior to this time, most Potawatomi villages were located in the area between Milwaukee and Detroit. The Ottawa and Ojibwe did not take land from the Illini.

THE REVOLUTIONARY WAR AND THE CREATION OF THE NORTHWEST TERRITORY: 1775-1800

The Potawatomi, among other First Nations, became heavily embroiled in the Revolutionary War (1775-1783) on the side of the British. During the war, Native Americans faced massacre at the hands of the rebelling colonists, while at times British and French soldiers were spared. Following the signing of the Treat of Paris, which marks the official end of the Revolutionary War, the western boundary of the newly formed United States of America was the Mississippi River. This new land was named the Northwest Territory and included all land ceded to America by the British that was west of Pennsylvania and east of the Mississippi River.

Unofficially, the Revolutionary War continued until 1794, as the British refused to remove its forts from the new American territory until the debts owed to British loyalists were paid. This extended conflict between the British and Americans, was once again at the sacrifice of the First Nations. The British encouraged the formation of an alliance between the Potawatomi, Wyandot, Delaware, Shawnee, Mingo, Iroquois (Canadian), Miami, Wea, Piankashaw, Fox, Sauk, Ottawa, Ojibwe, Kickapoo, and Chickamauga (Cherokee) to prevent the expansion of American settlements into the Ohio territory. The Americans refused to deal with the alliance as a British plot and instead signed treaties with individual tribes, which ended up being worthless as the chiefs did not represent the alliance or at times their own tribe.

With the treaties meaning little to either party, frontiersmen ignored the treaties and seized native land, resulting in war between the tribes and white settlers including the burning of the Shawnee village of Waketomica (1786) and Little Turtle's War (1790-94). Warfare took its toll on the alliance which could not feed its warriors for extended periods, prompting the departure of the Fox and Sauk left in 1792. The alliance was defeated at Fallen Timbers in 1794. During their retreat after the battle, the warriors watched the British close the gates of Fort Miami to them, the alliance, and war, they created. In November of 1794, the British signed the Jay Treaty with the United States and finally abandoned their forts on American territory.

Deserted by the British, the alliance assembled at Fort Greenville in August 1795 and signed a treaty ceding Ohio except the northwest corner, though the Americans would not be satisfied until they occupied the entire Ohio Valley. Although they did not participate in the war or own any of the territory in question, the Illini also attended and signed the treaty. In exchange for their signature, the Illini received $500, and the Kaskaskia ceded 150,000 acres and four small tracts for the construction of American forts.

Five years later, William Henry Harrison arrived as the new governor of the Northwest Territory with the mission to seize native land through “treaty”. Harrison managed to garner the signatures of the Potawatomi and others at Fort Wayne (1803 and 1809), Fort Industry (1805), Grouseland (1805), and Detroit (1807) where the First Nations ceded twenty-one million acres including portions of Ohio, Indiana, and Illinois, and the southeast quarter of lower Michigan.

During the early years of Harrison’s tenure, the Illini faced hostilities from the Shawnee who had settled in southeast Missouri near Cape Girardeau, who frequently hunted in Illini territory or crossed through without permission to visit relatives in Ohio. The Shawnee had remained hostile since 1689 when the Illini forced them to leave Illinois. Over a century later, this erupted in a full-scale war when the Shawnee attacked a large Kaskaskia and Tamaroa hunting party in 1802. Both sides saw heavy casualties, but the Shawnee had enough warriors to replace their losses, the Illini did not. The few Tamaroa which survived merged with the Kaskaskia.

Without enough warriors to defend their land, the Illini requested to be placed under American protection. At Vincennes in August 1803, Kaskaskia chief Jean Baptiste Ducoigne, represented the Kaskaskia, Cahokia, Michigamea, and Tamaroa people, and signed a treaty with Harrison ceding the remainder of their lands in Illinois, approximately nine million acres, for $12,000 and two small tracts of 250 and 1280 acres near Kaskaskia.

By this time the Illini only truly controlled a fraction of this territory, but they used this move to exact revenge upon the tribes living there who had taken these lands from them in 1769. The cessation by the Illini cession opened the door for unchecked American expansion.

AMERICAN EXPANSION INTO THE ILLINOIS TERRITORY: 1800-1832

Throughout the first decade of the 1800s, rumors of war between the First Nations and Americans circulated between the treaty meetings. In the fall of 1811, Tecumseh, a Shawnee chief, resistor to American expansion, and proponent of inter-tribal unity, recruited the Chickasaw, Choctaw, Creek, and Cherokee against the Americans. While Tecumseh was working on rebuilding an alliance among the First Nations, Potawatomi chief Main Poche launched an attached against white settlements in southern Illinois in protest to the Fort Wayne Treaty (1809).

In retaliation, Harrison gathered an army and headed to the Alliance's headquarters at Prophetstown, near the confluence of the Tippecanoe River and the Wabash River. When the army arrived, Tenskwatawa, brother of Tecumseh, ignored his brother's instruction not to attack and attempted to overtake Harrison's camp. Unsuccessful, the Battle of Tippecanoe ensued, the warriors were forced to withdraw, and the Americans captured and burned Prophetstown.

When Tecumseh returned in January, he set out to rebuild the alliance, fractured after the Battle of Tippecanoe. Tecumseh's work was derailed due to the War of 1812 (1812-1814) which began in June. During this war, the First Nations did not automatically join Tecumseh and the British against the Americans, with many tribes remaining neutral including the Potawatomi bands of Black Partridge and Gomo (Nasima) on the Illinois River and a portion of the St. Joseph and Huron bands.

While multiple Potawatomi bands remained neutral, Main Poche was able to convince the Prairie Potawatomi to attack Fort Dearborn (Chicago) in August 1812. General William Hull ordered the evacuation of Fort Dearborn, and a safe withdrawal was negotiated for the 148 soldiers, women, and children at the garrison. As part of the negotiations, the fort's powder supply was to be left for the Potawatomi, but on the night before the evacuation the fort's commander ordered the powder be thrown down a well rather than leave it for the Potawatomi as promised. Upon discovering the ruined powder, the Potawatomi attacked the group killing eighty-six people and burned the fort to the ground the next day. The Potawatomi band with Black Partridge attempted to save the garrison, but arrived too late. Black Partridge helped to bury those killed and protect the survivors until they could be sent safely to Fort Wayne (Detroit).

As retribution for the massacre at Fort Dearborn, Illinois territorial governor Ninian Edwards attacked Fort Madison (Iowa), and in November 1812, sent troops to attack the hostile Kickapoo and Potawatomi villages on the Illinois River. Unfortunately, the militia wrongfully attacked Black Partridge's village on Peoria Lake. After this, all bands of the Potawatomi were at war with the United States.

Potawatomi warriors then went to Ohio and became a major part of Tecumseh's army and helped defeat the Americans at the Battle of Raisin River in January 1813, but soon after the British and their native allies failed to take Fort Meigs in northwest Ohio and were forced to retreat toward Detroit.

A few months later, Tecumseh would be killed at the Battle of the Thames in October 1813, and with his death the last hope to stop the seizure of their homelands disappeared. Following the death of

Tecumseh, resistance against American expansion ended, and the United States began their final quest to seize all native land east of the Mississippi River.

Illinois joined the union in 1818, and the Illini met with Ninian Edwards and Auguste Chouteau, at Edwardsville in September. At this meeting the Illini surrendered their last holdings in Illinois for about $6,000 and agreed to move across the Mississippi River to St. Genevieve, Missouri. In October 1832 the leaders of 140 remaining Illini met with William Clark at Castor Hill (St. Louis) and in exchange for all their claims in Missouri, were relocated to eastern Kansas. The Illini moved that year, and a Methodist mission was built for them on the north side of the Marais des Cygnes.

Unlike the Illini, the Potawatomi which were located north of early American settlements, did not lose significant portions of their land until 1821.

Through a series of treaties over only the next eight years, the Potawatomi lost seventy percent of their land. With the Indian Removal Act of 1830, the stage was set for their complete removal west of the Mississippi.

Implementation of the act was delayed while the United States government focused on the Sauk tribe at Rock Island which denounced the 1804 treaty that stipulated their removal from western Illinois. The events which followed are commonly known as the Black Hawk War of 1832. Roughly 800 Sauks, led by Black Hawk, Sauk band leader and warrior, chose to stay on their native lands and resist the United States' westward expansion. They were determined to protect Saukenuk, but when his group returned to the village after their winter hunts in 1829-1831, they found their village increasingly occupied by (white) squatters. Their homes claimed by white settlers, their corn hills used as storage for wagons, and the bones of their ancestors disturbed and laid bare upon the ground by the plow.

United States officials were determined to force the Sauk tribe out of Illinois. Under General Edmund P. Gaines, a full assault was launched against Saukenuk on June 26, 1831, only to find that Black Hawk and his followers had abandoned the village and crossed the Mississippi River.

In April 1832, Black Hawk prepared to re-cross east of the Mississippi River leading a faction of Sauks, Meskwakis, and Kickapoos, east of the Mississippi and into the American state of Illinois, from Iowa "Indian Territory." While Black Hawk's exact motives were unknown, the presence of children, women, and elders indicated that they were a peaceful party, only hoping to resettle on their native lands.

Convinced that the group was hostile, a frontier militia was organized and opened fire on the group on May 14, 1832. The group responded with a successful attack on the militia at the Battle of Stillman's Run. Black Hawk led his faction to a safe location in southern Wisconsin. Under the command of General Henry Atkinson, the U.S. troops tracked the group to Wisconsin. On July 21, they were defeated by Colonel Henry Dodge's militia at the Battle of Wisconsin Heights. Weakened by starvation and death, survivors retreated toward the Mississippi River.

The Black Hawk War ended in September 1832 following the signing of the Treaty of Chicago. As part of the treaty, five million acres of First Nations homelands were ceded to the United States government and the people removed.

The Prairie Potawatomi were removed in 1834, with the Ojibwe and Ottawa of northern Illinois and southern Wisconsin, to land in present-day to Council Bluffs in southwest Iowa, before being relocated to a reservation north of Topeka, Kansas in 1846.

BRIEF HISTORY ON THE ARRIVAL OF THE POTAWATOMI TO THE GREAT LAKES REGION

Prior to 1600, the Potawatomi lived in present-day lower Michigan, where they had resided for over a century. In a tradition shared by the Potawatomi, Ottawa, and Ojibwe, all three tribes came from the northeast to the eastern shore of Lake Huron. This is believed to have occurred around 1400 after the North American climate became colder. The Ottawa remained near the French River and on the island of Manitoulin, but the Potawatomi and Ojibwe continued north along the shoreline until they reached Sault St. Marie. Around the year 1500, the Potawatomi crossed over and settled in the northern third of lower Michigan. Although separated, the three tribes remembered their alliance and referred to each other as the "three brothers." As the keepers of the council fire of this alliance, the Potawatomi were called "potawatomink" or "people of the place of fire."

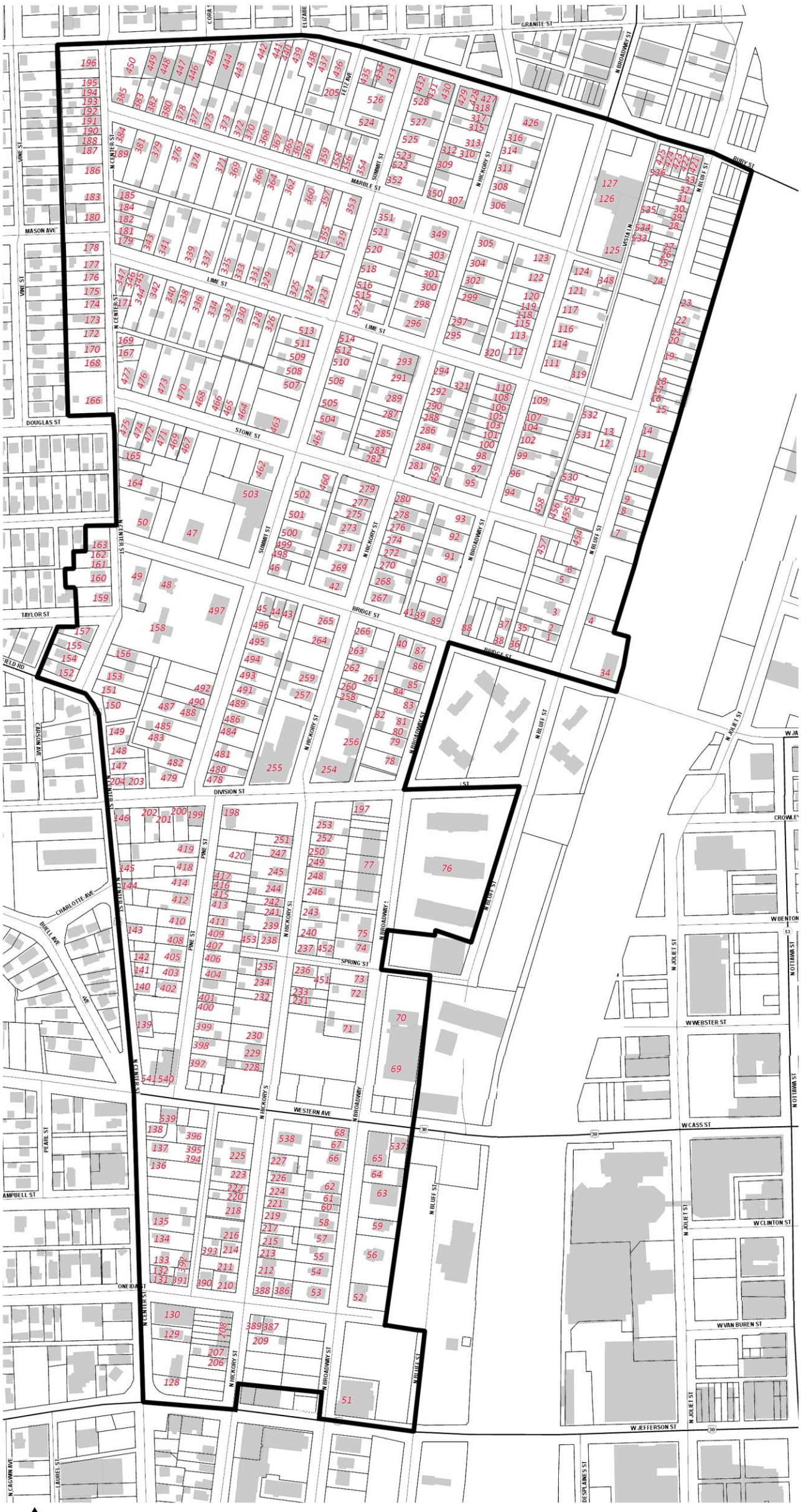
Threatened by the Ontario tribes (Neutrals, Tionontati, Ottawa, and Huron) trading with the French during the late 1630s, the Potawatomi were forced to leave their homeland at the beginning of the following decade and relocated to the western side of Lake Michigan in northern Wisconsin. They first attempted to settle near Green Bay, but due to hostilities between the Winnebago they were forced north to a refuge with the Ojibwe.

Following the fall of the Winnebago in the 1650s due to conflicts with the Fox and Illini tribes, and exposure to disease, there was little resistance to the resettlement of the tribes fleeing the Iroquois in Wisconsin.

By 1665 all Potawatomi lived on Wisconsin's Door Peninsula and remained there until 1687 when the French and Great Lakes Algonquin began driving the Iroquois east. During their time inhabiting Door County, the Potawatomi were free of the harassment by the Iroquois, disease, and starvation. The Potawatomi were more fortunate, as they were able to locate their new villages on some of the most fertile soil in the area, where the Winnebago had grown their corn for centuries. Because of their removal from the remainder of the region and their ability to provide for themselves, the Potawatomi were able to maintain tribal unity, while larger refugee tribes separated into mixed villages, making them, the dominate tribe in Wisconsin.

MAPS

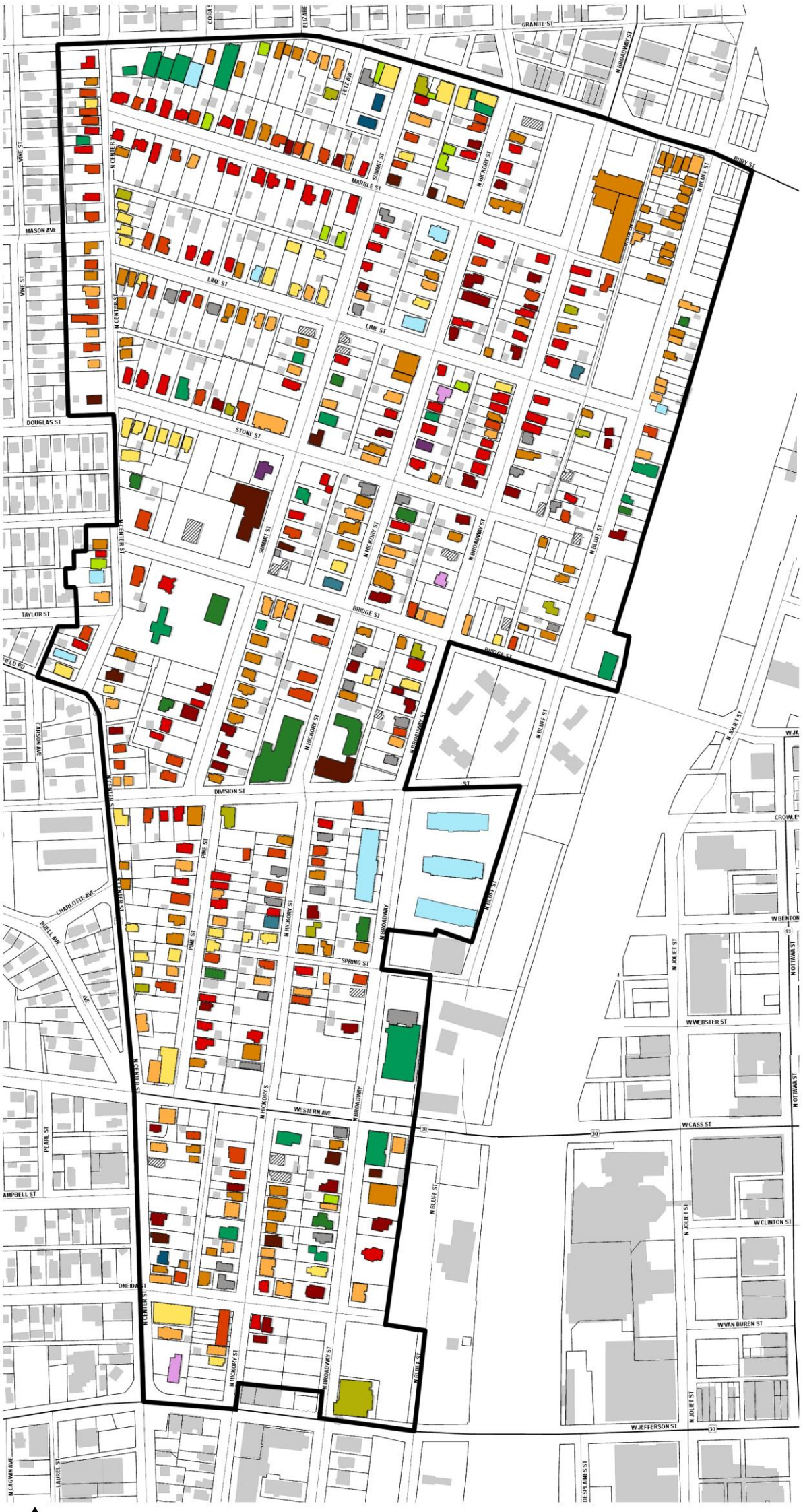
BUILDING INVENTORY MAP



ST. JOHN'S NEIGHBORHOOD HISTORIC RESOURCES - BUILDING INVENTORY

MAP KEY

MAP BY DECADE OF CONSTRUCTION

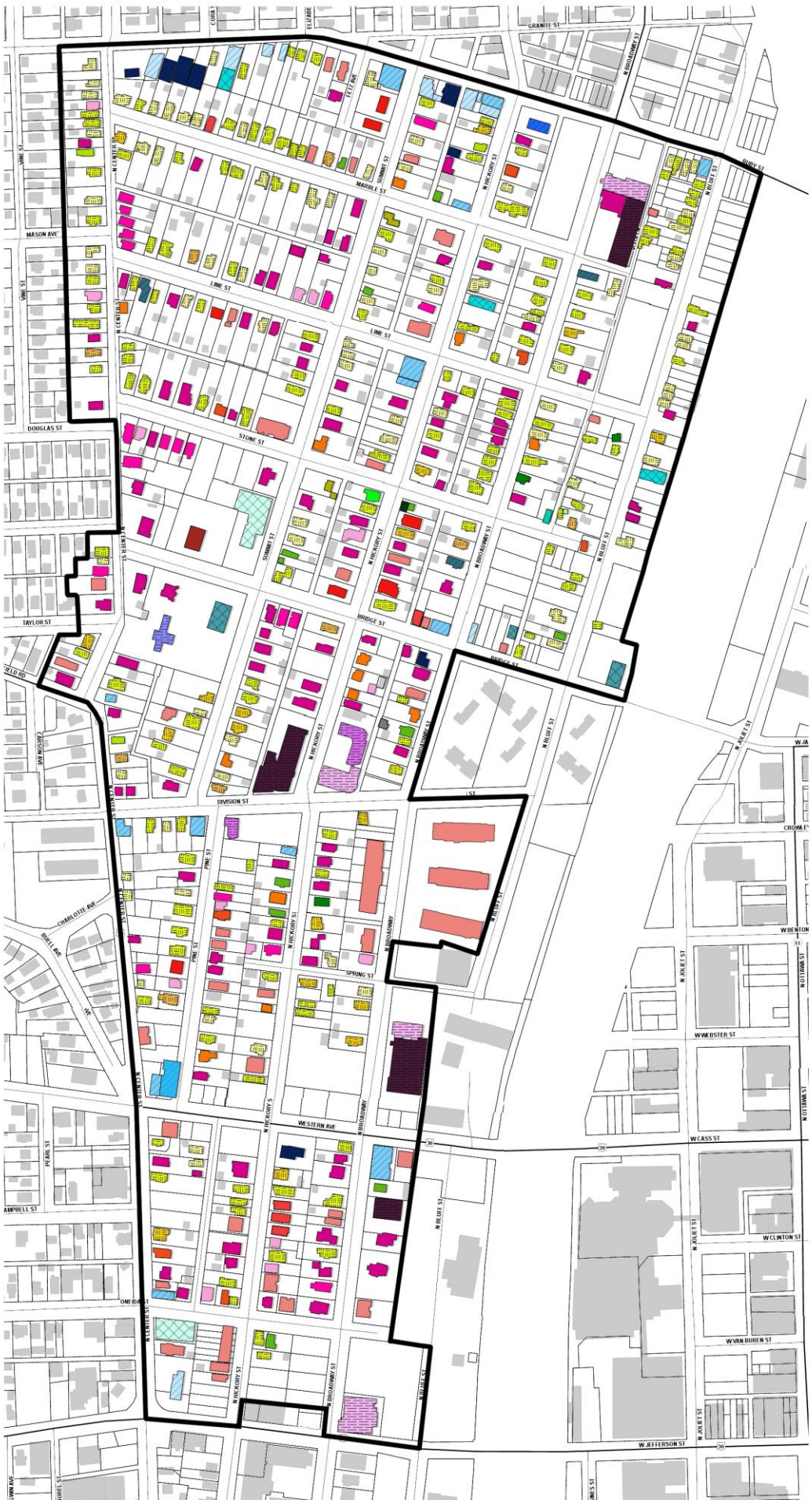


ST. JOHN'S NEIGHBORHOOD HISTORIC RESOURCES - DECADE OF CONSTRUCTION

MAP KEY

- 1830s
- 1840s
- 1850s
- 1860s
- 1870s
- 1880s
- 1890s
- 1900s
- 1910s
- 1920s
- 1930s
- 1940s
- 1950s
- 1960s
- 1970s
- 1980s
- 1990s
- 2000s
- 2010s
- 2020s
- UNKNOWN (FURTHER RESEARCH WARRANTED)

MAP BUILDING TYPOLOGIES



ST. JOHN'S NEIGHBORHOOD HISTORIC RESOURCES - BUILDING TYPOLOGIES

MAP KEY

RESIDENTIAL TYPOLOGIES

- SINGLE PEN
- HALL AND PARLOR
- CENTRAL HALL
- I-HOUSE
- SIDE HALL
- DOUBLE HOUSE
- THREE-BAY
- CUBIC
- FOUR-OVER-FOUR
- WORKERS COTTAGE
- GABLE-FRONT
- GABLED ELL
- GABLE-FRONT 'T' SHAPE
- UPRIGHT AND WING
- UPRIGHT AND WING (SOUTHERN INFLUENCE)
- AMERICAN FOURSQUARE
- BUNGALOW
- SINGLE-FAMILY RESIDENCE (SFR)
- MUD - FLATS/APARTMENTS
- MUD- DESIGNED AS SFR
- MUD - DOUBLE HOUSE
- MUD - CARE FACILITY
- COACH HOUSE

COMMERCIAL TYPOLOGIES

- ONE-PART COMMERCIAL BLOCK
- TWO-PART COMMERCIAL BLOCK
- APARTMENT HOTEL/THREE-PART VERTICAL BLOCK
- FREESTANDING
- COMMERCIALLY CONVERTED RESIDENCES
- AUTO-ORIENTED (E.G., GAS STATIONS, GARAGES)

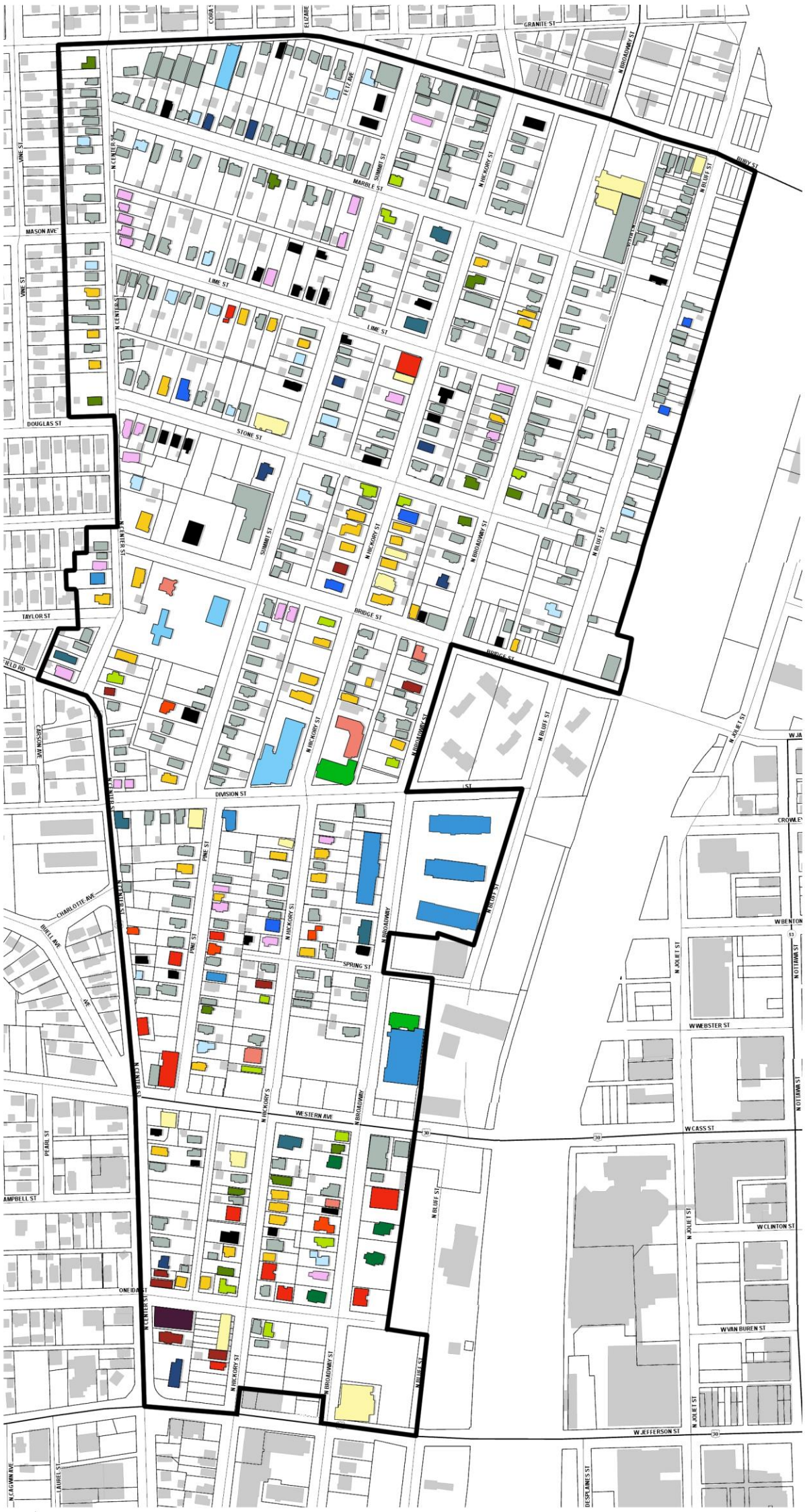
INDUSTRIAL TYPOLOGIES

- FACTORIES
- LIGHT MANUFACTURING/WAREHOUSES
- OFFICES

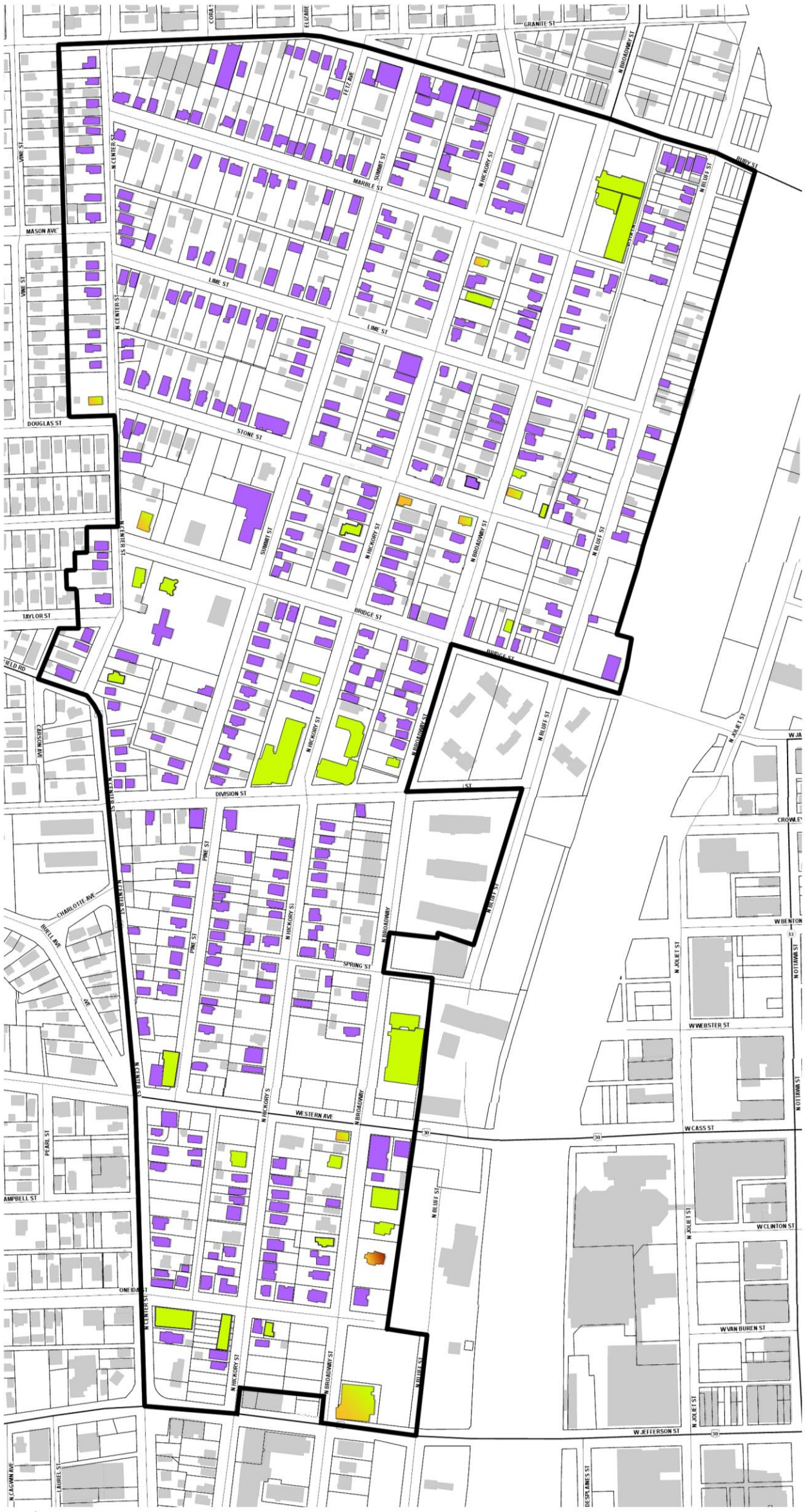
RELIGIOUS TYPOLOGIES

- CHURCH
- CONVENT
- BISHOP'S RESIDENCE
- SCHOOL

MAP ARCHITECTURAL STYLES



MAP PER SUMMARY OF EVALUATION FINDINGS



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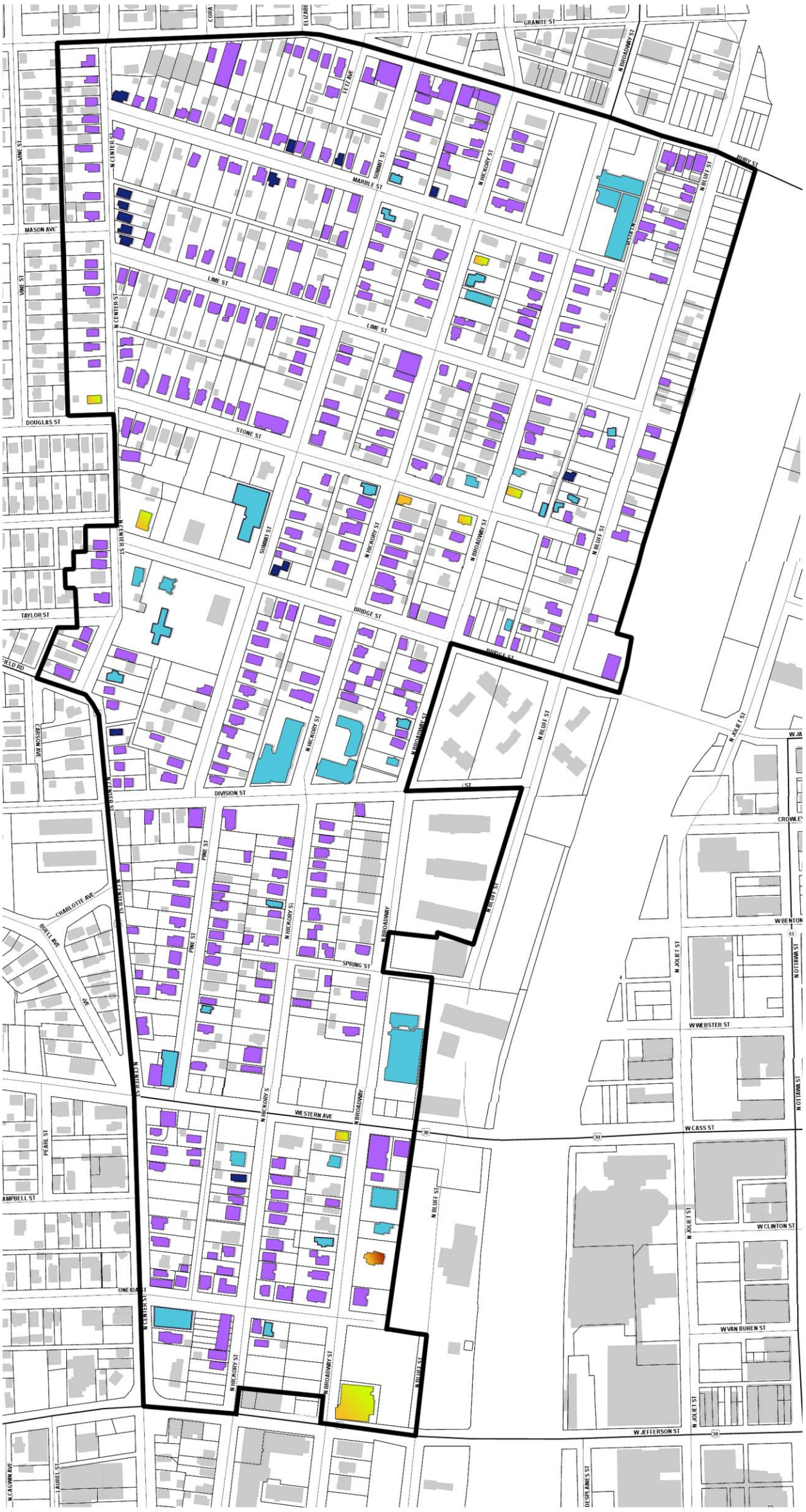

ST. JOHN'S NEIGHBORHOOD HISTORIC RESOURCES - THEMATIC DISTRICT AND NCD EVALUATION

MAP KEY

- LOCAL LANDMARK
- NRHP-LISTED
- INDIVIDUAL: ELIGIBLE FOR LOCAL LANDMARK OR NRHP
- THEMATIC DISTRICT: ELIGIBLE FOR LOCAL LANDMARK OR NRHP
- THEMATIC DISTRICT: POTENTIALLY ELIGIBLE
- CHARACTER BUILDING
- NON-CHARACTER BUILDING

INDIVIDUAL SURVEY FORMS

TIER 1

INDIVIDUAL SURVEY FORMS

TIER 2

INDIVIDUAL SURVEY FORMS

TIER 3