Rural Historic Structural Survey
of
Green Garden Township
Will County, Illinois





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July 2004

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

WJE ENGINEERS ARCHITECTS MATERIALS SCIENTISTS

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EXECUTIVE SUMMARY

At the request of the Will County Land Use Department, acting as liaison for the Will County Historic Preservation Commission, Wiss, Janney, Elstner Associates, Inc. (WJE) has prepared this report of the intensive survey of farmsteads in Green Garden Township in Will County, Illinois. The survey was performed from November 2003 through April 2004, and included 36 square miles with 149 farmsteads and related sites containing over 850 individual structures. Also, the context history of Will County and agricultural architecture was revised, and historic background related to schools, churches, cemeteries, and adjoining communities was developed for Green Garden Township.

Farmers of European descent first settled in Green Garden Township beginning in the late 1840s. Settlement increased following the construction of the Illinois Central Railroad just east of the township in the early 1850s, and Green Garden was organized as an independent township in 1853. The Illinois Central allowed farmers to ship their products to market in Chicago. The paving of rural roads in the 1920s improved the ability of farmers to transport their products to market. After the completion of Interstate 57 around 1970, suburban residential development began to occur in Green Garden Township. Today, approximately one-fifth of the 23,000 acres in Green Garden Township has been subdivided for suburban development.

Of the 149 farmsteads identified in the current survey, three sites are eligible for Will County Historic Landmark designation as locally significant. These three sites may also be considered for nomination to the National Register of Historic Places. In addition, 27 sites have the potential to be considered for Will County Historic Landmark designation, if certain historic features were restored or non-historic cladding materials such as vinyl siding were removed. The remaining sites have either been designated Contributing, which means in the context of this report that they retain their overall character as historically agricultural sites but lack individual distinction; or Non-contributing, which indicates that the site lacks sufficient integrity to present the theme of agricultural history in the survey region. Although no potential landmark districts or multiple property theme designations were identified as part of the current survey, the potential for districts that include parts of Green Garden Township along with portions of adjoining townships should be considered when intensive level surveys of the adjoining townships are performed.

The Green Garden Township intensive survey was performed to update the previous survey of the township performed in 1988. In the previous survey, 182 farmsteads and related sites were identified in Green Garden, containing roughly 1,000 structures.[1] Because of the rapid pace of contemporary development in Will County since 1988, the Will County Historic Preservation Commission recognized the need to reassess the agricultural heritage of the region. WJE has previously performed intensive surveys of Wheatland, Plainfield, and Lockport Townships (completed November 2000); DuPage Township (November 2001); Homer Township (November 2002); and New Lenox Township (August 2003). Copies of the previous survey reports were provided to public libraries in the area. To date, the surveys have identified over 2,750 structures on about 570 sites over 252 square miles of Will County. Performing a separate survey for each township allowed more detailed information to be collected, such as individual photographs of each historic structure, an assessment of current building condition, and preparation of site sketch plans. With the permission of property owners, the survey work was performed with close-up access to the buildings, which allowed for close range photography and a reliable identification of building materials. The survey data was compiled and analyzed using database software and geographic information system (GIS) software.

[1] The 1988 survey, as a reconnaissance-type survey performed from the public right-of-way, did not necessarily identify every historic structure. The loss of 33 farmstead sites is likely a more reliable indication of the changes in the township since 1988.

Chapters I and II provide the context in which the surveyed farmsteads were established, grew, were reconfigured, and in some cases were abandoned. Chapter I, Context History, covers the geological, historical, and architectural contexts of Will County agriculture. Chapter II discusses the context of Green Garden Township and focuses on a select number of historically and/or architecturally significant farmsteads. Chapter III summarizes the survey results, and includes a discussion of the National Register and Will County criteria for designation of historical and architectural significance. Also in Chapter III are several tabulations of the survey results. Chapter IV contains a description of the project methodology. A bibliography of research sources follows the text. Appendices include historic and contemporary plat maps for Green Garden and adjoining townships; and maps developed for this report to present the results of the survey and research.

30 July 2004

FEDERAL ASSISTANCE ACKNOWLEDGEMENT

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The activity which is the subject of the "Rural Historic Structural Survey of Green Garden Township, August 2003" had been financed in part with federal funds from the Department of the Interior, administered by the Illinois Historic Preservation Agency. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, nor the Illinois Historic Preservation Agency, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the U.S. Department of the Interior or the Illinois Historic Preservation Agency.

Illustrated above is a view of a farmstead on Manhattan-Wilton Road in Section 33 of Green Garden Township.

CHAPTER I

CONTEXT HISTORY OF THE RURAL SURVEY AREA

Geologic and Topographic Background to the Illinois Region

As with most of Illinois, the survey area was profoundly altered by glaciation. Over approximately one million years during the Pleistocene era, the northern hemisphere was alternately covered by and free of large ice sheets that ranged between hundreds to a few thousand feet thick. In the United States, portions of New England and the upper Midwest were the most affected by glaciation, with nearly all of the these areas covered by ice at one time or another.[1] Illinois was covered by ice sheets in four major periods, with only the far northwest and far southern portions of the state relatively unaffected. Most of the glacial deposits in the state date from the last two periods: the Illinoian and the Wisconsin. The Illinoian reached as far south as Carbondale and Harrisburg, the Wisconsin only to Mattoon and Peoria. Lake Michigan was formed by successive advances, but took its current form during the Wisconsin Period.

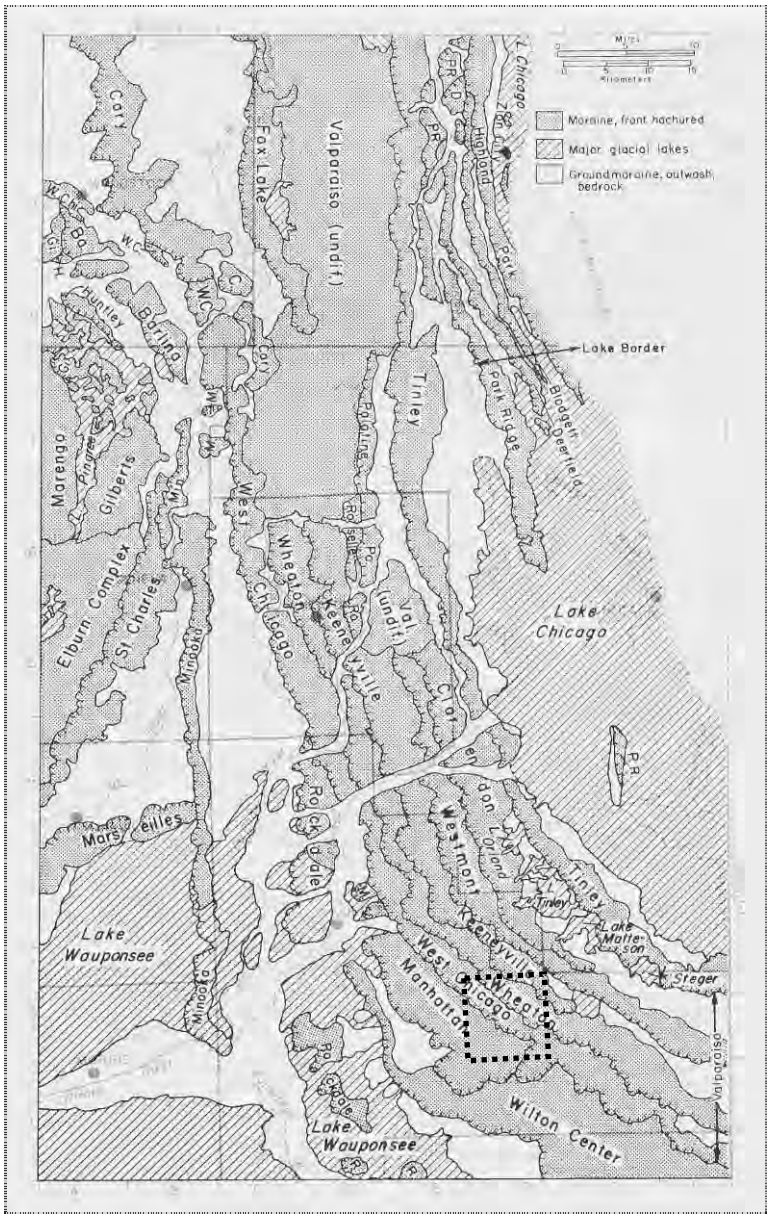
Pleistocene glaciers and the waters melting from them changed the landscapes they covered. The ice scraped and smeared the landforms it overrode, leveling and filling many of the minor valleys and even some of the larger ones. Moving ice carried colossal amounts of rock and earth, for much of what the glaciers wore off the ground was kneaded into the moving ice and carried along, often for hundreds of miles. In addition to deposits from glaciation, streams and rivers formed by the melting glaciers deposited sand and gravel across the landscape. A significant feature left by the advance and retreat of glaciers in the northeast corner of the state are glacial moraines—low mounds tens of miles long left by the furthest advance of a glaciers in the Wisconsinan period. Green Garden Township lies in the southern part of the Valparaiso Morainic System, with the Keeneyville, Wheaton, West Chicago, and Manhattan moraines within its boundaries (see illustration on the next page). The last ice sheets in this area began to retreat approximately 13,500 years ago.

Will County is located at the northeast edge of the Mississippi River drainage basin. Two major rivers, the Des Plaines River and the Kankakee River, join just beyond the western boundary of the county to form the Illinois River and on to the Mississippi. Each of the rivers has a number of tributary creeks and streams in the county. In Green Garden Township, Prairie Creek and the north and south branches of Forked Creek flow southwest. Prairie Creek joins the Kankakee River in section 15 of Wilmington Township, and Forked Creek joins the Kankakee River within the village of Wilmington.

First Nations in the Illinois Region

Human inhabitation of the North American continent from the Paleo-Indian culture has been dated to the end of the last glacial advance (about 15,000 to 12,000 years ago). Increasing warmth toward the close of the Pleistocene Era caused the melting and disappearance of the ice sheet in approximately 9000 B.C. The arrival of the First Nations, or Native Americans, in the region between the middle Mississippi Valley and Lake Michigan appears to date from the earliest period following the retreat of the polar ice sheet. The first signs of specific colonization date from the Archaic Period, prior to 1000 B.C., when deer hunting and wild plant gathering supported a dispersed population. As climatic conditions changed over the next several thousand years, populations tended to concentrate near river floodplains and adjacent areas. In the Woodland Period (1000 B.C. to 1000 A.D.), crude grit-tempered pottery appeared in northeastern Illinois. The end of this period saw the advent of large fortified towns with platform mounds, such as the community at Cahokia located east of St. Louis.

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



Illustrated at left are the moraine systems in northeastern Illinois. The Green Garden Township rural survey region (outlined with dotted lines) lies in the southern part of the Valparaiso Morainic System and includes the Keeneyville, Wheaton, West Chicago, and Manhattan moraines within its boundaries. (H.B. Willman, Summary of the Geology of the Chicago Area*, Illinois State Geological Survey Circular 460 (Urbana, Illinois, 1971), 43.)*

Further north, villages in the upper Illinois River Valley lacked large platform mounds. It was also a period of a widespread trading network known to modern anthropology as the Hopewell Interaction Sphere. The villages of this period were typically located on valley bottom lands, close to river transportation. Agricultural development included cultivation of floodplain lands; by 650 A.D. maize was being grown in the Illinois River Valley.[2]

The time span between 1000 A.D. and the coming of European explorers and settlers is known as the Mississippian Period. At the beginning of this period, the communities of large fortified towns and ceremonial platform mounds reached their zenith. Among these sites in northeastern Illinois is the Fisher site in Will County, located in Channahon Township. One Native American site was known in Green Garden Township at the time of the 1988 Illinois Cultural Resources Study. Located in Section 18, the unspecified prehistoric camp site was identified in 1977.

[2] James E. Davis, *Frontier Illinois* (Bloomington, Indiana: Indiana University Press, 1998), 25.

The Arrival of European Settlers

> *Now the Lenapées had a village by the sea. They often looked out, but they saw nothing. One day something came. When it came near the land, it stopped. Then the people were afraid. They ran into the woods. The next day two Indians went quietly to look It was lying there in the water. Then something just like it [a rowboat] came out of it and walked on two legs over the water. When it came to land, two men stepped out of it. They were different from us. They made signs for the Lenapées to come out of the woods. They gave presents. Then the Lenapées gave them skin clothes.*
>
> *The white men went away. They came back many times. They asked the Indians for room to put a chair on the land. So it was given. But soon they began to pull the lacing out of the bottom and walk inland with it. They have not yet come to the end of the string.*
>
> *Wyandot tale, "The Coming of the White Man"* [3]

French Explorers and Settlers in the Illinois Territory

By the time of the French explorations of the seventeenth century, the native inhabitants of Illinois as a group belonged to the Algonquian linguistic family, closely related to the Chippewa. The specific tribes in the northeast Illinois region included the Miami (located on sites near the Calumet River, the juncture of the Des Plaines and Kankakee Rivers, and the Fox River) and the Illinois (present throughout the rest of modern-day Illinois). "Illinois" was a native word signifying "men" or "people."[4] By the early to mid-1700s, the Potawatomi moved into the area from the region of Michigan and northern Wisconsin.

In 1673, the expedition of Father Jacques Marquette and Louis Jolliet traveled primarily along the Mississippi River and up the Illinois River to the region of Cook and Will Counties.[5] The expedition claimed the region for France. An expedition in 1678, led by Robert de La Salle with Henry Tonti and Father Hennepin, explored the region along the Mississippi River and adjacent territory on behalf of France. A Jesuit mission was established at Chicago in 1696 by Father Pierre Pinet, but it failed to last more than a year. French settlement centered in the middle Mississippi Valley, focusing on Fort de Chartres near Kaskaskia and its connections via the Ohio, Maumee, and Wabash rivers with Québec via the Great Lakes, well to the south and east of the upper Illinois Valley.

During this period, the Native Americans were undergoing migrations, often leading to conflict with each other. The Sauk, Fox, Kickapoo, and Potawatomi displaced the Miami and Illinois in the lands bordering Lake Michigan on the south and west. French traders first encountered the Potawatomi in the early 1600s along Lake Huron during the latter's westward migration. The Potawatomi, followed by the Sauk and the Fox, were the predominant peoples in the northeastern Illinois by the later 1700s. The Winnebago and Shawnee were also present in the region.[6]

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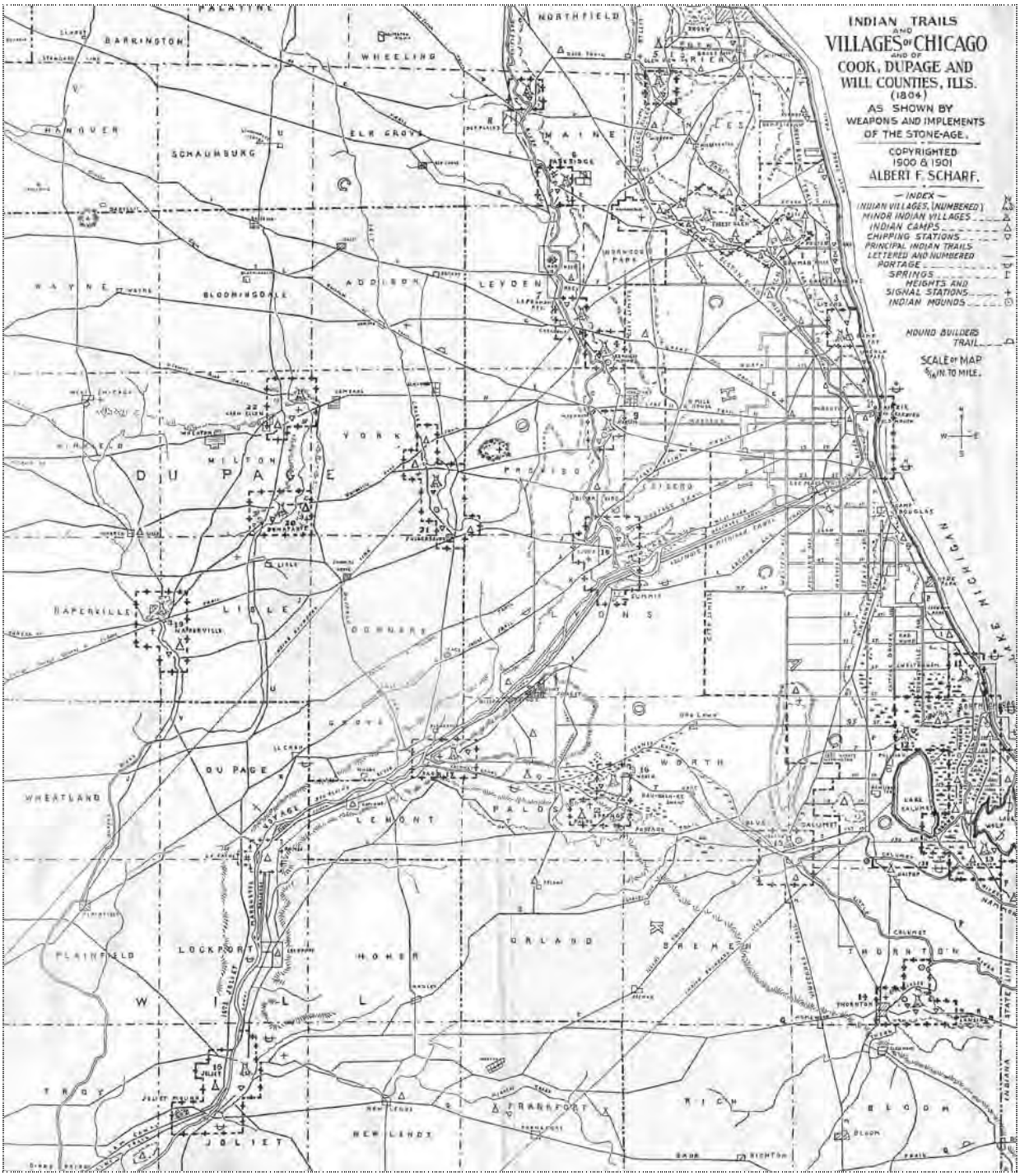
[3] *Native American Legends of the Great Lakes and Mississippi Valley,* Katherine B. Judson, ed. (1914, reprinted DeKalb, Illinois: Northern Illinois University Press, 2000), 195.

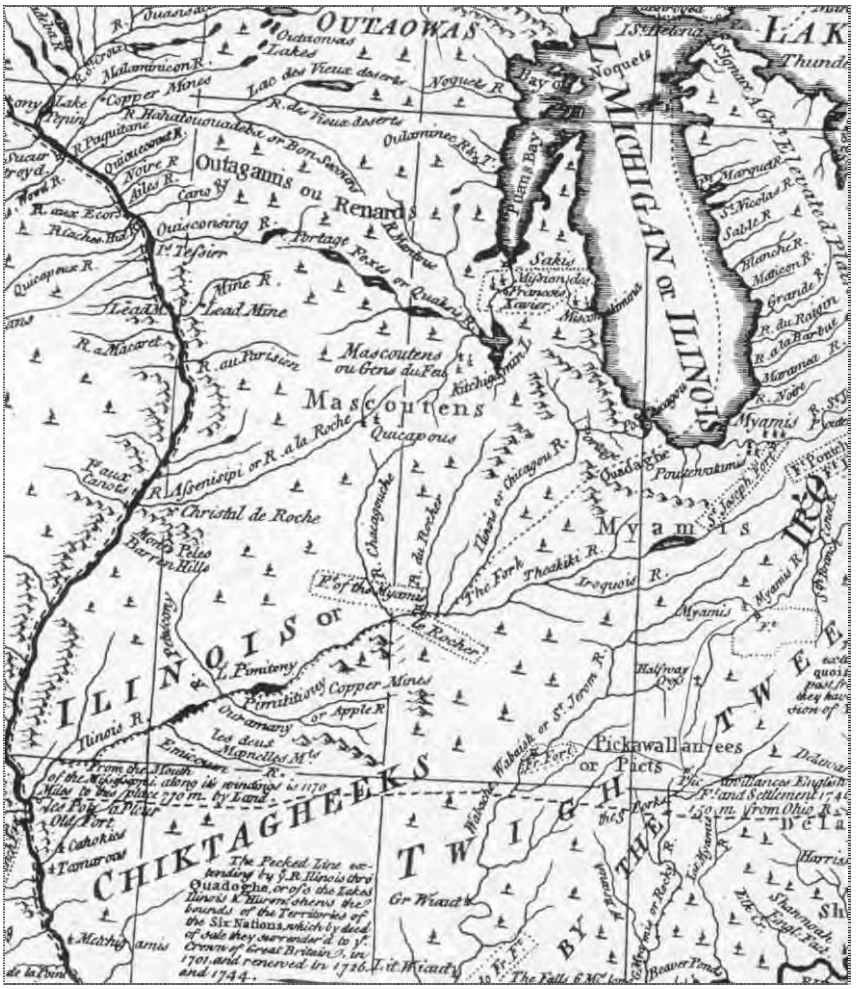
[4] John R. Swanton, *The Indian Tribes of North America* (1952, Bureau of American Ethnology Bulletin Number 145; reprint, Washington, D.C.: Smithsonian Institution Press, 1969), 241.

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

[6] Jean L. Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois* (Hinckley, Illinois: The Hinckley Review, 1975), 20–21.



The above map is an excerpt of Indian Trails and Villages of Chicago and of Cook, Du Page, and Will Counties, Illinois (1804) *prepared by Albert F. Scharf, 1900. The network of Native American trails in northeastern Illinois served the purposes of European settlers in the 1830s and 1840s, and many of these routes developed into roads that are in use today in Will County. However, it does not appear that any of the roads in Green Garden Township are among these. (Map reproduced from Milo M. Quaife,* Chicago's Highways Old and New: From Indian Trail to Motor Road *(Chicago: D.F. Keller and Company, 1923), facing page 236.)*



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

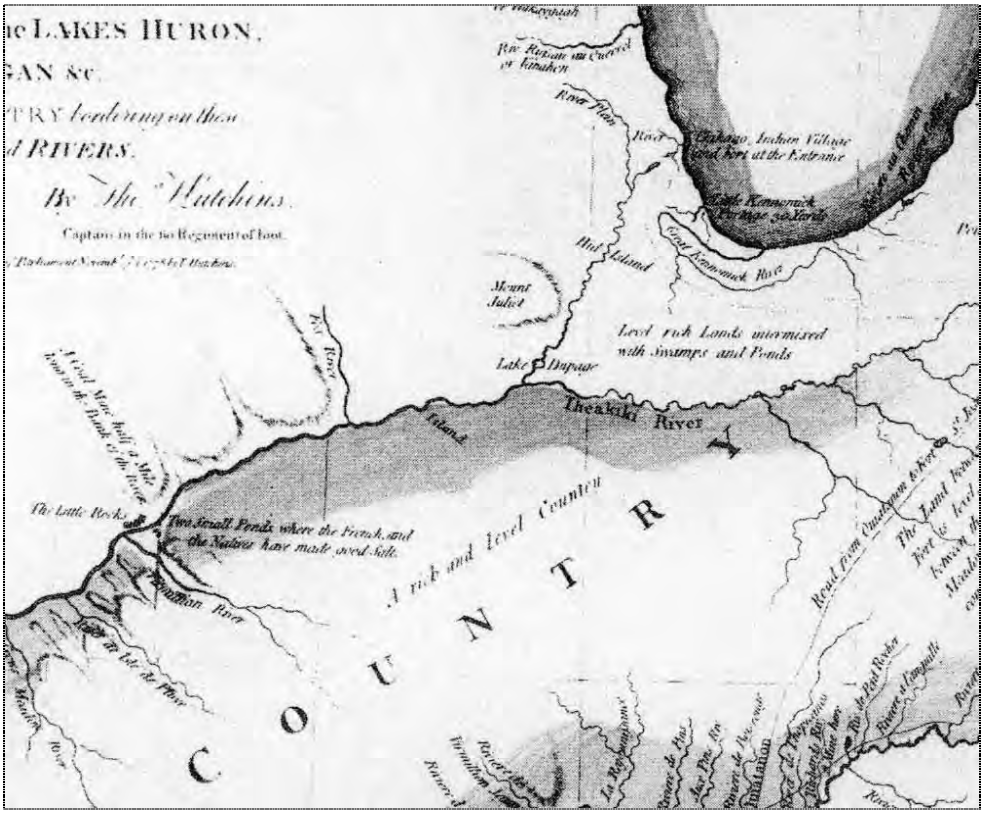
Early settlements founded as missions and fur trading posts, such as Cahokia and Kaskaskia, developed into the core of agricultural communities.[7] French colonial farms produced wheat for human consumption and maize as feed for hogs. A staple of the settlers' diet was wheat bread. Livestock for use as dairy production, meat consumption, and draft animals were also present on the region's farms. The open field agriculture system continued in use beyond the era of French domination, and ended only with the influx of settlers from the east coast.[8]

Illinois in the English Colonial Period and the Revolutionary War

Land ownership was not an original right when the Virginia Company settled Jamestown in 1607. The company owned the land, and paid its employees for their labor in food and supplies out of a common storehouse, limiting their motivation as well. After a period of starvation that nearly wiped out the settlement, the company gave each employee an incentive of a three acre garden, which led to regular land distribution consisting of a 50 acre "headright."[9] Unencumbered private access to land in the English colonies to the east prevented rigorous land use planning.

[7] Carl J. Ekberg, *French Roots in the Illinois Country: The Mississippi Frontier in Colonial Times* (Urbana, Illinois: University of Illinois Press, 1998), 33.
[8] Ibid., 173–251.
[9] John Opie, *The Law of the Land: Two Hundred Years of Farm Policy* (Lincoln: University of Nebraska: 1994), 19.

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



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

Land Division and Distribution in the New Nation

When land claims of several of the newly independent states overlapped, Congress, under the Articles of Confederation, struggled to maintain control over the territory extending to the Mississippi River. After making all land west of the Pennsylvania Line to the Mississippi common national property, a system of land division was developed based on meridians and base lines, which were subdivided further into a series of rectangular grids. In the "Rectangular System," distances and bearing were measured from two lines which are at right angles to each other: the Principal Meridians, which run north and south, and the

Base Lines, which run east and west. Subdividing lines called Range Lines are spaced at six mile intervals between the meridians and base lines. Range Lines defined territories known as townships.[10]

On 20 May 1785, Congress adopted this system as the Land Survey Ordinance of 1785. (Eventually, frontier settlers west of Pennsylvania and north of Texas could walk up to a plat map on the wall of a regional land office and locate a one quarter section property for farming, which was thought to be sufficient to sustain individual farmers.[11]) In 1787, after about twenty months of surveying work, the first national public land sales occurred, consisting of 72,934 acres with $117,108.22 in revenue.[12] Also in that year, the Ordinance of 1787 organized the Northwestern Territory, consisting of what would become Illinois, Indiana, Michigan, Ohio, and Wisconsin.

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

Development of the Northwestern Territory

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

In 1795, a peace treaty with warring Native Americans included the ceding of "one piece of land, six miles square, at the mouth of the Chicago River, emptying into the southwest end of Lake Michigan, where a fort formerly stood."[13] It was on this land that Fort Dearborn was established in 1803, where a settlement of French traders and their Native American wives developed. The site grew initially from the fur trade, and despite the Fort Dearborn Massacre of 1812, more settlers came to the area.

A series of treaties with Native American populations influenced the future of northeast Illinois. Cutting across the western half of the region later known as Will County was a land corridor ceded by the Potawatomi, Ottawa, and Chippewa in a treaty signed in St. Louis on 24 August 1816, under territory commissioners Ninian Edwards, William Clark, and Auguste Chouteau. The corridor, defined by the

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

[11] Opie, *The Law of the Land*, 10.

[12] Ibid., 15.

[13] As quoted by A.T. Andreas in his *History of Chicago, from the Earliest Period to the Present Time* (Chicago: A.T. Andreas, 1884), 79.

cartographic features now known as the Indian Boundary Lines (and still present on many maps of the area), was meant to allow European settlers access to Lake Michigan for the construction of the waterway, later developed as the Illinois and Michigan Canal. The corridor was surveyed by James M. Duncan and T.C. Sullivan in 1819; its southern boundary was defined by a point on the shore of Lake Michigan, ten miles south of the Chicago River, to a point on the Kankakee River, ten miles upstream of its mouth.[14] The northwestern corner of Green Garden Township lies within this corridor.

Illinois Statehood

A bill had passed Congress in early 1818 moving the northern boundary northward to include the mouth of the Chicago River within the Illinois Territory.[15] The United States Congress passed an enabling act on 18 April 1818, admitting Illinois as the twenty-first state as of 3 December 1818, despite the fact that the population of the state was only 40,258, less than the 60,000 required by the Ordinance of 1787. The state capital was established first at Kaskaskia and moved to Vandalia two years later. Much of the land in the state not still under Native American control was the property of the United States government. Early sales offices were located at Kaskaskia, Shawneetown, and Vincennes. Until the financial panic of 1819, there was an initial rush of sales and settlement at the southern end of the state where navigable streams and the only road system were located.[16] State legislation regulating agriculture began in 1819 with acts addressing the rights of settlers to the land they occupied and regulation of land enclosures and cultivation of common fields.[17] Agricultural advocacy and scientific study also began in 1819, with the founding of the Illinois Agricultural Society on 23 February of that year.[18]

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

By 1826, more European settlers began to move to the northeast Illinois region, so that by 1831 a few hamlets were present between LaSalle and Chicago along the Illinois, Fox, and Des Plaines River Valleys. At the beginning of the Black Hawk War, in 1832, the largest settlement north of the Illinois River (except for Chicago) was on Bureau Creek, where there were about 30 families. A few other settlers had located on the river at Peru and LaSalle, and a considerable number at Ottawa. Along Hickory Creek in New Lenox Township, including the Zarley settlement in Joliet Township, there were approximately 20 more families, and at Reed's Grove and Jackson's Grove there were 6 or 8 more.[19]

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[14] *Will County Property Owners, 1842* (Joliet, Illinois: Will County Historical Society, 1973), 1.

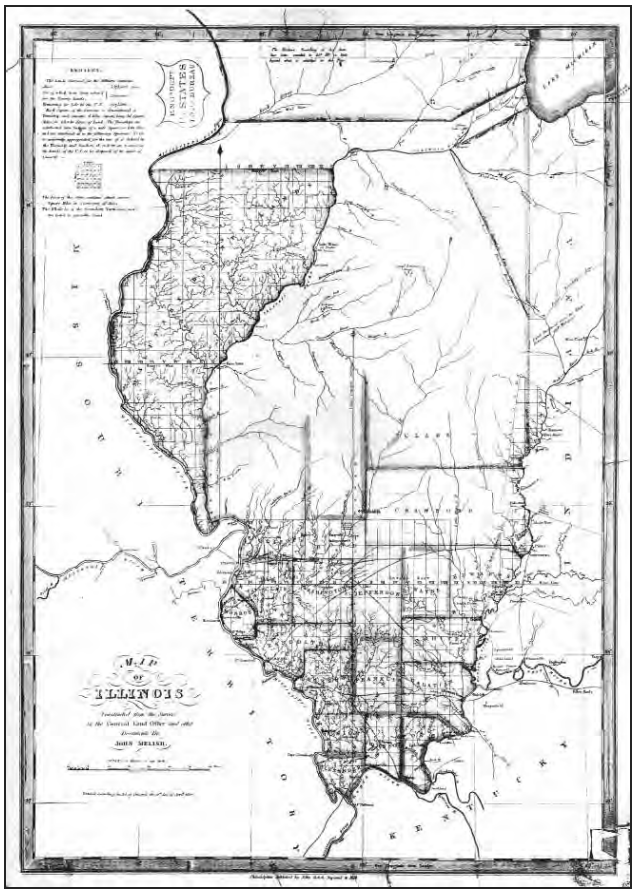
[15] The northern boundary of the Illinois Territory was on an east-west line from the southern line of Lake Michigan. In order to give the future state a portage on Lake Michigan, the boundary line was moved 10 miles north of the initial boundary. The Congressional legislation was amended before passage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

[16] Olin Dee Morrison, *Prairie State, A History: Social, Political, Economical* (Athens, Ohio: E. M. Morrison, 1960), 24–25.

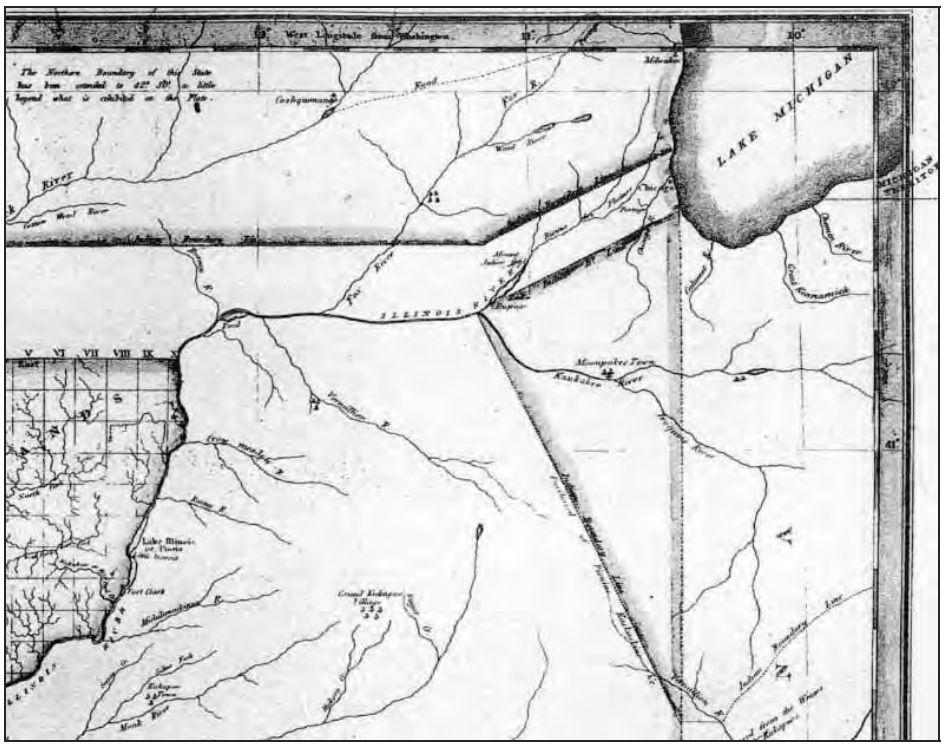
[17] *History of State Departments, Illinois Government, 1787–1943*, compiled by Margaret C. Norton, Illinois State Archives; Illinois Laws 1819, 23, 37, and 44.

[18] However, the society had a short life, being disbanded in 1825.

[19] Ibid.



Shown at left is a map of Illinois dating from 1819 with the corridor defined by treaties that established the "Indian Boundary Lines" in the northeast portion of the state. The northwest corner of present-day Green Garden Township is located within the boundaries of the treaty lines. (Map reproduced from Atlas and Supplement: Indian Villages of the Illinois Country, *compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate XLVI.) Shown below is an enlargement of northeast Illinois of the same map.*



The early 1830s saw the greatest land boom thus far in American history. Land sales gradually came under the control of the General Land Office as the survey moved westward. In 1834 and 1835 alone, 28 million acres were shifted from closed to open land for purchase. Two years later the Van Buren administration placed 56,686,000 acres on the market. These lands were located in some of the most fertile farming regions of the nation: Illinois, Iowa, Alabama, Mississippi, Arkansas, and Missouri.[20] The building of the Illinois and Michigan Canal in the 1830s and 1840s (discussed later in this chapter) led to a land boom in Chicago, which had been platted in 1830 and incorporated in 1833.[21] The rate of growth in northern Illinois soon matched and then surpassed that of the southern portion of the state.

Settlement and Development of Will County

In 1832, a band of Sauk Indians led by Black Sparrow Hawk, resisted their deportation by Europeans settlers from their ancestral lands. Although most of the fighting occurred in the Rock River area in Northwest Illinois and southern Wisconsin, an Indian panic swept through Will County settlements. The settlers in Walker's Grove together with about 25 fugitives from the Fox River area hurriedly constructed a stockade from the logs of Stephen Begg's pigpen, outbuildings, and fences ("Fort Beggs"). The prospect of engaging Indians in pitched battle from the confines of "Fort Beggs" prompted the settlers to leave the makeshift stockade in favor of Fort Dearborn in Chicago. Meanwhile homesteaders in the eastern Will County area gathered at the Gougar homestead (in future New Lenox Township) and decided to flee to Indiana.[22]

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

Present in the region at this time was a tribe of nearly 1,000 Potawatomi in the area along the Du Page River south of what would become Plainfield.[23] Northern Will County was the scene of an epidemic of smallpox among the Potawatomi, inflicting a mortality rate at least twice that of European settlers. Approximately one-third of the Native American population in the region died during the epidemic.[24] The

[20] Ibid., 51.

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

[22] Robert E. Sterling, *A Pictorial History of Will County*, Volume 1 (Joliet: Will County Historical Publications, 1975).

[23] Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois*, 21.

[24] Tanner, ed., *Atlas of Great Lakes Indian History*, 173.

end of the Black Hawk War in September 1832 brought about the expulsion of the Sauks and Foxes from lands east of the Mississippi River. The Winnebago ceded their lands in Wisconsin south and east of the Wisconsin River and east of the Fox River to Green Bay that same year.

The Potawatomi, Ottawa, and Chippewa tribes still held title to land in northern Illinois outside of the Indian Treaty Boundary lines. Early northeastern Illinois settler, and later Illinois Supreme Court chief justice, John Dean Caton was witness to the native peoples of the region:

> I found this whole country occupied as the hunting grounds of the Pottawatomie [sic] Indians. I soon formed the acquaintance of many of their chiefs, and this acquaintance ripened into a cordial friendship. I found them really intelligent and possessed of much information resulting from their careful observation of natural objects. I traveled with them over the prairies, I hunted and I fished with them, I camped with them in groves, I drank with them at the native springs, of which they were never at a loss to find one, and I partook of their hospitality around their camp fire. [25]

In September 1833, a gathering of Native American chiefs and leaders was held in Chicago to "negotiate a treaty whereby the lands might be peaceably ceded, and the Indians removed therefrom, to make way for the tide of white emigration which had begun to set irresistibly and with ever increasing volume to the coveted region."[26] Chicago historian A.T. Andreas, writing in the 1880s, emphasized the disadvantaged position of the Native Americans, who had seen the effects of war on other Native Americans and experienced the ravages of epidemic on their own peoples:

> Black Hawk's ill-starred campaign, followed by the subsequent treaty made by his tribe, showed them the inevitable result [that] must follow resistance. They knew quite well that they had no alternative. They must sell their lands for such a sum and on such terms as the Government agents might deem it politic or just or generous to grant. The result of the treaty was what might have been expected. The Indians gave up their lands and agreed for certain considerations, the most of which did not redound to their profit, to cede all their lands to the Government, and to leave forever their homes and the graves of their fathers for a land far toward the setting sun, which they had never seen and of which they knew nothing.[27]

In the resulting treaty, the three tribes ceded land "along the western shore of Lake Michigan, and between this lake and the land ceded to the United States by the Winnebago nation at the treaty of Fort Armstrong…."[28] As compensation, the tribes received land on the east bank of the Missouri River and a series of monetary payments.[29]

The force behind Native American expulsions was the rapid influx of settlers of European origin. In 1833, only four ships of any size arrived in Chicago. The following year, the number of ships increased to 180. In 1836, 400 hundred vessels brought trade and new settlers to Chicago and northeastern Illinois.[30] Other settlers arrived by early roads, many based on Native American trails. These trails developed "first as a

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[25] John Dean Caton, "The Last of the Illinois, with a Sketch of the Pottawatomies [sic]," *Miscellanies* (Boston: Houghton, Osgood and Company, 1880), 117.

[26] Andreas, *History of Chicago,* 123.

[27] Ibid.

[28] As quoted in Andreas, *History of Chicago,* 124.

[29] It has been reported that Native Americans returned to Will County as late as 1900 on pilgrimages (Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois,* 21):

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

[30] William Vipond Pooley, *The Settlement of Illinois from 1830 to 1850.* (Madison, Wisconsin, 1908; Reprint, Ann Arbor, Michigan: University Microfilms, 1968), 72.

bridle path, then as a public highway, stage and mail route."[31] Among these was Hubbard's Trail, later known as State Road, that led from Chicago to Danville. Wagon trains operated on the route and an off-road between Chicago and Kankakee. From this point, boats carried trade and new settlers along the Kankakee and Illinois Rivers to lands further inland.[32]

Settlement in the Will County region (then still part of Cook County) was given a boost with the June 1835 land sale in Chicago, as "farmers, speculators, and city promoters jostled each other in their attempts to acquire the more desirable portions."[33] Some of these speculators platted towns in the area that never truly developed, towns with names like Palmyra, Williamsburg, Middletown, New Rochester, and Buffalo. The selection of these names was significant, as many of the pioneering settlers came from New England and New York State. Twenty-eight "Yankee colonies" were established in Illinois alone in the 1830s, as the declining agricultural economy of New England forced many farmers to look westward.[34] Other settlers from Ohio chose land in the open prairies of the eastern Will County region, leading to the founding of Monee.[35]

Emigration into this area increased so markedly that settlers began campaigning for separation from Cook County, which had been formed from Putnam County only in 1831. Residents of settlements and pioneers in outlying areas of southwest Cook County demanded a more convenient place to record their land purchases and to pay their taxes. Accordingly, Dr. A. W. Bowen of Juliet and James Walker of Plainfield went to the state capital of Vandalia and successfully lobbied a detachment petition through the General Assembly. On 12 January 1836, an act was passed creating Will County from portions of Cook, Iroquois, and Vermilion Counties. Will County also included at that time the northern part of what would later become Kankakee County. In 1853, the boundaries of Will County were changed to their present locations. The county was named in honor of Dr. Conrad Will, a member of the state legislature who lived in the southern part of Illinois.[36]

Early Farming in Will County

The primary concern of pioneer farmers was providing food for his family and livestock. Most farmers homesteaded around wooded land to provide building materials and fuel. These early settlers believed that the lack of trees on open prairies meant that the land had poor fertility, something they did not discover was typically false until prairie lands were cultivated by later settlers.[37] After cutting down trees and grubbing out tree stumps, the prairie sod was broken with a walking plow. This latter activity was often difficult, since the soil tended to ball up on the plow. In 1833, John Lane, living in the region later called Homer Township, eliminated this problem by inventing the breaking plow. Lane's innovation

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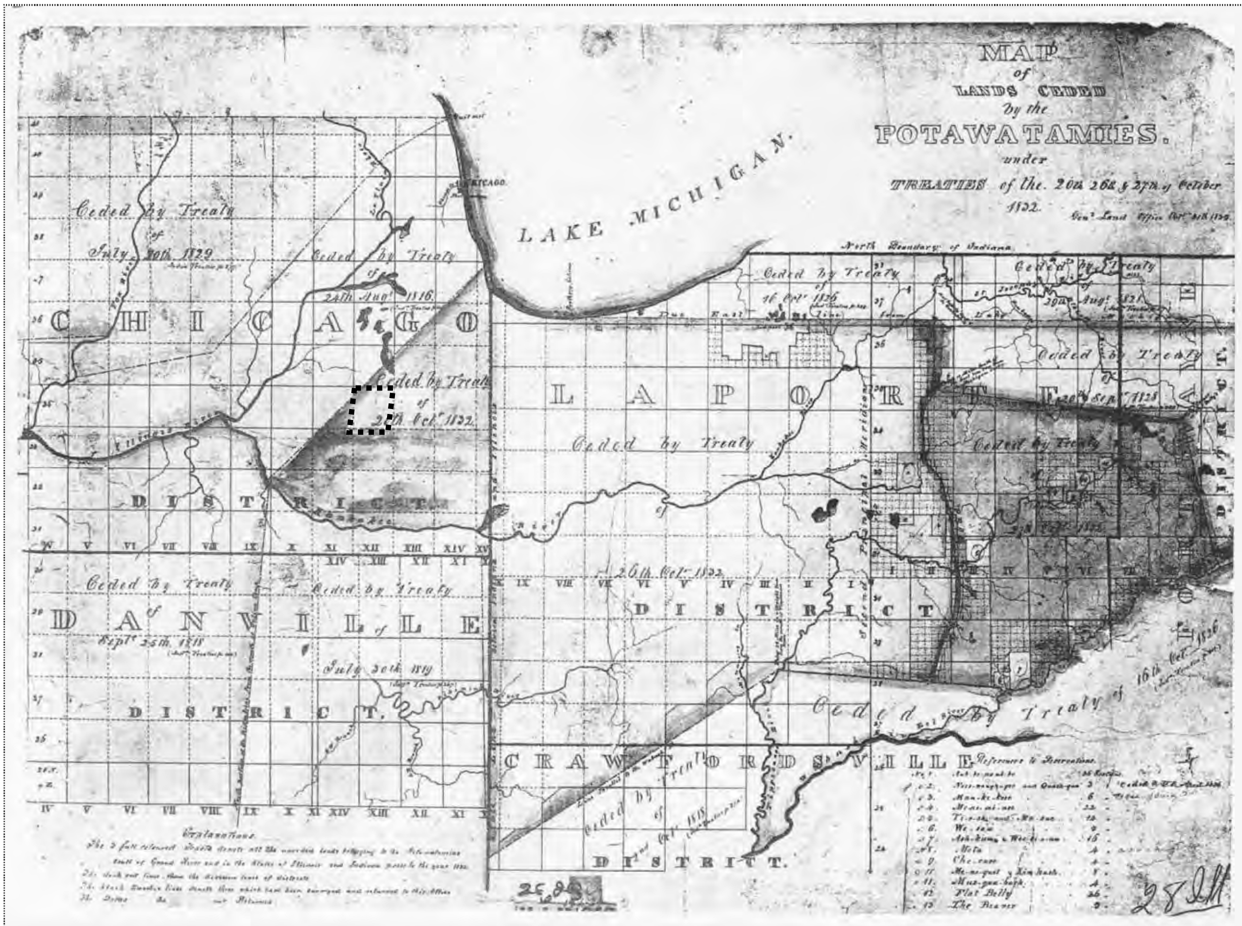
[31] *Juliet and Joliet: Around the Locks, Bluffs and Bridges, Forty, Fifty, Sixty Years Ago,* N.p., n.d. [circa 1900], 52.
[32] Ibid., 73.
[33] Ibid., 100.
[34] Don Harrison Doyle, *The Social Order of a Frontier Community: Jacksonville, Illinois, 1825–1870* (Urbana, Illinois: University of Illinois Press, 1978), 28. See also Stewart H. Holbrook, *The Yankee Exodus: An Account of Migration from New England* (New York: Macmillan, 1950).
[35] Ibid.
[36] Born near Philadelphia, Pennsylvania, on 3 June 1779, Conrad Will emigrated westward after studying medicine. First homesteading on the Big Muddy River in the Illinois Territory in 1813, he established a salt works in 1816 using the salt springs in the area. He was instrumental in the formation of Jackson County from the lower half of Randolph County and part of present day Perry County. When the salt business did not prosper, Will entered politics, becoming a state senator in the newly formed State of Illinois in 1818. In 1820 he became a member of the state House of Representatives, an office he held until his death on 11 June 1835. On the following 12 January, the state legislature passed an act sectioning the southern portion of Cook County in northern Illinois, naming it after Conrad Will. (Alice C. Storm, *Doctor Conrad Will* (Joliet, Illinois: Louis Joliet Chapter of the Daughters of the American Revolution, 1917), 1–5.)
[37] Wooded land was so important an issue that some settlers were dissuaded from buying land in Wheatland Township until the later 1830s and 1840s, when land in surrounding townships was selling out.



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

developed from an improvised steel plow attached to the plow molding board. It successfully cut the prairie sod so that the soil could be turned over.[38] A national economic depression in 1837 led to a temporary curtailment of settlement. Work on the Illinois and Michigan Canal, begun in 1836, ceased for a time. During this period, those land holders in the region who participated in the canal's construction were able to concentrate on developing their farmlands.

Life on these early farms was hard for the new settlers. In addition to building a settlement house and preparing the soil, the weather was a significant factor with which they had to contend. For the settlers from New England, the climate was basically similar, although the extremes of temperature and rapidity of change was a new challenge. Snow could fall in greater quantities than the northeastern United States. Severe cold and the open expanses of prairies led to drifts that were hazardous to farm animals. The winter of 1830–1831, just prior to the great influx of European settlers, was particularly difficult and was known as that of the "Deep Snow." Beginning a few days before Christmas, snow fell to a depth of three feet with drifts of four to six feet. High winds and bitterly cold temperatures continued over the next two months, leaving many homesteaders trapped on their land.

[38] Fayette Baldwin Shaw, *Will County Agriculture* (Will County Historical Society, 1980), 1.

The health of settlers could suffer as a result of overwork and environmental conditions. Settlers in lowland areas, adjacent to waterways and ponds, were susceptible to fevers. This was a significant enough question for newspapers and settler guide books to discuss the issue, if only to reassure emigrants to the area:

> The season in which I visited the United States was one remarkable for sickness, and the southern and western states [which included Illinois] suffered much, but with the exception of such visitations, it would appear that the inhabitants of Illinois enjoy a very fair amount of good health; indeed, it appeared to me that they were exempted from such a variety of diseases as we see in this country—that there was some predisposing cause to bilious complaints, to the exclusion of other types. There, as in other parts of the world, much of the disease encountered is a result of rashness and folly….[39]

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

Development of the Illinois and Michigan Canal

The proximity of the headwaters of the Illinois River to Lake Michigan led early explorers, including Marquette and Jolliet as early as 1673, to propose the construction of a canal to link the two, thus allowing river traffic to move from the Great Lakes to the Mississippi River. The northern branch of the Illinois River is the Des Plaines River, which at the closest point flows about five miles west of the shore of Lake Michigan before turning southwest in the region now called Summit. On the other side of the moraine structure, the Chicago River flows to Lake Michigan. In 1794, plans were made to establish the Illinois waterway link with the lake. The Louisiana Purchase of 1803 gave a further impetus to the development of a canal, and army engineers began surveying the area after the War of 1812. Land acquisition began when a treaty with Native American tribes was signed at St. Louis in 1816, leading to the acquisition of a corridor from Chicago to Ottawa, Illinois. Debate on the canal project continued for several years until 1834, when Joseph Duncan, a strong supporter of the canal, was elected governor of Illinois. Governor Duncan supported legislation in 1836 to assist financing for the construction of a canal. Construction began on 4 July 1836, with ground broken at Bridgeport in Chicago.[40]

The canal route followed the south branch of the Chicago River and followed the Des Plaines River and Illinois River to a western terminus at LaSalle.[41] The canal was subsidized with a federal land grant of 325,000 acres to the State of Illinois of alternate sections of land along the canal route, which then were sold to settlers. After little progress was made during the first year of construction, financial problems developed. Labor for the project was attracted to Illinois, with many new immigrants from Ireland.

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[39] William Oliver, *Eight Months in Illinois with Information to Immigrants* (1843; Reprint, Carbondale, Illinois: Southern Illinois University Press, 2002), 251.

[40] Leslie C. Swanson, *Canals of Mid-America*, 35.

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

Bridgeport, now a Chicago neighborhood, was the eastern terminus of the canal and began as a settlement to house Irish canal workers. Numerous towns were founded as a result of the construction and operation of the canal. By 1840 the canal was two-thirds completed when another series of funding problems delayed completion of the canal until 1848.

Until the canal was completed, farmers in northeast Illinois who wished to sell their crops and livestock in the Chicago markets had to move it there by wagon cart. The son of one of the early settlers described the journey, writing that "in 1844, we began to haul wheat to Chicago, the trip taking three or four days. The hauling was generally done in the fall when the roads were good."[42] Completion of the canal in 1848 revolutionized freight and passenger traffic on the Illinois River route by allowing shippers to utilize Chicago as their route to the eastern United States as shipping prices dropped. During the early years of operation the canal's eastbound traffic included corn, wheat, sugar, and coal; westbound traffic included lumber, salt, and merchandise. The improvements to transportation brought by the canal helped to spur further agricultural development in northern Illinois.[43] During the first three years of the canal's operation, 1.4 million bushels of wheat and 1.6 million bushels of corn were transported to markets.[44] In the ensuing years, the railroad first supplemented and then supplanted the canal as a significant traffic route. But one of the most significant contributions of the canal was the benefit it gave to Chicago as a trading center.

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

Chicago had an influence on the future of the canal in an unusual way. Because the city dumped its sewage effluents into Lake Michigan, the source of its drinking water, the risk of pollution leading to epidemics was high. Plans were implemented to reverse the flow of the Chicago River, passing wastes down to the Illinois River. This also provided a widened and deepened waterway from Chicago to Lockport. The new canal, the Sanitary and Ship Canal, was constructed between 1890 and 1900. Traffic over the Chicago to Joliet segment of the Illinois and Michigan Canal halted after 1900 with the opening of the Sanitary and Ship Canal. Other portions of the Illinois and Michigan Canal continued to be navigable until 1933 when the Illinois Waterway was completed. In the same year, the Civilian Conservation Corps (CCC) began transforming the waterway into a recreational park.[46]

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[42] Michael Henry Crider (source unknown), as quoted in Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois,* 65.

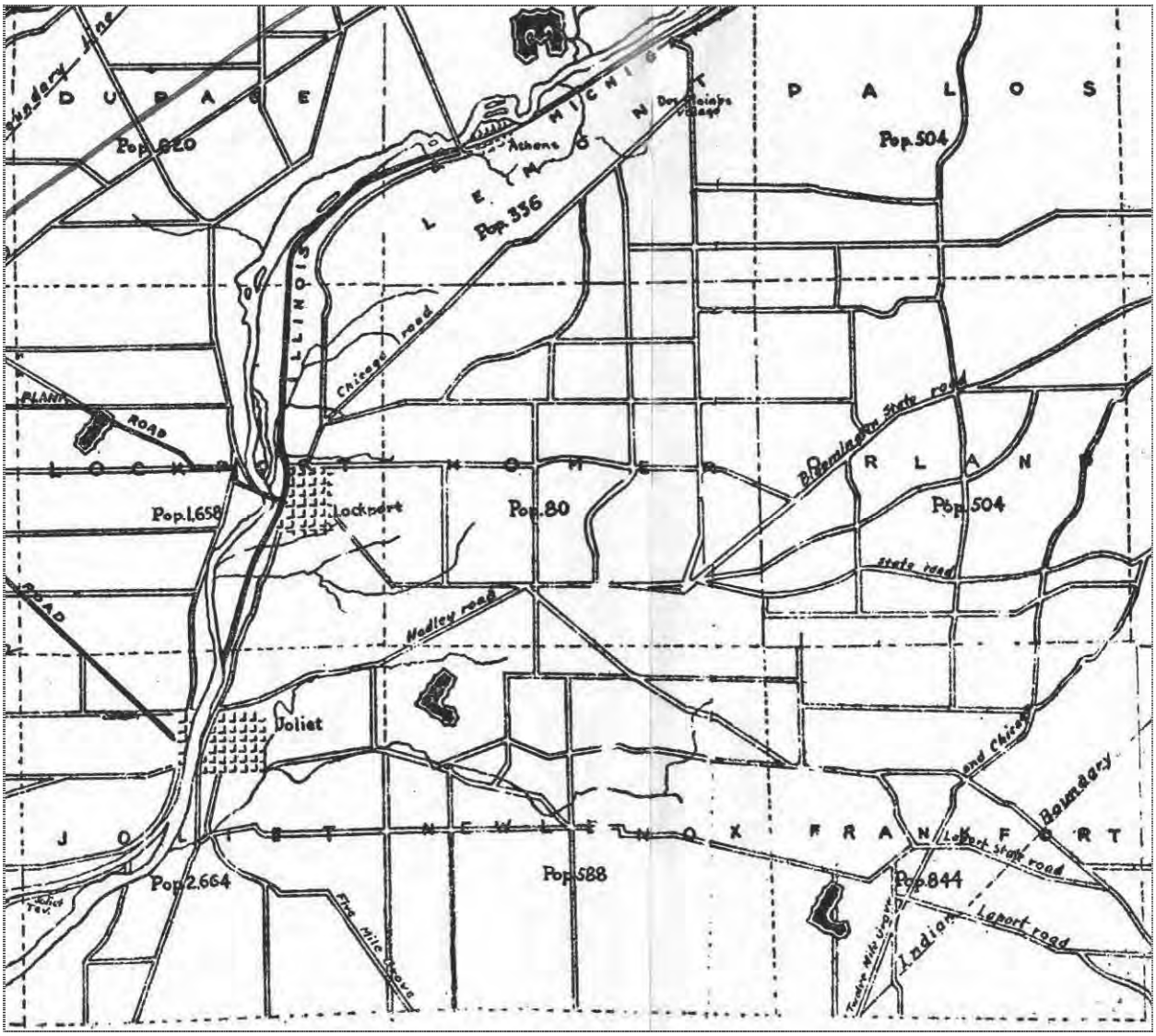
[43] Michael P. Conzen, "1848: The Birth of Modern Chicago," in *1848: Turning Point for Chicago, Turning Point for the Region* (Chicago: The Newberry Library, 1998), 11.

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

[45] Swanson, *Canals of Mid-America*, 37.

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

Illustrated at left is an excerpt of Sectional Map of the State of Illinois of 1861, showing Will County in relation to Chicago and the railroad lines radiating from the latter. The Chicago and Alton Railroad roughly parallels the route of the Illinois and Michigan Canal. Green Garden Township is highlighted with a heavy dotted line. Note that the map marks the settlements of Monee and Peotone along the Illinois Central Railroad. (Leopold Richter, State Topographer, Springfield, Illinois, Sectional Map of the State of Illinois (St. Louis: Leopold Gast, Brother & Co., 1861).)



The map excerpt shown above is from the Map of the Counties of Cook, Du Page, the East Part of Kane and Kendall, the Northern Part of Will, State of Illinois *(Chicago: James H. Rees, 1851), as redrawn by Milo M. Quaife in* Chicago's Highways Old and New: From Indian Trail to Motor Road *(Chicago: D.F. Keller & Company, 1923). Green Garden Township lies due south of Frankfort Township below the lower right corner of this map. The north-south route of current U.S. Highway 45 originates in Frankfort Township and is shown continuing south into Green Garden Township.*

Early Roads in Will County

The boom in agricultural production coincided with the opening of the Illinois and Michigan Canal in 1848 was soon followed by the introduction of railroad service in the following decade. Plank roads were also a significant mode of transportation in the mid-eighteenth century. In 1849, the state legislature passed a law allowing the construction of plank roads. Two years later the Chicago and Oswego Plank Road was incorporated with a scheme to connect Oswego, Plainfield, and Joliet by plank road with a plan to extend it eventually to the Indiana state line.[47] The road between Plainfield and Joliet was opened on 1 December 1851, but the connection to Oswego was never constructed. The roads were built with rows of

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

heavy stringers, 16 feet apart, laid across with heavy planks of pine, hemlock, or, on better sections, oak and walnut.

The toll rate was 2 cents a mile one way, 3 cents round trip. Planks soon warped, decayed, and frequently floated away or were "borrowed" by neighboring settlers. After a few years, with little or no maintenance, most plank roads became so uncomfortable and dangerous that they were abandoned. In use until 1869, the road eventually failed since farmers would drive miles out of their way to avoid tolls and because of lack of proper maintenance.[48]

These and other non-orthogonal roads developed from Native American trails and/or as expedients to meet the needs of early settlers. The orthogonal grid of roads on the mile (or, on occasion, half- or quarter-mile) developed from the section lines and property boundaries within each township. This grid served as a unifying characteristic across the regional landscape, present everywhere except where pre-existing or non-orthogonal roads dominated, or where topography or other natural features prevented extending the road network.

Agricultural Development of the State and County

In the late 1840s, the United States still owned 14,060,308 acres of land in Illinois. Between 1848 and 1857, much of this land passed into private hands. In addition to land that could be purchased from the government, alternate five mile sections each side of the route planned for the Illinois and Michigan Canal in western Will County were offered for sale by the canal authority. Later, alternate six mile sections each side of the route granted to the Illinois Central Railroad were available for purchase from the railroad.[49] The alternate sections granted to the Illinois Central included many of the even-numbered sections in the southern half of Green Garden Township.

Another attempt was made as establishing a state agriculture organization, with the founding of the Union Agricultural Society in 1839. The organization expanded when the state legislature passed an act on 8 February 1853 to incorporate the Illinois State Agricultural Society to promote agricultural, horticultural, and household arts. The society sponsored a State Fair annually between 1853 and 1871 at different places around the state, including at Chicago on four occasions.[50] Will County had a local chapter of the Illinois State Agricultural Society, although it remained active only intermittently and was not a strong voice in the organization. In 1871, the Department of Agriculture was formed with business conducted by a "State Board of Agriculture."[51]

Illinois' corn production was 57.65 million bushels in 1850, which increased to 115.2 million in 1860, making it the leading corn producer in the nation.[52] Wheat was also a major crop—the state was fifth in

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[48] *Joliet Herald News,* 2 September 1961, as quoted in *A History of Plainfield "Then and Now,"* 77. Twenty years later a similar radial route around the outlying Chicago area was followed in the alignment of the Elgin, Joliet, and Eastern Railroad.

[49] The lands were sold to actual settlers and speculators. It is estimated that six million acres passed into the hands of speculators between 1849 and 1856. There were several types of speculators, including farmers, small businessmen, and politicians, who bought land as an investment. Professional speculators operated on a large scale, with corporations or individuals owning land in many states. Samuel Allerton, a wealthy resident of New York, owned 2,000 acres in Frankfort, New Lenox, and Homer Townships in Will County and an additional 400 acres in Cook County. (Shaw, *Will County Agriculture,* 1–2.)

[50] *History of State Departments, Illinois Government, 1787–1943,* compiled by Margaret C. Norton, Illinois State Archives.

[51] Illinois Laws 1871–1872.

[52] "Corn" was the term used in the Old World to what was later known as wheat to settlers in the New World. Settlers given "Indian corn" by the Native Americans began to sow it themselves, with corn becoming one of the leading grain crops by the 1800s. Farmers were cognizant of the numerous factors that led to a successful corn crop, including planting time, soil treatments, and pest prevention. In Illinois, the Illinois Corn Breeders association was founded in 1890 to disseminate information and develop better seed stock. Beginning in the 1920s, the University of

wheat production in 1850 and first in 1860.[53] Acreage in improved farmland increased two and one half times in the decade. Other principal farm crops were oats, rye, and barley. The average price for corn and wheat was $1.25 per bushel. Of the 16,703 persons living in Will County in 1850, 8,850 were male and 7,820 female; there were also 21 "colored" males and 12 "colored" females. A total of 2,833 families were living in 2,796 dwellings. The Census of 1860 gives the population of the county as 29,321. Ten years later the population had reached 43,013 and in 1880 it was 53,422.[54]

In the early- to mid-1800s, agricultural methods were primitive with reapers, iron plowshares, and hay tenders. The first McCormick reaper in the county appeared in Du Page Township in 1846 on the farm of Harry Boardman.[55] Some local inventions that could be attached to modify the McCormick included gearing developed by W. Holmes of Hickory Creek in Will County, produced at Adams' Foundry, followed later by a turf and stubble plow.[56]

The major crops in Will County historically have been corn and wheat, although wheat production declined in the later 1800s after infestations of the chinch bug and the army worm. (Wheat farming revived during World War I due to incentives from the U.S. government.) As early at 1850, corn was the leading crop in the county, since it could be fed to livestock as well as processed into other products. Other grain crops included oats, barley (used in beer production), and rye. Potatoes were also grown in the region up through the late 1800s, but several seasons of wet summers led to rotting crops, followed in subsequent years by potato bugs. Strawberries and grapes were grown in limited areas by at least the 1870s.[57]

The change from self-sufficient farming to cash crop farming occurred during the mid-nineteenth century. Prior to that time, farmsteads typically had less than ten acres. Most farms were 80 acres in size by the end of the century, sometimes with additional parcels of 40 and 80 acres.[58] However, a few individuals in Will County owned larger parcels of land. C.C. Smith of Channahon owned about 1,800 acres in various parcels, while J.D. Caton, at one time Chief Justice of the Illinois Supreme Court, owned two full sections (1,200 acres) in Plainfield Township.[59] In order to divide their parcels of land and enclosure pasturage, farmers used split-rail fencing and vegetation such as osage orange rows. Other means included wire fencing, available after 1860, and barbed wire, introduced in the 1880s.[60]

Illinois began studies that led to improvements in corn varieties. In Illinois alone, sixteen breeds were reported in 1936, one of which was called "Will County Favorite." (United States Department of Agriculture, *Yearbook of Agriculture* (1936), 496.)

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

[54] *Souvenir of Settlement and Progress of Will County Illinois* (Chicago: Historical Directory Publishing Co., 1884), 243.

[55] Harry Boardman in Section 3 of Du Page Township is discussed in Chapter II.

[56] Shaw, *Will County Agriculture*, 13.

[57] Ibid., 8.

[58] However, it should be noted that plat maps from the period reflect land ownership, not tilled land or the extent (through land leasing or barter) of a farmstead.

[59] Shaw, *Will County Agriculture*, 3. The Caton Farm is discussed in Chapter II.

[60] Ibid., 5.

A stand of osage orange plants borders a farm field in Green Garden Township. Vegetation such as this was planted beginning in the late nineteenth century to define the edges of farm parcels and pastures.

By 1890, there were 3,452 farms in Will County. This number remained fairly constant over the next 30 years (3,584 in 1900, 3,588 in 1910, and 3,385 in 1920).[61] The average value of a southern Illinois farm in 1910 was $15,000; in the northern part of the state it was $20,700. The value of farm products measured in dollars rose from $186 million in 1896 to $277 million annually in 1912; this was accompanied by an increase in production of field crops by 70 percent and 76 percent respectively for those years. During this time, wheat, rye, and oat production was on the decline. Livestock production remained fairly constant in overall value but sales of animals decreased by 50 percent during this period. Vegetable production was led by root crops like potatoes, turnips, and carrots. Of orchard fruits, apples had the greatest production.[62]

[61] *Eleventh Census of the United States: 1890,* Part 3: Agriculture (Washington, D.C.: n.d.); *Twelfth Census of the United States: 1900,* Census of Agriculture (Washington, D.C.: 1901); and *Fourteenth Census of the United States: 1920,* Agriculture: Part V: General Report and Analytical Tables (Washington, D.C.: 1922).
[62] Morrison, *Prairie State, A History,* 98.

Twentieth Century Developments

With the development of the gasoline engine and adaptation to the tractor, work on the farm improved considerably. Water could be pumped using gasoline engines instead of depending on the wind to run windmills. Engines also provided power to operate milking machines, grind feed, and run various kinds of machinery. The coming of the automobile and truck led to demands for better roads in Illinois, at a time when responsibility for local road construction lay with individual townships in counties in the state. At the 1913 meeting of the Illinois Farmers' Institute, Illinois State Highway Engineer A.N. Johnson recognized these needs:

> Already truck farmers in the vicinity of Chicago have clubbed together in the purchase of a motor truck by which a 24-hour trip has been reduced to 8 hours, while the delivery of milk from the farm to the city by motor truck is already an economic proposition. It is believed, therefore, that the construction to be undertaken on our main roads should be a character that can withstand the heavy motor traffic, heavy horse drawn traffic, as well as the lighter forms of traffic, and that a serious mistake will be made to put down any other than rigid, durable forms of pavement. In Illinois, this reduces the choice of the road surface to brick and concrete.[63]

In the years prior to this 1913 meeting, gravel was available for townships and local governments by the Illinois State Highway Commission. Some of this gravel was either quarried or broken at the Joliet State Penitentiary. The rise of the automobile demanded the development of a safe, structurally sound roadways across the United States. Most road networks were dirt; few were gravel, and even fewer were paved. In 1912, the Lincoln Highway Association planned a road to extend from New York to San Francisco. Lincoln Highway—also known as U.S. Route 30—was routed across the northern half of Will County in the 1920s. In 1915, work on the Pontiac Trail extending from Chicago to Los Angeles, California, was begun. In 1917, the federal government initiated the practice of granting fund to the states for the construction of highways.[64] Pontiac Trail was renamed State Bond Issue 4 (SBI 4) in 1921. Five years later the road was given the name that later became a modern legend: Route 66. The roadway passed through northern and western Will County.[65]

Also in 1917, the State of Illinois Civil Administrative Code was enacted, forming the departmental structure within the executive branch. One of the agencies established was the Illinois Department of Agriculture. Land area of farms in the Chicago area declined from 88.7 percent of total area in 1900 to 84.9 percent in 1920 and to 80 percent in 1925. Between 1830 to 1925, the number of farms reached its maximum in 1900. In 1925, the total number of farms was 5,000 less than in 1880.[66] During that same period livestock production (including swine) peaked in 1900. For the counties within 50 miles of Chicago, the number of dairy cows per square mile of farmland declined from 46.1 in 1900 to 42.8 in 1925. Acreage in grain production showed a gradual increase after 1925. Sheep and wool production peaked in 1880 and horses and mules in 1920, declining as a direct result of the introduction of the tractor and motor truck. Dairy production in the Chicago region peaked in 1900 and declined markedly in the following two decades.[67]

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[63] A.N. Johnson, "Cost of a System of Durable Roads for Illinois," in *Eighteenth Annual Report of the Illinois Farmers' Institute*, edited by H.A. McKeene (Springfield, Illinois: Illinois State Journal Company, 1913), 149.

[64] This was the first federal aid given for road construction since the abandonment in 1820 a national road between Cumberland, Maryland and St. Louis, Missouri. The road was completed as far as Vandalia, Illinois.

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

[66] Edward A. Duddy, *Agriculture in the Chicago Region* (Chicago: University of Chicago, 1929), 3.

[67] Ibid., 4.

The historic photograph at left shows the rock crusher at the quarry of the Illinois State Penitentiary at Joliet, circa 1920s. The sign on the roof advertises the availability of macadam (road gravel) for public road building projects. Rural roads were often poor, and their improvement was a significant issue for farmers in some townships. Shown below left is the construction of the Pontiac Trail (later renamed Route 66) in near downstate Dwight, circa 1920s (Illinois State Police collection). The historic photograph below right is of Maple Road in northeast Joliet Township, showing improvements with limestone macadam paving (Second Annual Report of the Illinois Highway Commission for the Year 1907 *(Springfield, 1908)). Shown in the bottom row are two state highway maps from 1921 and 1928 respectively, showing the growth in road construction during the period* (Illinois Progress 1921–1928 *(Springfield, Illinois, 1928)).*

Although the Great Depression of the 1930s had a dramatic impact on all Americans, for American farmers the economic decline began a decade earlier. This decline is reflected in the Census figures for Will County, where an approximately 6 percent decline in the number of farms occurred between 1910 and 1920, followed by an additional decline of approximately 14 percent between 1920 and 1930. During the period same period (1910 to 1930), the number of owner-operated farms decreased from 2,102 to 1,516, while the number of tenant-operated farms increased from 1,367 to 1,411.[68] Numerous factors led to the decline of the farm economy in the post-World War I era. To meet the needs of the wartime economy that was feeding American and European populations, American farmers increased production by cultivating lands that were formerly kept fallow. Following the war, farmers continued this trend, overproducing despite reductions in demand. As commodity prices fell, so did the standard of living of many farmers since prices in the rest of the economy were increasing. Farmers went into debt, mortgaged their property, and in many cases lost their farms to creditors.

Page 4 The Illinois Agricultural Association RECORD May 1, 1926

BOTH ILLINOIS PARTY CONVENTIONS URGE FARM RELIEF

Democrats

"POST war readjustments have inflicted tragic penalties upon the farmers of Illinois.

"Thousands of farm families have been forced through bankruptcy. They have lost their homes, their land and their hopes for their future.

"Other thousands are confronted by the terrors of insolvency and are dependent upon the generosity of those who hold their mortgages and notes to permit them to enjoy the shelter of the only home they know.

"Illinois' one great and rich basic industry, which made her famous throughout the world as the biggest producer of farm products, is in desperate straits.

"The farmers carried their case to President Coolidge and he came to Chicago a few months ago and offered the farmers no relief of any kind, but told them to get together and cooperate and do the best they could for themselves. He offered them nothing. He gave them a stone. The Republicans in Congress, under orders from the White House, are getting ready to adjourn without giving the farmers any adequate or beneficial relief.

"We believe that if the Government, by tariff, puts up the price for the eastern manufacturer and for the labor he employs; if the Government by law puts up railroad rates, so that the railroads shall not lose money, then we contend that the Government shall enact appropriate legislation so that the farmers, who are the bone and sinew of the nation, shall not be sacrificed."

Illinois Republicans Snub Administration's Fake Farm Relief Plan

DURING the month the state conventions of both the Democratic and Republican parties drafted their platforms. Their promises to agriculture are printed herewith.

It is noteworthy that the Illinois Republicans, in contrast to the expressed policy of the Republican administration, vigorously endorsed the "equalization fee" principle which places the loss—if any—of the control of the surplus distribution on the producer, a principle which has been vigorously advanced by the united farm organizations, including the Illinois Agricultural Association. The "equalization fee" principle is embodied in the Federal Farm Board measure, now pending in both branches of Congress and is supported by the Farm Bureaus and I. A. A. Note also that the Illinois Republicans did not so much as mention the Tincher bill, the administration's "give-them-a-board" measure which the I. A. A. opposes.

Republicans

"WE recognize that because of the wide expanse of our country, the industrial needs of one section may be different from those of another section, therefore, we regard it to be the special duty of Illinoisans in the national service to be alert to protect the particular interests of this state and of the Middle West, of which Illinois is the heart. We believe the following insistant needs of the Middle West should command the immediate and careful consideration of all representatives of the Republican party who are charged with the enactment and administration of national laws:

"(a) The earliest possible relief of the great industry of agriculture and the continuing protection of that industry equal to the protection given other industries by our tariff system. This should include emergency legislation for the establishment of federal agencies effectively to control the distribution of our exportable surplus of farm products in such manner as will restore the industry to a profitable basis and give to the producer an American price for his products, the loss—if any—of such control of surplus distribution to be borne by the producer. This we deem to be imperative for the preservation of the greatest industry of our State, and to be essential to the welfare of the Middle West, of the nation and of our party."

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

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

The first table shown below summarizes the number of farms in Will County as listed in the 1930 Census; the second table shows the trend towards larger farms between 1900 and 1930.[69]

Farms within Each Township, 1 April 1930

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

Size of Farms in Will County – 1900 and 1930

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

The coming of the Great Depression deepened the crisis further. Agricultural production in Illinois collapsed from almost $6.25 billion in 1929 to $2.5 billion in 1933. As unemployment in industrial centers soared, some people fled to rural communities, putting additional pressure on rural communities since most did not have access to welfare relief.[70] Within days of the inauguration of Franklin Roosevelt, legislation was formulated that would later pass Congress as the Agricultural Adjustment Act. The legislation was intended to regulate production in order to raise prices to an acceptable level. In 1934, 15,734,600 acres of land were in production, for a total crop value of $218,569,000 nationally, which grew to 17,692,100 acres and a crop value of $273,931,000 the following year.[71] The numerous adjustment programs initiated under the New Deal led to limitations in agricultural production in order to

[69] *Twelfth Census of the United States: 1900 – Census of Agriculture* (Washington, D.C.: 1901); *Fifteenth Census of the United States: 1930 – Agriculture, Volume II: Part I – The Northern States, Reports by States, with Statistics for Counties and a Summary for the United States,* (Washington, D.C.: 1931).
[70] Morrison, *Prairie State, A History*, 108.
[71] United States Department of Agriculture, *Yearbook of Agriculture* (1936), 1146.

raise crop prices to acceptable levels. These included 20 percent of the land or 1,218,062 acres used in corn production being retired; over 1,000,000 acres of land in wheat production were also retired.[72]

In the 1930 Census in Will County, 12 percent of farm reported as being general farms, 48 percent as cash grain farms (primarily corn), 25 percent dairy farms, 7 percent cattle, swine, or poultry as specialization, and the remaining percentage in other categories including crop specialization and fruit farm.[73] In 1940, after ten years of the Depression, 16 farms, about average for most counties in the state, were reported as being idle or abandoned in Will County, compared with 128 in downstate Williamson County. The 1945 *Census of Agriculture* recorded 2,817 farms in Will County, 40.6 percent of which had running water, 82.6 percent had electricity, 89.8 percent had a radio, and 63.8 percent had telephones. Other statistics included 34 percent of the farms with trucks, 83 percent had motorized tractors, and 91 percent with at least one car. The breakdown of farm types included 18.7 percent classified as general farms, 37 percent as crop producing farms, 12.6 percent as livestock farms, 5 percent as poultry farms, 17.1 percent as dairy farms, 7.2 percent as subsistence farms, and the remainder classified in other categories including vegetable, horticulture, and forest product farms. Also as recorded in the 1945 agricultural Census, 43 percent of the farms in Will County were rented or leased by tenants, the remainder being owner occupied and operated.[74]

Soybeans were first planted in the late 1930s as a forage crop mainly to be fed to dairy cows and cattle. Although some soybeans were processed through a threshing machine and sold on the market it was not at that time a very popular grain product. Ten or fifteen years later, however, soybeans became a valuable food and commercial product as new uses were developed with the assistance of state and federal agricultural programs. The 1945 agricultural Census recorded 56 percent of the farms in Will County as growing soybeans, although this represented only 14 percent of the farmland in the county.[75] By the mid-1960s, 79 percent of the farms in the county grew soybeans on 37 percent of the farmland.[76]

A significant portion of Will County agricultural land was obtained by the U.S. Army in 1940 for the construction of two ammunition plants, the Elwood Ordinance Plant and the Kankakee Ordinance Works. Both plants, comprising the Joliet Army Ammunition Plant, were located on 23,554 acres of farmland that had been settled in the 1830s and 1840s, and contained a total of six cemeteries. The Elwood Ordinance Plant was located in the northern half of Florence Township and the southern portion of Jackson Township. The Kankakee Ordinance Works was located to the west in northeastern Wilmington Township and southeastern Channahon Township. Construction on both facilities began in the fall of 1940 and continued throughout World War II. Ten farmhouses on the tract of land were retained as staff housing and were still present when the site was documented for the Historic American Engineering Record in 1984. Eight of these were wood frame and were relocated to a residential area within the site. Two houses were brick and remained in their original location.[77]

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[72] Ibid., 1155–6.

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

[74] *United States Census of Agriculture: 1945 – Volume I, Part 5: Illinois, Statistics for Counties* (Washington, D.C.: 1946).

[75] Ibid.

[76] *United States Census of Agriculture: 1964 – Volume I, Part 12: Illinois* (Washington, D.C.: 1967).

[77] Historic American Engineering Record IL-18, 20–22. The plant remained intermittently opened until 1976, when it was mothballed. In 1995, the Illinois Land Conservation Act established the Midewin National Tallgrass Prairie to manage the environmental resources of the former ammunition plant. In 1997, 16,000 acres of the former Joliet Army Ammunition Plant were officially transferred to the U.S. Department of Agriculture Forest Service for the Midewin National Tallgrass Prairie preserve. Although only a small portion of the land was undisturbed prairie, there were numerous important plant species and the size of the preserve provided an important wildlife habitat in northeastern Illinois. (U.S. Department of Agriculture Forest Service, *Draft Environmental Impact Statement, Midewin National Tallgrass Prairie Land and Resource Management Plan* (Wilmington, Illinois, 7 May 2001), 1.)

During World War II, farmers were encouraged by the federal government to increase production by the use of power machinery and the latest scientific processes. When a decline in demand arose, the farmer was forced to continue his heavy production rate in order to compensate for lower farm prices. Cash crop income in 1950 was $2.038 billion nationally. Of this amount livestock and livestock products accounted for $1.26 billion; crops, $763 million; and government pay for adaptation of production program, $10.6 million paid to the farmers in Illinois. Principal crops were corn, soybeans, wheat, oats, hay, fruits, and greenhouse products. The average value of an Illinois farm in 1950 was $28,400.[78] The farm population in Illinois declined from 1,341,104 in 1900 to 772,521 in 1950.[79]

In 1964, when there were 1,859 active farms in Will County, the size distribution of farms was as follows (compared with the 1930 Census data).[80]

Size of Farms in Will County – 1930 and 1964

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

By 1970, when the population of Will County was 249,500, 90 percent of the population was located in the 11 northern and northeastern township. In Lockport, Du Page, and Plainfield Townships, populations numbered in the tens of thousands (33,354, 20,037, and 11,028, respectively). Wheatland Township reflected the rural character of the southern half of the county, with a population of 1,794. Compared to population figures from 1950, Du Page had increased the most (324.1 percent, primarily due to the establishment of Bolingbrook), while the townships of Lockport (24.1 percent), Plainfield (65.7 percent), and Wheatland (75.4 percent) had smaller increases. Between 1969 and 1974, the total number of farms in Will County decreased from 1,660 to 1,430.[81] By the 2000 census, the population of Green Garden Township had increased to 2,556 from 1,420 in 1980 and 1,708 in 1990.

By 1987, there were 1,239 farms in Will County on 328,729 acres. The surveyed total of 114,702 acres produced 13,514,967 bushels of corn for seed or grain; 1,016 acres produced 16,430 tons of corn for silage; 116,101 acres produced 4,500,809 bushels of soybeans; and 8,832 acres produced 26,615 dry tons of alfalfa.[82] Five years later, the continued decline in agricultural production in Will County was apparent. There were 1,057 farms in Will County with 325,227 acres of land involved with farming operations. The surveyed total of 144,035 acres produced 18,507,438 bushels of corn for grain or seed; 1,041 acres produced 20,231 tons of green silage; 1,868 acres produced 71,847 bushels of wheat; 125,298 acres

[78] Morrison, *Prairie State, A History*, 116.
[79] Salamon, 35.
[80] *United States Census of Agriculture: 1964 – Volume I, Part 12: Illinois* (Washington, D.C.: 1967).
[81] David Lyle Chicoine, "Farmland Values in an Urban Fringe: An Analysis of Market Data from Will County, Illinois" (Ph.D. diss., University of Illinois at Urbana-Champaign, 1979), 65–75.
[82] *1992 Census of Agriculture – Volume I, Geographic Area Series; Part 13: Illinois* (Washington, D.C.: 1994).

produced 4,997,784 bushels of soybeans; and 8,861 acres produced 21,491 bushels of hay and alfalfa.[83] The 1992 *Census of Agriculture* recorded the following breakdown of Will County farms according to size.[84]

Size of Farms in Will County – 1964 and 1992

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

Suburban Development in the Post-World War II Era

Beginning in 1940 and continuing during and after American involvement in the Second World War, the marriage and birth rate increased dramatically in the United States. This increase followed a decade long decline during the Depression that paralleled a mostly dormant residential building industry. After the war, demand for housing moved to the forefront of consumer needs. In many cities and surrounding areas the shortages became acute, and in many cases temporary buildings (such as army barracks) were constructed as an interim measure. Perhaps the most influential solutions for the housing shortage in the United States were developed and implemented by Abraham Levitt and his sons, William and Alfred. In 1941, Levitt and Sons received an important contract from the federal government to construct 1,600 war worker houses in Norfolk, Virginia. Despite numerous construction difficulties and an increase in the contract to 2,350 houses, the Levitts managed to pour dozens of concrete foundations each day and developed techniques for prefabricating wall and roof components.[85]

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

[83] Ibid.
[84] Ibid.
[85] Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 234–36. A recently published bulletin by the National Park Service, National Register History and Education Division, *Historic Residential Suburbs* (2002) discusses the historical background and significance of suburban developments in several different contexts, including in the post-World War II era.

Another postwar development was the construction of the interstate system throughout the United States, the result of several concurrent forces, including military strategists who needed to move missiles with nuclear warheads, Cold War planners who encouraged decentralization of cities, contractors who wanted to build highways, auto companies who wanted to sell cars, and numerous others with public interests and private desires. President Dwight Eisenhower appointed a study committee in 1954 that led to legislation passed in 1956 as the Interstate Highway Act, which provided for 41,000 miles of highway with 90 percent of the cost subsidized by the federal government. Funding for this massive project came in part from gasoline taxes, so that as more fuel was consumed, more funds became available. Highway construction encouraged the development of rural areas into suburban enclaves.

Recent decades have seen tremendous suburban growth in rural areas of Will County, particularly in the northwestern portions of the county bordering Naperville, Plainfield, and Bolingbrook; areas of eastern Homer Township bordering Orland Township of Cook County; scattered areas of Green Garden Township; and other communities in the eastern portions of the county. In the late 1990s, conflicting goals between the "new" settlers and established farmers was reported taking place:

> A while back, farmer Ray Dettmering was arrested for plowing his fields late at night in Matteson, Illinois, a rural community 30 miles southwest of Chicago. The 28-year-old farmer told police officers that he needed to prepare his fields for spring planting after days of rain had put him behind schedule. The real problem? A few years earlier, subdivisions had been built near Dettmering's corn and soy bean fields. The new residents claimed they couldn't hear their TVs above the tractor noise. Others were having trouble sleeping. Two neighbors complained to the police, and Dettmering was booked and fingerprinted. "What where these people thinking when they moved to the country?" he asked. "It's not like these farms snuck up on them."[86]

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

> In rural Illinois, you'll find working farms. You'll also find a level of infrastructure and services generally below that provided through the collective wealth of an urban community. Many other factors, too, make the country living experience very different from what may be found in the city.[87]

Several key issues are discussed in the booklet: access (quality of roads and rural traffic); utilities (extension of power lines, drilling of wells, and fire protection); private property (zoning, fences, and flood plains); and agriculture (cropland and associated pests, farm animals, and noise from machinery). Although most of Green Garden Township remains actively farmed, dispersed suburban housing developments are now located throughout the township, and many more farmsteads are now owned by real estate companies or trusts. The need to reconcile the competing interests of the long-established farm families and newly settled suburbanites will undoubtedly influence the future of the Green Garden community.

When the rural survey was being performed in 1999 in Wheatland Township, the survey team met a descendant of a longtime farming family on what had been his farm in Section 17. The gentleman was renting the farmstead from the development company that had purchased the land. As he put it, "Well, as I see it, we used to raise corn and soybeans, and the people who will live here in the houses [that will likely be there in the future] will be raising children."

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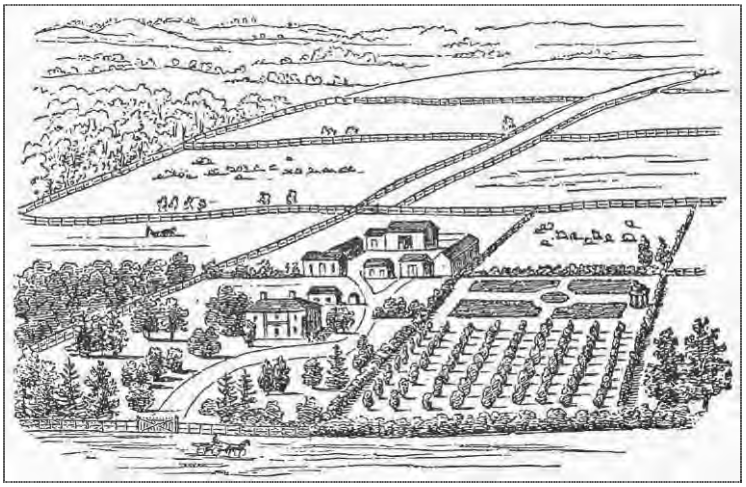
[86] Charles Lockwood, "Sprawl," *Hemispheres* [United Airlines in-flight magazine] (September 1999), 82–84.

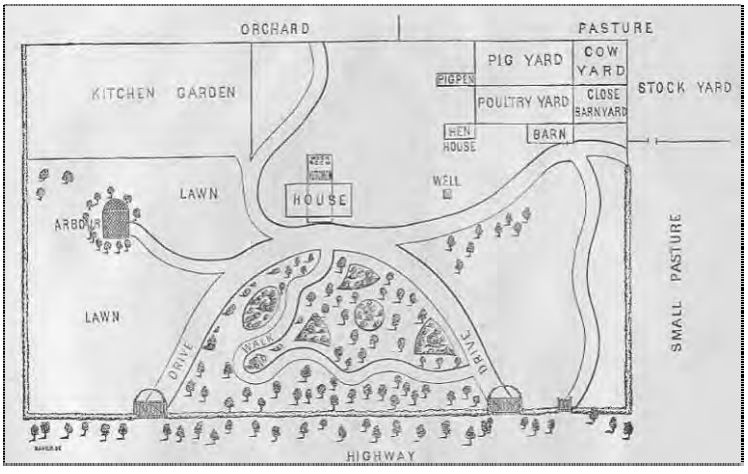
[87] *The Code of Country Living* (Bloomington, Illinois: Illinois Farm Bureau, 1999), 3. Copies of this pamphlet can be obtained from the Will County Land Use Department.

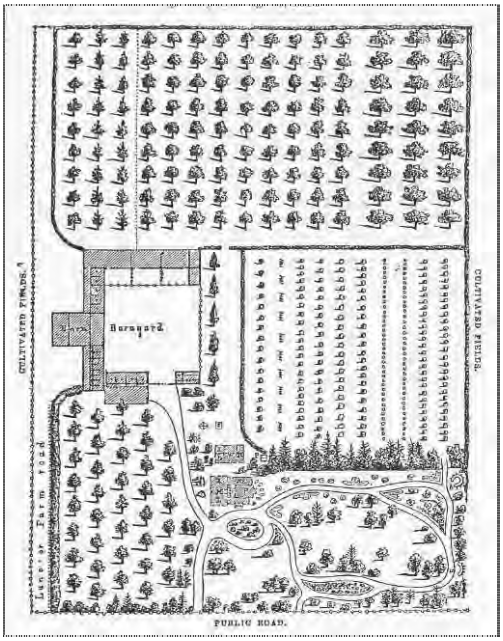
American Rural Architecture

Farmstead Planning

The relationship of the farmhouse to the barn and other farm buildings was generally determined by five factors: topography, weather conditions, convenience and labor efficiency, land survey organization, and, most importantly for some settlers, ethnic or regional tradition. A south facing orientation secured maximum light; an orientation toward the east allowed a barn to place its back against west prevailing winds. Local snow accumulation also influenced barn locations. In much of the Midwest, the geometric grid of roads and survey lines was basically aligned with compass directions, and farmers often lined up their barns and farm buildings in conformity. Where the terrain was more rugged, farmers followed the contours of the land in laying out buildings. In terms of labor efficiency, the barn did not need to be near the house except in areas where winters were cold and harsh. It was desirable to locate the barn closer to the field and other outbuildings than to the house. Midwestern farmers usually laid out their farmsteads in one of two basic patterns influenced by the five factors listed above. The most common site plan was one with all of the buildings in the same orientation in a courtyard arrangement, where the house and barn formed two sides of an open square and smaller outbuildings and roads formed the other two sides. The third pattern was a more free form arrangement in which buildings varied in alignment, but generally followed the contour of the land.[88]

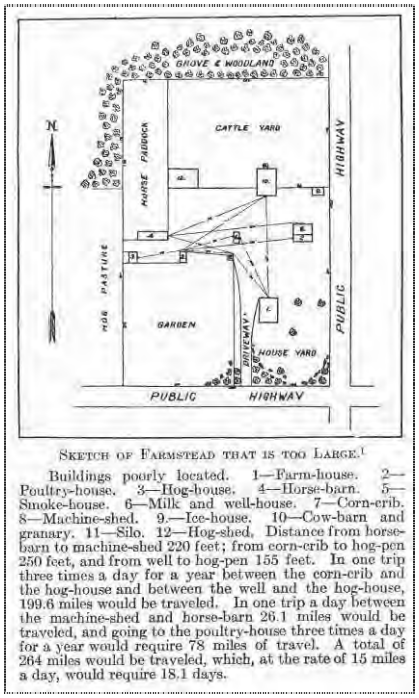






Illustrated above and at left are three different early plans for farmsteads. All three give much attention to the picturesque qualities of the farmhouse and surrounding yard, although the agricultural support are arranged in a rational manner. (Upper left and above illustrations from The Register of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

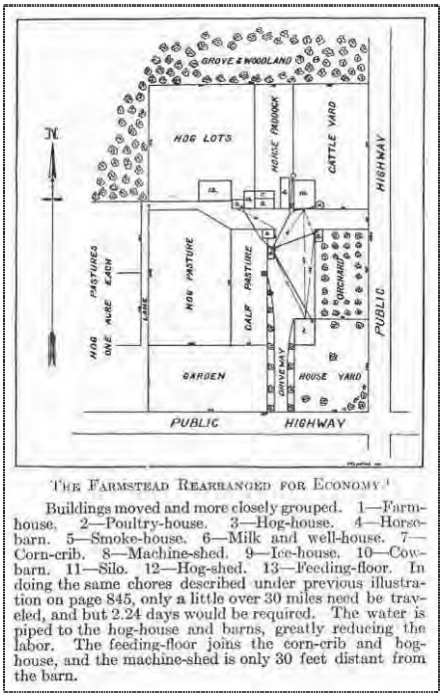
[88] Allen G. Noble and Hubert G.H. Wilhelm, "The Farm Barns of the American Midwest" in *Barns of the Midwest*, Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens: Ohio University Press, 1995), 9–10.



SKETCH OF FARMSTEAD THAT IS TOO LARGE.[1]

Buildings poorly located. 1—Farm-house. 2—Poultry-house. 3—Hog-house. 4—Horse-barn. 5—Smoke-house. 6—Milk and well-house. 7—Corn-crib. 8—Machine-shed. 9.—Ice-house. 10—Cow-barn and granary. 11—Silo. 12—Hog-shed. Distance from horse-barn to machine-shed 220 feet; from corn-crib to hog-pen 250 feet, and from well to hog-pen 155 feet. In one trip three times a day for a year between the corn-crib and the hog-house and between the well and the hog-house, 199.6 miles would be traveled. In one trip a day between the machine-shed and horse-barn 26.1 miles would be traveled, and going to the poultry-house three times a day for a year would require 78 miles of travel. A total of 264 miles would be traveled, which, at the rate of 15 miles a day, would require 18.1 days.

These two illustrations, from Frank D. Gardner's Successful Farming *(1916) shows planning model comparing an efficiently planned farmstead (right) with an inefficiently planned example (left).*



THE FARMSTEAD REARRANGED FOR ECONOMY.[1]

Buildings moved and more closely grouped. 1—Farm-house. 2—Poultry-house. 3—Hog-house. 4—Horse-barn. 5—Smoke-house. 6—Milk and well-house. 7—Corn-crib. 8—Machine-shed. 9—Ice-house. 10—Cow-barn. 11—Silo. 12—Hog-shed. 13—Feeding-floor. In doing the same chores described under previous illustration on page 845, only a little over 30 miles need be traveled, and but 2.24 days would be required. The water is piped to the hog-house and barns, greatly reducing the labor. The feeding-floor joins the corn-crib and hog-house, and the machine-shed is only 30 feet distant from the barn.

Scientific planning of farmsteads, adapted to contemporary farming techniques, developed in the twentieth century. However, in the nineteenth century, agricultural publications illustrated and discussed various planning techniques. One set of early recommendations came from the eighteen or nineteen year old Frances E. Willard, who later in life served as president of the Women's Christian Temperance Union and supported women's suffrage. Miss Willard received a First Premium award from the Illinois State Agricultural Society in 1858 for her essay "On the Embellishment of a County Home," where she seems to be describing her own family's farmstead in Janesville, Wisconsin.[89] Like many of the recommendations set forth in architectural pattern books and early agricultural guides, her comments deal more with the beautification and the picturesque. However, her essay includes the drawings shown on the previous page, as well as the following practical suggestions:

> The yard in front of the barn should be seeded down and used only as a rendezvous for the teams, etc., preparatory to going to the fields.
>
> The cattle yards should be dry and large. If the animals are sheltered instead of stabled, the shelter should face the south. The fence surrounding this yard should be high and tight.
>
> Swine ought not to be allowed to run at large, except perhaps in acorn time. They should be made comfortable and happy at home, which can be done by furnishing them with plenty of food and drink and straw to sleep on.
>
> The poultry yard should be picketed, and the fowls should not be allowed to visit the lawn or the garden, though they may be permitted to run at large back of their own yard. There can be no greater nuisance than to have fowls ranging where they will, and few greater additions to a farm establishment than a well selected, well *governed* yard of poultry.
>
> The location of the well is a good one [as shown on the plan on the previous page], being equally accessible to the barn, poultry yard, and house.[90]

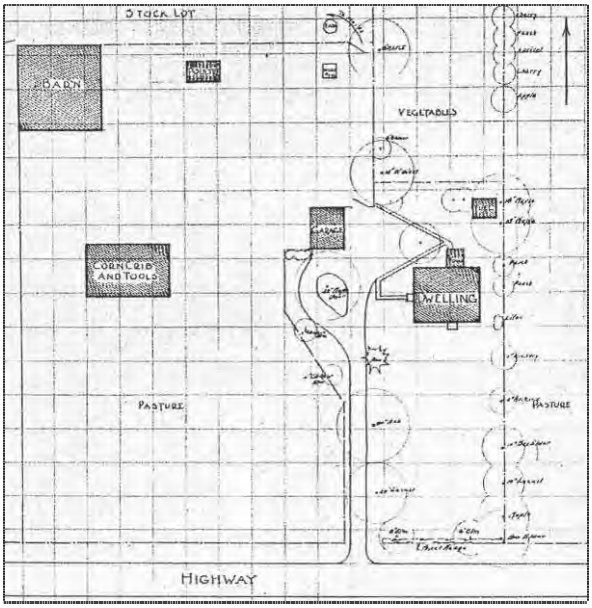
[89] Frances E. Willard, "On the Embellishment of a Country Home," *Transactions of the Illinois State Agricultural Society*, Volume III, 1857–58 (Springfield, Illinois: Bailhache and Baker, 1859), 466–71.

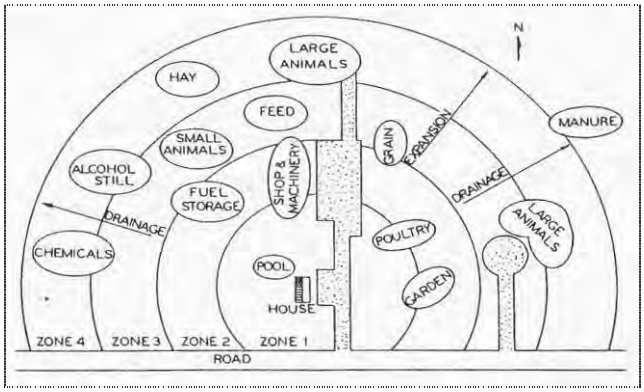
[90] Ibid., 469–70. With respect to farmhouse architecture, Miss Willard states that "story and a half houses are preferable for the country" since "high, mansion-looking houses" are more appropriate for town living. Stone was recommended as the best material for constructing a house since it would be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

The siting of the farmstead on the land was a significant issue as well. It needed to be near the public road as well as the tillable fields or pasturage, with drives and cart paths laid out to avoid steep pitches. Fences were a significant problem, one that was more readily solved after barbed and straight wire became available in the 1860s and 1870s. Compass orientation of the farmstead was also important. It was recommended that the buildings and plantings be arranged to offer protection from the northern northwestern winds, unless natural features such a hill or a stand of trees was available.[91]

With the development of federal and state agriculture departments, and with the founding of organizations such as the American Society of Agricultural Engineers in 1907, rational planning farmsteads developed. These methods often applied labor-saving principles, studied in tandem with the benefits that newly available farming implements could bring. *The Breeder's Gazette* discussed proper drainage of the land (including the farmstead site), optimal distances between farm buildings and between buildings and driveways, and environmental and sanitary concerns.[92]

Farmers were advised by agricultural extension services to draw a plan of their farms to study the arrangement of the house, barn, yards, trees and shrubbery, and fields.[93] Farmers could see which tasks could be improved immediately and which required construction or removal of buildings to optimize operations. Farmers were also given recommendations to remove useless machinery and material; repair salvageable structures and fences; tear down worn out buildings; follow the plan when constructing new buildings and fences; remove overgrown and unnecessary trees and shrubs and plant anew following the plan; improve grading and drainage; construct walks and drives where needed; improve the appearance of the lawn and plantings near the farmhouse; and continue to study literature for new building techniques and add them to the plan when it improves the efficiency of the farmstead.[94]





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

[91] Concepts taken from an article in *The American Agriculturalist,* 1864, as reprinted in Donald J. Berg, *American Country Building Design* (New York: Sterling Publishing Co., 1997), 122.
[92] *Farm Buildings* (Chicago: The Breeder's Gazette, 1911), 13–18.
[93] M.C. Betts and W.R. Humphries, *Planning the Farmstead,* U.S. Department of Agriculture Farmers' Bulletin 1132 (1931), n.p.
[94] These recommendations are derived from *Developing the Farmstead: The Plan* (Lafayette, Indiana: Purdue University Agricultural Extension Service, n.d. [circa 1940s]), 18.

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

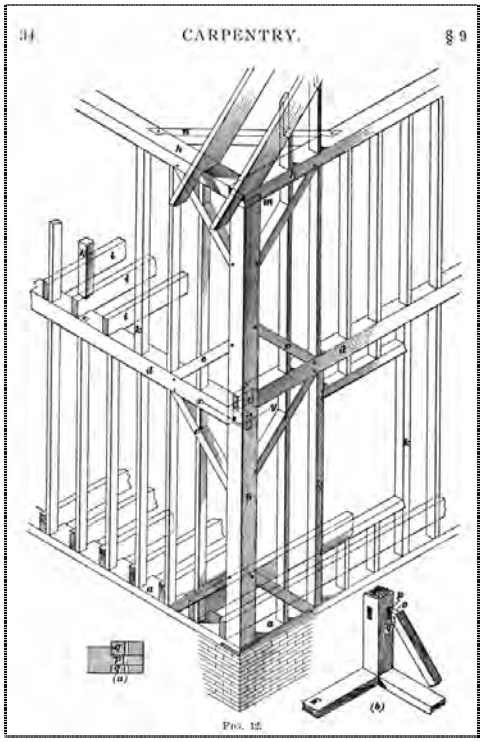
The rural survey report for Homer Township, completed in 2002, identified a unique type of farmstead planning: the divided or split farmstead. This type has the farmhouse and a few smaller agricultural support structures on one side of a road and the main barn, barnyard, and other larger agricultural buildings on the other side. The split farmstead is not well documented in historical references and the reasons for this farmstead concept are not discussed in the texts where it is illustrated.[95] One existing split farmstead was identified on the northern boundary of Green Garden Township in section 2; however, since the primary structures are located across Steger Road in Frankfort Township, this property was reserved for future documentation as part of that township. In addition, one of the farmsteads included in the survey originally was a split farmstead type. The Brummond–Wanner–Nagel farm (PIN no. 13-29-400-003) in Section 29 previously included a crib barn south of Pauling Road in Section 32. This crib barn was documented in the 1988 survey (site no. 32-05) but has since been demolished. Other split farmsteads may have existed in the township but are not documented.

The Block–Harrack–Tewes Farmstead on Steger Road in Section 2, shown above in a view from the west, appears to have been one of the few "split" farmstead types in Green Garden Township. Since the associated residence and main barn are located north of Steger Road in Section 35 of Frankfort Township (hidden behind the trees at left in the photograph), this site will be considered as part of the detailed survey for that township.

[95] Glenn T. Trewartha, "Some Regional Characteristics of American Farmsteads," *Annals of the Association of American Geographers* 38 (1948): 169–225. Trewartha shows this type present in the Midwestern corn belt farms.

Development of Balloon Framing

The settlement of Will County coincided with one of the most revolutionary developments in American building construction: the introduction of the balloon frame. Log houses were often the first structures constructed by early settlers, but "as the pioneers moved farther and farther from the timber the labor of hauling logs grew greater, and other expedients seemed necessary."[96] Cutting, preparing, and hauling larger wood members was equally as arduous, as well as expensive. Referred to as "that most democratic of building technologies,"[97] the balloon frame allowed the construction of a house with a minimum of labor and moderate amount of carpentry skills: the key to the success of the balloon frame was the proper construction and erection sequence of its components. Prior to the development of the balloon frame, builders using timber for the construction of houses and other structures used structural systems such as the box frame or braced frame. It utilized heavy timbers to form posts, girts, girders, braces, and rafters, all fastened together with traditional carpentry joining such as mortise and tenons, splices, dovetails, and others. This type of structural system required builders to have a crew of five or six men to raise and set the heavy timbers.[98] The materials used in the construction of a balloon frame structure consisted of milled lumber that was much lighter in weight than heavy timbers, and cut nails.[99]



At right is the box or braced frame, showing the heavy timbers necessary for the corner posts, girts, and top plates. The balloon frame has many similarities with this structural system, although the use of less expensive, lighter weight milled lumber in a unique configuration to achieve the same ends was revolutionary (Masonry, Carpentry, Joinery, International Library of Technology Vol. 30 (1889, reprint Chicago: Chicago Review Press, 1980), Carpentry Section, page 34).

[96] Pooley, *The Settlement of Illinois from 1830 to 1850,* 257.

[97] Michael P. Conzen, "The Birth of Modern Chicago," in *1848: Turning Point for Chicago, Turning Point for the Region* (Chicago: The Newberry Library, 1998), 22.

[98] For a thorough discussion of the early architectural history of Illinois, see Thomas Edward O'Donnell, "An Outline of the History of Architecture in Illinois," *Transactions of the Illinois State Historical Society* (Springfield, Illinois, 1931); and Thomas Edward O'Donnell, "Recording the Early Architecture of Illinois in the Historic American Buildings Survey," *Illinois State Historical Society, Transactions for the Year 1934* (Springfield, Illinois, 1934).

[99] Advances in milling techniques in the early 1800s and the invention and development of machinery to produce nails from iron in the late 1700s and early 1800s preceded the development of the balloon frame.

Credit for the development of the balloon frame is usually given to George Washington Snow of Chicago,[100] although others give note that the originator of the system was a carpenter, Augustine Taylor, who with Snow built the first structure using balloon frame construction, St. Mary's Church, in 1833.[101] At that time Chicago lacked a sawmill to produce the cut lumber, mills were present in Indiana and in Plainfield, Illinois.[102] However, these mills were relatively far away, and transportation of milled heavy timbers difficult and expensive. The balloon frame offered an economical alternative. Early written descriptions of balloon framing published between the 1840s and 1890s vary widely, but the "classic" balloon frame consists of the following elements:[103]

- A sill, made from a large section of milled lumber (e.g., 4x8) or two or more smaller pieces (two 2x8s), set on a masonry or concrete foundation,
- Floor joists (2x10, 2x12, etc.), typically at 16 inches on center,[104] reinforced by diagonal bridging, nailed to the sill and nailed to:
- Studs (2x4 or 2x6), also set at 16 inches on center, running the full height of the building wall, to which is nailed:
- Ledgers to support the second floor joints,
- Exterior wall sheathing, consisting of wood boards (1x8), often set at a diagonal to create a structural diaphragm,
- A top plate on the stud wall, on which are set:
- Roof rafters (2x10, 2x12, etc.) set at 16 to 24 inches on center, to which roof sheathing consisting of wood boards are nailed, followed by wood roofing shingles,
- Exterior wall siding,
- Flooring nailed to the wood joists, consisting of two layers of wood boards (a rough board subfloor followed by a finished wood strip surface,
- Interior wall finish, consisting of wood lath nailed to the wood studs, covered by two to three layers of plaster.

It would be wrong to believe that carpenters immediately accepted the new framing system. Also, the first farming settlers in the Midwest brought their knowledge of building construction, based on braced framing, with them, and it would take a generation for them to fully adopt most of the balloon frame construction elements outlined above.[105] Many of the earliest building, therefore, utilized braced frame construction for dwellings with perhaps a few balloon frame elements introduced.

The balloon frame could be constructed in a relatively short period of time, since a carpenter with one or two helpers could frame and sheath a small one story house in one week. In addition, there was a 40

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

[101] Fred W. Peterson, *Homes in the Heartland: Balloon Frame Farmhouses of the Upper Midwest, 1850–1920* (Lawrence, Kansas: University Press of Kansas, 1992), 14.

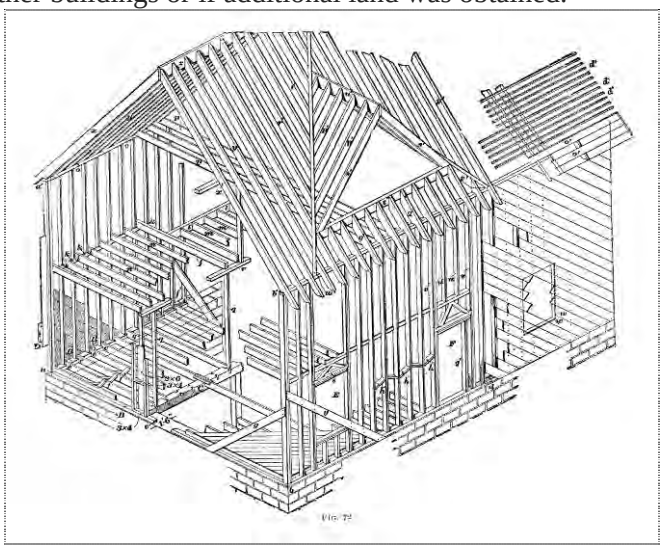
[102] Sprague, "Chicago Balloon Frame," 37. The Plainfield mill was the first James Walker mill, built between 1830 and 1832. Saw mills were constructed on Hickory Creek in Joliet and New Lenox Townships between 1832 or 1833 and 1836.

[103] As with any new system or technique, there was a period of transition where older framing methods were use along side balloon framing. This is discussed in Sprague, "Chicago Balloon Frame."

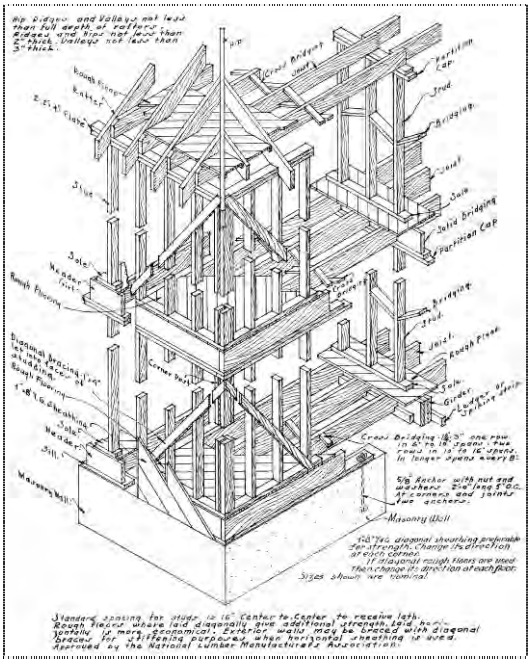
[104] Platform framing, also called Western framing, developed from balloon framing, allowing floor joists to be space up to 24 inches on center. Platform framing involved setting each floor level as a platform on the stud walls, allowing the use of shorter stud walls.

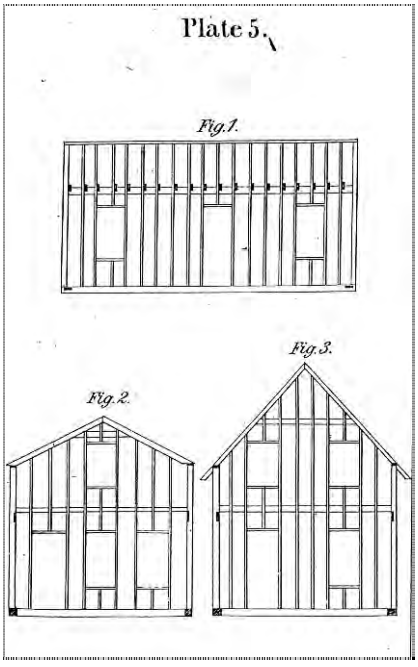
[105] Fred W. Peterson, "Anglo-American Wooden Frame Farmhouses in the Midwest, 1830–1900: Origins of Balloon Frame Construction," in *People, Power, Places: Perspectives in Vernacular Architecture VIII*, edited by Sally McMurry and Annmarie Adams (Knoxville: University of Tennessee Press, 2000), 4.

percent savings in the amount of material to enclose the same volume as compared to the braced frame.[106] Additions were as easy to construct as the original house, and easier to frame into than if braced framing was used. Another benefit because of the balloon frame's light weight was how it allowed a structure to be moved easier, something that pioneers occasionally took advantage of when they needed to allow more room on a property for other buildings or if additional land was obtained.



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





[106] Peterson, *Homes in the Heartland*, 9 and 11.

The Knopp farmhouse in Section 35 of Green Garden Township, illustrated above, shows the degree of flexibility afforded by the use of the balloon frame. Additions could be constructed over time to meet the needs of its inhabitants. This flexibility extends to the ability to lift the structure from its foundations for relocation or reconstruction. The front gable portion at left is probably the original house, and the wing at right was likely constructed as an addition later in the 19th century. The current owner of the house is currently constructing a new foundation while continuing to live in the house.

Farming trade publications touted the benefits of the balloon frame to their audience.[107] All of its inherent advantages led American farmers to adopt it as the standard structural framing system for houses by the end of the century. Although many ethnic groups brought their own techniques of constructing farmhouses and farm buildings with them to the United States, they often adopted balloon framing techniques in whole or in part and adapted it to their traditions.[108]

As different architectural styles were introduced, the balloon frame was easily adaptable to create the forms and spaces required. Albert Britt of central Illinois, in his book *An America That Was*, describes his family's new farmhouse that "cost nearly a thousand dollars":[109]

> Farmhouses were built without benefit of architect or reference to a particular style or period. Such plans as existed were principally in the head of the local carpenter who bossed the job. Ours was named Perkins and he came from Alexis, all of six miles away….A model of our house could have been made easily with a set of child's building blocks, but it was roomy and comfortable without dormers, turrets, or scrollsaw ornamentation, which unpleasantly common on dwellings of that time. Prime consideration was enough interior space to suite a family needs, and if the house was leakproof through rain and snow and windproof for anything short of a cyclone, all hands were satisfied. Houses were painted white, window blinds green. Barns were always painted red and as the color weathered some of the barns were beautiful. If a barn was in sight of from the road it usually had the year of construction painted on it in large white numerals.[110]

[107] Peterson, *Homes in the Heartland*, 15–24.
[108] One example was German-Russian farmers from Eastern Europe: "German-Russians eventually combined *Batsa* brick with balloon-frame construction, placing clay brick in walls between the studs to stabilize and insulate the dwelling." (Michael Koop, "German-Russians," in *America's Architectural Roots: Ethnic Groups that Built America*, Dell Upton, ed. (New York: Preservation Press, John Wiley & Sons, 1986), 131.)
[109] Albert Britt, *An America That Was* (Barre, Massachusetts: Barre Publishers, 1964), 33.
[110] Ibid.

With the completion of the new farmhouse, Britt goes on to describe how the older farm structures were adapted for new functions: "with the building of a new home the little old one became a stable for horses, and the lean-to kitchen the family smokehouse."[111] This shows the flexibility that the framing system allowed, since these new functions required new or larger openings, relocating the structure, or adding onto the structure.

The Rahm farmhouse in Section 9 of Green Garden Township, shown above, is a rare local example of a masonry farmhouse – most houses used wood frame construction. This circa 1910s house has exterior walls of glazed clay block masonry, with a contrasting color used for the corner units.

Masonry Construction

Masonry construction is somewhat rare in all of the northern Will County areas intensively surveyed since 1999, but it is particularly uncommon in Green Garden Township. Only one historic masonry residential building was identified during the survey, the Rahm farmhouse in section 9, illustrated above. The presence of this circa 1910s clay block masonry farmhouse indicates either the relative affluence of the farm owner and the availability of masonry by the early twentieth century.

Local Limestone

One building material dating from the earliest period of European settlement in northern Will County was limestone quarried from the Des Plaines and Du Page River Valleys. Although several structure are extant in the northern townships of Will County (including Wheatland, Du Page, Plainfield, Lockport, Homer, and Joliet Townships), none were observed in Green Garden Township. Limestone foundations, however, are found throughout the township. During the previous rural survey, conducted in 1988, no sizable limestone structures were identified either. The probable reason for the lack of limestone structures in Green Garden Township is the difficulty and therefore expense of transporting limestone from the

[111] Ibid.

quarries near Joliet. The written histories indicate that native timber was relatively scarce in Green Garden Township, making the lack of limestone structures somewhat surprising.

The following is a brief overview of the limestone industry in Will County. More extensive information on limestone structures in northern Will County is contained in the rural survey reports for Wheatland, Plainfield, and Lockport Townships (2000), Du Page Township (2001), and Homer Township (2002).

Joliet Limestone

The area surrounding Joliet contains abundant supplies of limestone, derived predominantly from the Niagaran strata. Owing to oxidation of ferrous minerals contained in the stone, the color of the stone ranges from buff near the surface to gray tones at deeper levels. Its surface is a hard, compact and slightly porous, brittle dolomite. The stone has thin seams of greenish clay (chert) running through the whole mass, which upon long exposure to alternate wetting and drying causes the solid calcium carbonate layers to delaminate.[112]

The stone quarrying in the Joliet area began during the 1830s. D.H. Demmond was the first to quarry stone in the Joliet district, most likely on the bluffs west of Des Plaines River overlooking the fledgling Joliet settlement. His was the first stone house in the area, built in 1835. The local limestone was used in the construction of the Illinois and Michigan Canal, such as the locks and foundations of buildings used in the canal operation. Stone quarrying spread quickly and by 1850 a chain of quarries was developing against the bluffs on the western bank of the river. The limestone industry grew steadily, both in number and acreage size of firms. By the beginning of 1856 there were 8 quarries in operation near Joliet, the smallest of which employed 5 men and the largest employed 48. These quarries supplies stone for the United States Custom Houses in Des Moines, Iowa, and Madison, Wisconsin; the Michigan State Capitol; the government buildings at the Rock Island Arsenal; and approximately sixty courthouses and jails in Illinois and Michigan. Illinois State Penitentiary at Joliet, established in 1858, eventually had a quarry roughly triangular and about 1,000 feet in length on the longest side. Lime was also a significant product of the stone industry. Local physician Dr. J. F. Daggett and Lockport businessman Hiram Norton operated a kiln for making lime for mortar used in building construction.

Limestone was used both locally and regionally for a variety of structures. Large limestone blocks were sold for use in major buildings such as the Illinois State Capitol, but smaller blocks were suitable for use in locally laid foundations and subsidiary structures on homesteads. As the quarry industry peaked in the 1880s, many smaller businesses were bought out by much larger operations or forced by competition to abandon their sites. The consolidation of established quarries changed the methods of the business. Tools to crush, cut, rub, and saw stone became more advanced and increased production, while some of the old established quarries saw themselves eclipsed by newer and larger enterprises. It was reported in *Economical Geology of Illinois* (1882) that "the amount of stone accessible here is almost unlimited."[113]

Despite the development of more direct links with customers in metropolitan areas, it did not offset competition from alternative sources with superior building stone. The availability of more durable Indiana limestone and the discovery of the lack of long-term durability of the Joliet stone, in addition to the introduction of other building materials such as concrete, led to the decline of the Joliet, Lemont, and Lockport stone industry. In an Illinois Geological Survey report of 1925, it was reported that "the main uses of dolomite from this area are for road metal [stone for road beds], concrete, flux, agricultural purposes, building stone, and sidewalks."[114] The report also stated that building stone or flagstone (for sidewalks) was

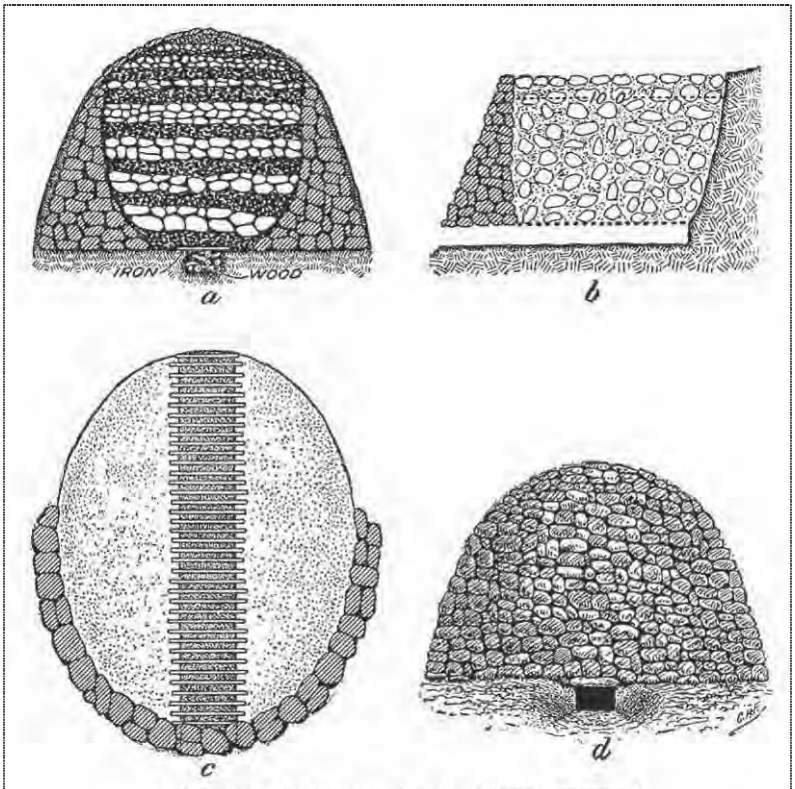
[112] Linda Ponte, "The Celebrated Joliet Marble Field," in *An Historical Geography of the Lower Des Plaines Valley Limestone Industry, Time and Place in Joliet,* Michael Conzen, ed. (Chicago: The University of Chicago, 1988), 15–22.

[113] A.H. Worthen, *Economical Geology of Illinois,* Volume II (Springfield, Illinois, 1882), 482.

[114] Fisher, *Geology and Mineral Resources of the Joliet Quadrangle,* 118. In the mid-1920s, the Illinois State Penitentiary at Stateville (now Stateville Correctional Center) was under construction and utilized concrete

no longer a major product of the quarries, and that "with the present tendency towards the use of brick and artificial stone, it seems fairly certain that the dimension stone industry of this area is not a growing industry."[115]

The demand for crushed stone increased with the spread of reinforced concrete structures and hard road construction in the 1910s and 1920s. Stone quarries turned to gravel production with the downturn in the dimension stone industry. Joliet Penitentiary's quarry, located in Section 3 of Lockport Township, used inmate labor for producing aggregate for concrete and gravel for road beds, with state and local government receiving exclusive use as authorized by an Act of the state legislature on 1 July 1905 "empowering the employment of convicts and prisoners in the penal and reformatory institutions of the State of Illinois…for preparing road and building and ballasting material."[116]



DETAILS OF CONSTRUCTION OF A FARM LIMEKILN.[1]

A—Cross section, showing layers of rock and coal. B—Longitudinal section, showing side hill used as back wall. C—Ground plan, showing trench and grate. D—Completed kiln, walled in and plastered with mud.

When masonry construction was necessary, such as with a building foundation, farmers would need to acquire lime for mixing mortar. The limekiln shown at left illustrates how farmers could product their own lime if a source of manufactured lime was not available (Gardner's Successful Farming *(1916)).*

extensively. Gravel for the concrete mixing was quarried by inmates in the region. But the primary involvement of the Illinois prison system with the Des Plaines Valley limestone industry was the quarry at the "old prison" at Joliet (now Joliet Correctional Center). The quarry at the prison, using inmate labor, produced a not insignificant amount of stone material, although use of this stone began to be restricted to state agencies after the early 1900s.

[115] Ibid., 119.

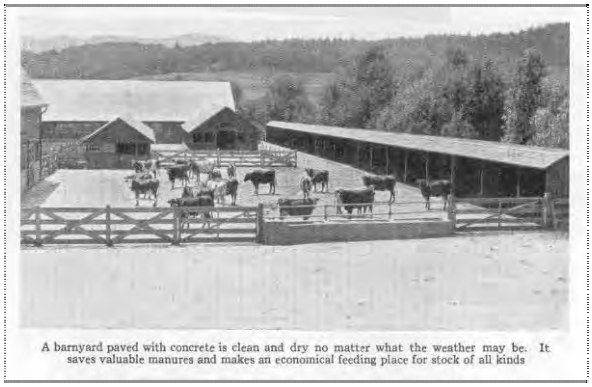
[116] *Fourth Report of the Illinois Highway Commission for the Years 1910, 1911, and 1912* (Springfield, Illinois: Illinois State Journal Company, 1913), 21. The stone was reserved for use by state agencies and local governments because of laws that prevented sales of prison-made goods to the private sector.

Reinforced concrete was commonly used for utilitarian purposes on farmsteads in Green Garden Township, such as the abandoned silo illustrated at left, on Pauling Road in Section 31, or the well cap illustrated at right.

Reinforced Concrete

Although concrete-like material was used by the Ancient Romans, its use in recent times dates only from the mid-nineteenth century. In 1860, S.T. Fowler patented a type of reinforced concrete wall construction, but it was not until the 1870s and 1880s that examples had actually been constructed. By 1900, there were numerous patented systems of reinforced concrete construction.[117]

Tools commonly used in farm concrete work.



A barnyard paved with concrete is clean and dry no matter what the weather may be. It saves valuable manures and makes an economical feeding place for stock of all kinds

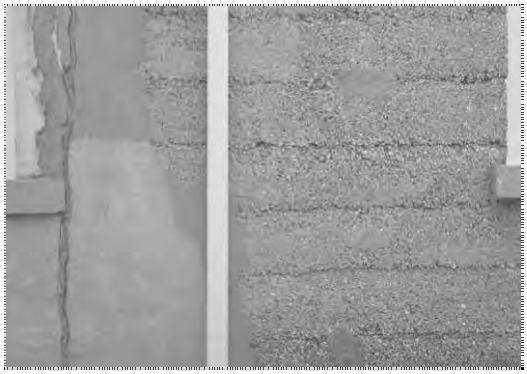
Numerous early twentieth century publications discussed the simplicity of concrete. (Illustration at left from Plans for Concrete Farm Buildings *(N.p.: Portland Cement Association, n.d. [circa 1920s]); illustration above from* Concrete on the Dairy Farm *(N.p.: Portland Cement Association, n.d. [circa 1920s]).)*

[117] William B. Coney, "Preservation of Historic Concrete: Problems and General Approaches," National Park Service Preservation Brief 15, 2.

Concrete was seen as a material with great potential for use on the farm. Farmers were given guidance in using concrete on the farm, recommending its use in a variety of structures:

> Concrete can be used on the farm for residences, barns, poultry houses, garages, piggeries, stalls and mangers, milk houses, machine sheds, ice houses, silos, all kinds of tanks and troughs, vats and wallows, manure pits, septic tanks, piers and foundations, sidewalls, steps, driveways, hen nests, pump pits, fence posts, etc.
>
> ———
>
> Of all the buildings on the farm, which should be built of concrete, probably none is more important than the silo. Here is a structure in which it is essential to keep the silage fresh in order that the stock may be keep thrifty and growing all winter.…The concrete silo is ratproof, windproof, fireproof and will withstand cyclones. It will not dry out in the hot summer months, keeps the silage in perfect condition and can be constructed at a moderate first cost. There are four types of silos: monolithic, cement block, stave, and cement plaster construction.
>
> ———
>
> Concrete buildings contain no crevices in which to harbor vermin….The first requirement of a milk house is that it is scrupulously clean, and the construction should be such as to eliminate breeding places for germs and cracks or crevices for dirt to collect, making cleaning difficult or impossible. A milk house properly constructed of concrete fulfills these requirements, and concrete floors are recommended for sanitary reasons, with proper provisions for draining. The milk house should be located with reference to other buildings, such as stables and manure pits.[118]

The survey area contains several examples of utilitarian cast-in-place concrete structures, including silos, paving, and building foundations.

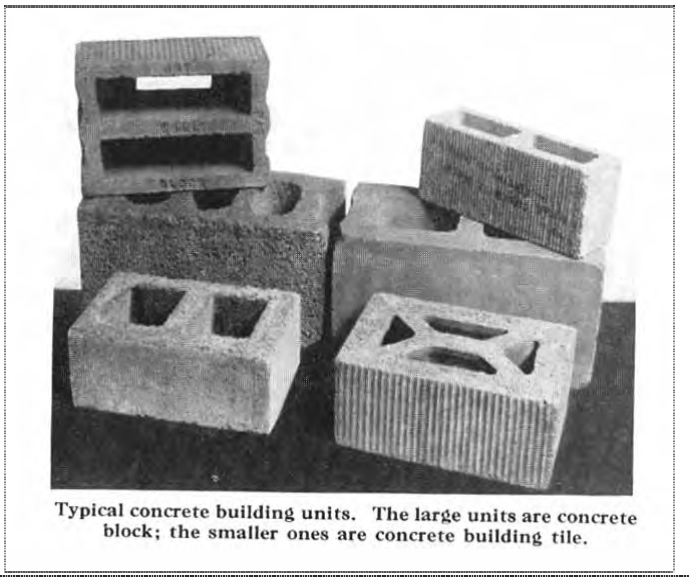


The Foursquare style house shown above is on Maple Street (Illinois Route 6) in Joliet Township. It was constructed with poured concrete walls with a type of finish known as "popcorn concrete." Concrete was poured in lifts, or layers, with heights apparent from the detail photograph shown at right. These lifts were approximately the same height as the exterior formwork boards. The resulting finish is uniquely decorative, resulting in horizontal banding that made it attractive to a number of Prairie style architects. Frank Lloyd Wright used a similar wall construction and exterior finish technique on Unity Temple in Oak Park, and W. Carbys Zimmerman designed numerous structures for the Chicago Park District with similar poured concrete walls as well.

[118] "The Use of Concrete Work on the Farm," *Building Age* (February 1917), 102–3.

Concrete Block

Beginning in the early 1900s, mass production of concrete block units succeeded after several earlier developments failed to lead to widespread production.[119] Harmon S. Palmer patented a cast iron machine with a removable core and adjustable sides in 1900, allowing companies and cottage industries to spring up across the country. Palmer founded the Hollow Building Block Company in 1902, selling $200 block machines. Other manufacturers who flooded the market with similar machines (without directly infringing on Palmer's patent) led to more use of concrete block in building construction.



Typical concrete building units. The large units are concrete block; the smaller ones are concrete building tile.

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

The blocks were produced by mixing Portland cement, water, sand, and gravel aggregate (typically one part cement to two or three parts sand to four to six parts aggregate); placing the mixture in the machine and tamping it down to eliminate voids; and pulling a lever to release the block from the machine. Newly made blocks were stacked until the concrete cured, usually recommended to be a one month period of time. Blocks were made with a variety of face textures and even color, with "rockface" block being one of the most popular.[120]

Although early block machines and block manufacturers produced units relatively larger than contemporary units, standards were introduced in the mid-1920s by concrete products organizations that included fabrication of units 8 by 8 by 16 inches in size. Other standards, produced by the National Association of Cement Users, the Concrete Producers Association, and the Concrete Block Manufacturers Association, promoted testing to improve quality.[121] However, concrete block began to fall out of favor as

[119] Pamela H. Simpson, *Cheap, Quick, and Easy: Imitative Architectural Materials, 1870–1930* (Knoxville, Tennessee: University of Tennessee Press, 1999), 11.
[120] Ibid., 24.
[121] Ibid., 21–22.

a building facing material during this same period. During the 1930s, smooth-faced block began to dominate the industry as architectural styles changed. Also by the later 1930s, large scale manufacturers of block units introduced mass production techniques, supplanting the use of concrete block machines.

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

> It is clear that the cash outlay for material becomes of the first importance and cost of labor becomes second. To illustrate, a man in such circumstances might have gravel on his farm. Also, he might have lumber, which he could use temporarily for the scaffold. The cost of cement block molds is slight, and if this man were somewhat of a mechanic, he would find it advantageous to secure a mold or molds and make his own cement blocks at odd times. In this way a cement block silo could be built with less cash outlay than any other form of silo.[122]

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

> If one may judge from the demand and the variety of uses to which it is put, the concrete block is the most important of all cement products. When properly made it has not failed to give satisfaction as a building material and much of its popularity has resulted from the pleasing architectural effects that have been brought about. Hollow blocks represent a considerable saving in cost, without reducing the strength so as to impair the safety of the building. The use of facings to bring about pleasing exterior treatments has its advantages while the interior air chambers allow them to conduct heat or cold but slowly. This fact makes buildings of this material warm in winter and cool in summer and tends to prevent sweating of walls.[123]

Concrete block was commonly used for barns constructed in the twentieth century, such as these two examples from Green Garden Township. The two-story barn shown at above left is located on the Maywood–Dralle farmstead in Section 31. The large barn complex shown at above right is located on the Andrews–Bettenhausen farmstead in Section 32.

[122] M.L. King, "Planning the Silo," in *Eighteenth Annual Report of the Illinois Farmers' Institute,* H.A. McKeene, ed. (Springfield, Illinois: Illinois State Journal Company, 1914), 64.
[123] "The Use of Concrete Work on the Farm," 100.

The concrete block crib barn shown above is located on the Burmeister–Sangmeister farmstead in Section 33 of Green Garden Township. Although greatly altered, it may originally have been very similar to the published example shown below (Plans for Concrete Farm Buildings *(N.p.: Portland Cement Association, n.d. [circa 1920s])).*

This combination corn crib and granary built with concrete staves provides economical, firesafe, ratproof storage for grain and ear corn.

Green Garden Town Hall, located at the intersection of Manhattan-Monee and Center Roads in section 21 of Green Garden Township has exterior walls constructed of rock-faced concrete block. Concrete block was often used in the early twentieth century as a less expensive alternative material with the appearance of stone.

Classification of Farmhouse Types

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

Architectural Style

In the second half of the nineteenth century, architectural styles were disseminated through stylebooks promoting not only aesthetic features of houses but also the orderly qualities for a proper domestic environment.[124] Another source of building ideas was agricultural journals. Although carpenters and builders rarely followed such books and journals exactly, they did influence the types of houses being constructed (and discussed in the next section) as well as the stylistic elements applied to those houses. Although it is unlikely that many of the buildings in the survey area were built using designs or supervision of academically trained architects, many of the farmhouses were built by carpenters and builders competent at applying fashionable architectural styles in their work. The examples from the survey area illustrated in this section are not high-style examples of these architectural styles, but rather examples of the application of these styles to vernacular building types.

Greek Revival

The Greek Revival style was popular beginning in the 1820s and continued in some regions until the 1870s. Inspired by archaeological excavations and measured drawings of ancient Greek temples, the style was developed by America's first trained architects and spread by pattern books that influenced carpenters and builders across the relatively young United States. Greek Revival buildings have simple rectilinear forms, prominent classical ornament, molded cornices and window lintels, and other ornamental motifs inspired by Classical architecture. The style's simple massing and details went along with the sometimes limited materials and resources of rural areas. Few intact examples of the Greek Revival style are present in rural Green Garden Township. Several farmhouses in the region have the basic rectilinear form inspired by Classical architecture even if they do not have Greek Revival detailing.

[124] Peterson, *Homes in the Heartland*, 68.

Green Garden Township has few intact Greek Revival style structures. Illustrated here is the Sanders–Hedges–Kestel farmstead on U.S. Route 45 in Section 5. This relatively simple house includes a number of details inspired by Greek Revival architecture, such as the entrance door surround and the strong horizontal band of trim below the roof eave. The basic rectangular, side-gabled form is also typical of simple Greek Revival buildings.

Italianate

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

Illustrated above is the farmhouse at the Bettenhausen farmstead in Section 8. This well-preserved house includes many Italianate features, such as the front porch millwork, decorative window surrounds, and brackets at the roof eaves.

Gothic Revival

Gothic Revival was roughly contemporary with Greek Revival, although with very different inspiration. It utilized late Medieval Gothic forms that have vertically oriented massing with steeply sloped roofs, and detail features such as pointed arches, narrow lancet windows, decorative bargeboards and finials, battlemented parapets, and clusters of chimney stacks. Like Greek Revival, pattern book guided architects and builders, such as Andrew Jackson Downing's *The Architecture of Country Houses.* Gothic Revival architecture is not strongly present in Green Garden Township.

Second Empire

Roughly contemporary with Italianate was the Second Empire style, which took its name from the public buildings with mansard roofs built under French emperor Napoleon III (the first empire being the reign of his uncle, Napoleon). The style was transformed and applied in the United States to domestic as well as institutional buildings. In addition to the architectural features often present on Italianate buildings, Second Empire buildings often feature mansard roofs, rich classical or baroque detailing, and dormer windows with moldings or hoods. No examples of Second Empire style buildings exist in Green Garden Township.

The Beckman farmhouse in Section 29 of Green Garden Township, shown above left, has gabled dormers, finely detailed porch millwork, and varied wall cladding materials typical of the Queen Anne style. Although obscured by later remodeling and additions, the original portion of the house illustrated at upper right has complex massing and a corner turret typical of the Queen Anne style. This house is located on Stuenkel Road in Section 9.

Queen Anne

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

Colonial and Georgian Revival

After the comparative excesses of the Italianate, Second Empire, and Queen Anne styles, the Colonial and Georgian Revival styles are more restrained and utilize stricter use of ornament and proportion. Introduced on the east coast at the end of the nineteenth century, it spread to the Midwest over the next decade and became an influential style for larger homes and public buildings until the 1930s (although it is still being implemented on many structures today). The rectilinear forms of Colonial Revival structures are often symmetrical and have gabled roofs with dormers, classical columns and ornament, and ornamental window shutters. Georgian Revival buildings differ in that they adhere more closely to

symmetrical floor plans, have strong cornice lines, Flemish bond brick coursing, watertables, and other elements of traditional Colonial period architecture. The survey area does have a few farmhouses that have the same massing and proportions of Colonial and Georgian revival models, although without much of the detailing present in "high style" examples.

The house shown above is on the Knickrehm farmstead in Section 26. This relatively simple house has the overall form (side gabled) and some details (cornice returns, minimal roof overhangs) of the Colonial Revival style.

Craftsman or Arts and Crafts Style

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

Prairie Style

The Prairie Style was developed by several architects in the Midwest but originated chiefly from the Chicago area, where Frank Lloyd Wright, Walter Burley Griffin, Marion Mahony Griffin, William Purcell, and George Elmslie (among several others) formulated a set of principles uniquely suited to and inspired by the American suburban and rural landscape. In many ways it developed from the Arts and Crafts movement, although it was a distinct style with its own characteristics. Prairie Style structures are characterized by broad, horizontal massing, hipped and gabled roofs with deep overhangs, asymmetrical floor plans, and geometric detailing based on nature motifs. Natural and earth-toned materials such as wood, stucco, and brick predominate, and windows often have leaded glass windows that repeat and develop nature motifs. The style was fashionable from around 1895 to 1920. The survey area does not have any Prairie Style houses.

The charming Tudor Revival house shown at left is located on Cherry Hill Road in Section 18 of New Lenox Township. No Tudor Revival structures were observed in Green Garden Township.

Tudor Revival

From about 1910 to 1940, Tudor Revival was one of several fashionable revival styles in practice. Based on English late medieval architecture, the style was adapted to unique American building forms created by the balloon frame. Although Tudor Revival buildings were also built in brick or stone, the use of wood and stucco to imitate a half-timbered appearance was a predominant feature. Often times only the ground or first floor was clad with brick or stone while the upper story was clad with wood and stucco "half-timbering." The style also utilized asymmetrical floor plans and massing, narrow multi-paned windows, prominent masonry chimneys, and steeply sloped roofs. No Tudor Revival structures were present in the survey area.

Ranch

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

Several ranch houses located on historic farmsteads were documented as part of the rural survey. These houses presumably replaced earlier houses on the site. The brick ranch house depicted at above left is at the Rab farmstead in Section 20. The ranch house depicted at above right is at the Maywood–Dralle farmstead in Section 31; this is likely one of the first houses in Green Garden Township with an attached garage, a feature that only was developed in the mid-twentieth century.

House Types

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

During the survey, there were not any readily identifiable structures dating from the earliest period of settlement of northeastern Illinois (approximately the 1820s to the 1850s). House types dating from the earliest settlement may have used configurations known as single pen or double pen, which basically are one or two room houses respectively. A double pen dogtrot separates the two rooms with a space in between covered by the roof. A saddlebag house is similar to the double pen except for the inclusion of a central chimney between the two rooms.

The house types classified below are those that are typically found in the survey area. As with any classification system, there are alternate systems that could be utilized. Most of the definitions provided below were derived from *How to Complete the Ohio Historic Inventory* by Stephen C. Gordon and published by the Ohio Historic Preservation Office. Building forms followed the movement of settlers from New England westward through the Ohio Valley to Illinois.[125] However, a significant number of the settlers in the survey area were new immigrants to the United States. Their influence on the region's buildings is visible in some of the extant house types, but more readily visible in the barns and other farm structures.

What type of farmhouse is it? *This is an example of how the farmhouse type or style can be obscured by later additions or alterations. This house in Section 15 of Green Garden Township probably began as a Gabled Ell type farmhouse, which was later altered by the construction of a new side-gable roof with an engaged two-story porch.*

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

Log House

Early settlers needed shelter from the elements immediately upon arriving on their homesteads. A log house offered an immediate solution, but some settlers would build a mud brick, earth, or timber shanty until a more permanent wood frame or stone house was complete. Log structures use cut timbers stripped of bark with ends notched for joining at right angle corners. Smaller straight wood timber members were used for roof rafters and purlins. Shingles for roofing were cut by the settlers as well. Chinking, the material used to seal the openings between logs, could be made from mixtures of mud, vegetable fibers, and any number of items available to the settlers. Such structures were typically built near existing stands of trees in order to have access to fuel and to take advantage of the shelter they provided from north winds. While most log structures enclosed only one room, a few were larger and could have two or more rooms. Windows, however, were rare. Glass was usually unavailable and oiled parchments used for translucent openings were kept small to prevent heat loss in winter.

Few log structures appear to have survived the first few decades after the settlement of the survey region. Of the six townships intensively surveyed to date in Will County, only one visible log structure was identified, the small barn that reportedly was the original settlement house on the Robert Clow farmstead in Section 22 of Wheatland Township. There may be several structures, however, that may be log structures in some part of their construction, such as the rear wing of the farmhouse illustrated below.

Although none of these examples are in Green Garden Township, it is worth illustrating them here to show examples of this building type. Illustrated above left is the combination barn and original homestead on the Robert Clow farm in Section 22 of Wheatland Township. A portion of the structure is log construction. The farmhouse on the Eaton–Weinhold–Schafer–Schoenherr farmstead on Ferguson Road in Section 30 of Du Page Township is a Gabled Ell type house, although the rear wing is a much simpler construct. Reportedly, the original building, shown above left, is a log structure beneath the clapboard siding on this rear wing. The logs settlement house shown below left was built by William Wells in Section 21 of Homer Township in 1848. The cabin shown below center was also built in Homer Township in 1848, on Thomas Bump's land a few miles from the Wells homestead. The reconstructed log homestead below right is at the Pioneer Settlement of the Will County Historical Society in Lockport.

I House

The name "I House" was first recognized in 1930 as a housing type in Indiana that had originated in the Middle Atlantic states. The form was later identified in the other Midwestern "I" states of Illinois and Iowa.[126] The form consists of a two story, one room deep plan that was at least two rooms wide. Chimneys were often placed at each end of the floor plan. Several I houses were noted in the rural survey.

Green Garden Township has a few remaining examples of I Houses. Illustrated above left is the Pratt–Baker farmhouse in Section 18; although there have been several additions constructed at the rear, the original front portion of the house is generally intact. The Sippel–Bauer farmhouse, shown above right, is in Section 27; the first floor window openings have been greatly altered, but the I House form is still recognizable.

Hall and Parlor

The Hall and Parlor house is a simple rectangular plan dwelling one to one-and-a-half stories in height, with a sideways oriented gable roof. In plan, these types of houses have one larger room for the kitchen and daily living and a side room used as a more formal parlor or a bedroom. There is often an addition at the rear of the house extending from the parlor side. Chimneys are often placed at each end of the house. The type was used less often after the late 1800s.[127] No Hall and Parlor houses were identified in the survey area. Other houses in the survey may have started out as Hall and Parlor types, but through renovations and additions have evolved into other forms.

New England One and a Half

This house type has been seen previously in northern Will County, although usually identified as Hall and Parlor type from which it is related. It is a rectangular plan dwelling one to one-and-a-half stories in height and are at least two bays wide. Flanking a central entrance hall and stairs are two large rooms with two or more smaller rooms across the rear of the house. Some houses of this type are not symmetrical across the front, depending on the need for interior space. New England One and a Half houses, popular from the 1830s to the Civil War, often have Greek Revival ornament, consisting of pilasters, architraves, cornice returns and entablature panels. Farming settlers emigrating from New England, where this house type originated, brought this type of house with them to the Midwest.

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[126] Kniffen, "Folk Housing: Key to Diffusion," in *Common Places: Readings in American Vernacular Architecture*, 7–8.

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

The New England One and a Half is a house type that dates from the first decades of European settlement of northern Illinois. Two examples were identified in Green Garden Township. The Fippinger–Shaw farmstead, shown at above left, was located in Section 13; this house was demolished in spring 2004. The Luehrs–Narvid–Krankoski farmstead, shown at above right, is located in Section 21. Although it likely originally had a symmetrical appearance, the window openings have been significantly altered and the walls have been clad with cement asbestos siding.

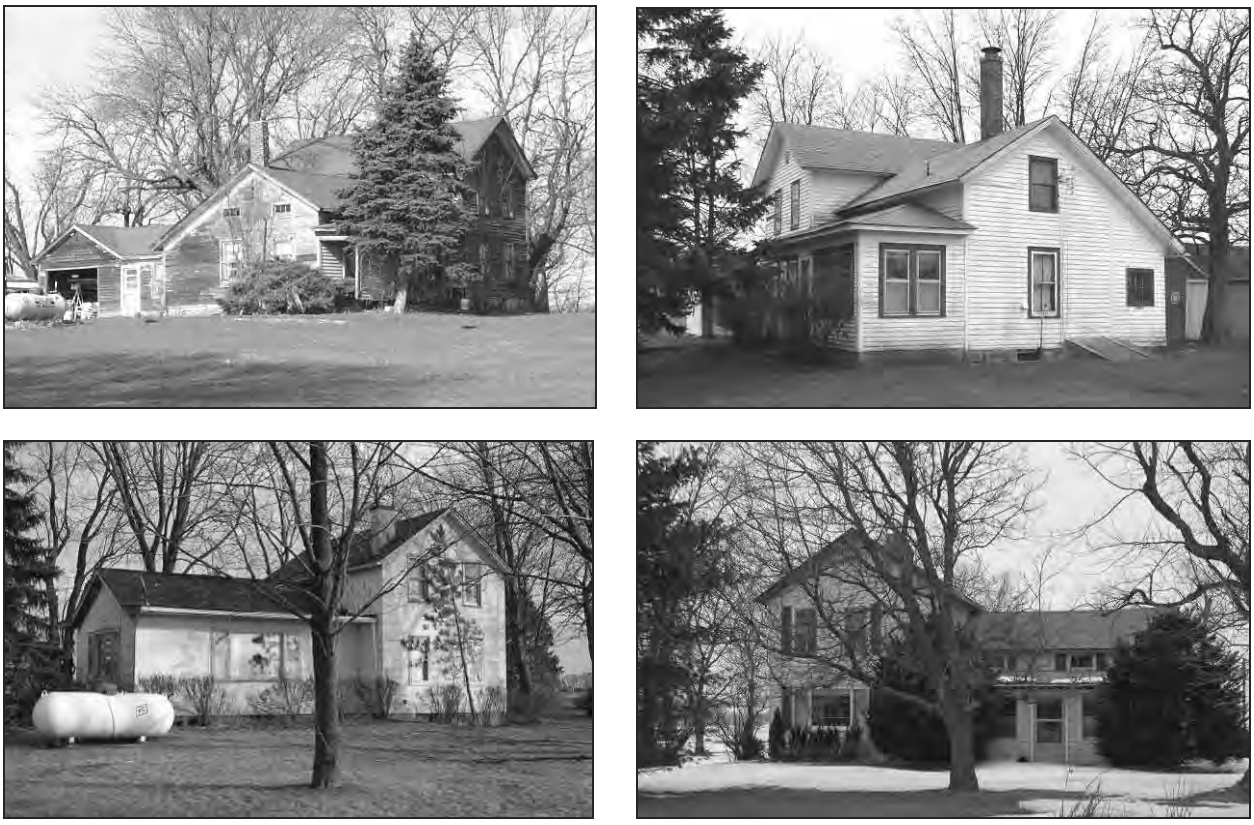
Upright and Wing

The Upright and Wing was popular in the mid to late 1800s.[128] The type consists of an "upright" portion with a gable end, usually one-and-a-half to two stories, and a one to one-and-a-half story wing. The gable end of the wing is usually at or below the eave of the upright. Upright and Wing type houses have T- or L-shaped floor plans. Inside, the wing contains a kitchen and one or two bedrooms and the upright a parlor and additional bedrooms.[129] Oftentimes, the "wing" portion was constructed at a homestead first, followed by the "upright" when more space was needed for growing farming families. This house type is one of the most common in Green Garden Township.

The Upright and Wing farmhouse is very common in Green Garden Township. The Goodnow–Andrew farmstead in Section 31 is shown in the 1892 photograph at left (photo courtesy current homeowner). A present-day view is shown in the photograph at right; although the front porch has been replaced by an addition and the first floor window openings have been altered, the Upright and Wing form is still clear.

[128] Peterson classifies the Upright and Wing with the Gabled Ell type (both being forms of ell or T-plan houses), making it "the most numerous and familiar farmhouse type in the Upper Midwest…." (Peterson, *Homes in the Heartland*, 96.).

[129] Gordon, *How to Complete the Ohio Historic Inventory*, 132.



Other typical examples of Upright and Wing houses include the Esch–Engelmann–Reade farmstead in Section 1, illustrated at top left, and the Green–Haake–Meier farmstead in Section 6, illustrated at top right. At the Andrews–Bettenhausen farmstead in Section 32 illustrated at bottom left, the "upright" portion is a one-and-a-half stories tall. The Brummond–Wanner–Nagel farmstead, illustrated at bottom right, is located on Pauling Road in Section 29.

Gable Front and Wings

The Gable Front and Wings type, popular in the early 1800s, was the predecessor of the Upright and (single) Wing type. It has a two story central gable front bay containing the main entrance with two flanking wings, often one to one and a half stories in height. Because this house type was popular just prior to the settlement of Will County, it is not often found in the rural survey areas. No examples were identified in Green Garden Township.

Illustrated at left is the Reitzman–Harnack–Patterson farmstead in Section 2. The Italianate detailing of this Gabled Ell house is still apparent despite the addition of false shutters. The Gabled Ell house at the Kuhn–Burmeister–Smego farmstead in Section 6 has Queen Anne details such as angled bays and leaded glass windows.

Gabled Ell

This type of farmhouse usually dates from the two decades after the Civil War.[130] It has an L-shaped plan, sometimes has with additions to make a T-shaped plan, and usually is two stories in height with a gabled roof. Within the main "L" there is often a porch. In most arrangements, the gable end of the shorter of the two wings faces the street or main approach with the broad side of the other wing at the side. This house type is common in Green Garden Township.

Above left is the Gabled Ell farmhouse at the Bettenhausen farmstead in Section 8. This well-preserved house includes many Italianate features, such as the front porch millwork, decorative window surrounds, and brackets at the roof eaves. The Gabled Ell house at the Andrews–Piggush farmstead in Section 32, although much simpler, also includes some Italianate elements.

Side Hallway

Side Hallway houses are typically simple rectilinear volumes, two stories in height, and often with gable roofs oriented to the front or the side. In plan the entry is at the end bay of the front elevation, opening into the main stair hall. Adjacent to the hall is the main parlor with additional rooms at the rear of the house. The form was popular until the 1880s.[131]

The Side Hallway house at the Wood–Borms farmstead in Section 33, illustrated at left is one of the few examples of this house type in Green Garden Township. This house on Peotone Road in Section 15, illustrated at above right, is a more typical example of this type.

[130] Ibid., 136.
[131] Ibid., 126.

Four-over-Four

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

The Four-over-Four example at left is the Sanders–Hedges–Kestel farmstead in Section 5. This well-preserved house includes Greek Revival details. A vernacular example of the Four-over-Four plan is seen at the Heiland farmstead in Section 11, illustrated at right.

Gable Front

The Gable Front house describes a variety of house types dating from the mid-1800s through the 1920s, and derives from the Gable Front and Wings type and other examples illustrated above. It is similar to the Four-over-Four, except that the main entrance at the gable end faces the street or main approach. It is also similar to the Side Hallway type, and usually has a rectangular floor plan. There are a few examples of this house type in Green Garden Township.

The Gable Front house illustrated above left is located on the Stillwagen–Rab farmstead in Section 20. The one-story additions at the side and rear of this house have been constructed since the 1988 survey.

American Foursquare

The American Foursquare[132] was introduced around 1900 and continued to be popular until the 1920s. It consists of a two to two-and-a-half story block with a roughly square floor plan with four rooms each floor. Roofs are hipped or pyramidal, with dormer windows (hipped and gable) on at least the front elevation and sometimes the side and rear elevations. Foursquares usually have front porches, but they could also have bay windows (some extending both stories) and one story rear additions. Many Foursquares were built from plans developed by local lumber companies or mail order sources that advertised in farm journals; others were purchased whole and delivered as pre-cut, ready-to-assemble houses from Sears, Roebuck and Company or home manufacturers. There are many examples of this house type in Green Garden Township.

The Foursquare farmhouse illustrated at upper left is at the Nieland–Bisping farmstead in Section 12. At upper right is the Felton–Herbst–Lehnert–Slade farmstead in Section 31. The large Foursquare house illustrated at lower left was constructed in 1906 on the Burmeister–Sangmeister farmstead in Section 33. The Foursquare house at lower right is at the Schwiesolo–Jones farmstead in Section 36.

[132] The term "American Foursquare" was coined by Clem Labine, former editor of the *Old-House Journal.* (Gordon, *How to Complete the Ohio Historic Inventory*, 137.)

Cape Cod

In the quarter century after the mid-1920s, the Cape Cod was a popular house type. The type was inspired by eighteenth century cottages in Massachusetts and Virginia.[133] The Cape Cod has a simple rectangular plan, one or one-and-a-half stories in height, and a high-pitched gable roof. Several Cape Cod style houses were noted in the survey area; these likely replaced earlier farmhouses on the site.

The simple Cape Cod house illustrated at left is on Manhattan-Monee Road in Section 19. The Cape Cod house illustrated at right is on Gorman Road in Section 26.

Bungalow

The term bungalow derives from the word *bangla,* an Indian word adopted by the British in the nineteenth century for a one story house with porches. The American house form descended from the Craftsman movement, using natural materials and simple forms to create an informal domestic environment. Popular from approximately 1905 to 1935, there are two basic types of bungalows (and numerous subtypes), each deriving their names from the dominant roof forms. The Dormer Front Bungalow (also called the Shed Roof Bungalow) has a gable or shed roof turned parallel to the front elevation and a single large dormer. The Gable Front has the roof turned perpendicular to the main elevation.

The Dormer Front Bungalow shown above left is located on the Stassen–Beckman farmstead is located in Section 14; it features decorative wood brackets at the roof eaves and wood shingle siding. The Dormer Front Bungalow at above right is located on the Schubert–Stassen farmstead in Section 25.

[133] Ibid., 140.

Schoolhouses

Historic plat maps for the survey area illustrate the relative frequent spacing of schools. Many of these early schools were typical "one room" schoolhouses: a rectangular volume with a gabled roof. As the need for larger schools grew, and as schools were consolidated in the 1950s, the one room schoolhouses were replaced with multiple room school buildings, usually of masonry construction. In Green Garden Township, the nine original one room schoolhouses were replaced by a single masonry elementary school, located at the intersection of Manhattan-Monee and Center Roads in section 15. None of the one-room schoolhouse buildings are known to survive today. One contemporary residence located at a previous school site in the northwest corner of Section 32 is possibly a remodeling of the former schoolhouse.

This residence on U.S. Route 45 in Section 32 is at a former schoolhouse site. Portions of this house may include the former schoolhouse structure.

Development of the Barn

The barns of the American Midwest have several typical functions: animal shelter, crop storage, crop processing, equipment storage, and machinery repair. However, barns also have specialized functions, with designations such as "horse" barn or "dairy" barn. In some instances a substitute term was used such as hog house or implement shed, especially if a larger multipurpose "barn" is also on the farm. Nonetheless, these structures shared some similar forms and structural systems.[134] Barn structures in Britain dating from the time of Roman settlement are still discernible. Most surviving European barns date from the sixteenth century, the beginning of the "second agricultural revolution"[135] following the ravages of the Black Death and the transfer of communal landholdings to private ownership. One of the most common forms of Old World farm shelter was the housebarn, a large rectangular structure with a house unit sharing a common wall with the larger barn.[136]

European colonists, with some exceptions, did not bring the practice with them of constructing large housebarns. Many reasons explain the discontinuance of housebarns, including "geographic abundance, a penchant for individualism, freedom, and persistent search for privacy and comfort."[137] Faced with clearing virgin forest or breaking sod, pioneer settlers had little time to do more than erect a roughhouse and perhaps a crude animal shelter in the early years. Not until after some ten years after settlement, or perhaps not even until the second generation, did the pioneer have the means to construct a large barn.[138]

The skeletal framework of barns consists typically of sill timbers resting directly on the foundation (usually stone, although concrete was introduced in the early 1900s). The sills also form the substructure for the floor joists and wall framing. The barn's joists sometimes remained round, except for the top side where the top was flattened to accommodate floorboards. Most early barns had a gable roof composed of rafters, rough sawn boards, and wooden shingles. Vertically attached boards, some as large as fourteen inches wide, ran from the sill to the top plate of the wall for siding on timber frame barns.[139]

The need for large barns necessitated the development of structural systems to enclose large volumes of space. As the frontier of settlement passed into the Midwest, many early barns were constructed of logs by settlers who either possessed log-building skills or gained these techniques by association with other ethnic or cultural groups. Although the eastern Midwest was well forested, providing sufficient log materials, the prairies of the central Midwest (including Illinois) had less forested land to supply log construction. Therefore, other solutions were required.[140]

As discussed earlier in this chapter, light framing techniques and advanced wood milling machines influenced the development of Midwestern farmhouses. However, barns continued to be built as with heavy timber. As these large framing members became scarce and expensive in the early twentieth century, new innovations were sought, such as plank framing that featured the substitution of heavy long, square timbers with plank lumber.[141]

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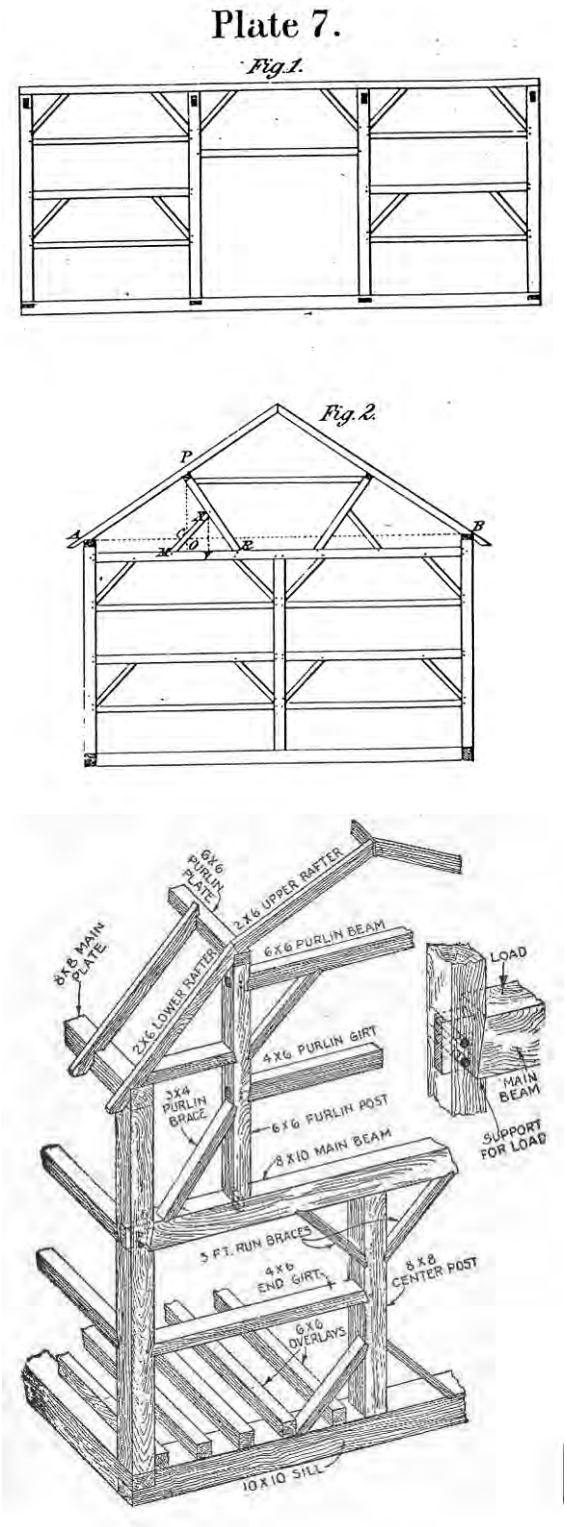
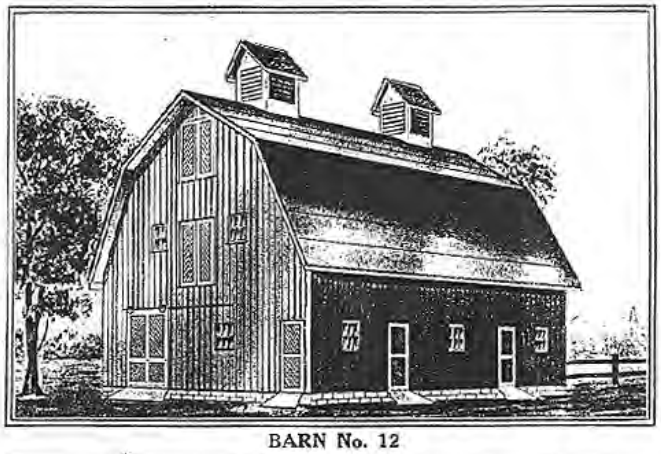
[134] Allen G. Noble and Hubert G.H. Wilhelm, "The Farm Barns of the American Midwest," in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 9.
[135] Ibid.
[136] Ibid.
[137] Hubert G.H. Wilhelm, "Midwestern Barns and Their Germanic Connections," in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 65.
[138] Ibid.
[139] Ibid., 48–50.
[140] Ibid.
[141] Lowell J. Soike, "Within the Reach of All: Midwest Barns Perfected," in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 147. Two major forms of plank framing developed. The first took dimension plank lumber and imitated heavy timber framing, carrying the loads through

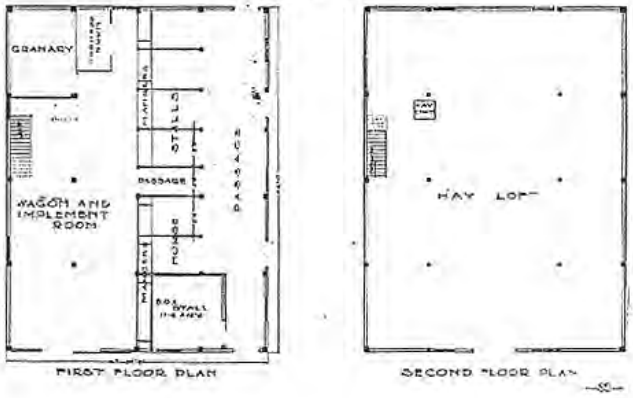


The drawing above left of heavy timber barn framing dates from 1894 (William E. Bell, Carpentry Made Easy, or the Science and Art of Framing *(Philadelphia: Ferguson Bros. & Co., 1894), plate 7). The axonometric drawing shown below left is an axonometric diagram of typical heavy timber barn framing* (Audels Carpenters and Builders Guide #3 *(New York: Theo. Audel & Co., 1923), figure 1.786).*

posts and beams. The second type opened up the center of the barn by using a truss for the framing bents. This was followed by an adaptation of the balloon framing for barn construction. Stud walls replaced posts and girts for handling loads; roof loads were carried by trusses made from lighter weight lumber (Ibid., 155–156).



BARN No. 12



$538.00

For $538.00 we will furnish all the material to build this large Barn 36x46 feet, consisting of Rough Lumber, Framing Timbers, Plank Flooring, Shingles, Hardware, Sash and Paint, Hay Carrier Track and Rope.

By allowing a fair price for labor and cement blocks, which we do not furnish, this barn can be built for about $850.00, including all material and labor.

For Our Free Offer of Plans See Page 1.

BARN No. 12 has six horse stalls, one large box stall 10 feet 8 inches by 11 feet 6 inches, and one room for wagons and implements, of sufficient size to drive into with a team and wagon. Granary on the first floor, also harness room. Stairway leading to the hay loft. The hay chute is placed in such a position that the hay may be thrown down to the first floor at a point from which it is but a few steps to any of the mangers.

Barns of the gambrel roof type permit of storing a greater amount of hay than the ordinary gable roof.

By using our 3-Ply Best-of-all Roofing or our 3-Ply Flint Surfaced Asphalt Roofing guaranteed to last twelve years, the total cost of material will be reduced $40.00.

Built on a concrete block foundation. Sided with 10-inch plain boards, the joints being covered with molded battens.

Paint furnished for two coats outside, your choice of color.

For $36.00 we will furnish all the material to build a lean-to shed, size 26x16 feet and 12 feet high, which can be built on one end of any barn shown in this book. Blue prints of this shed will be furnished free with the barn plans you order if requested.

SAVED $200.00 ON A HOUSE BILL OF LUMBER. READ HIS REMARKS ABOUT QUALITY.

Maryland, Neb.

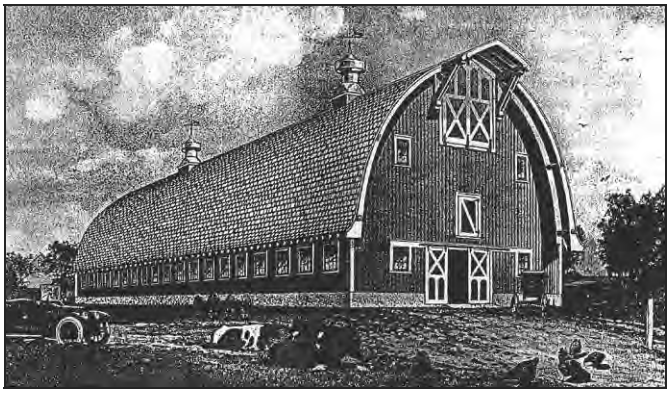
Sears, Roebuck and Co., Chicago, Ill.

Dear Sirs:—About ten days ago I received a car of lumber from you, and upon its arrival I not only examined it, but nearly the whole town, to all of our surprise. I have saved at least $200.00 on my bill, besides I have the best grade. I will cheerfully recommend your lumber to anyone intending to build, both in prices and quality.

Hoping to patronize you in the future, I remain. Yours very truly,

P. J. CLATTERBUCK.

SEARS, ROEBUCK AND CO. CHICAGO, ILLINOIS



In the early twentieth century, ready-to-assemble barn kits were available from a number of mail-order companies, including Chicago-based Sears, Roebuck, and Company. A wide variety of barn types, sizes, and styles were available, including the gambrel roof barn shown above (1911), the round barn pictured at lower left (1918), and the round roof barn at lower right (1918). These images are from Sears catalogs of the period.

At the beginning of the twentieth century, new barn building ideas emerged from a growing field of experts: agricultural engineers, experiment station researchers, and commercial farm planning services. The American Society of Agricultural Engineers (ASAE) soon contained a committee on farm structures after its formation. The result of these efforts widened the variety of barn building plans available to farmers and encouraged improved building standards.[142] Round barns, constructed in limited numbers but found throughout the Midwest, were often promoted by state university agriculture departments and other public and private advocacy agencies in the early twentieth century. At about this time, manufacturers and marketers of pre-cut, ready-to-assemble houses (such as the American Foursquare house type discussed above) entered the market for barn construction. Two major Iowa firms, the Louden Machinery Company of Fairfield and the Gordon-Van Tine Company of Davenport advertised plans for their pre-cut barns along with their pre-cut homes. Ready-to-assemble barns were also available from mail order companies such as Sears, Roebuck, and Company; the barn at the Sanders–Hedges–Kestel farmstead in section 5 is reportedly a Sears barn.

Engineering research led to the development of framing for gambrel roofs, culminating in the Clyde or Iowa truss. (The shape of the gambrel roof allowed a larger loft space to store hay than the gable roof allowed.) The first step in this development was the work of John Shawver of Ohio, who developed a gambrel truss form using sawn lumber. The Iowa truss was developed by A.W. Clyde, an engineer with the Iowa State College farm extension service, around 1920. It had a stiff frame at a far cheaper cost than the Shawver truss, which required expensive extra-length material.[143] The open loft, free from interior braces like those used in the Shawver and Iowa trusses, was finally achieved with the laminated gothic arch roof. Bent-rafter gothic arch construction, although more economical in labor and material, proved less rigid that the more expensive sawed type. For this reason, many farmers adopted a combination of the two, with the sawed rafters spaced every 8 to 12 feet and the bent rafters spaced between, twenty-four inches on center. During the 1930s, the gothic roof entered the last phase of its evolution. At Iowa State Agricultural College, Henry Giese tested existing types of laminated bent rafters in an attempt to solve their shortcomings. Working in collaboration with Rock Island Lumber Company, distributor of Weyerhauser Forest Products, he explored the potential of modern glues to yield a stronger bent rafter. Using Douglas fir, clear of knots and defects, glue-laminated under approximately 100 pounds per square inch of pressure and shaped to an arch form, the rafter was stronger than those laminated conventionally with nails and bolts (either the shaved- or bent-lumber techniques).[144]

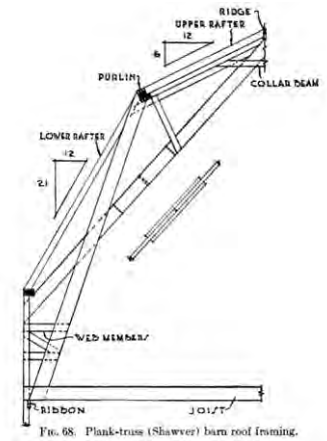


Fig. 68. Plank-truss (Shawver) barn roof framing.

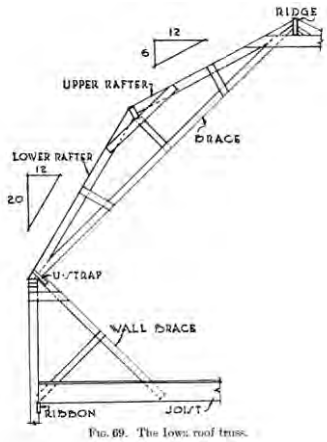


Fig. 69. The Iowa roof truss.

The Shawver and Iowa roof framing layouts are illustrated in the two figures shown above, from Deane G. Carter and W.A. Foster, Farm Buildings, *3rd ed. New York: John Wiley & Sons, 1941).*

[142] Ibid., 158.
[143] Ibid., 161–2.
[144] Ibid., 162–164.

The two-story loft barn ceased to be built after World War II.[145] In the first half of the twentieth century the dependence on draft animals waned and mechanical power in the form of tractors increased, and farmers needed less loft space.[146] Less custom wood frame structures were built as manufactured buildings using steel became available. One early metal-barn type, such as Quonsets using corrugated metal, gained a notable measure of popularity among some Midwestern farmers immediately after World War II. Corrugated metal was also a suggested covering for wooden barn siding, and organizations as the Asbestos Farm Service Bureau promoted the use of large asbestos-based cement boards for siding.[147]

Because lofts were no longer needed, one story barn construction became more standard in the post-war years. The shift from loose to baled or chopped hay reduced the need for haymows as many farmers adopted the "loose-housing" or "loafing" system for housing cattle. University of Wisconsin agricultural scientists argued that cows would be more content and give more milk if they were allowed to roam in and out of the barn at will. The loose-housing system resulted in the construction of one-story galvanized all-steel barns.[148] The pole barn was a simple method for constructing the necessary enclosure for farm implements and the limited amount of hay still required on the farm. Pole barns use round poles set into small, individual foundations, to which engineered roof trusses and wall girts and siding are attached. The structural concept for the modern pole barn was developed by H. Howard Doane of St. Louis in the early 1930s. He and George Perkins, his farm manager, used creosoted wood poles (which were commonly used for telephone poles) for the vertical structural members.[149]

August, 1939 The Illinois Farmers Guide

Good Place for Machinery

Roof and Walls Are a Single Unit on This Metal-Covered Machine Shed on the Durham Lucas Farm, in Warren County. Picture Taken During Construction in Winter of 1936.

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

[145] Ibid., 165.
[146] In 1930, 61,000 combines were counted by the U.S. Census; in 1953, 918,000. One in six farmers already owned a tractor by 1932. In 1944, 14 percent of the nation's hay was harvested with windrow balers; by 1948, the figure was 46 percent (Glenn A. Harper and Steve Gordon, "The Modern Midwestern Barn, 1900–Present," in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens: Ohio University Press, 1995), 225.)
[147] Ibid.,226.
[148] Glenn A Harper and Steve Gordon, "The Modern Midwestern Barn, 1900–Present" in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 225.
[149] Ibid.

Barn Types

As with house types, there are several systems that have been used to classify barns, either by function, shape and structural system; ethnic traditions and their influence; or regional characteristics and commonalties.[150] The classification types developed below are based on Allen G. Noble and Richard K. Cleek's *The Old Barn Book: A Field Guide to North American Barns & Other Farm Structures* and Allen G. Noble's *Wood, Brick & Stone.* Classification is often by ethnic influence, which is appropriate to the region of the rural survey because of the Scottish, Irish, and German origins and ancestry of many of its settlers; or it is by shape and configuration.

English Barn or Three-bay Threshing Barn

The English barn (also called the Three-bay Threshing barn) was introduced into North America through English colonial settlement in southern New England.[151] The English and continental European immigrants of the early 1800s introduced this barn type to the Midwest. It was originally designed as a single function barn to store or process grain and was most suitable for small-scale, subsistence farms. It is a single level, rectangular structure divided into three parts or sections, each termed a bay.

Large double doors are centered on both long sides of the structure. Hand threshing with a grain flail was done in the central bay, sometimes called the threshing bay. Following threshing, the large doors were opened to create a draft, which, during winnowing, would separate the chaff from the heavier grain, and carry it away. Flanking the central bay were the other two bays of generally equal dimensions. One was used during the fall or winter to store sheaves of harvested grain, awaiting threshing. The other bay was used for storing the threshed grain, commonly in bins, and straw, which was used as feed and bedding for horses and cattle.[152] Early examples had steeply pitched (over 45 degrees) gable roofs and low stone foundations. They were sided in vertical boards with small ventilation openings high on the gable ends. Windows are largely absent, although later versions included them at animal stall locations. Gable-end sheds were a common addition.[153]

Eventually as dairying replaced wheat production in the agricultural economy, threshing/storage function of this barn type was no longer as important. At first no animals were housed in the structure, although subsequently internal rearrangements often were made to introduce animal stalls in one of the two side bays. This effectively reduced the grain storage and processing function and only offered shelter for a modest number of animals.[154] In some cases this barn type was raised and placed over a basement, which then could house the animals, especially dairy cows.[155]

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[150] Often there are more conflicts than agreements between different classification systems. The types defined herein seem to best describe the structures actually present and the social and ethnic origins of their builders.

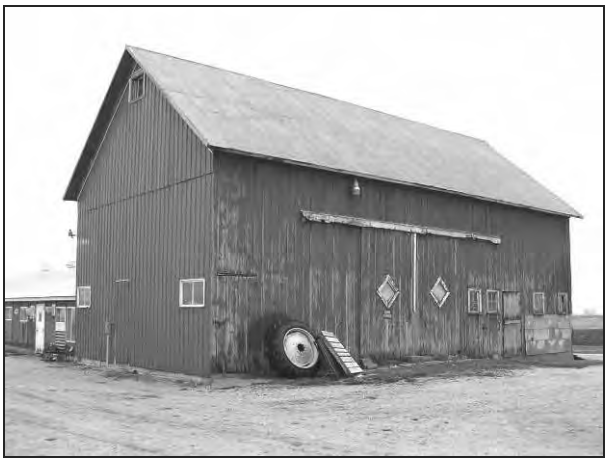
[151] Fred B. Kniffen "Folk-Housing: Key to Diffusion," in *Common Places, Readings in American Vernacular Architecture,* Dell Upton and John Michael Vlach, ed. (Athens, Georgia: University of Georgia Press, 1986), 11.

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

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

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

[155] Calkins and Perkins, "The Three-bay Threshing Barn," in *Barns of the Midwest,* 59.



The Three-bay Threshing barn illustrated above left is located on the Green–Haake–Meier farmstead in Section 6. This barn is typical of the many Three-bay Threshing barns in Green Garden Township. In contrast, bank barns are relatively uncommon in Green Garden Township. One example, shown above, is on the Bettenhausen farmstead in Section 8. The raised basement is constructed of concrete block, and an earthen grade on the opposite side of the barn allows direct access to the upper floor.

German Barn

German barns, also called a German/Swiss barn or Pennsylvania barns, includes a group of barns introduced into the Delaware Valley by German-speaking settlers. It was one of the first American barn types to combine crop storage and animal shelter. It became a structure synonymous with Pennsylvania Dutch culture and its mixed grain-livestock agriculture. These barns had a lower story partially cut into the natural slope of the land and an upper level that was accessed from a slope or ramp. A forebay is formed by recessing the ground floor wall and enclosing it at each end with the masonry gable end walls. Another distinctive feature is the use of a combination of stone masonry and wood framed and sheathed walls: stone was typically reserved for gable end walls and/or north facing walls. No German Barns were identified in Green Garden Township.

The Nichols–Reniff–Chervan farmstead on Clinton Road in Section 9 of New Lenox Township has the Pennsylvania German barn shown at left. No German barns were identified in Green Garden Township.

Raised, Bank, and Basement Barns

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

Round Barn

"Non-orthogonal" barns (round or polygonal in plan) were popular in the first two decades of the twentieth century. In Illinois, agriculture professor Wilber J. Fraser of the University of Illinois promoted the use of round barns. No round barns exist in Green Garden Township.

The round barn pictured above at left is located just south of Green Garden Township in section 6 of Peotone Township. Illustrated at right is the Dairy Barn on the Hasenjaeger–Valy farmstead in Section 10 of Green Garden Township. Although this barn has the typical gambrel roof of the Dairy Barn, many other examples in Green Garden Township have gable roofs.

Wisconsin Dairy Barn

A barn associated with dairying is the Wisconsin Dairy barn, which originated at the Wisconsin's Agricultural Experiment Station at Madison around 1915. It was specially designed to provide a structure for efficient dairy farming. This large barn was typically 36 by 100 feet or larger. It had a gambrel roof or occasionally a round roof, although early versions were often gable-roofed with horizontal boarding. Rows of small windows and gable-end doors were typical. There was usually a large gable-end loft opening and a triangular hay hood. Frequently there are roof ventilators.[156]

[156] Noble and Cleek, *The Old Barn Book*, 77.

Plank Frame Barn

This relatively small barn type originated in the eastern Midwest in around 1875.[157] They often have gambrel roofs, one story in height plus a large hay loft, small ground floor windows, and a large sliding door to allow dairy cows to pass. Their floor plans are approximately 30 feet by 40 feet in dimension. They had multiple functions: dairy barn, hay storage, workshop, and later tractor shed.

SMALL GENERAL FARM BARN OF NEAT DESIGN

Size 46 by 26 feet. Ground floor stables four horses and three cows. Hay is put in through counterbalanced vertical sliding door. We can furnish complete set of blue-printed working plans and typewritten specifications for only $5.00 per set. When ordering, ask for Design No. A230L.

Illustrated above left is the Plank Frame barn on the Fortmiller–Gorney farmstead in Section 1 of Green Garden Township. Above right is an illustration of a "small general farm barn" from Smith & Betts Farm and Building Book *(Chicago: The Radford Architectural Company, 1915).*

Three-ended Barn

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

The small gable roof Three-ended Barn illustrated at left is located on the Block–Paulson–Krapf farmstead in Section 28 of Green Garden Township. The larger gambrel roof Three-ended Barn illustrated at right is located on the Hanson–Schmidt farmstead in Section 34.

[157] Noble and Cleek, *The Old Barn Book*, 117.

Feeder Barn

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

This small Feeder Barn is on the Kuhn–Burmeister–Smego farmstead in Section 6 of Green Garden Township.

Round or Gothic Roof Barn

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

Illustrated at right is the Round Roof barn on the Jacobs–Warmke farmstead on Manhattan-Monee Road in Section 15. The historic photograph above is from Smith & Betts Farm and Building Book *(Chicago: The Radford Architectural Company, 1915).*

Pole Barn

The latest major barn type, called the pole barn, evolved in the eastern Midwest. The walls of the building are hung on poles that are driven into individual footings buried in the ground below the frost line. The floor is typically a concrete slab or dirt, and does not have a loft. Later versions usually have metal siding, especially those erected after World War II.[158] The pole barn is an example of economical construction techniques applied to modern agriculture.

Illustrated at left is a pole barn structure at the White–Krapf farmstead in Section 28.

Quonsets

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

The structure shown at left uses ribbed metal formed to a curve to create a structural form for the roof structure. This building was likely used as a machine shed. It is located on U.S. Route 45 in Section 18.

[158] Noble and Cleek, *The Old Barn Book*, 120.

The illustration above left is from an advertising postcard for a Morton Building, manufactured by Interlocking Fence Company of Morton, Illinois. The wood board siding at the base of the building is an easily replaceable material that isolates the metal siding panels from ground moisture and resulting corrosion.

Manufactured Buildings

While pole barn structures use manufactured materials assembled by a local builder or the farmer himself, manufactured buildings were developed as a complete system. Such buildings offer farms quick construction time and potentially lower cost because of the use of standardized components. The buildings also allow for large floor areas, giving farmers flexibility in usage. Green Garden Township has numerous examples of manufactured buildings. This type of building remains popular for newly constructed contemporary agricultural outbuildings.

Grain Elevators

Grain elevators began to be constructed alongside developing rail systems during the second half of the nineteenth century. Early elevators were often associated with the flour mills they served. They were usually timber-framed structures, as were the mills themselves.[159] Concrete grain elevators and silos, usually constructed in banks of two to ten or more, were constructed in the early decades of the twentieth century. No grain elevators were identified in Green Garden Township; elevators were found in nearby communities such as Andres in Peotone Township.

Shown at left is the grain elevator in the center of New Lenox along what is now the Rock Island Railroad tracks.

[159] Keith E. Roe, *Corncribs in History, Folklife, and Architecture* (Ames, Iowa: Iowa State University Press, 1988), 176.

Corncribs

The history of the corncribs can be traced back to pre-Columbian days. Advanced Native American civilizations such as the Aztecs of Mexico had log and stone granaries. Early European explorers reported seeing Indian corn stored in houses fashioned from saplings bound together with strips of hickory bark and set above the ground on poles to keep them out of reach of squirrels and mice. Native Americans in drier climates built pits for underground crop storage.[160]

European settlers first stored their corn in baskets in hovels and later in lofts over their kitchens. Soon they built crude barns to house their animals, although their feed corn was kept in piles or in bins. Only later did separate corn houses or cratches come to be built. By 1681 the terms "corn cribb," "corn house," and "corn barne" were in general use. The term "cratch" was also in use to describe a small corn storage bin or building. The Indian method of storing corn in underground pits or mounds, though well known, was not adopted by the colonists for grain storage.[161]

Pioneer farmers frequently built log corncribs during their two centuries of migration into and settlement of the Midwest. Most crude frontier log cribs were little more than bins, loosely constructed of saplings or split rails and laid up with saddle notching to hold them together.[162] With the availability of inexpensive sawn lumber, farmers made use of the material in corncribs and other structures.[163] In constructing a framed corncrib, two ways of attaching the slat siding or cribbing were used. The slats were put on either horizontally or vertically (cribbing attached diagonally for extra strength seems to have come into practice about 1900).[164]

The size of the corncribs remained small, even as corn production rose, during much of the nineteenth century, due in part to the practice of corn shocking. Corn could be gradually "shucked out" as needed and hauled to the crib or barn for milling and feeding to livestock. Large corncribs were unnecessary since farmers could leave much of their corn in the field until spring.[165] Crib width was influenced by the climate of a region; drier conditions allowed for wider cribs with no increased loss of corn due to mold. As corn production outgrew the single crib in the developing Corn Belt, double cribs were formed by extending the roof over a pair of cribs to form a gable roof. If the gap between the cribs was then lofted over, extra space was gained beneath the roof for overflow storage of ear corn. Spreading the cribs apart not only increased the loft space but created a storage area below for wagons, tools and implements. These structures, called crib barns, became common in the Midwest by 1900.[166] The creation of larger corncribs and their overhead grain bins depended upon the invention of new methods to raise the grain and ear corn higher than a farmer could scoop it. High cribs were made possible by the commercial adaptation of continuous belt and cup elevators from grain mills and by the portable grain elevator.

In the early decades of the twentieth century, both concrete and steel were promoted as alternative construction materials for corncribs and grain elevators. The use of hollow clay tiles was also encouraged in those parts of the Midwest where they were manufactured, notably in Iowa, Illinois and Indiana.[167] The most common variety of concrete corncrib was made of interlocking stave blocks, which had been cast with ventilating slots in them. In some cases, steel wires or rods were incorporated in the vents to keep rats out. The blocks were laid up in the form of a circular bin. These were encircled with steel rods, enabling the structure to withstand side pressures from the corn heaped within. Single and double bin

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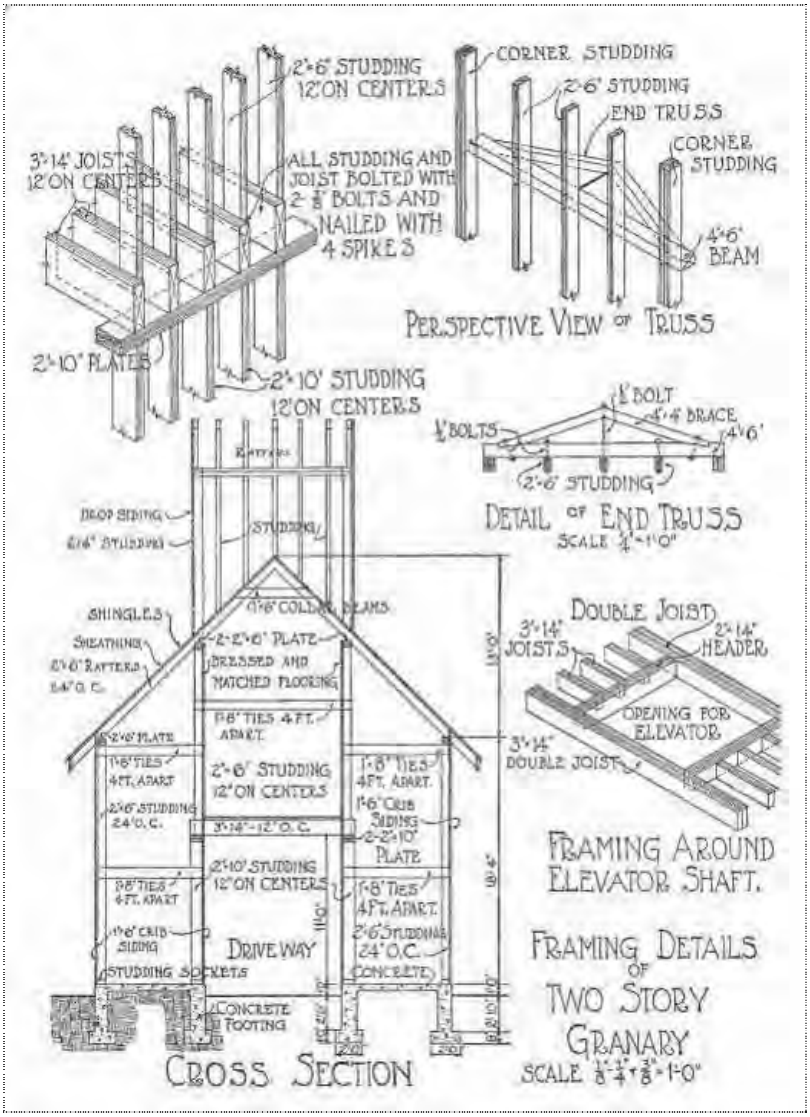
[160] Ibid., 4.
[161] Ibid.
[162] Noble and Cleek, *The Old Barn Book*, 170–1.
[163] Roe, *Corncribs in History, Folklife, and Architecture*, 26.
[164] Ibid., 27.
[165] Keith E. Roe, "Corncribs to Grain Elevators: Extensions of the Barn, " in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 170.
[166] Roe, *Corncribs in History, Folklife, and Architecture*, 60.
[167] Ibid., 177.

corncribs of this type were most common, although four-bin corncribs were not unusual. Between 1900 and 1940, concrete was promoted as a do-it-yourself material, poured into rented forms, for building corncribs.[168]

Crib Barns

Crib barns are simple structures formed of pens or cribs that have a space between the cribs for implement storage. There are two basics types: crib barns with the gable or roofline parallel to the cribs, and transverse crib barns with the roofline perpendicular to the pens. The configuration of crib barns developed from practical limitations and needs, such as the height that a scoopful of corn could be pitched from a wagon (which dictated the bin height) and the size of farm equipment (which dictated the spacing between bins). Later crib barns, including many examples in Green Garden Township, have mechanical elevators houses in a small projecting cupola at the ridge of the crib barn roof. Crib barns constructed of concrete block are also present in the survey area.



Crib barns, usually with two bins, abound in the survey area. Illustrated at left are framing details of a crib barn (Smith & Betts Farm and Building Book *(Chicago: The Radford Architectural Company, 1915).*

[168] Ibid., 176.

Crib barns are ubiquitous in Green Garden Township. Representative examples are illustrated on this page. Generally speaking, crib barns with elevators are somewhat newer than those without elevators; however, some disused buildings may have had their original elevators removed. Clockwise from top left, the barns illustrated are: gable roof, Haywood–Dralle farmstead, Section 31; gable roof, Angel–Bankow farmstead, Section 6; gambrel roof, Felton–Mark farmstead, Section 8; gable roof with small elevator, Sippel–Bauer farmstead, Section 27; gambrel roof with gambrel roof elevator, Reitzman–Harnack–Patterson farmstead, Section 2; gambrel roof with perpendicular gable roof elevator, Hasenjaeger–Valy farmstead, Section 10; gambrel roof with perpendicular gable roof elevator, Weber–Krapf farmstead, Section 28; gable roof with gable roof elevator, Haywood–Ullrich farmstead, Section 19.

Metal grain bins are common in Green Garden Township. The large group of bins illustrated at top left are on the Sanders–Hedges–Kestel farmstead in Section 5. The bins shown at top right are on the White–Krapf farmstead in Section 28. The pair of bins illustrated at lower left are on the Hanson–Bruggeman–Yunker farmstead in Section 7. Mesh bins, an example of which is shown at lower right, are much less numerous and typically are abandoned.

Metal and Mesh Bins

Metal construction for corn storage came into use early in the twentieth century and was promoted by the steel industry during World War I as a crop saver for the patriotic farmer. Rectangular or hexagonal corncribs were constructed from flat, galvanized-steel sheet metal with ventilating perforations. Corrugated, curved sheets created the more common cylindrical bin type, which was usually topped with a conical roof. The steel corncrib had wall ventilation slits and, most times, a roof ventilator at its peak.[169] Steel was ideal for fabricating standard parts, as well as being vermin-proof. Proper design of metal bins included such factors as ventilation, consideration of structural loads from the feed to be contained, and use of a concrete or heavy timber foundation with the exterior walls anchored to the foundation. Roofs usually consisted of overlapping sheets to form a conical form.[170] Metal bins are still commonly used for corn storage on farms in Green Garden Township today.

Corncribs manufactured of steel rods or heavy wire mesh also became available in the 1930s. The wire mesh type was particularly popular after World War II because of its low cost, ease of filling, and low maintenance. However, wire mesh bins have fallen out of favor in the last few decades, and most bins of this type existing today have been abandoned.

[169] Ibid.
[170] R.E. Martin, "Steel Bin Design for Farm Storage of Grain," *Agricultural Engineering* (April 1940): 144 and 146.



Illustrated above are silos constructed of clay tile block (left), precast concrete (center), and cast-in-place concrete (right). The silo at left is located on the Rahm farmstead in Section 9. The one at center is located on the Heiland farmstead in Section 11. The example at right is on the Alberts–Geuther–Olsen farmstead in Section 31. Almost all of the silos identified in Green Garden Township are no longer in use.

Silos

Silos, structures used for preserving green fodder crops, principally field corn, in a succulent condition, are a recent phenomenon, employed only after 1875 and not truly established until shortly before the turn of the century. The stored green fodder material is termed ensilage, which is shortened to silage. The acceptance of silos was gradual but eventually came to be enthusiastically embraced by farmers because it offered certain advantages. First, larger numbers of cattle could be kept on the farm because the food value of corn is greater than that of a combination of hay and grain. Second, less water was needed for stock in the winter, making labor requirements less strenuous as frequent ice breaking and thawing was no longer required. Finally, because succulent green fodder could be fed throughout the year, cows produced milk during the entire winter season, increasing the income of the farm.[171]

The first silos were pits excavated inside the barn. The earliest upright or tower silos date from the end of the 1880s and were rectangular or square in form and constructed with the same materials and techniques as those used in the barn itself, with framed lumber walls.[172] Many were constructed within the barn building.[173] Later examples of this silo type had rounded corners on the inside formed by a vertical tongue-in-groove lining. The rectangular silo appeared in some areas as late as 1910. The octagonal silo type that followed attempted to achieve the advantages of a circular silo while keeping the ease of angular construction. In the 1890s circular forms began to be seen. A shift from the rectangular to the circular stems from the efficiency of the circular form in storing corn ensilage by eliminating air space and thereby reducing spoilage.

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

[171] Noble, *Wood, Brick and Stone*, 71–72.
[172] Noble and Cleek, *The Old Barn Book*, 158.
[173] Ingolf Vogeler, "Dairying and Dairy Barns in the Northern Midwest," *Barns of the Midwest* (Athens: Ohio University Press, 1995), 108.

staves) set in grooves in the ribs. Steel hoops were placed around silo, which locked boards in place. This type silo was made with either single or double wall construction and was polygonal in plan.

Masonry silos, constructed of either hollow clay tile, brick, or concrete block, appeared in the first decades of the twentieth century. In comparison with the other two types of silos, brick silos were more difficult to construct because of the time required to erect the relatively small masonry units. There were many patents on concrete blocks for silo purposes, with some blocks curved and other finished with rock-faced building blocks. Some patented blocks had reinforcing sold with the blocks or integral with the block units.[174] Concrete block silos were finished on the interior with a layer of cement mortar to seal joints that might leak air or water. The hollow clay tile block silo, generally known as the "Iowa Silo," was developed by the Experiment Station of the Iowa State College and erected during the summer of 1908 on the college farm.[175] Brick and tile companies manufactured curved clock for silos, advertising them in farm journals. The main complaint regarding the hollow block silo was that the masonry units were porous and leaked water. The mortar joints on both inside and outside of wall needed to be properly pointed as a further precaution against leakage. Some silo builders washed the interior of the wall with cement mortar as a further precaution. Steel reinforcing consisted of heavy wire embedded in the mortar joints.[176]

Cement stave silos were constructed as early as 1904 in Cassopolis, Missouri, which used book-shaped staves.[177] Several patents existed for cement stave silos, including that of the Mason & Lawrence of Elgin, Illinois, dating from 1914.[178] Farmers also could make concrete staves or blocks to construct a silo or other farm structure using a block mix, either by the dry tamp method or the wet cast process. The dry tamp method involved making a relatively dry concrete mix and removing the block after being compressed in a molding machine. The wet cast process used a concrete mix with more water added, which was placed in a series of molds for 24 to 48 hours. Curing of the staves (allowing the formed concrete to attain proper strength) for two or three days was important with either method. After removal from the curing room, the staves were to be sprinkled with water periodically until they were a week to ten days old. Further open air curing continued over an additional three weeks. Concrete staves could vary in size, but were often approximately 30 inches long, 10 inches wide, and 2 1/2 inches thick. One end of the block was concave and the other convex to allow fitting the blocks in the assembled structure.[179] The finished staves

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[174] W.A. Foster, "Silo Types and Essentials," *Hoard's Dairyman* (21 February 1919): 201, 216, 217, and 232.

[175] Ibid.

[176] Clay tile block silos are not found in the rural survey area included in this study and are somewhat rare in northern Illinois.

[177] Foster, "Silo Types and Essentials." Patents were granted on this type stave in 1908 and was known commercially Playford patent cement stave silo.

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

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

> Staves are formed in flat sections measuring 12 x 30 in. by 21/2 in. thick, with the curvature of the completed silo being taken care of by the slight angle made at the joint between each successive stave. Compressive strength of the concrete at 28 days is 70 p.s.i. and flexural strength of the completed stave at 28 days is 1400 pounds. Reinforcing is provided by 1/4-in. smooth round steel bars running the full length of the two vertical sides (concave and convex edges). Each course of staves in the silo is held in place and further reinforced by a 58 in. rolled steel ban around the outside. The stave design is so engineered that these bands pull the staves against each other, forming a true curve, which is a basic point of the patent, according to Mr. Lawrence. The completed silo may be from 10 to 18 feet in diameter, and any height up to 60 feet. Chutes, receiving rooms and doorways are also formed to reinforced concrete and designed to fit the silo.

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

> Concrete staves are generally set up dry, no mortar being used in the joints. In some types a grove is molded entirely around the edge of the stave….The hoops or steel rods, placed to reinforce the silo, are set as the erection of the wall progressed. Hoops are usually composed of two or three sections, depending upon the diameter of the silo. The sections are joined by means of special lugs. After the hoops are placed in position they are drawn tight enough to hold them in position….After the entire silo walls are completed, the hoops are drawn tight, care being exercised to draw them all to the same tension.
>
> The number of hoops to be used depends on the size of the silo and the material it is to store. The silage or other material exerts and outward pressure which would burst the silo, unless the proper number of steel hoops was provided. This pressure increases in proportion to the depth of the silage. At the top of the silo, where the pressure is light, hoops are usually spaced 30 inches apart. Because the silo staves are 30 inches high, this is the maximum spacing that can be used. A little farther from the top the silos are double hooped, that is, the hoops are spaced fifteen inches apart. Some silo manufacturers double-hoop the silo for its entire height, believing that this adds to its appearance as well as to its strength. The 9/16 inch rod with rolled threads is now most generally used for silo hoops.
>
> After the walls are erected and the hoops tightened, the interior walls are ready for a wash that seals the joints and produces a smooth, impervious surface. A cement wash, made of a mixture of cement and water and of the consistency of thick paint, is often used.[180]

Silos constructed with monolithic concrete walls also appeared in the early decades of the twentieth century. Concrete silos were built using "slip-forms," with the forms usually about two feet high and lifted once the level below had cured sufficiently, leaving cold joints between each level.[181] Such silos could be expensive to construct since labor was required to prepare the concrete and lift the forms. However, forms could be rented from contractors or cement manufacturers.

Farm journals gave their readers the essential information for constructing a silo with the "essential features…necessary to secure good, sweet silage,"[182] mostly focusing on the silo walls. Wall strength, smoothness of interior walls, and air and water tightness were considered essential features. The foundation for the silo could consist of a wall ten inches minimum in width extending below the frost line and six to eight inches above grade. Conical roof shapes were common on some early silos, but gambrel and, later, domical roofs became more prevalent.[183] An essential feature of any roof was a snug fit to prevent birds from entering the silo.

By the late 1940s, a new type of silo appeared: the blue Harvestore silos. Constructed of fiberglass bonded to sheets of metal, they were first introduced in Wisconsin. The glass-coated interior surface prevented silage from freezing and rust from forming, and because the container is airtight, the silage does not spoil. Augers, derived from coal-mining equipment, are used to boar the silage out at the bottom of the silo, a great change from the earlier top-unloaded silos.[184] In 1974 the company launched another line of products for the containment of manure called Slurrystore. By 1999, over 70,000 of the Harvestore structures of various sizes (tall and short, narrow and stout) had been built.[185]

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[180] "How to Make and Sell Concrete Silo Staves," *Concrete* (October 1927): 32–35.

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

[182] W.A. Foster, "Silo Types and Essentials," *Hoard's Dairyman* (21 February 1919): 201.

[183] Gambrel and domical roofs allowed for filling the silo to the top of the outer wall, maximizing the storage capacity.

[184] Noble and Cleek, *The Old Barn Book*, 108–9.

[185] Information from the website of A.O. Smith Harvestore Products, Inc., www.slurrystore.com/56/Sp99/spri99nl.htm.

Other Farm Structures

> We did much of our own carpentering as a matter of course. The farmer who couldn't build his own henhouse or woodshed wasn't much of a farmer.[186]

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

Chicken Houses

Illustrated above left is a split roof chicken coop with clerestory windows on the Burmeister–Sangmeister farmstead in Section 33. The simple chicken shed illustrated at right is on the Rahm farmstead in Section 9.

Milk Houses

The gambrel roof milk house above at left is on the Sanders–Hedges–Kestel farmstead in Section 5. The hip roof milk house illustrated at right is constructed of structural clay tile. It is located on the Bettenhausen farmstead in Section 8.

[186] Britt, *An America That Was*, 127.

Miscellaneous Buildings

Illustrated on this page are examples of some of the agricultural support structures found on Green Garden farmsteads. At top left is a small shed on the Sangmeister–Cohrs–Stuenkel farmstead in Section 3; at top right is an outbuilding at the abandoned Lauer–Heusner–Meyer farmstead in Section 6. Below left is an outbuilding on the Green–Haake–Meier farmstead in Section 6; below right is a collapsed shed at the Hasenjaeger–Valy farmstead in Section 10. Bottom left is a four bay garage building at the Krapf farmstead in Section 30; bottom right is a windmill frame at the Twining–Knater farmstead in Section 17.

This aerial photographic image of Green Garden Township dates to 1998. Suburban type development had already begun to occur, particularly in the northeastern quadrant of the township; this process has accelerated in the last six years. [Overlay of two USGS images.]

CHAPTER II

GREEN GARDEN TOWNSHIP HISTORY

Topography and Native Peoples of Green Garden Township

Green Garden Township lies within the Valparaiso Morainic System, whose undulating terrain is a result of the melting of the glacier that formed the moraine and the runoff that scoured and carved the shallow valleys bordering the present-day creeks that cross from the northeast to the southwest. Glacial forces also left lowlands in which ponds and marshes are also present. Relative to other adjacent townships, Green Garden had relatively sparse stands of timber along the creeks that cross the township; this fact accounts for the relatively later settlement of the area. Beyond Green Garden Township to the southwest are the gently undulating prairie lands that form the outer edges of the Valparaiso Morainic System, specifically the Keeneyville, Wheaton, West Chicago, and Manhattan Moraines.

The topography of Green Garden Township is a product of glacial forces from the Pleistocene Era. As the ice sheet that formed the Valporaiso Morainic System melted, creek valleys were scoured that are present today across the township, as shown in the bottom two photographs. Illustrated at bottom left, trees grow in the lowlands that border Forked Creek in Section 31. Shown at bottom right is Joliet Road between Sections 23 and 24, where the road slopes down toward the valley of Forked Creek. The top illustration shows the slightly undulating terrain formed by the moraines on the outer edge of the Valparaiso Morainic System.

Prior to the arrival of settlers from the eastern states of the young country, other peoples lived on the land. Native Americans peoples from the Early Archaic (circa 9,000 B.C. to 6,000 B.C.) to the Mississippian Period (1,000 A.D. to the arrival of French settlers) lived in what is now Green Garden Township. As of 1988, one archaeological site had been identified in Green Garden Township. Located in Section 18, the unspecified prehistoric camp site was located in 1977.[1] It is likely that other unidentified archaeological sites exist in the township.

[1] John Doershuk, Plenuk Mound and the Archaeology of Will County, Illinois Cultural Resources Study No. 3 (Springfield, Illinois: Illinois Historic Preservation Agency, 1988), Table 15.

Settlement of Green Garden Township

The first European settlers in what is today Green Garden Township arrived in the year 1847. Michael F. Sanders of Vermont established his homestead at the northwest corner of Section 5. At about the same time, George M. Green, also of Vermont, settled on 80 acres in the northwest quarter of Section 19. They were followed by other New Englanders, including Hiram Twining, who established a farmstead in the northeast quarter of Section 17. Settlement at this time was concentrated in the northwest quadrant of the township. Settlement of the Green Garden region occurred somewhat later than nearby areas due to a lack of natural timber for fuel, fencing, and construction in the area.[2]

Trenton Township, including all of present day Manhattan and Green Garden Townships, was organized in 1850. Also in 1850, a number of the major section-line roadways were surveyed in the 72 square mile township. The only pre-existing route was present-day U.S. Route 52 in Manhattan, which followed the old Potawotomi Trail south from Joliet towards the Kankakee River. Since the new roads of the 1850s followed the section lines, the plan of Green Garden Township acquired its present-day perfect six-by-six grid of roadways. There were two exceptions: an east-west roadway at the half mile point of Section 4, present-day Kuse Road, and an east-west roadway at the northern quarter mile point of Section 7, which had vanished by the 1873 plat map.

Trenton Township also established two schools, one in the in Section 8 of present-day Manhattan Township, and a second on the Reemsnyder farm in present-day Green Garden Township.[3] A post office was established in 1851; although known as the Green Garden Post Office, around 1875 this office moved into the eastern part of Manhattan Township.

With the construction of the Illinois Central Railroad in the 1850s, settlement of Green Garden Township proceeded more rapidly. The second wave of settlers were predominantly German, and included families such as the Dierks, Strassens, Luehrs, Hassenjaeger, and Bowlander. By 1853, settlement had reached a sufficient density for the division of Trenton Township to take place, and Manhattan and Green Garden Townships came into existence.

In 1867, the Green Garden Farmers' Mutual Insurance Company was established, under the direction of Henry R. Stassen, Jr. The company insured farm property against losses due to fire or lightning. As a not-for-profit mutual company, it could offer rates significantly lower than older corporations. Business was conducted in German until 1917. The company remains in business today.

Green Garden remained strictly agricultural well into the twentieth century. Transportation of farm products to market depended on the railroads that ran through Monee and Manhattan Townships. Improvements to the dirt roads did not occur until the 1920s; Manhattan-Monee Road was graded and covered with crushed stone in 1927; and present-day U.S. Route 45 was paved with concrete in 1928.[4]

Contemporary suburban housing developments have begun to alter the character in Green Garden Township since the construction of Interstate 57 parallel to the Illinois Central Route through Monee and Peotone Townships around 1970. As early as 1968, Green Garden Township was mentioned as a possible site for a third international airport serving metropolitan Chicago,[5] and the pace of commercial and residential development in the township may be increased further if the proposed third airport near Peotone is constructed.

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[2] William LeBaron, Jr., and Co., *The History of Will County, Illinois* (Chicago, 1878), 585.
[3] *Memories With Progress: Manhattan, IL*. (1986), no page numbers.
[4] August Maue, *History of Will County Illinois* (Indianapolis: Historical Publishing Company, 1928), 222.
[5] Mabel A. Krapf and Rev. Kenneth R. Crooks, *100 Years of Worship Together: 1885–1985* (Green Garden United Methodist Church Centennial, 1985), 10.

The pace of residential development has accelerated in the 1990s and 2000s. Some of these new developments were promoted for the open space and natural environment that were preserved during the development of the site. For example, the developer of the Canterbury Lakes subdivision in Section 24 along Manhattan-Monee Road promoted the recreational and conservation aspects of the design:

> This 160-acre development with 119 home sites and a commercial outlot. . . boasts 55 acres of open space (35 percent), which includes four miles of trails, habitats, stocked lakes, various tree stands, gazebos, and benches. . . . Conservation design provides the opportunity to create better living without adversely affecting the environment. This is the real future of quality sustainable living.[6]

The increase in suburban residential land uses also brings associated business and recreational activity, such as the Green Garden Country Club and Golf Dome. This air-pressure-supported dome is located along Manhattan-Monee Road in Section 22.

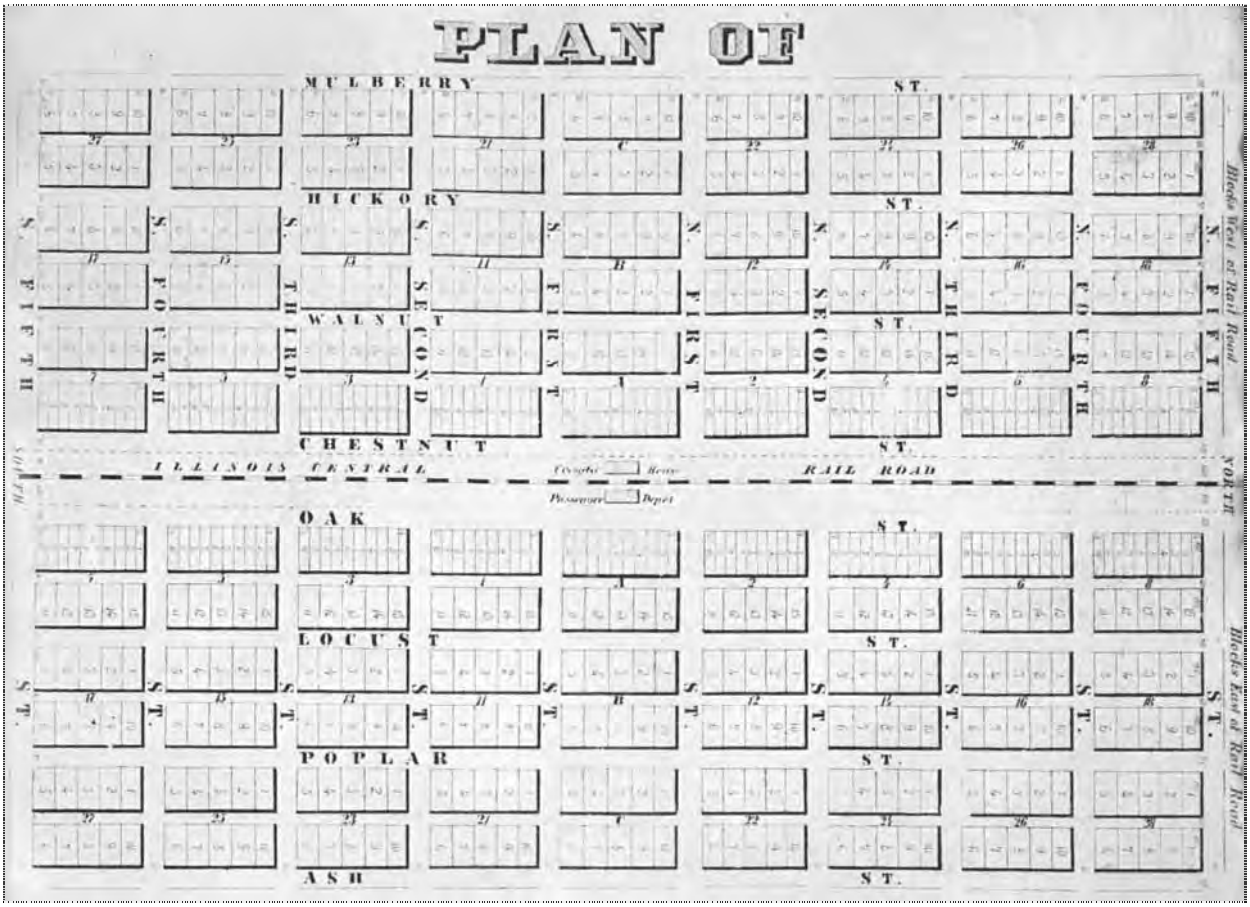
Illinois Central Railroad

The Illinois Central Railroad was chartered in 1851. The previous year, Congress passed legislation sponsored by Illinois Senator Stephen A. Douglas a federal act to assist railroad development in the West. This law gave government land free to the railroads, alternate sections for six miles on either side of the railroad right-of-way. The Illinois Central Railroad was organized to take advantage of this subsidy; as of 1850, fewer than 100 miles of railroad existed in the state, and commerce was dependent on rivers and canals.[7] The Chicago-to-Cairo route of the Illinois Central Railroad passed through Will County just east of Green Garden Township through Monee and Peotone Townships; the villages of Monee and Peotone were two of the towns laid out along the railroad. By 1856, the Illinois Central Railroad had been completed from Chicago to Mobile, Alabama.

In areas where towns did not already exist in the 1850s, the Illinois Central Railroad typically platted townsites and sold city lots. A standardized plat map was used, with street names and the sizes of lots identical from one town to the next, laid our parallel and perpendicular to the railroad route. The parallel streets were named for trees (Walnut, Chestnut, Oak, Locust, etc.) and the perpendicular streets were

[6] Jim Paul, President of Alps Development, "Development using conservation design works for the environment – and the developer" (Chicago: Campaign for Sensible Growth, www.growingsensibly.org, 2004).
[7] Muriel Mueller Milne, *Our Roots are Deep: A History of Monee, Illinois* (1999), 52–53.

numbered, with two First Streets on either side of the centrally-located freight and passenger depots. The village of Manteno, just south of Peotone in Kankakee County, is one of these railroad-based speculative towns. In pre-existing towns such as Peotone, where the street grid had been laid out on the compass directions, the railroad generally sliced through town on a diagonal, without regard to the existing street layout.[8]



This standard plan was used by the Illinois Central Railroad for the new speculative towns platted along the route of the railroad in the 1850s, such as Manteno in Kankakee County.

Within Green Garden Township, the Illinois Central Railroad acquired unsold land in even-numbered sections. The 1862 plat map shows about one quarter of the land in the township as property of the railroad, primarily in the southern half. By the 1870s, the railroad had sold this land to settlers.

The Illinois Central was key to the livelihood of farmers in this part of Will County. Grain elevators, mills, and warehouses were erected along the tracks, and Illinois Central trains carried farm products to market in Chicago. At first these products included grain and flour. Later, milk and dairy products became prominent.

[8] John W. Reps, *The Making of Urban America: A History of City Planning in the United States* (Princeton, New Jersey: Princetion University Press, 1965), 389–392.

Settlements and Towns near Green Garden Township

Unlike the other townships in Will County surveyed to date, Green Garden Township does not now, nor did it ever, contain any village-type settlement. Scattered retail and business establishments, schoolhouses, and churches exist in the township, but they are not concentrated at any particular location. For the residents of Green Garden Township, "going to town" means going to one of the villages or crossroads settlements in the adjoining townships. A brief outline history of these settlements is provided below; detailed study of these settlements will be prepared as part of their respective townships.

Manhattan

The village of Manhattan is centered on the intersection of the Norfolk & Western Railroad and U.S. Route 52 in Section 20 of Manhattan Township. Some settlement in Manhattan Township occurred as early as 1832–1833, in a wooded area near the northwest corner of the township. However, like Green Garden, most of the township was relatively open prairie that remained almost without settlement until the arrival of the Illinois Central Railroad in the 1850s.[9]

In 1879, the Chicago and Strawn Railroad (later absorbed by the Norfolk & Western) was built across Manhattan Township. After the railroad was completed, the town of Manhattan began to develop in 1880–1881, including a hotel, stores, and a new post office separate from the Green Garden post office. Manhattan was incorporated as a village in 1886. Later, in 1905, a second rail line was built through the village roughly parallel to Route 52; this line has since been abandoned. Beginning in 1922, Route 52 was paved through the township.[10]

Two present-day views of the center of the village of Manhattan.

[9] *Memories With Progress: Manhattan, IL*. (1986), no page numbers.
[10] Ibid.

Monee

The village of Monee is located along the Illinois Central Railroad in Sections 20 and 21 in Monee Township. It was founded in 1853 by August Herbert, a Mexican War veteran, who sited the town to take advantage of the commercial opportunities opened up by the completion of the Illinois Central Railroad in Will County. Herbert built the first house in the village and collaborated in the building of the first warehouse and general store. Another early resident was Adam Vatter, a carpenter who constructed most of the early churches in Green Garden, Peotone, and Crete Townships. A school was established in the town in 1854, and four churches (German Evangelical, Congregational, Methodist-Episcopal, and Catholic) had been constructed by the 1860s.[11] From its earliest beginnings, Monee functioned as a commercial center, where farmers from the surrounding countryside could bring their grain, either for shipment to Chicago or to be ground into flour. In 1866, Fred H. Luehrs, who owned a farm in the northwest quarter of Section 13 in Green Garden Township, built a wooden grain elevator along the Illinois Central tracks in Monee. In 1869, Christian Koepke, who until that time had resided on a farm in Green Garden Township, moved to Monee to become proprietor of the German House hotel.[12] (The 1893 plat map of Green Garden Township shows Koepke as the owner of an extensive property in Sections 2, 3, and 10, although he may not have resided in Green Garden Township at that time.)

The 1870 census recorded 598 inhabitants in the town. Monee was incorporated as a village in 1874. The following decades saw the gradual improvement of public services, including telephone service after 1899, a new waterworks in 1897, concrete paved sidewalks after 1902, and electric streetlights in 1915.[13] However, the population of the village dropped over the decades, reaching an all-time low of 395 in the 1920 census. In 1922, the Illinois Central undertook the depression of the railroad grade into a cut through the center of Monee; the relatively high ground in Monee created difficult grades for locomotives at a point of heavy traffic approaching Chicago. The 1853 passenger depot building was demolished and replaced by a new building in 1923. Overpasses were constructed for Court, Main, and Mill Streets, eliminating grade crossings in the village. At about this same time, the Illinois Central created a reservoir south of Monee to supply its steam locomotives; this is now known as Lake Downs, located in the Raccoon Grove Forest Preserve in Section 32 of Monee Township.[14] Monee gradually began to experience growth in the decades following World War II. The first postwar subdivision, "Monee Manor" was approved in 1947. By 1970, the population of the village had increased to 932, and by the 2000 census, 2,924 persons resided in Monee.

Above left is a view of Oak Street looking south in Monee circa 1912. Above right is a view looking north up Chestnut Street in the early 1900s.

[11] William LeBaron, Jr., and Co., *The History of Will County, Illinois* (Chicago, 1878), 572–575.
[12] Muriel Mueller Milne, *Our Roots are Deep: A History of Monee, Illinois* (1999), 36–37.
[13] Ibid., 39–48.
[14] Ibid., 58–63.

At left is an historic photograph showing E.C. Lehman's hardware store in Monee. Below is the Kettering Hotel, which served as a major gathering place in Monee around 1900.

Two photographs showing the historic center of the village of Monee today.

Andres

The settlement of Andres is located on U.S. Route 45 in Sections 5 and 6 of Peotone Township. The Andres & Wilton Farmers Grain Company has existed here since 1913. Reportedly, Ed Bettenhausen of Green Garden Township operated a general store and gas station here.[15] The original wooden elevator building was demolished circa 1974 and was replaced by the current steel tower.

The settlement of Andres is dominated by the Andres & Wilton Farmers Grain Company. The existing office building for the grain company is shown at upper left. The contemporary grain bins and elevator are shown at upper right. An older store and garage building are located just south of the grain bins, shown at lower left. Across U.S. Route 45 from the grain company are several historic dwellings, shown at lower right.

Frankfort

The village of Frankfort lies along U.S. Route 30 (the Lincoln Highway) in the southern half of Frankfort Township. The Elgin, Joliet, & Eastern Railroad crosses the township parallel to the highway. The incorporated limits of the village currently abut the north edge of Green Garden Township.

The village of Frankfort was named for the township, which derives its name from the central German city of Frankfurt-am-Main. The town was platted in 1855, when the railroad was built across the township, with its center in Section 28. A general store, hotel, post office, and blacksmith shop were soon established in the new town, followed in 1856 by the first grain elevator. A schoolhouse and the first church were also built in the village as early as 1856.[16] Frankfort was incorporated as a village in 1879.

[15] This information was provided by Mr. and Mrs. William Krapf (PIN no. 13-30-100-002 in the current survey.)
[16] William LeBaron, Jr., and Co., *The History of Will County, Illinois* (Chicago, 1878), 514–516.

At top is a 1904 view of August Werner's implement store on Ash Street in Frankfort. This store was established in 1872. Below is a 1914 interior view of the Frank Kohlhagan Emporium on Kansas Street in Frankfort.

Churches in Green Garden Township

The first religious congregation to be organized in Green Garden Township was the Christian Church, an independent Protestant denomination founded by Rev. Elias Smith in Portsmouth, New Hampshire, in the first decade of the 1800s. Many of the early Yankee settlers were members of this faith, and a congregation was organized in 1847. A church building was erected in 1861, but after the Civil War, many of the members of the congregation emigrated further west, and the church in Green Garden had disbanded by the mid-1870s.[17]

The German Baptist Society was established in 1855, and a church building and parsonage were constructed adjacent to Union Cemetery in Section 14 circa 1861. This congregation apparently survived until the first decade of the twentieth century, when a tornado damaged the church building. The building was then dismantled; evidence of its foundations reportedly still exist near Union Cemetery.[18]

St. Peter's Deutsche Evangelische Geminde, or German Evangelical Church, was organized in 1863 by Reverend William Schaefer. The congregation was formed so that German settlers and German Americans could practice their evangelical faith in their native language.[19] Initial meetings were held in the parsonage. In 1867, a church building was constructed for $2,000 in the northwest corner of Section 12 of Green Garden. Only seven years later this building proved too small, and a new church was constructed at a cost of $3,000. The older church building was converted to a schoolhouse.[20] By the early 1910s, the original wood frame church proved to be too small for the growing congregation, many of whom traveled from Frankfort. A new brick church was dedicated in the town of Frankfort on 6 February 1916.[21]

In 1871, German Methodists constructed a church and parsonage for $1,200 on the southern edge of Section 4 of Green Garden Township on the farm of J. Felten.[22] Such was the need of the Methodists in the region that a second church was built in 1885 at the southeast corner of Section 19. Subsequently, this building was known as the Second Methodist Episcopal Church of Green Garden, with the earlier structure known as the First Methodist Episcopal Church. Following damage caused by a tornado in 1917, a new concrete block foundation was built under the second church; this foundation is existing today.

In the fall of 1927, representatives of the two Methodist Episcopal churches in Green Garden met with the congregation members of the Frankfort Methodist Episcopal Church to combine resources to hire a one minister for all three. In the agreement between the congregations, the minister lived at the Frankfort parsonage. Two years later, the church and parsonage "in the country" (presumably one of the Green Garden churches, and likely the First Methodist Episcopal Church of Green Garden in Section 4) were sold for the same amount they cost to build in the first place, $1,200.[23] The proceedings of the sale were split between the two remaining congregations. At the Second Church in Section 19, the funds were used

[17] The location of this church is unknown. It may be the unidentified church building shown in the northeast corner of Section 18 on the 1873, 1893, 1909, and 1940 plat maps.

[18] John F. Kaestner Jr., "Statement of Significance, Union Cemetery" (Will County Landmark Nomination form, 8 August 2002), 1–2.

[19] Records for St. Peter's United Church of Christ, as it is now known, are located at the Frankfort Public Library and are written in German. (St. Peter's United Church of Christ, Records 1868–1924, Frankfort Public Library Archives, Church Records, Accession #2002-8, Box 2.)

[20] Woodruff, *History of Will County, Illinois*, 590.

[21] By 1942, the official name of the church had been changed to St. Peter's Evangelical and Reformed Church, and in the early 1960s changed again to St. Peter's United Church of Christ.

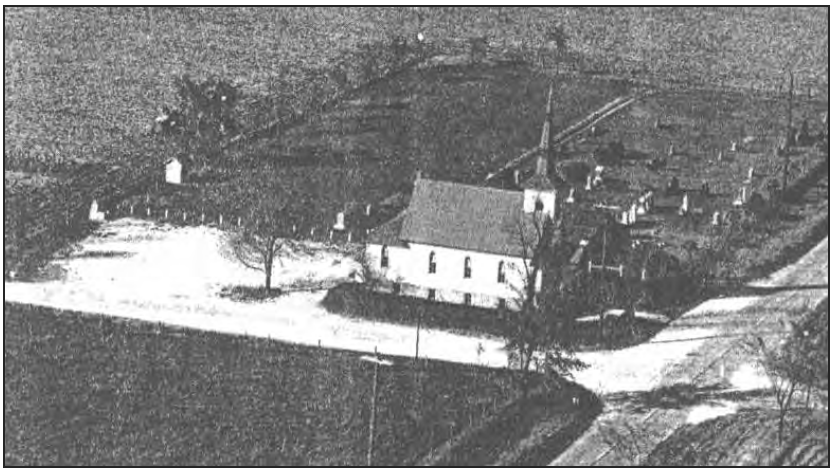
[22] Ibid. This church is shown on the 1893 plat map reproduced in Appendix A near the center of the southern edge of Section 4 along Stuenkel Road.

[23] Official Church Record of the Methodist Church (Green Garden), Frankfort Public Library Archives, Church Records, Accession #2002-8, Box 2.

for building improvements, including a new altar and other interior redecoration, installation of electric lighting, and a new roof. The remaining proceeds from the sale of First Church were used to enlarge the cemetery immediately north of the Second Church. The church was declared to be "one of the most beautiful country churches in this vicinity" as a result of this campaign.[24] This structure, now Green Garden United Methodist Church, is the sole remaining church in Green Garden Township. A new parsonage was constructed on the south side of Gorman Road facing the church in 1955–1956,[25] and in 1979, the church was clad with vinyl siding, giving it the appearance it has today.[26]

Green Garden United Methodist Church, built in 1885, is shown here. This church is located at the southeast corner of Section 19 on U.S. Route 45. Following damage from a tornado in 1917, a new concrete block foundation was built under the church. The building was significantly renovated and expanded in the late 1920s. At the top of the next page is a historic view of the church in 1955, from the book This is Will County. *Shortly after the photograph was taken, a new parsonage was constructed on the south side of Gorman Road.*

[24] Ibid.
[25] Mabel A. Krapf and Rev. Kenneth R. Crooks, *100 Years of Worship Together: 1885–1985* (Green Garden United Methodist Church Centennial, 1985), 9.
[26] Ibid., 12.



Although located just south of Green Garden in Section 3 of Peotone Township, St. John's United Church of Christ has a connection to the Knopp farmstead in Section 35 of Green Garden. Christian Knopp came from the village of Warnow in Mecklenburg, Germany. Knopp sailed for the United States in June 1865 and settled in Green Garden Township. When this congregation was first organized late in 1865 as a German Evangelical church, services were held at the Knopp farm. A church building was erected in 1870 in Peotone Township, followed by a school built in 1873. The school closed in the late 1930s and was sold in 1940.

St. John's United Church of Christ, illustrated above left, stands on Peotone Road in Section 3 of Peotone Township. When this congregation was first organized, services were held at the Knopp residence in Section 35 of Green Garden Township. Portions of this house likely date to the late 1860s.

Schoolhouses in Green Garden Township

The first school classes in Green Garden Township were taught during the winter of 1850–1851 by Monison Bailey. By about 1858, three schools had been organized, two of which were operating in their own schoolhouses. At this time, out of 262 school age children, 102 were enrolled in classes.[27]

By the 1870s, the pattern of one room schoolhouses that would exist until the 1940s in Green Garden had been established. The township was divided into nine school districts, each two miles square (four sections). Schoolhouses were built at the intersection at the center of each district, so that each student had at most a one-mile walk to school. In 1877, it was reported that out of 564 school age children, 538 were enrolled in school, taught by fourteen teachers. The annual expenses for all nine school districts was $2,432, including $125 salary for each teacher.[28]

Over the subsequent decades, school enrollment gradually declined. By the 1919–1920 school year, only 128 students were attending school, taught by nine teachers, one in each of the nine schools. Annual costs had risen to $7,031.[29] By 1948, enrollment had declined even further, with only 104 students enrolled in the nine schools. The smallest school, Green Garden Center, had only four students. In November 1948, new consolidated school districts were established. All of Green Garden Township became part of Peotone Community District 207U.[30] Eight of the nine one-room schoolhouses were closed; a single expanded school thereafter served Green Garden Township.

In 1949, the newly unified school district included schools for the lower grades in Green Garden, Wilton, Will, and Peotone Townships, and a single high school in Peotone. A new high school was approved by referendum in fall 1953, and opened in Peotone in 1955. Several years later, a new elementary school was constructed in the center of Green Garden Township. The 1958 Green Garden Elementary School is located on a five acre site at the intersection of Manhattan-Monee and Center Roads in Section 15, and remains in use today. Students attend high school in Peotone.[31]

[27] L.J. Farrington, *Public Education in Will County, Illinios.* (DeKalb, Illinois: Northern Illinois University, Doctoral Dissertation in Education, August 1967), 56.
[28] Ibid., 56–57.
[29] Ibid., 131.
[30] Ibid., 220–221.
[31] Ibid., 223–224.

Green Garden Elementary School, built circa 1958, is show here. This school is located at the southwest corner of Section 15, at the intersection of Manhattan-Monee and Center Roads at the center of the township. It is sited on the former location of one of the nine one room schoolhouses of Green Garden, none of which survive today.

Cemeteries of Green Garden Township

There are five cemeteries in Green Garden Township dating back to the early decades of settlement. Each of these contains the resting places of significant farming families of Green Garden. No cemeteries are shown on the 1862 township plat map. Only Union Cemetery and St. Peter's Cemetery are shown on the 1873 and 1893 maps, but the 1909 map shows all five cemeteries. In spite of this, the oldest cemetery is apparently Twining Cemetery in Section 17 on Dralle Road. Although not shown on the plat maps before 1909, this cemetery has been in use since the 1850s, judging by the oldest surviving grave markers. This cemetery has a decorative metal entrance gate.

Union Cemetery in Section 14 on Manhattan-Monee Road has been in use since about 1860. As discussed above, the German Baptist Society built a church and parsonage near the cemetery around 1861; however, the cemetery likely predates these buildings. Markers dating from the 1860s still survive at the cemetery. This cemetery was designated a Will County Historic Landmark in 2002. This is the only landmark site in Green Garden Township.

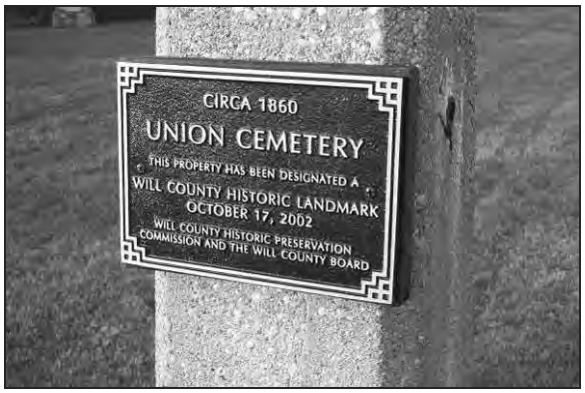
St. Peter's Cemetery in Section 12 on Joliet Road is shown on the township plat map from 1873 and likely dates to the 1870s. The oldest legible markers have dates from the 1880s. St. Peter's German Evangelical Church was originally located just north of the cemetery at the northwest corner of Section 12; however, the congregation relocated to Frankfort in 1916, and no church buildings remain on the site.

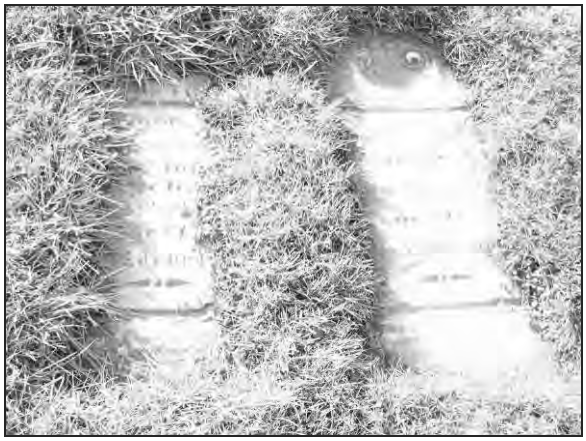
Rose Hill Cemetery in Section 4 on Stuenkel Road has likely been in use since at least the 1870s. The oldest legible marker is dated 1880. This cemetery was associated with the First Methodist church, erected just to the east in 1871.

Green Garden Cemetery in Section 19 on U.S. Route 45 likely dates to the 1880s. The adjacent Methodist church was established in 1885. This cemetery contains more substantial granite markers than the other cemeteries and relatively few limestone or marble markers. The overall condition of the markers in this cemetery is also better than the conditions observed in the other four cemeteries. The oldest legible markers have dates from the 1890s. Markers dating to as recently as the 1920s are inscribed in German.

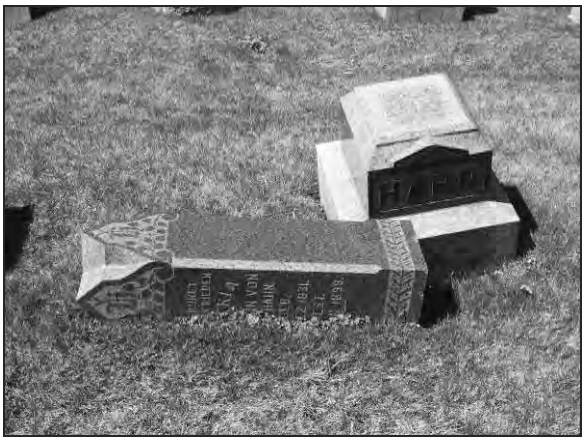
On the following pages are photographs of these five cemeteries. All have monuments fabricated of fine materials: granite, limestone, and marble. Many of the oldest markers are marble and limestone, with a few observed to be severely weathered and broken, and would benefit from a program of conservation performed by qualified materials conservators.

Twining Cemetery in Section 17 has a decorative entrance gate, shown in the top left photograph. Like many of the early markers in the cemetery, those shown in the middle row of photographs are marble with limestone bases. Some of these markers are damaged or toppled from their bases. Like many of the older monuments in early Will County cemeteries, these markers may benefit from a program of materials conservation performed by a qualified consultant. This cemetery also includes many substantial granite markers.





Union Cemetery in Section 14 was designated a Will County Historic Landmark on 17 October 2002. It was originally associated with the German Baptist church on the site adjacent to the cemetery.



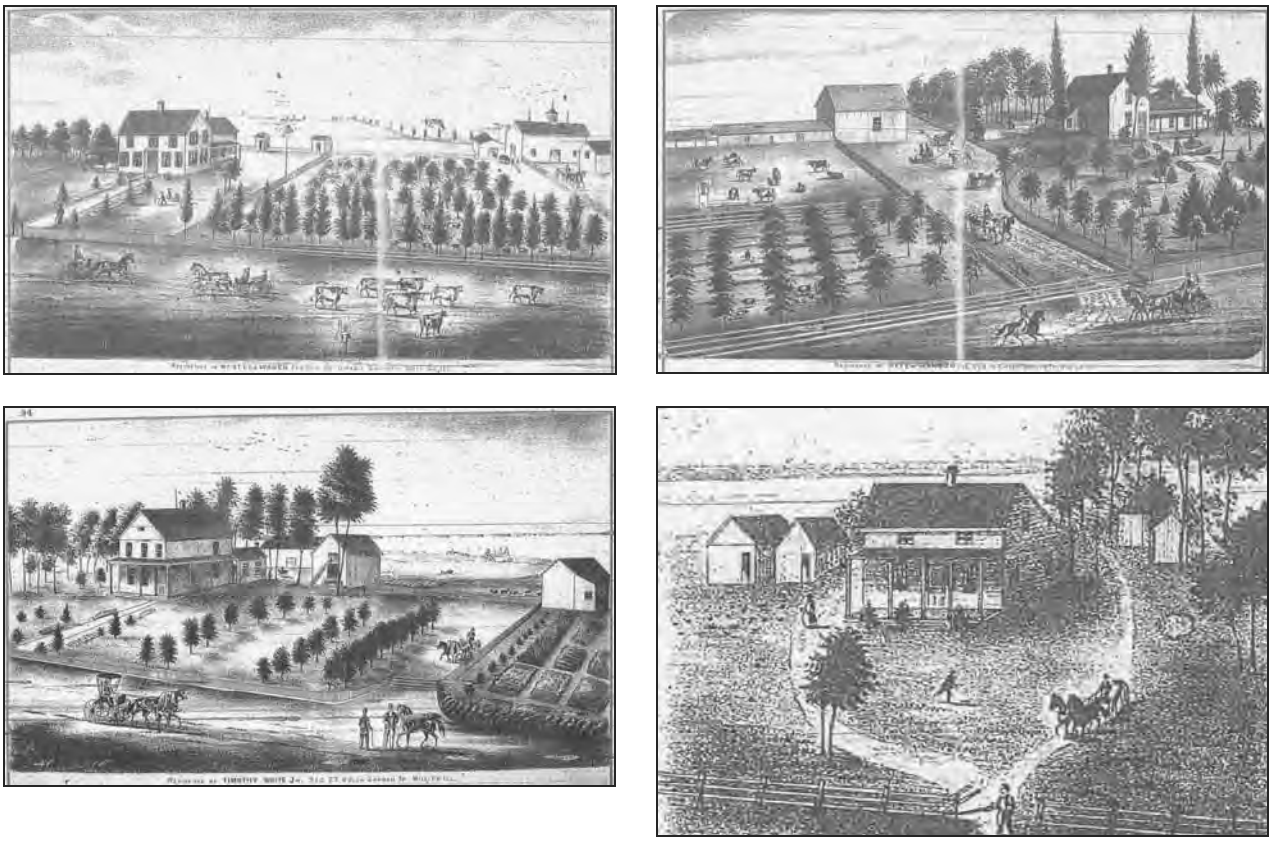
*St. Peter's Cemetery is located in Section 12 on Joliet Road. Many of the nineteenth century markers contain inscriptions in German. This cemetery is shown on the 1873 plat map of Green Garden Township and likely dates to the 1870s; however, no existing markers from before the 1890s are legible. Many of the families buried here had farmsteads in the northeastern part of Green Garden Township, for example, Friederich Block (marker shown in the center photograph, died in 1895) had a farm on Steger Road in Section 2, PIN number 13-02-100-004 in the current survey. [*to be verified*]*

Rose Hill Cemetery in Section 4. Metal letters, pictured at top left, identify the site near the entrance drive. The older markers in this cemetery are inscribed in German. The Konrad and Elizabeth Mark marker, illustrated at bottom right, is interesting for its mixture of languages: when Konrad died in 1902, the marker was erected and inscribed in German. But when Elizabeth died in 1936, her birth and death dates were added to the marker in English.

Green Garden Cemetery in Section 19 is directly adjacent to Green Garden Methodist Church, but is not directly associated with the church. However, many families from the congregation are buried here. This cemetery contains a large number of substantial granite markers and relatively few marble markers. Many of the markers are inscribed in German, such as the marker shown in the photograph at center, "Hier ruht Töchterlein von J. u. A. Wanner 23. Juli 1909" ["Here lies infant daughter of J. and A. Wanner, 23 July 1909"]. John Wanner had a farm in Section 29, PIN number 13-29-400-003 in the current survey.

Significant and Contributing Farmsteads in Green Garden Township

This portion of the narrative describes the families who occupied significant extant farmstead sites in the township survey area. Sources of information have included the plat maps listed in the bibliography to this report as well as a variety of historical writings, including *Will County Property Owners* (1842); George H. Woodruff, *History of Will County Illinois* (1878); *Souvenir of Settlement and Progress of Will County, Illinois: A Review* (1884); *Portrait and Biographical Album of Will County, Illinois* (1890); *Genealogical and Biographical Record of Will County, Illinois* (1900), W.W. Stevens, *Past and Present of Will County, Illinois* (1907); August Maue, *History of Will County, Illinois* (1927); Census data and the Agricultural Schedules from the 1850, 1860, 1870, and 1880 Federal Censuses; and other references footnoted in the text. The 1878 history by Woodruff in particular provided much of the biographical information provided in this section. The 1955 aerial photographs are reproduced from John Drury, *This is Will County, Illinois* (1955); the original photo captions in this publication list the property owners' names. All subsequent references in this chapter to the original purchasers of the farmland are taken from the Illinois Land Purchase Database.



The 1873 Combination Atlas Map of Will County *published by Thompson Brothers & Burr of Elgin, Illinois, included sketches of notable farmsteads in the county, including these examples from Green Garden Township. From left to right and top to bottom, these are the homes of William Stellwagen, section 20; Peter Hanson, section 18; Timothy White, Jr., section 27; and Hiram Twining, section 17. These sketches are useful in that they reveal the characteristic house types present in the township in the 1870s, including Four-over-Four, Upright and Wing, Side Hallway, and New England One-and-a-Half, respectively. Although farmhouses from this period still survive in Green Garden Township, none of the buildings that were illustrated in the 1873 atlas could be identified today. Some of the farmsteads no longer exist; at other farmsteads, like the Twining–Knater farmstead (PIN 13-17-200-001, see below), all of the 1870s buildings were subsequently replaced with newer construction.*

Esch–Engelmann–Reade

The farmstead located in the southwest quarter of Section 1 of Green Garden Township (PIN 13-01-300-003) retains a fine example of an Upright and Wing farmhouse with Greek Revival detailing. Although the structure is only in fair to poor condition, it retains sufficient integrity that it could, with proper preservation work, be considered for local landmark significance in Will County. The farmstead site also has a Dairy barn and a crib barn, currently in fair to poor condition, that are worthy of preservation.

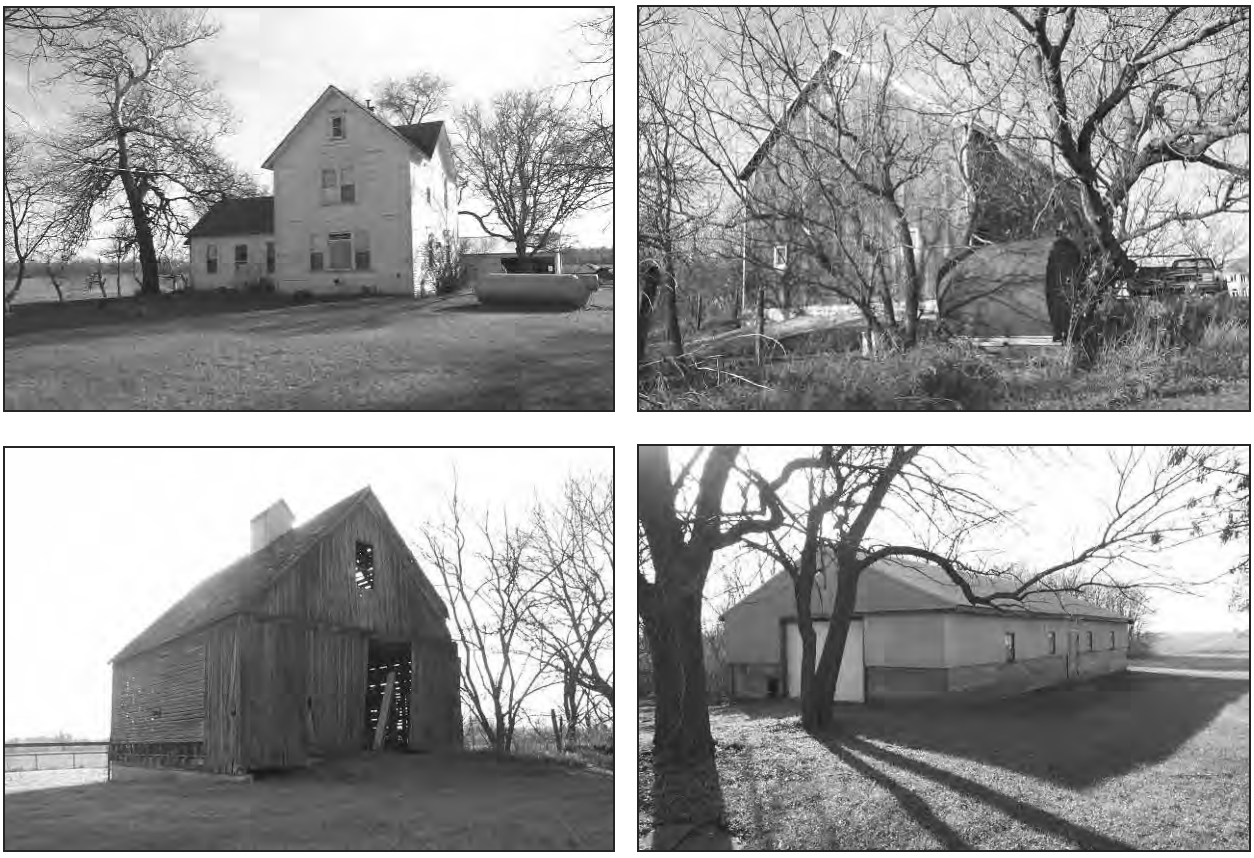
The property was initially purchased by William Mason as part of federal land sales, recorded on 26 September 1848. The first known plat map recording the name of land owners dates from 1862, when J.H. Esh [Esch] is shown as the farm's owner. The Esch family likely built the farmhouse that remains on the property. The 1860 Federal Census recorded Henry Esch, 40, born in Prussia, and his wife Mary, 40, born in Hanover. Their three children, Herman, Malina, and Caroline, were all born in Illinois. The farm remained in the Esch family until the date of the 1909 plat map, when George Engelmann is listed as the farm's owner. The Reade family obtained the farm in the 1940s and still resides on the property.

The 1955 aerial photograph at upper left shows the house and dairy barn, view to the east. At upper right, a detail of the Upright and Wing farmhouse. The house retains its original six-over-six double hung windows. The photograph at lower left shows the house circa 1960s, photo courtesy the Reade family. The photograph at lower right shows an overview of the house and outbuildings.

Keiser–Ringle–Hinspector

The farmstead located at the northwest corner of Section 2 (PIN 13-02-200-002) is located on land originally purchased by Stephen Patrick, recorded 24 June 1848. The 1862 plat map lists J. Keiser as the farm's owner, recorded in the 1860 Federal Census as being Joseph Keiser,[29] age 34, born in Germany, and his wife Maria, 40, also born in Germany. Their oldest child was born in New York State, but the remaining six children were all born in Illinois. The farmhouse remaining on the property, an Upright and Wing structure with Queen Anne detailing, probably originates from the time of the Keiser family's occupancy. This house may have been built in several phases of construction.

By the time of the 1880 Federal Census, Christian Ringle was the farm's owner.[30] The farmstead's Three-bay Threshing Barn and crib barn likely dates from the Ringle family's ownership of the farm. Joseph and John Ringle are listed in the 1918 *Prairie Farmer's Reliable Directory of Farmers and Breeders, Will and Southern Cook Counties, Illinois*. It remained in the Ringle family through the 1940s, after which the Hinspector family obtained the farm. It remains in this family to the present.



The Keiser–Ringle–Hinspector farmstead includes the farmhouse shown at upper left, a large Three-Bay Threshing Barn shown at upper right, the crib barn shown at lower left, and the circa 1950s pole barn shown at lower right.

[29] The 1862 plat map records the name Keiser, while the 1860 Federal Census records the name as Koiser. It is also possible that the family name actually should be spelled Kaiser.

[30] It is likely that Chrisitan Ringle married Mary (Maria) Keiser, second eldest child of Joseph and Maria Keiser, born circa 1850. Mrs. Mary Ringle, 79, and her sister Annie Kaiser, 60, resided at the farmstead as recorded in the 1930 Federal Census.

Reitzman–Harnack–Patterson
The Gabled Ell farmhouse with Victorian detailing on the southeast quarter of Section 2 (PIN 13-02-400-010) is located on land originally purchased by James M. Adsit from the federal government, with the purchase recorded on 18 October 1849. The 1862 plat map records P. Ritzman (Reitzman) as the farm's owner. The 1860 Federal Census for Green Garden Township lists Peter Reitzman, 48, and his wife Magdalina, 49, both born in Bavaria, and their son Charles, 18, born in New York. The farm remained in the Reitzman family through the publication of the 1909 plat map.

The 1928 plat man lists Charles Harnack as the farm's owner, while the 1918 *Prairie Farmer's Reliable Directory of Farmers and Breeders* includes on its rolls Charles Harnack, his wife Lizzie (Hansen) Harnack, and children Charles Elmer, Florence, and Clarence. It is likely that the Harnack family owned the farm when the farmstead's crib barn and small Three-ended barn were constructed. James Patterson is listed as the farm's owner on the 1966 plat map, and the farm remains in the Patterson family today.

The Reitzman–Harnack–Patterson farmstead includes the Gabled Ell farmhouse shown at upper left and the well-preserved gambrel roof crib barn shown at upper right. Other outbuildings on the property as shown in the lower photographs.

Sanders–Hedges–Kestel

The farm at the northwest corner of Section 5 (PIN 13-05-100-010) is the site of the first settlement of European Americans in Green Garden Township in 1847, with the land purchase by Michael F. Sanders recorded on 4 December 1847. This site has local significance worthy of Will County Landmark nomination, and potentially has merit for National Register nomination.

Michael F. Sanders was born on 17 August 1819 in Vermont. He was a farmer and stock raiser, and held numerous offices in Green Garden Township, including Supervisor and Township Clerk. He was the first Justice of the Peace in the township after its organization, performing the first marriage ceremony in the region. Sanders and his wife Sarah, born in Vermont, had seven children, four of whom survived to adulthood. The farmhouse with Greek Revival detailing on the property was built by the Sanders, and it retains much of its architectural integrity.

The farm passed to the Sanders' daughter Josephine and her husband, W. Wheeler, in the first decade of the twentieth century. Josephine Wheeler is listed on the 1928 plat map, followed by Dr. W.W. Hedges as shown on the plat map from 1940. The Hedges Clinic founded by Dr. Hedges is still in operation in Frankfort. The gambrel roof Dairy barn on the site was built by Dr. Hedges in the 1930s, and is reportedly a Sears mail-order kit barn. The Kestel family, who likely are responsible for many of the other outbuildings on the farmstead, have owned the farm since 1947.

At upper left, the Greek Revival house on the property. At upper right, the dairy barn and milk house. At lower left, the 1955 aerial view. Most of the currently existing smaller outbuildings on the property have been constructed since 1955 by the Kestel family, including the metal grain bins, shown at lower right.

Lauer–Schoop–Koehler

The farmstead located on Steger Road in the northwest quarter-section of Section 6 (PIN 13-06-100-005) was first purchased by William Riley, with the land sale of 40 acres recorded on 9 September 1848. A little more than a decade later, at the time of the 1862 plat map, A.M. Spaulding is shown as the farm's owner. The 1860 Federal Census recorded Abraham Spaulding, 42, born in New York State; Jane Spaulding, 36, also born in New York State; and children Samuel, Emma, and E. Jane, all born in Illinois The 1873 plat map shows that N. Lauer was the farm's owner, followed by Julia McDermott and Eva Munroe as shown on the 1893 plat map. Henry Schoop is shown as owner on the 1909 plat map, and he remained owner through the time of the 1940 plat map. The Koehler and Kampe families have owned the farm successivly since the late 1940s.

The farmstead retains an Upright and Wing farmhouse, a Bank Barn, two wood frame sheds, two contemporary metal buildings, and other support structures. A unique feature of the site is its entrance, with a reinforced concrete bridge crossing the creek that parallels the south side of Steger Road.

The Bank Barn shown at left is located on the Lauer–Schoop–Koehler farmstead. This property is accessed via a private bridge, shown at right.

Green–Haake–Meier

Along with the Sanders–Hedges–Kestel farmstead in Section 5, the Green–Haake–Meier farmstead (PIN 13-06-400-007) in the southwest quarter of Section 6 fronting on Route 45 is one of the oldest in Green Garden Township. While Michael F. Sanders is credited with being the first European American settler in the township, the 160 acre land purchase made by George M. Green in Section 6 was recorded nearly two month earlier, on 9 October 1847. The farmstead today has an Upright and Wing farmhouse with additions, a Three-bay Threshing barn, and several other structures.

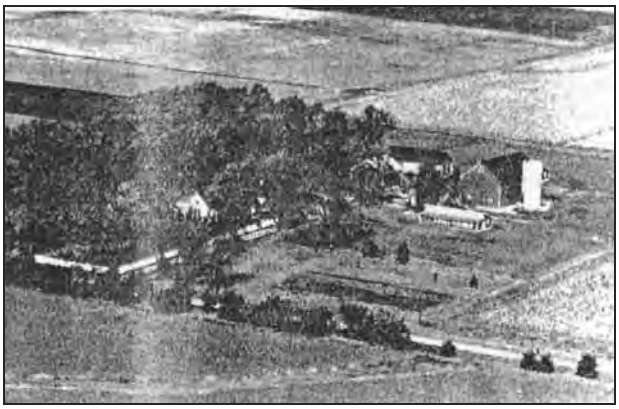
George M. Green was 48 years old at the time of the 1860 Federal Census, where he is listed along with his wife Lucy, 48; daughter Adaline, 18; and sons William, 22, Harold, 13, and George, 3-1/2 months. George and Lucy Green and their two elder sons were born in Vermont, while their daughter was born in Pennsylvania, indicating the migration pattern of this family. George Green appears to have died between 1862 and 1873, as the farmstead is listed as being owned by the Green estate at the latter date. C. Weber is listed as owner on the 1893 plat map, followed by H. Haake on the 1909 plat map. At least three other owners are shown on subsequent plat maps.

The Green–Haake–Meier farmstead is shown in the 1955 aerial view at upper left. The historic buildings seen in this view still exist today, including the Upright and Wing farmhouse (upper right), the Three-Bay Threshing Barn (lower left), and the crib barn (lower right).

Hanson–Bruggeman–Yunker

The land of this farmstead (PIN 13-07-400-004) was originally purchased by Uriel Young in a transaction recorded 7 October 1847. On the 1862 and 1873 plat maps, other names are listed (S.E. Bowen and J.P. Felton respectively), although it is probable that the Hanson family occupied the site at this time. Peter Hanson was born in Germany on 24 September 1830. He immigrated to the United States in 1857 and settled in Green Garden Township at that time. He married Anna Wilkins, who was also born in Germany on 24 February 1821. They had four children, John, George, Louisa and Minnie. Peter Hanson held the office of School Director for the township for a number of years.

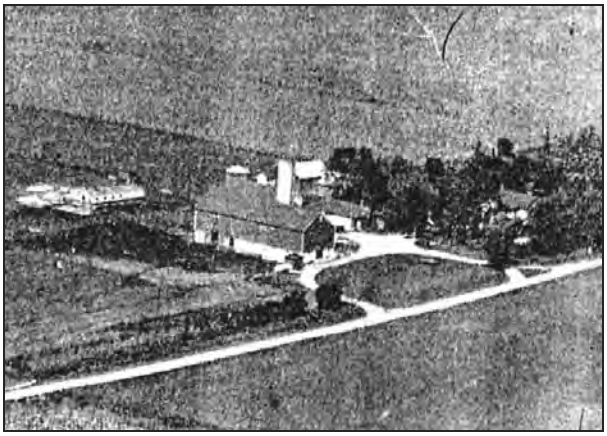
G. [George] Hanson is listed on the plat maps in 1893, 1902, and 1909, and another family member, Claus Hanson, is listed on the 1928 map. By the 1940 map, the property had passed to the Alvin Bruggeman family, and by 1966 Fred Yunker is listed as the owner. The Yunker family still owns the farm today.



The Hanson–Bruggeman–Yunker farmstead is shown in the 1955 aerial view at left. The Three-Bay Threshing Barn on the property is shown at right. In 1955, a silo was located adjacent to the barn; this structure no longer exists.

Bettenhausen

The Bettenhausen farm (PIN 13-08-400-001) was originally purchased by Samuel Robinson in a transaction recorded 20 June 1861 for 160 acres for $2,400. Robinson is listed as the owner on the 1873 plat map. By the 1893 map, the farm is listed as belonging to C. Bettenhausen, and the farm remains in the Bettenhausen family today. Lettering on the barn indicates that the farm was established in 1882; this date is consistent with the plat maps. All of the buildings on the property likely were constructed by the Bettenhausen family since the 1880s, including the Gabled Ell farmhouse with Italianate details, the large barn, and the other outbuildings. This farm is eligible for consideration as a Centennial Farm. Due to its distinctive architectural character, this property has local significance worthy of Will County Landmark designation, and potentially has merit for listing on the National Register under Criterion C: Design/Construction.



The Bettenhausen farmstead is shown in the 1955 aerial view at upper left. Most of the buildings visible in this view survive today. The farmhouse (upper right) is a Gabled Ell type with Italianate details such as the porch millwork, the window frames (detail at lower left) and eave brackets (detail at lower right). In terms of architectural style, this house is the most elaborate and historically significant building in Green Garden Township and would certainly be eligible for Will County landmark status.






The outbuildings on the Bettenhausen farmstead include a concrete block garage; a small gable roof crib barn; a large bank barn; a clay block masonry milk house; several wooden sheds; and a chicken coop.

Rahm

The Rahm farmstead (PIN 13-09-400-012) is shown subdivided among multiple owners on the 1862 plat map; by the time of the 1873 map, the property had assumed its historic configuration, and J. Koerner is listed as the owner. The 1893 plat map lists Fred Rahm as the owner, and the property remained in the Rahm family until circa early 1970s. The clay block masonry farmhouse and the surviving outbuildings on the property were likely all constructed by the Rahm family.

The Rahm farmstead has a clay block masonry farmhouse, shown at upper left. This is the only historic masonry house identified in the survey region. At lower left, the Three-bay Threshing barn on the site; above, the large crib barn with elevator.

Stassen–Beckman

This farmstead (PIN 13-14-200-001) is located in section 14. The name of the original purchaser is not recorded in the database, but the 1862 plat map lists J.H. Stassen as the owner. John Stassen was born in Germany and immigrated to Green Garden Township in 1856. He served as agent for the Green Garden Farmers' Mutual Insurance Company. Stassen married Anna Tolkers, who was also born in Germany. The couple had seven children, Maggie, Dora, Annie, Gerry, Henrietta, Dietrieck and Riecka. The 1873 plat map lists D. [Dietrieck] Stassen as the owner of the farm.

By the 1893 map, the farm had been acquired by Fritz Beckman, and it remains in the Beckman family today. The wood shingle clad bungalow and the existing outbuildings on the farm were built by the Beckman family. This farm is eligible for consideration as a Centennial Farm.

The Stassen–Beckman farmstead includes a bungalow clad with wood shingles, and a small garage likely constructed at about the same time as the house.

Jacobs–Warmke

The farmstead (PIN 13-15-400-006) is located on 80 acres of land purchased by Christian Fechtmann in a transaction recorded 30 May 1854. The 1862 plat map lists C. Lehman as the owner, followed by George B. Jacobs in 1873. An adjacent farm in the southeast quarter of section 15 was owned by Cornelius B. Jacobs, who immigrated from Germany in 1854; the family relationship is not certain. (The adjacent farmstead eventually passed to Cornelius' son John H. Jacobs, and was owned by the Brockman family by 1940.) George B. Jacobs is listed as owner of the farm as late as 1928; since this is a span of 56 years, it is possible that the plat maps are referring to a father and son with the same name. The well-preserved Round Roof barn on the property was built by the Jacobs family. According to the current owners, this barn is a Sears mail-order barn.

The farm remained in the Jacobs family until after 1970. The Warmke family are the current owners.

The Jacobs–Warmke farmstead is notable for its well-preserved Round Roof barn, shown at left. The original Gabled Ell farmhouse, right, was significantly altered circa 1960s.

Stauffenberg–Hennebry
This farmstead (PIN 13-17-100-005) is located on 160 acres originally purchased by William P. Lyon in a transaction recorded 7 June 1849. The 1862 plat map lists Burditt as the owner, and the 1873 map lists H. Stauffenberg as the owner. The farm remained in the Stauffenberg family into the 1920s. The historic buildings on the property, including the Gabled Ell farmhouse, feeder barn, and crib barn were likely built by the Stauffenberg family.

By 1940, the farm had been acquired by Ed Hennebry. Later owners included Frank Coppotelli in the 1950s and Elmer and Veronica Lucas in the 1960s. The original farmstead was subdivided in the 1980s.

The Stauffenberg–Hennebry farmstead is shown in the 1955 aerial view at upper left; the large gambrel roof barn no longer exists. This property contains a number of potentially significant outbuildings including the feeder barn shown at upper right and the crib barn shown at lower left. The Gabled Ell farmhouse on the property, shown at lower right, has been extensively remodeled.

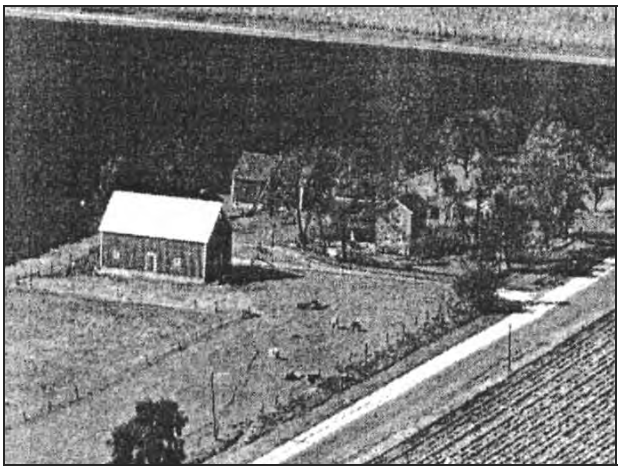
Twining–Knater

This farmstead (PIN 13-17-200-001) was originally purchased by Abel Perkins in a transaction recorded 14 June 1850. By the 1862 plat map, the owner is listed as Hiram Twining. Twining, a native of Vermont, was one of the earliest settlers in Green Garden Township. He helped found the Christian Church in Green Garden Township, although this congregation disbanded by the mid-1870s. Twining Cemetery is named for him. The farmstead remained in the Twining family until the early part of the twentieth century. The original New England One-and-a-Half farmhouse on the property (shown in a view from the 1873 atlas at the start of this section of the report) was replaced by a Queen Anne style farmhouse by the Twining family. The Knater brothers are listed as owners on the 1928 map, and the farm remains owned by the Knater family today. Most of the outbuildings on the property, including the large barn and silos, were likely built by the Knater family since the 1920s.

The Twining–Knater farmstead is shown in the 1955 aerial view at upper left. The Queen Anne style farmhouse is shown at upper right. This property retains many potentially significant outbuildings such as the dairy barn shown at lower left. This barn has a circa 1960s gambrel addition, shown at lower right.

Pratt–Baker

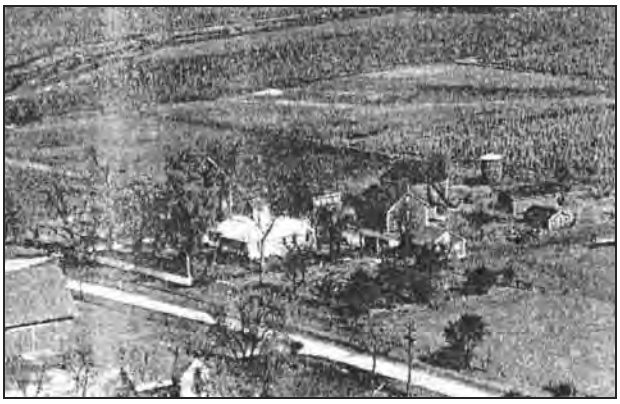
This farmstead (PIN 13-18-100-016) was originally purchased by James Hudson in a transaction recorded 9 September 1848. The 1862 plat map lists O. Pratt as the owner, followed by A. Pratt by 1873. Several other owners are documented in the latter half of the nineteenth century. The 1909 plat map lists William Baker as the owner, and the farm remained in the Baker family through the twentieth century. The farm land was subdivided circa 2000.



The Pratt–Baker farmstead is shown in the 1955 aerial photograph at upper left. The I House on the property has received a large one-story rear addition since the 1988 survey, but the basic form and character of the original portion of the house is intact. Outbuildings include the Three-Bay Threshing barn shown at lower left and the shed shown at lower right.

Wilkins–Bernhard

This farmstead (PIN 13-18-300-005) is located on 160 acres originally purchased by Robert J. Brodie in a transaction recorded 1 October 1849. The first owner listed on a plat map is Peter Wilkins in 1873. The farm remained in the Wilkins family through the 1920s. The Three-Bay Threshing barn on the property likely was built by the Wilkins family. The 1940 map lists Mrs. Helm Glass as the owner, followed by Frank Coppotelli on the 1948 map. By the time of the publication of *This is Will County* in 1955, Leo S. Bernhard is listed as the owner, and the farm remains in the Bernhard family today.

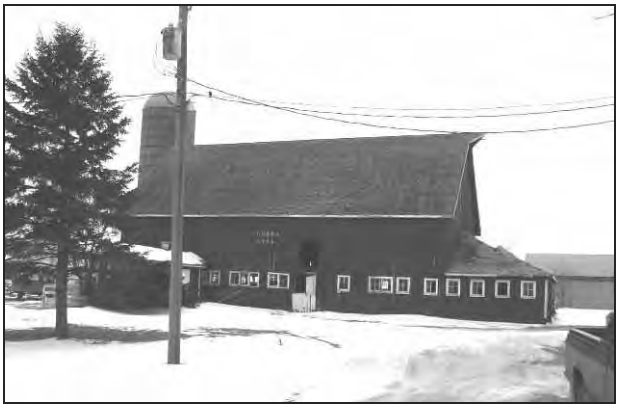


The Wilkins–Bernhard farmstead is shown in the 1955 aerial photograph at upper left. The ranch style residence (upper right) is visible in the 1955 photograph and likely dates to the late 1940s or early 1950s. The Three-Bay Threshing Barn on the property is shown at lower left. The site also includes a number of metal grain bins.

Wood–Hansen–Scheer

This farmstead (PIN 13-18-400-006) is located on land originally purchased by George B. Woods in a transaction recorded 22 September 1862. G.B. Wood (without the final "s") is listed as the owner on the 1862 and 1873 plat maps. By the 1893 map, the farm was owned by John Hansen, and the property remained in the Hansen family into the 1930s. The existing farmhouse was likely built by the Hansen family.

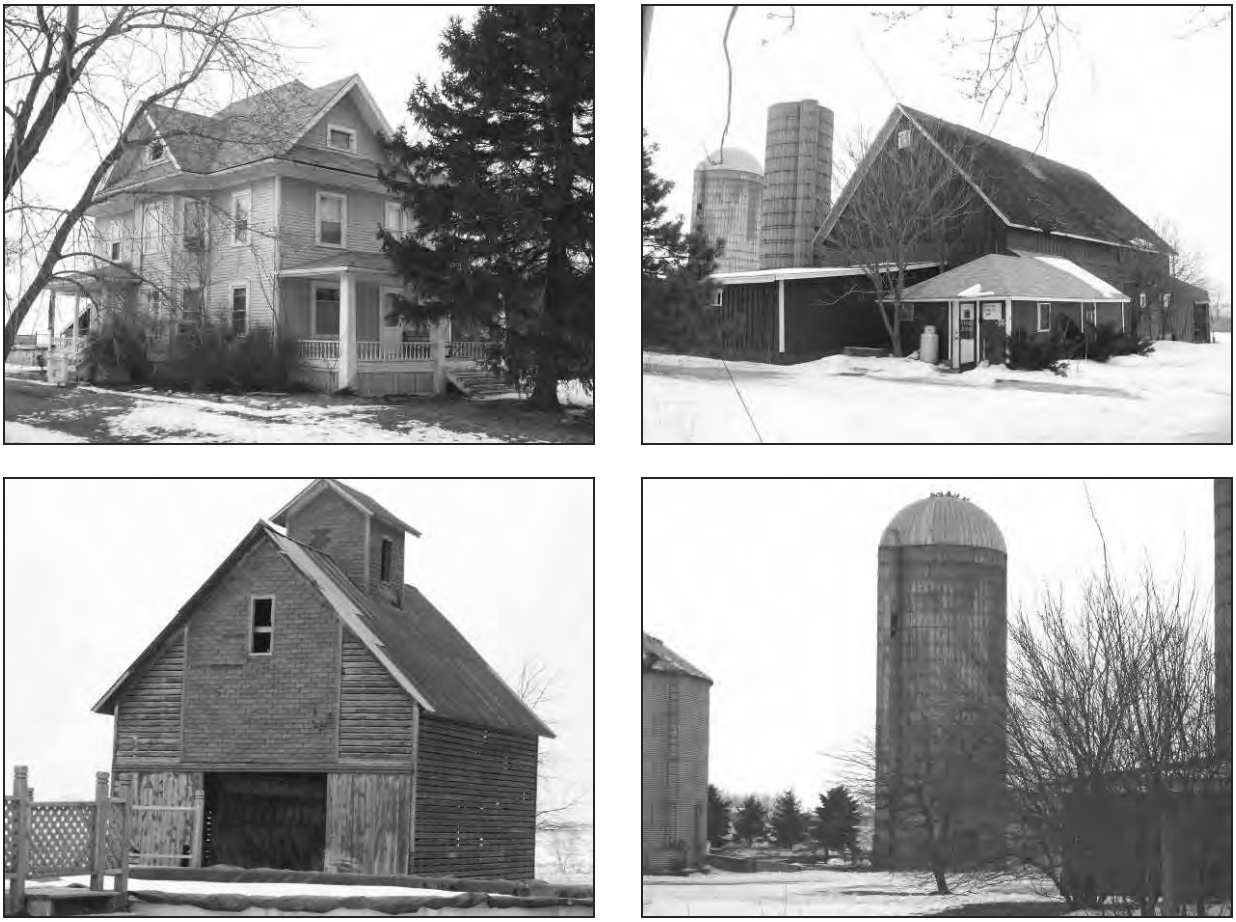
By 1948, the plat maps list the owner as Harold Scheer, and the property remain owned by the Scheer family today. According to signage on the barn, the Scheer family acquired the farm in 1939. Most of the existing outbuildings were likely built by the Scheer family.



The Wood–Hansen–Scheer farmstead is seen in the 1955 aerial view at left. This property has a large Dairy Barn, shown at right.

Haywood–Ullrich

This farmstead (PIN 13-19-400-009) is located on property first purchased by Benjamin F. Fridlay in a transaction recorded 30 October 1852. The 1862, 1873, and 1893 plat maps list the owner as T.S. Haywood. By 1902, the farm had been purchased by Jacob Ullrich. It is likely that the existing farmhouse, crib barn, and other outbuildings were constructed by the Ullrich family in the first decades of the twentieth century. The farm remained in the Ullrich family into the 1980s.



The Haywood–Ullrich farmstead includes a Three-Bay Threshing Barn with several later additions, a crib barn, and two silos.

Werner–Zakas

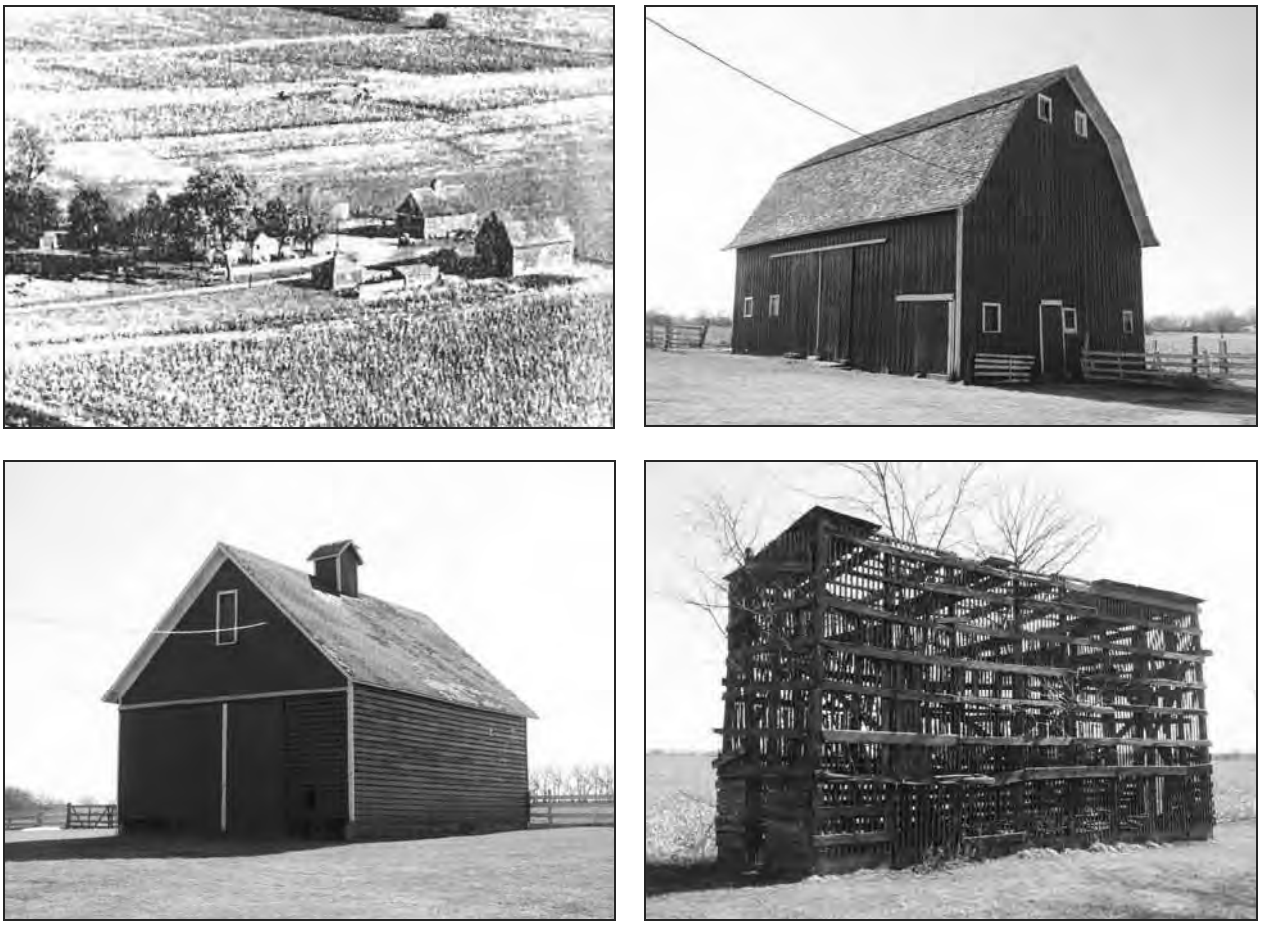
This farmstead (PIN 13-24-400-010) was part of the land granted to the Illinois Central Railroad in the 1850s, and it is shown as railroad property on the 1862 plat map. The 1873 plat map lists J. Werner as the owner. John Werner was born in Germany on 25 November 1825 and settled in Green Garden Township in 1865. He and his wife Mary had six children, including Dietrick, Elizabeth, William, Anton, and Mary. The farm remained in the Werner family into the 1920s, and the Foursquare farmhouse on the site was likely built by the Werner family. By the 1940s, Tekla Phillips is listed by the plat maps as the owner, followed by Anthony Zakas by the 1957 plat map. The farmstead site was subdivided from the farmland after 1976.

The Werner–Zakas farmstead has a Foursquare type house, a gambrel roof Dairy Barn, and an abandoned windmill frame.

Koerner–Younker–Willie

This farmstead (PIN 13-26-100-001) was part of the land granted to the Illinois Central Railroad in the 1850s, and it is shown as railroad property on the 1862 plat map. It was acquired by Heinrich Koerner in a transaction recorded 10 February 1868. The farm remained in the Koerner family into the 1920s. Apart from the circa 1890s corn crib on the property, all structures on the farm were reportedly destroyed by a tornado in 1918. The existing gambrel-roof barn, crib barn, and other outbuildings were constructed shortly thereafter by the Koerner family.

By 1940, the farm had been purchased by Charles Younker, great-grandfather of the current resident. The existing Cape Cod-type house on the property was constructed in 1953. The property eventually passed to the Younkers granddaughter Marie, who married John A. Willie. The Willie family owns the farm today.



The Koerner–Younker–Willie farmstead is shown in the 1955 aerial view at upper left. The house on the property has been replaced since 1955, but many of the historic outbuildings remain, including the barn (upper right), crib barn (lower left), and the 1890s corn crib (lower right).

Beckmann

This farmstead (PIN 13-29-200-004) was originally purchased by Walter C. Hutchinson in a transaction recorded 9 April 1855, who is listed as the owner on the 1862 plat map. By 1893, Fred Beckmann had purchased the farm. The large Queen Anne style farmhouse on the property was likely built by Fred Beckmann. The other buildings of the farmstead were also likely built by the Beckmann family. The farmstead site has been subdivided from the farmland, although the Beckmann family still owns all of the property today.

The Beckmann farmstead is shown in the 1955 aerial view at upper left. The farmhouse on this property retains many Queen Anne style details.

Krapf

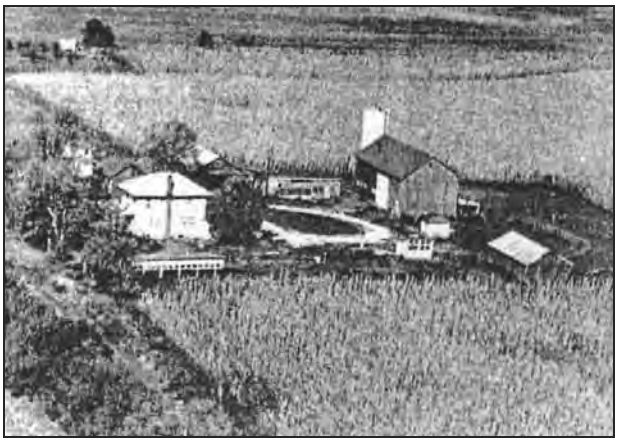
This farmstead (PIN 13-30-100-002) was part of the land granted to the Illinois Central Railroad in the 1850s, and it is shown as railroad property on the 1862 plat map. By 1873, the farm was the property of J. Steele, and by 1893 was owned by James Fell. By 1909, the farm had been acquired by William Krapf. The large farmhouse and all of the outbuildings on the property were built by the Krapf family. The house reportedly dates to 1917 and replaced an earlier Upright and Wing house. The farm remains in the Krapf family today. This farm is now or shortly will be eligible for consideration as a Centennial Farm.

The Krapf farmstead formerly included a Three-Ended Barn, as seen in the circa 1960 aerial view provided by the current owner (lower right, somewhat blurred in this reproduction). This building was destroyed several years ago, but the foundation is still visible on the property (upper right).

Felton–Herbst

This farmstead (PIN 13-31-300-003) was first purchased by Albert S. Cook in a transaction recorded 12 July 1849. The 1862 plat map lists the owner as H. Folk, but the 1873 map lists J. Felton. John Felton was born in Germany on 14 July 1827. He came to the United States in 1848 and settled in Green Garden Township, one of the first German settlers in the township. In 1852 he married Mary Feil, who was born in Germany 14 November 1830. The couple had thirteen children, including John, Caroline, Minnie, Amellia, Christian, Margaret, Mary, Charlotte, Lizzie, and Charles. Felton was the first German official in the township, and held the office of School Director for several years and Street Commissioner for two years.

By the time of the 1893 plat map, the farm was owned by Christian Herbst. The farm remained in the Herbst family into the twentieth century. The plat maps then document a series of different owners, including Henry Lehnert in 1928, Dan Lauffer by 1940, Joe Kline in 1948, Paul & Cecilia Hertzog by 1955, and the Gordon E. Slade family by 1976. The Slade family still owns the property today.



The Felton–Herbst farmstead is seen in the 1955 aerial view at upper left. The barn and silo, shown at lower left, are the only surviving historic outbuildings on the property.

Haywood–Dralle

The first recorded owner of this farmstead (PIN 13-31-400-001) is Thomas Hayward, who purchased 80 acres in a transaction recorded 30 September 1852. It is not clear if this is merely a misspelling for the Haywood family, or another owner. The 1862 plat map lists no information for this site. In any case, the 1873 plat map documents the owner as R. Haywood, and the farm remained in the Haywood family until after 1902. By the 1909 plat map, Fred Dralle is listed as the owner, and the Dralle family still owns the farmstead today. With the possible exception of the crib barn on the property, all of the surviving structures were constructed by the Dralle family. This farm is now or shortly will be eligible for consideration as a Centennial Farm.

The Haywood–Dralle farmstead is seen in the 1955 aerial photograph at upper left. The ranch style house on the property is shown at upper right. Also on the property is a historic crib barn (lower left) and a mid-twentieth century animal barn (lower right).

Folkers–Werner

This farm (PIN 13-32-200-005) was part of the land granted to the Illinois Central Railroad in the 1850s, and it is shown as railroad property on the 1862 plat map. The 1873 plat map lists the owner as B.F. McCarty. By 1893, the farm had been acquired by Dietrick Folkers. Dietrick's father Ulrach Folkers was born in Germany 1 August 1814 and immigrated to Green Garden Township in 1857. The farm remained in the Folkers family into the 1920s, and historic buildings on the property, including the Gabled Ell farmhouse and the crib barn, were likely constructed by the Folkers family.

By 1940, the farm had been acquired by John Werner. This John Werner is likely a descendent of John Werner of Germany, who settled on a farm in section 24 in 1865 (PIN 13-24-400-010, above). The farm remains owned by the Werner family today.

The Folkers–Werner farmstead is shown in the 1955 aerial view at upper left. The Gabled Ell farmhouse on the property has some Queen Anne style detailing.

Andrews–Piggush

This farmstead in the southwest quarter of Section 32 (PIN 13-32-300-002) is located on land granted to the Illinois Central Railroad in the early 1850s. W. [William] Andrew[s] is listed as the owner on the plat maps of 1862 through 1909. His purchase of the land is recorded in a transaction dated 24 October 1866, for 80 acres for $880. William Andrews emigrated from England with his parents in 1854, settling in Will County the same year. Also in 1854, he married Eliza Foster, and the two later had two children: Charles and Emma. William Andrews served as School Director for several years.

The Gabled Ell farmhouse dates to the period of the Andrews family ownership of the property. Between the year 1909 and publication of the 1940 plat map, the farm passed to E.C. Andrews, followed by George Schafer by 1948. The next owners show up on the 1966 plat map, when Albert and Gertrude Piggush are listed. They retain ownership as of the publication of the 2003 plat map.

The Andrews–Piggush farmstead includes a Gabled Ell farmhouse with a some Italianate details, a two-level animal barn, and several smaller sheds.

Burmeister–Sangmeister

This farm (PIN 13-33-400-001) was initially purchased by Timothy White, Jr., in a transaction recorded 11 May 1854. The 1862 plat map lists the owner as J.W. Young, followed by J. Thiel on the 1873 plat map and H. Wilke on the 1893 map. By 1902, John M. Burmeister had aquired the property. The existing farmhouse and main barn were built circa 1906 by Burmeister, according to the current resident. The farm was acquired by the Sangmeister family in the 1940s, and the property is owned by the Sangmeister family today.

The Burmeister–Sangmeister farmstead includes a large farmhouse constructed in the early 1900s, a perforated concrete block crib barn (upper right), and several other barns and sheds. The crib barn roof has been altered from its original configuration.

Schmidt

This farmstead (PIN 13-34-400-001) is located on land granted to the Illinois Central Railroad in the early 1850s, and it is shown as railroad property on the 1862 plat map. By 1873, the farm had been acquired by F. Schmidt. All of the buildings on the farm were built by the Schmidt family. The property is still owned by the Schmidt family today. This farm is eligible for Centennial Farm status.

The Schmidt farmstead includes a house from the early 1900s, and several outbuildings, including a Dairy Barn, crib barn, and chicken coop.

Knopp

This farm (PIN 13-35-300-013) was originally purchased by Patrick Londergan in a transaction recorded 23 November 1853. This owner is listed on the 1862 plat map as "P. Lonergan." In 1865, the farm was purchased by Johann Jurgen Christian Knopp. Knopp came from Warnow in Mecklenburg, Germany to Green Garden Towship in June 1865. He married Dorothea Wahls of Boitin, Germany, and they had five children born in the United States, Sophia Louise, Sophia Wilhemine, Henry, John, and Ernst. The congregation of St. John's Church first met in the Knopp residence and held services there until the church building was constructed in 1870 in Section 5 of Peotone Township. The Knopp family owned the farm into the 1920s. Portions of the existing house likely date to the 1860s. Although it has received one or several later additions, these additions were likely constructed by the Knopp family in the nineteenth century. For its historical association with the St. John's congregation, this property merits designation as a Will County Landmark. If the current owners are able to implement their planned restoration work in a historically appropriate manner, the property may also qualify for listing on the National Register.

The Knopp farmstead was established circa 1865; portions of the existing house likely date to the 1860s. The original barn has been destroyed since the 1988 survey, but the silo survives adjacent to the barn foundation.

CHAPTER III

SURVEY SUMMARY AND RECOMMENDATIONS

Period of Significance: 1847 to 1970

The seven townships that have been intensively surveyed to date were first settled by farmers of European origin in the late 1820s and early 1830s. Settlers first came to the region of present-day Green Garden Township in 1847. Settlement accelerated with the construction of the Illinois Central Railroad across eastern Will County in 1853.

Farming would continue to be the dominant use of the land in the survey region until the recent past. Suburban development, the defining element that would alter the economic development of the region, did not begin on a large scale until the post-World War II era. As early as 1946, the village of Park Forest was established just north of Monee in Cook County. By 1970, Interstate 57 had been constructed across Monee and Peotone Townships just beyond the borders of Green Garden Township. The interstate allowed for intensive suburban development to occur, as agriculture declined as a major social and economic force in Will County. Therefore, a closing date for the period of agricultural significance would fall approximately around 1970.

The use of the closing date of 1970, however, does not mean that *all* elements constructed prior to that time were surveyed. Only a select number obviously constructed between 1950 and 1970 have been included. Horse farms in Green Garden Township generally have not been included, unless they are located on an historical agricultural site. The contemporary horse farms *not* included in the survey of Green Garden were omitted because of their apparent disconnection to the earlier agricultural economic life of the region. Additionally, agricultural support structures such as manufactured buildings or grain bins which may post-date 1970 were included in the documentation of historic farmsteads.

Significance

National Register and Local Landmark Criteria

A selected number of properties within the rural survey area are potentially eligible for listing on the National Register of Historic Places. The National Register Criteria for Evaluation, as cited below, provide standards that significant historic properties are required to meet in order to be listed in the register:

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
> B. That are associated with the lives of persons significant in our past; or
> C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
> D. That have yielded, or may be likely to yield, information in prehistory or history.[1]

[1] Quoted from National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resources Division, 1995), 2; originally published in *Code of Federal Regulations, Title 36, Part 60*.

The three criteria that are most applicable to the rural survey area are A, B, and C. Under Criterion A, the survey region has significance as a region with over 100 years of productive agricultural history. The survey region has less significance under Criterion B, except on a local level as discussed below. Under Criterion C, the survey region contains architecturally significant structures that represent the diverse range of architectural styles and building forms, as well as agricultural practices that occurred during the period of significance.

In addition to eligibility for national listing, properties within the survey region are also eligible for local Will County listing, either individually as landmarks or as a group as a preservation district. The following are the criteria for Will County landmark listing as stated in the Will County Preservation Ordinance:

> Criteria for Consideration of Nomination. The Commission may recommend to the County Board the designation of landmarks and preservation districts, where not more than fifty percent (50%) of the property owners whose property is located within the boundaries of the proposed district object to designation, when after a thorough investigation results in a determination that a property, structure or improvement, or area so recommended meets one (1) or more of the following criteria:
>
> a) It has character, interest, or value which is part of the development, heritage, or cultural characteristics of a local community, the County of Will, State of Illinois or the Nation;
> b) Its location is a site of a significant local, County, State, or National event;
> c) It is identified with a person or persons who significantly contributed to the development of the local community County or Will, State of Illinois, or the Nation;
> d) It embodies distinguishing characteristics of an architectural style valuable for the study of a period, type, method of construction, or use of indigenous materials;
> e) It is identified with the work of a master builder, designer, architect, engineer, or landscape architect whose individual work has influenced the development of the local area, County of Will, State of Illinois, or the Nation;
> f) It embodies elements of design, detailing, materials, or craftsmanship that render it architecturally significant;
> g) It embodies design elements that make it structurally or architecturally innovative;
> h) It has a unique location or singular physical characteristics that make it an established or familiar visual feature;
> i) It has character which is a particularly fine or unique example of a utilitarian structure with a high level of integrity or architectural significance;
> j) It is suitable for preservation or restoration;
> k) It is included in the National Register of Historic Places and/or the Illinois Register of Historic Places.
> l) It has yielded, or may be likely to yield, information important to pre-history, history or other areas of archaeological significance.
>
> In the event a property, structure, or an area is found to be of such significant character and quality where it is determined that its designation as a landmark or preservation district is in the overall best interest of the general welfare, any person may nominate and the Commission may recommend to the County Board such appropriate designation.

One of the differences between national and local listing is that local significance may be easier to justify than national significance. Properties that are eligible and listed as local landmarks, but may be more difficult to nominate for the National Register, receive important recognition and thereby afforded a certain measure of protection. Eventually, these properties could be listed as National Register properties if the case for their nomination improves. Additionally, local landmark designation often gives protections that National Register listing does not. The suggested properties have been researched sufficiently in performing this survey to merit consideration as Will County Landmarks.[2] It should be noted that some of

[2] It is useful at this point to provide general readers of this report with information on the issues surrounding the

the properties with local landmark potential could be determined, after performing additional research, to have sufficient significance for National Register designation.

The areas that have been intensively surveyed since 1999 and prior to the Green Garden survey have several properties with an appropriate degree of individual or relational significance. These properties with potential for local landmark or National Register eligibility have fallen into the following categories:

- a limestone building multiple property district in northern Will County
- a multiple property district at the Wheatland Presbyterian Church Rural Crossroads
- a rural heritage district in southwest Wheatland Township and northwest Plainfield Township (and includes the Wheatland Presbyterian Church Rural Crossroads within its boundaries)
- a rural heritage corridor along Hadley and Chicago-Bloomington Roads in southeastern Homer Township and northeastern New Lenox Township
- a multiple property district at the hamlet of Marley in New Lenox Township
- potential multiple property district with local significance within the former hamlet of Spencer in New Lenox Township
- a select number of individual structures, primarily farmhouses, in Homer and New Lenox Townships.

Another measure of recognition is the listing of farmsteads that have been "owned by a straight or collateral line of descendants of the original owner for at least 100 years."[3] Since 1972, the Illinois Department of Agriculture has administered the Illinois Centennial Farms Program. Illinois has been settled by farmers since the early 1800s, meaning that some farms have been in the same family for more than 100 years. To recognize the achievement of 150 years of ownership, the Illinois Sesquicentennial Farms Program was established in 2000. Application for either program requires a written legal description and the familial line of farmer owners.[4] The sites in Green Garden Township on the following table could

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designation of a property as a Landmark as embodied in the Will County Preservation Ordinance. (The issues discussed herein are current as of the date of this report.) Landmarks may be properties (including districts), structures, or natural features. Any individual or group may propose a property for designation to the Historic Preservation Commission. Although the property owner does *not* need to be the party proposing designation, and the property owner does *not* need to grant consent in event of approval by the Historic Preservation Commission and the Will County Board, the property owner is notified in accordance with legal requirements of public hearings (adjacent property owners are notified as well).

The Will County Preservation Ordinance protects historic sites designated as Landmarks from alteration and demolition. (The ordinance also has a clause that provides for the review of demolition permits on buildings and structures 30 years and older.) All work on the Landmark (with the exception of normal maintenance) must be reviewed by the Historic Preservation Commission prior to beginning work, although work limited by economic hardship or in response to emergency situations is allowable with proper documentation. Demolition of a Landmark is permitted only after review of the demolition application by the Historic Preservation Commission, who may require written, graphic, and/or photographic documentation of the Landmark prior to demolition. Owners of Will County Landmarks are not obligated to preserve, rehabilitate, or restore their properties; however, owners may be eligible for low-interest loans, tax credits, or grants to assist with such actions. (Source: "Will County Landmark Nomination Questions," n.d.)

[3] Introduction to the Illinois Centennial Farms Program application form, Illinois Department of Agriculture.

[4] Additional information on the form is optional, and includes from whom the farm was originally purchased; the size of the original farm; the purchase price per acre; where the first familial owner was born; if this first owner had any other farms previously; was the land farmed before it was originally purchased; did the first familial owner have any other occupations while operating the farm; if any of the original structures or portions of structure still extant; when the present farmhouse was constructed; and what the crops are on the farm at present. It is unlikely that any

be identified as having potential for centennial or sesquicentennial farm status. Additional research may locate other farms in the township that are also eligible.

Farms with Potential for Centennial Farm Status in Green Township

STREET NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	HISTORIC STRUCTURES REMAINING	HISTORIC FARMING FAMILY	LIKELIHOOD OF CENTENNIAL STATUS[5]	LOCAL LANDMARK POTENTIAL[6]
	104th Avenue	13-08-400-001	House, barn, and outbuildings	Bettenhausen	Owned by Bettenhausen family since 1882	Potentially locally significant
24820	Joliet Road	13-14-200-001	House	Beckman	Acquired by Beckman family in early 1900s; may not be actively farmed at present	Potentially locally significant
	104th Avenue	13-20-400-003	Barn and outbuildings	Rab	Listed in 1972	Contributing sructures
	104th Avenue	13-29-200-004	House, barn, and outbuildings	Beckmann	Owned by Beckmann family since before 1893	Potentially locally significant
	Manhattan-Wilton Road	13-31-400-001	Barn and crib barn	Dralle	Acquired by Dralle family in early 1900s; currently tree nursery	Potentially locally significant
9008	Manhattan-Wilton Road	13-34-400-001	House, barn, and outbuildings	Schmidt	Acquired by Schmidt family from Illinois Central Railroad prior to 1873.	Potentially locally significant

The Rab farm in Section 20 of Green Garden Township was recognized as a Centennial farm by the State of Illinois in 1972.

farmsteads in Green Garden Township qualify for sesquicentennial farm status at this time, since much of the initial settlement in the area occurred after 1854.

[5] The likelihood of Centennial or Sesquicentennial status has been based on a brief review available plat maps.

[6] Local landmark potential statement is based on recent rural survey report evaluations, not on current Will County Landmark status.

Integrity

One important issue in the consideration of significance of a property or site is its historical and architectural integrity. This can be defined as the degree that a structure or group of structures retains its original configuration and materials, and that these materials are in good enough condition that measures can be taken to extend their service life. Replacement of selected elements, such as rotted wood members, may be necessary, but total replacement is not necessary. The issue applies primarily to the exterior of the structure, although in some cases the integrity of the interior may be a factor as well.

In the areas of Will County included in this and past intensive surveys, individual buildings on farmsteads may be in poor condition or significantly altered. In these instances, determination of significance can only be made on the historical importance of the original owner or builder. Some farmstead sites have an eroded integrity because of the loss of one or more significant structures, making it difficult to recognize the agricultural connections of the site. Determination of integrity has to be made on a case by case basis. In many instances, the presence of a former farmhouse or barn alone communicates agricultural origin of the site.

Another issue that defines the integrity of a structure is the presence of historically appropriate materials. Since a 150-year-old farmhouse is unlikely to have all of its original wood siding in place, an appropriate replacement would be wood siding material of similar dimension to the original. The presence of artificial or synthetic siding material, such as metal, aluminum, or vinyl siding, seriously detracts from the integrity of the building or element. It should be noted that this applies not only to farmhouses but barns and other agricultural support buildings. To address the addition of contemporary finish materials to historic buildings while still identifying structures of historic interest, this survey report uses the terminology "potentially" significant. This terminology is used to describe structures for which the overall form and architectural character remains intact, but for which contemporary finish materials have been added to the building exterior. The removal of these finish materials and the repair of the original wood siding (which typically is left in place in such installations) is a straightforward activity that, if implemented, would restore the integrity of these historic structures. Although the presence of contemporary finish materials generally disqualifies a structure from individual listing as a historic landmark in some registries, this survey report is intended to serve as a planning tool, and the identification of sites with a potential to be listed as historic landmarks increases the usefulness of this tool.

This issue is addressed in *Preservation Brief No. 8: Aluminum and Vinyl Siding on Historic Buildings,* which states the following:

> Preservation of a building or district and its historic character is based on the assumption that the retention of historic materials and features and their craftsmanship are of primary importance. Therefore, the underlying issue in any discussion of replacement materials is whether or not the integrity of historic materials and craftsmanship has been lost. Structures are historic because the materials and craftsmanship reflected in their construction are tangible and irreplaceable evidence of our cultural heritage. To the degree that substitute materials destroy and/or conceal the historic fabric, they will always subtract from the basic integrity of historically and architecturally significant buildings.[7]

[7] John H. Myers, with revisions by Gary L. Hume, *Preservation Brief No. 8, Aluminum and Vinyl Siding on Historic Buildings: The Appropriateness of Substitute Materials for Resurfacing Historic Wood Frame Buildings* (October 1984).

Contributing and Non-contributing Properties

Many of the farmsteads and supporting rural sites in the Green Garden survey can be considered contributing to a potential rural heritage district or simply retain the character of an agricultural development. In evaluating the sites in this survey, a contributing site is one that retains a *coherent* appearance as a farmstead or whatever its original function once was. Most of the structures on the property were observed to be in good or fair condition, although a few of the structures might be considered to be in poor condition. Non-contributing sites are listed as such because they lack integrity, such as potentially significant structures that have been significantly altered or were observed to be in poor condition. Abandoned farmsteads are also generally listed as non-contributing. Refer to Map 2A in Appendix B for survey results.

Will County Land Use Department Planning Documents

In April 2002, Will County adopted a new *Land Resource Management Plan*. The plan addresses the importance of Will County Landmarks and National Register designated properties and sites through preservation planning. The new document is also very realistic, recognizing that growth likely will occur and, if not regulated properly, could have a detrimental impact on the character of the county's rural areas. The *Land Resource Management Plan* focuses primarily on land use and development forms, but advocates that the preservation of rural areas should include the preservation of those elements significant to agricultural production and the agricultural landscape, such as rural structures. Therefore, the *Land Resource Management Plan* supports the goals for the preservation of rural structures.

The new *Land Resource Management Plan* also includes discussion of different forms of development in rural areas, both historically and at present. This includes preserving the character of hamlets and other small rural crossroad settlements. Contemporary development trends include Conservation Design Subdivisions, which rearrange the typical layout of streets and housing lots, setting aside a substantial amount of land as permanent open space. Conventional Suburban Residential subdivisions typically consume the entire development parcel. Historic structures and landscapes are specifically recognized in the *Land Resource Management Plan* as meriting protection when developing a Conservation Design Subdivision.[8]

A detailed review of the new *Land Resource Management Plan,* and its application to the rural survey area of Green Garden Township, is beyond the scope of this report. However, the information provided in this new document should be considered in the development of protection measures for the rural heritage areas and sites discussed below.

[8] To view the *Land Resource Management Plan* in its entirety, please visit http://www.willcountylanduse.com/lrmp/lrmpmain.html, or contact the Will County Land Use Department, Planning Division, at (815) 727-8430.

Potential Historic Districts and Landmarks

Potential Rural Heritage District

Unlike previously surveyed townships which had localized concentrations of historic resources in towns, settlements, or groupings of farmsteads, the historic structures identified in this survey appear to be well distributed across all of Green Garden Township. However, it is clear that the settlement and development of Green Garden is closely related to adjoining townships, most especially the village and township of Monee, because of the access to the Illinois Central Railroad, and to a lesser extent the village and township of Manhattan, which together with Green Garden formed Trenton Township prior to 1853. The possibility of rural heritage districts extending from the adjoining townships into Green Garden can be reconsidered when more detailed information about these townships is available.

Individual Landmarks

There are several individual structures and sites that have potential for local landmark status. As noted above, some of these sites may have potential for National Register eligibility after additional research. The following sites in Green Garden Township listed in boldface type are recommended for possible Will County Landmark nomination. The remainder of the sites listed have somewhat less significance due to compromised integrity, typically due to artificial siding. If these features were reversed, then they could merit local landmark designation. Map 3 in Appendix B shows the sites that have potential for local landmark status.

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	SIGNIFICANCE
	Stuenkel Road	13-01-300-003	Potentially Locally Significant – House
	Steger Road	13-02-200-002	Potentially Locally Significant – House and Barn
	Stuenkel Road	13-02-400-010	Potentially Locally Significant – House and Crib Barn
10917	**Steger Road**	**13-05-100-010**	**Locally Significant – House and Barn; Association with first settler in Green Garden Township, Michael F. Sanders**
	Steger Road	13-06-100-005	Potentially Locally Significant – Barn
23552	U.S. Route 45	13-06-400-007	Potentially Locally Significant – House
11332	Dralle Road	13-07-400-004	Potentially Locally Significant – Barn
24538	**104th Avenue**	**13-08-400-001**	**Locally Significant – House and Barn**
9710	Dralle Road	13-09-400-012	Potentially Locally Significant – House
24820	Joliet Road	13-14-200-001	Potentially Locally Significant – House
9134	Manhattan-Monee Road	13-15-400-006	Potentially Locally Significant – House
24753	U.S. Route 45	13-17-100-005	Potentially Locally Significant – House and Crib Barn
24724	104th Avenue	13-17-200-001	Potentially Locally Significant – Barn
11853	Dralle Road	13-18-100-016	Potentially Locally Significant – House and Barn
25145	Scheer Road	13-18-300-005	Potentially Locally Significant – Barn
	U.S. Route 45	13-18-400-006	Potentially Locally Significant – Barn
	U.S. Route 45	13-19-400-005	Potentially Locally Significant – Church
26000	U.S. Route 45	13-19-400-009	Potentially Locally Significant – House and Barn
	Gorman Road	13-24-400-010	Potentially Locally Significant – Barn
8641	Gorman Road	13-26-100-001	Potentially Locally Significant – Barn
26605	Peotone Road	13-26-100-006	Potentially Locally Significant – Barn
26612	104th Avenue	13-29-200-004	Potentially Locally Significant – House
11715	Gorman Road	13-30-100-002	Potentially Locally Significant – House

NUMBER	STREET NAME	PARCEL IDENTIFICATION NUMBER (PIN)	SIGNIFICANCE
27561	Scheer Road	13-31-300-003	Potentially Locally Significant – House
	Manhattan-Wilton Road	13-31-400-001	Potentially Locally Significant – Barn
27132	104th Avenue	13-32-200-005	Potentially Locally Significant – House
10822	Manhattan-Wilton Road	13-32-300-002	Potentially Locally Significant – House and Barn
9912	Manhattan-Wilton Road	13-33-400-001	Potentially Locally Significant – House
9008	Manhattan-Wilton Road	13-34-400-001	Potentially Locally Significant – House
	Manhattan-Wilton Road	**13-35-300-013**	**Locally Significant – House; Association with St. John's Church in Peotone Township**

Survey Summary

The survey of Green Garden Township documented over 850 structures, including 135 houses and 86 barns, on 149 sites. The previous survey of New Lenox Township documented 471 structures on 90 sites. The previous surveys of Lockport, Plainfield, Wheatland, DuPage, Homer, and New Lenox Townships documented a total of 1,835 structures, including 405 houses, 214 barns, and 1,216 agricultural support structures on 420 sites.[9] The following tables include totals for the six townships intensively surveyed to date for the building types discussed in Chapter I. Since the surveys of Lockport, Plainfield, Wheatland, and DuPage Townships are several years old at this point, detailed information is not provided here, but can be found in the New Lenox Township report dated August 2003. However, these townships are included in the cumulative totals listed at right.

Farmhouses

House Type	Homer	*Percent*	New Lenox	*Percent*	Green Garden	*Percent*	Totals[10]
I House	2	-	9	*8 %*	3	-	25
Hall and Parlor	5	*8 %*	2	-	0	-	20
New England One and a Half	0	-	5	*4 %*	2	-	7
German Farmhouse	0	-	0	-	0	-	2
Four over Four	6	*10 %*	9	*8 %*	11	*9 %*	62
Side Hallway	0	-	2	-	2	-	7
Italianate	3	*5 %*	2	-	0	-	7
Upright and Wing	16	*27 %*	26	*23 %*	40	*32 %*	127
Gabled Ell	4	*7 %*	16	*14 %*	32	*26 %*	96
Gable Front	11	*18 %*	8	*7 %*	3	-	39
Queen Anne	2	-	9	*8 %*	0	-	13
Foursquare	2	-	5	*4 %*	23	*18 %*	54
Bungalow	0	-	8	*7 %*	3	-	23
Cape Cod	4	*7 %*	4	*3 %*	5	*4 %*	22
Other	5	-	10	-	11	-	36
Totals	60		115		135		540

[9] Wheatland Township contained 101 sites with a total of 499 structures. Plainfield Township contained 70 sites with a total of 225 structures and elements. Lockport Township contained 56 sites with a total of 166 structures and elements. Du Page Township contained 28 sites with a total of 131 structures. Homer Township contained 76 sites with a total of 343 structures and elements.

[10] The three tables presented here include detailed breakdown for only the most recent surveys. However, the totals reflect the cumulative totals for all surveys performed since 1999, including Lockport, Plainfield, Wheatland, and DuPage Townships.

Barns

Barn Type	Homer	*Percent*	New Lenox	*Percent*	Green Garden	*Percent*	Totals
Three-bay Threshing	13	*39 %*	20	*36 %*	44	*49 %*	119
Bank	2	-	1	-	3	-	9
Raised	1	-	0	-	0	-	6
Pennsylvania German	0	-	1	-	0	-	9
Three-ended	0	-	1	-	2	-	7
Plank Frame	6	*18 %*	15	*27 %*	18	*20 %*	74
Feeder	1	-	2	-	3	-	13
Dairy	3	*9 %*	13	*23 %*	14	*16 %*	46
Round Roof	1	-	0	-	1	-	3
Other or unknown	6	*18 %*	3	*5 %*	1	*6 %*	14
Totals	33		56		86		300

Support Buildings

Building Type	Homer	New Lenox	Green Garden	Totals
Animal Shed/Shelter	8	4	22	66
Small Barn	0	1	4	19
Cellar	0	0	0	2
Chicken House/Coop	14	13	24	82
Corn Crib	4	0	4	13
Crib Barn	26	45	83	253
Foundation[11]	10	5	21	50
Garage	18	37	72	189
Horse Stable	0	4	0	4
Hog House	1	4	2	11
Implement Shed	25	22	31	175
Machine Shed	1	1	11	15
Mesh Bin	6	2	7	34
Metal Bin	22	49	94	187
Milk House	19	20	29	75
Pole Barn/Metal Building	20	25	90	151
Privy	0	0	2	6
Pump House	0	0	3	44
Shed	25	33	65	184
Silo	30	13	49	180
Smoke House	6	2	5	19
Summer Kitchen	1	2	3	13
Windmill	4	2	3	31
Other	10	16	17	54
Totals	250	300	641	1,857
Farmhouses	60	115	135	540
Barns	33	56	86	300
Total Structures	343	471	862	2,697

[11] Most foundations appeared to be for sheds or other small buildings. Larger foundations for barns were present at a few farmsteads.

Comparison to 1988 Survey Results

As part of the data compilation, a limited comparison was made between the results of the 1988 reconnaissance survey of Will County and the existing conditions in Green Garden Township in 2004. The 1988 survey, conducted by Michael A. Lambert in August–October 1988, was a reconnaissance-level survey performed from the public right-of-way. The 1988 survey identified 182 farmsteads containing roughly 1,000 structures. Maps 2B and 2C in Appendix B present this information.

No historic buildings survive today at thirty-three (33) farmsteads or other historic properties identified during the 1988 survey. Three (3) of these farmsteads were considered potentially significant in 1988. Some farmsteads have been lost due to suburban development of the property. Other properties are still actively farmed, and the loss of historic structures is related to changes in the agricultural economy and the gradual increase in average farm size, which leads to smaller farms being absorbed into larger operations and the abandonment of former farmsteads.

In addition, at twenty-four (24) sites included in the present survey, contributing historic structures have been lost since 1988. This includes the loss of the original house, the original main barn, and/or all outbuildings. This must be considered an underestimate of the loss of historic structures since 1988, since this determination could only be made when the 1988 survey photograph clearly shows a historic structure that does not now exist. The loss of historic structures on a property often seems to be related to the end of active farming and a change to residential use of the property. There is also the gradual ongoing loss of older wood-framed structures due to storms and fires.

A very small number of sites were omitted in the 1988 survey but have been included in this survey.

Refer also to the sequence of maps showing increasing suburban development in Green Garden Township since 1970 (Map 4 through Map 12 in Appendix B). Since 1988, the total area of suburban development in Green Garden Township has roughly doubled. As of 2004, roughly one-fifth of the approximately 23,000 acres in Green Garden Township has been subdivided for suburban development. Additionally, large areas currently used for agricultural purposes are owned by real estate trusts and land development companies, indicating that suburban development is likely in the future.

Tables

The following series of tables list farmsteads and agriculturally-related sites and their potential for landmark designation; farmhouse types; barn types; and all other support buildings. The tables cover only Green Garden Township.

Farmsteads and Related Sites (Sorted by PIN)

PIN (Sidwell # only)	Street Name	Building Style	Barn Type	Local Landmark Potential
13-01-100-005	Steger Road (231st)	Upright and Wing	Plank frame barn	Contributing Structures
13-01-200-003	Harlem Avenue	Upright and Wing	Three-bay threshing	Contributing Structures
13-01-300-003	Stuenkel Road (239th)	Upright and Wing	Dairy Barn	Potentially locally significant (House)
13-01-300-009	Stuenkel Road (239th)	Upright and Wing	Crib Barn	Contributing Structures
13-01-400-022	Stuenkel Road (239th)	Upright and Wing	Three-bay threshing	Contributing Structures
13-01-400-031	Harlem Avenue	Gabled Ell	No barn on site	Contributing Structure
13-02-200-002	Steger Road (231st)	Gable Front	Three-bay threshing	Potentially locally significant (House and Barn)
13-02-300-006	Peotone Road (88th)	Foursquare	Dairy Barn	Contributing Structures
13-02-400-010	Stuenkel Road (239th)	Gabled Ell	Three-bay threshing	Potentially locally significant (House and Crib Barn)
13-03-100-043	Center Road	No house on site	No barn on site	No
13-03-200-006	Steger Road (231st)	Four-over-four	Three-bay threshing	Contributing Structures
13-03-200-008	Peotone Road (88th)	Gabled Ell	Plank frame barn	Contributing Structures
13-04-200-005	Kuse Road	Foursquare	No barn on site	Contributing Structures
13-04-300-004	Stuenkel Road (239th)	Gabled Ell	No barn on site	Contributing Structures
13-04-300-015	Kuse Road	Cape Cod	Crib Barn	Contributing Structures
13-04-300-020	Kuse Road	Split Level	Crib Barn	Contributing Structures
13-04-300-032	Stuenkel Road (239th)	Four-over-four	No barn on site	Contributing Structures
13-05-100-010	Steger Road (231st)	Four-over-four	Dairy Barn	Locally significant for association with M.F. Sanders and Dr. W.W. Hedges and potentially for architecture
13-05-200-005	104th Avenue (Elsner)	Upright and Wing	Plank frame barn	Contributing Structures
13-05-300-001	Stuenkel Road (239th)	No house on site	Crib Barn	No
13-05-400-011	Stuenkel Road (239th)	Upright and Wing	No barn on site	Contributing Structures
13-06-100-001	Scheer Road	Gabled Ell	Machine Shed	Contributing Structures
13-06-100-005	Steger Road (231st)	Upright and Wing	Bank Barn	Potentially locally significant
13-06-200-001	Steger Road (231st)	No house on site	Three-bay threshing	Contributing Structures
13-06-300-005	Stuenkel Road (239th)	Upright and Wing	Three-bay threshing	Contributing Structures
13-06-400-006	Stuenkel Road (239th)	Manufactured Hous	Pole Barn	Contributing Structures
13-06-400-007	U.S. Route 45	Upright and Wing	Three-bay threshing	Potentially locally significant (house)
13-07-100-004	Stuenkel Road (239th)	Gabled Ell	Plank frame barn	Contributing Structures
13-07-200-012	Stuenkel Road (239th)	Gabled Ell	Three-bay threshing	Contributing Structures
13-07-300-003	Dralle Road (247th)	Upright and Wing	Plank frame barn	Contributing Structures

PIN (Sidwell # only)	Street Name	Building Style	Barn Type	Local Landmark Potential
13-07-400-004	Dralle Road (247th)	Upright and Wing	Three-bay threshing	Potentially locally significant (Barn)
13-08-200-003	Stuenkel Road (239th)	Upright and Wing	Three-bay threshing	Contributing Structures
13-08-300-001	U.S. Route 45	Gable Front	No barn on site	Contributing Structures
13-08-400-001	104th Avenue (Elsner)	Gabled Ell	Bank Barn	Locally significant (house, barn)
13-09-100-002	Stuenkel Road (239th)	No house on site	No barn on site	No
13-09-100-003	Stuenkel Road (239th)	No house on site	No barn on site	Contributing Structures
13-09-200-028	Stuenkel Road (239th)	Four-over-four	Pole Barn	Contributing Structures
13-09-300-003	104th Avenue (Elsner)	Gabled Ell	Plank frame barn	Contributing Structures
13-09-400-012	Dralle Road (247th)	Foursquare	Three-bay threshing	Potentially locally significant (house)
13-09-400-013	Center Road	Gabled Ell	Plank frame barn	Contributing Structures
13-10-100-007	Stuenkel Road (239th)	Gabled Ell	Dairy Barn	Contributing Structures
13-10-200-021	Peotone Road (88th)	Cape Cod	Manufactured Building	Contributing Structures
13-10-400-002	Peotone Road (88th)	Gabled Ell	Three-bay threshing	Contributing Structures
13-11-100-002	Stuenkel Road (239th)	Four-over-four	Manufactured Building	Contributing Structures
13-11-200-006	Stuenkel Road (239th)	No house on site	Three-bay threshing	No
13-12-100-003	Stuenkel Road (239th)	Upright and Wing	Pole Barn	Contributing Structures
13-12-100-008	Stuenkel Road (239th)	Foursquare	No barn on site	Contributing Structures
13-12-300-002	Dralle Road (247th)	Upright and Wing	No barn on site	Contributing Structures
13-12-300-007	Dralle Road (247th)	Upright and Wing	Dairy Barn	Contributing Structures
13-12-400-004	Dralle Road (247th)	Gabled Ell	Plank frame barn	Contributing Structures
13-12-400-010	Harlem Avenue	Upright and Wing	No barn on site	Contributing Structures
13-13-300-002	Manhattan-Monee Road 25	New England 1-1/2	Pole Barn	Contributing Structures
13-14-200-001	Joliet Road (80th)	Bungalow	No barn on site	Potentially locally significant (house)
13-14-200-008	Joliet Road (80th)	Upright and Wing	Three-bay threshing	Contributing Structures
13-14-300-024	Peotone Road (88th)	Upright and Wing	No barn on site	Contributing Structure
13-14-400-001	Joliet Road (80th)	Upright and Wing	No barn on site	Contributing Structures
13-14-400-005	Manhattan-Monee Road 25	Gabled Ell	Plank frame barn	Contributing Structures
13-15-400-002	Peotone Road (88th)	Side Hallway	Three-bay threshing	Contributing Structures
13-15-400-006	Manhattan-Monee Road 25	Gabled Ell	Round Roof Barn	Potentially locally significant (barn)
13-16-100-003	104th Avenue (Elsner)	No house on site	Three-bay threshing	Contributing Structures
13-16-200-001	Dralle Road (247th)	Upright and Wing	Three-bay threshing	Contributing Structures
13-16-400-004	Center Road	Vernacular	No barn on site	No
13-16-400-008	Center Road	Upright and Wing	Three-bay threshing	Contributing Structures
13-17-100-005	U.S. Route 45	Gabled Ell	Dairy Barn	Potentially locally significant (barn & crib barn)

PIN (Sidwell # only)	Street Name	Building Style	Barn Type	Local Landmark Potential
13-17-200-001	104th Avenue (Elsner)	Foursquare	Dairy Barn	Potentially locally significant (barn)
13-17-400-004	104th Avenue (Elsner)	Upright and Wing	Crib Barn	Contributing Structures
13-18-100-016	Dralle Road (247th)	I House	Three-bay threshing	Potentially locally significant
13-18-300-005	Scheer Road	Ranch	Three-bay threshing	Potentially locally significant (barn)
13-18-400-001	U.S. Route 45	Gabled Ell	Three-bay threshing	Contributing Structures
13-18-400-006	U.S. Route 45	Gabled Ell	Dairy Barn	Potentially locally significant (barn)
13-19-100-003	Manhattan-Monee Road 25	Gabled Ell	Dairy Barn	Contributing Structures
13-19-200-001	Manhattan-Monee Road 25	Cape Cod	Crib Barn	Contributing Structures
13-19-200-011	U.S. Route 45	Upright and Wing	Three-bay threshing	Contributing Structures
13-19-400-005	U.S. Route 45		No barn on site	Potentially locally significant (Church)
13-19-400-009	U.S. Route 45	Foursquare	Three-bay threshing	Potentially locally significant (house & barn)
13-20-100-004	U.S. Route 45	Gabled Ell	No barn on site	Contributing Structures
13-20-200-005	Manhattan-Monee Road 25	No house on site	Three-bay threshing	No
13-20-200-012	104th Avenue (Elsner)	Gable Front	No barn on site	Contributing Structures
13-20-300-003	U.S. Route 45	Gabled Ell	Three-End Barn	Contributing Structures
13-20-300-011	U.S. Route 45	Ranch	Plank frame barn	Contributing Structures
13-20-300-015	U.S. Route 45	Upright and Wing	No barn on site	No
13-20-400-003	104th Avenue (Elsner)	Ranch	Three-bay threshing	Contributing Structures
13-21-100-002	Manhattan-Monee Road 25	New England 1-1/2	Three-bay threshing	Contributing Structures
13-21-100-004	Manhattan-Monee Road 25	I House	Dairy Barn	Contributing Structures
13-21-200-005	Center Road	Foursquare	No barn on site	Contributing Structures
13-21-200-006	Center Road		No barn on site	Contributing Structures
13-21-300-004	Gorman Road (263rd)	Upright and Wing	Plank frame barn	Contributing Structures
13-22-200-003	Peotone Road (88th)	No house on site	Dairy Barn	No
13-22-400-001	Gorman Road (263rd)	No house on site	Crib Barn	No
13-23-300-009	Gorman Road (263rd)	Upright and Wing	Plank frame barn	Contributing Structures
13-23-400-003	Joliet Road (80th)	Upright and Wing	No barn on site	Contributing Structures
13-23-400-010	Joliet Road (80th)	Upright and Wing	No barn on site	Contributing Structures
13-24-100-004	Manhattan-Monee Road 25	Upright and Wing	No barn on site	Contributing Structures
13-24-100-010	Manhattan-Monee Road 25	Foursquare	Plank frame barn	Contributing Structures
13-24-300-004	Gorman Road (263rd)	Upright and Wing	Three-bay threshing	Contributing Structures
13-24-400-010	Gorman Road (263rd)	Foursquare	Dairy Barn	Potentially locally significant (barn)
13-25-100-004	Gorman Road (263rd)	Foursquare	No barn on site	Contributing Structure
13-25-200-002	Gorman Road (263rd)	Upright and Wing	No barn on site	Contributing Structures

PIN (Sidwell # only)	Street Name	Building Style	Barn Type	Local Landmark Potential
13-25-400-001	Pauling Road (271st)	Four-over-four	Three-bay threshing	Contributing Structures
13-25-402-005	Harlem Avenue	Bungalow	No barn on site	Contributing Structures
13-26-100-001	Gorman Road (263rd)	Cape Cod	Dairy Barn	Potentially locally significant (barn)
13-26-100-006	Peotone Road (88th)	Four-over-four	Dairy Barn	Potentially locally significant (barn)
13-26-200-003	Joliet Road (80th)	Four-over-four	Three-bay threshing	Contributing Structures
13-26-200-015	Gorman Road (263rd)	Upright and Wing	Crib Barn	Contributing Structures
13-26-300-003	Pauling Road (271st)		Three-bay threshing	No
13-26-300-013	Peotone Road (88th)	Gabled Ell	Plank frame barn	Contributing Structures
13-27-100-003	Gorman Road (263rd)	I House	Three-bay threshing	Contributing Structures
13-27-100-006	Center Road	Four-over-four	No barn on site	Contributing Structures
13-27-200-001	Gorman Road (263rd)	No house on site	Plank frame barn	No
13-27-400-001	Pauling Road (271st)	Foursquare	Crib Barn	Contributing Structures
13-27-400-005	Peotone Road (88th)	Foursquare	No barn on site	Contributing Structures
13-28-100-001	104th Avenue (Elsner)	Foursquare	Crib Barn	Contributing Structures
13-28-200-002	Center Road	Upright and Wing	No barn on site	Contributing Structures
13-28-200-006	Center Road	Four-over-four	Three-End Barn	Contributing Structures
13-28-300-001	Pauling Road (271st)	Gabled Ell	Crib Barn	Contributing Structures
13-29-100-011	Gorman Road (263rd)	Foursquare	Three-bay threshing	Contributing Structures
13-29-200-004	104th Avenue (Elsner)	Foursquare	Three-bay threshing	Potentially locally significant (house)
13-29-300-005	Pauling Road (271st)	Upright and Wing	No barn on site	No
13-29-300-007	U.S. Route 45	Gabled Ell	Three-bay threshing	Contributing Structures
13-29-400-003	Pauling Road (271st)	Upright and Wing	Bank Barn	Contributing Structures
13-30-100-001	Gorman Road (263rd)	No house on site	No barn on site	No
13-30-100-002	Gorman Road (263rd)	Foursquare	Pole Barn	Potentially locally significant
13-30-300-006	Pauling Road (271st)	Foursquare	Three-bay threshing	Contributing Structures
13-30-400-012	U.S. Route 45	Foursquare	Three-bay threshing	Contributing Structures
13-31-100-004	Pauling Road (271st)	Gabled Ell	No barn on site	Contributing Structures
13-31-200-005	Pauling Road (271st)	Upright and Wing	No barn on site	Contributing Structures
13-31-300-001	Scheer Road	Bungalow	No barn on site	Contributing Structure
13-31-300-003	Scheer Road	Foursquare	Three-bay threshing	Potentially locally significant (house)
13-31-400-001	Manhattan-Wilton Road (2	Ranch	Animal Barn	Potentially locally significant (barn)
13-32-100-003	U.S. Route 45	Upright and Wing	Animal Barn	Contributing Structure
13-32-200-005	104th Avenue (Elsner)	Gabled Ell	Three-bay threshing	Potentially locally significant (house)
13-32-300-002	Manhattan-Wilton Road (2	Gabled Ell	Animal Barn	Potentially locally significant (house & barn)

PIN (Sidwell # only)	Street Name	Building Style	Barn Type	Local Landmark Potential
13-32-300-004	U.S. Route 45	Upright and Wing	Dairy Barn	Contributing Structures
13-33-200-002	Center Road	Cape Cod	No barn on site	No
13-33-300-001	104th Avenue (Elsner)	Side Hallway	Three-bay threshing	Contributing Structures
13-33-400-001	Manhattan-Wilton Road (2	Foursquare	Three-bay threshing	Potentially locally significant (house)
13-34-100-001	Pauling Road (271st)	Gabled Ell	Three-bay threshing	Contributing Structures
13-34-100-006	Center Road	Gabled Ell	Three-End Barn	Contributing Structures
13-34-300-001	Manhattan-Wilton Road (2	No house on site	No barn on site	No
13-34-400-001	Manhattan-Wilton Road (2	Foursquare	Plank frame barn	Potentially locally significant (house)
13-35-100-009	Pauling Road (271st)	Upright and Wing	No barn on site	Contributing Structures
13-35-300-009	Peotone Road (88th)	Gabled Ell	Three-bay threshing	Contributing Structures
13-35-300-013	Manhattan-Wilton Road (2	Gabled Ell	No barn on site	Yes, association with St. John's Church in Peotone Township, and association with early settler Christian Knopp.
13-36-100-007	Pauling Road (271st)	Four-over-four	No barn on site	Contributing Structures
13-36-200-004	Harlem Avenue	Gabled Ell	No barn on site	Contributing Structures
13-36-300-002	Manhattan-Wilton Road (2	Foursquare	Plank frame barn	Contributing Structures
13-36-300-003	Joliet Road (80th)	Foursquare	Plank frame barn	Contributing Structures

Farmhouses (Sorted by PIN)

PIN (Sidwell #	Street Name	Building Style	Detail Style	Period of Construction	House Significance
13-01-100-005	Steger Road (231st)	Upright and Wing	Vernacular	c. 1850s	Contributing
13-01-200-003	Harlem Avenue	Upright and Wing	Vernacular	c. 1850s	Contributing
13-01-300-003	Stuenkel Road (239th)	Upright and Wing	Greek Revival	c. 1860s	Potentially locally significant
13-01-300-009	Stuenkel Road (239th)	Upright and Wing	Vernacular	c. 1870s	Contributing
13-01-400-022	Stuenkel Road (239th)	Upright and Wing	Vernacular	c. 1860s	Contributing
13-01-400-031	Harlem Avenue	Gabled Ell	Italianate		Contributing
13-02-200-002	Steger Road (231st)	Gable Front	Queen Anne	c. 1880s	Potentially locally significant
13-02-300-006	Peotone Road (88th)	Foursquare	Vernacular	c. 1900s	Contributing
13-02-400-010	Stuenkel Road (239th)	Gabled Ell	Italianate	c. 1870s	Potentially locally significant
13-03-200-006	Steger Road (231st)	Four-over-four	Vernacular	c. 1870s	Contributing
13-03-200-008	Peotone Road (88th)	Gabled Ell	Vernacular	c. 1880s	Contributing
13-04-200-005	Kuse Road	Foursquare	Vernacular	c. 1910s	Contributing
13-04-300-004	Stuenkel Road (239th)	Gabled Ell	Vernacular		Contributing
13-04-300-015	Kuse Road	Cape Cod	Vernacular	c. 1950s	No
13-04-300-020	Kuse Road	Split Level	Modern	c. 1960s	No
13-04-300-032	Stuenkel Road (239th)	Four-over-four	Queen Anne	c. 1890s	Contributing
13-05-100-010	Steger Road (231st)	Four-over-four	Greek Revival	c. 1860s	Locally significant; Potentially National Register significant
13-05-200-005	104th Avenue (Elsner)	Upright and Wing	Vernacular	c. 1860s	Contributing
13-05-400-011	Stuenkel Road (239th)	Upright and Wing	Vernacular	c. 1880s	Contributing
13-06-100-001	Scheer Road	Gabled Ell	Queen Anne	c .1880s	Contributing
13-06-100-005	Steger Road (231st)	Upright and Wing	Vernacular	c. 1880s	Contributing
13-06-300-005	Stuenkel Road (239th)	Upright and Wing	Queen Anne	c. 1880s	Contributing
13-06-400-007	U.S. Route 45	Upright and Wing	Vernacular	c. 1880s	Potentially locally significant
13-07-100-004	Stuenkel Road (239th)	Gabled Ell	Vernacular	c. 1870s	Contributing
13-07-200-012	Stuenkel Road (239th)	Gabled Ell	Vernacular	c. 1880s	Contributing
13-07-300-003	Dralle Road (247th)	Upright and Wing	Vernacular	c. 1880s	Contributing
13-07-400-004	Dralle Road (247th)	Upright and Wing	Vernacular	c. 1890s	Contributing
13-08-200-003	Stuenkel Road (239th)	Upright and Wing	Vernacular	c. 1860s	No
13-08-300-001	U.S. Route 45	Gable Front	Vernacular	c. 1900s	Contributing
13-08-400-001	104th Avenue (Elsner)	Gabled Ell	Italianate	c. 1880s	Locally significant Potentially National Register Significant
13-09-200-028	Stuenkel Road (239th)	Four-over-four	Queen Anne	c. 1890s	Contributing

PIN (Sidwell #	Street Name	Building Style	Detail Style	Period of Construction	House Significance
13-09-300-003	104th Avenue (Elsner)	Gabled Ell	Vernacular	c. 1880s	Contributing
13-09-400-012	Dralle Road (247th)	Foursquare	Craftsman	c. 1910s	Potentially locally significant
13-09-400-013	Center Road	Gabled Ell	Contemporary	c. 1880s	Contributing
13-10-100-007	Stuenkel Road (239th)	Gabled Ell	Vernacular	c. 1870s	Contributing
13-10-200-021	Peotone Road (88th)	Cape Cod	Modern	c. 1980s	No
13-10-400-002	Peotone Road (88th)	Gabled Ell	Vernacular	c. 1880s	Contributing
13-11-100-002	Stuenkel Road (239th)	Four-over-four	Vernacular	c. 1900s	Contributing
13-12-100-003	Stuenkel Road (239th)	Upright and Wing	Vernacular	c. 1880s	Contributing
13-12-100-008	Stuenkel Road (239th)	Foursquare	Vernacular	c. 1900s	Contributing
13-12-300-002	Dralle Road (247th)	Upright and Wing	Vernacular	c. 1860s	Contributing
13-12-300-007	Dralle Road (247th)	Upright and Wing	Vernacular	c. 1880s	Contributing
13-12-400-004	Dralle Road (247th)	Gabled Ell	Queen Anne	c. 1870s	Contributing
13-12-400-010	Harlem Avenue	Upright and Wing	Vernacular	c. 1880s	Contributing
13-13-300-002	Manhattan-Monee Road 25	New England 1-1/2	Vernacular		Contributing
13-14-200-001	Joliet Road (80th)	Bungalow	Craftsman	c. 1920s	Potentially locally significant
13-14-200-008	Joliet Road (80th)	Upright and Wing	Vernacular	c. 1880s	No
13-14-300-024	Peotone Road (88th)	Upright and Wing	Vernacular	c. 1860s	Contributing
13-14-400-001	Joliet Road (80th)	Upright and Wing	Vernacular	c. 1880s	Contributing
13-14-400-005	Manhattan-Monee Road 25	Gabled Ell	Vernacular	c. 1880s	Contributing
13-15-400-002	Peotone Road (88th)	Side Hallway	Vernacular	c. 1860s	Contributing
13-15-400-006	Manhattan-Monee Road 25	Gabled Ell	Eclectic	c. 1890s	Contributing
13-16-200-001	Dralle Road (247th)	Upright and Wing	Vernacular	c. 1880s	Contributing
13-16-400-008	Center Road	Upright and Wing	Vernacular	c. 1880s	Contributing
13-17-100-005	U.S. Route 45	Gabled Ell	Vernacular	c. 1870s	Contributing
13-17-200-001	104th Avenue (Elsner)	Foursquare	Queen Anne	c. 1890s	Contributing
13-17-400-004	104th Avenue (Elsner)	Upright and Wing	Vernacular	c. 1880s	Contributing
13-18-100-016	Dralle Road (247th)	I House	Vernacular	c. 1880s	Potentially locally significant
13-18-300-005	Scheer Road	Ranch	Modern	c. 1950s	Contributing
13-18-400-001	U.S. Route 45	Gabled Ell	Vernacular	1887	Contributing
13-18-400-006	U.S. Route 45	Gabled Ell	Queen Anne	c. 1890s	Contributing
13-19-100-003	Manhattan-Monee Road 25	Gabled Ell	Vernacular	c. 1880s	Contributing
13-19-200-001	Manhattan-Monee Road 25	Cape Cod	Modern	c. 1940s	No
13-19-200-011	U.S. Route 45	Upright and Wing	Vernacular	c. 1880s	Contributing
13-19-400-009	U.S. Route 45	Foursquare	Craftsman	c. 1900s	Potentially locally significant

PIN (Sidwell #	Street Name	Building Style	Detail Style	Period of Construction	House Significance
13-20-100-004	U.S. Route 45	Gabled Ell	Vernacular	c. 1890s	Contributing
13-20-200-012	104th Avenue (Elsner)	Gable Front	Vernacular	c. 1900s	Contributing
13-20-300-003	U.S. Route 45	Gabled Ell	Vernacular	c. 1870s	Contributing
13-20-300-011	U.S. Route 45	Ranch	Modern	c. 1950s	No
13-20-300-015	U.S. Route 45	Upright and Wing	Vernacular	c. 1870s	No
13-20-400-003	104th Avenue (Elsner)	Ranch	Modern	c. 1950s	No
13-21-100-002	Manhattan-Monee Road 25	New England 1-1/2	Vernacular	c. 1860s	Contributing
13-21-100-004	Manhattan-Monee Road 25	I House	Vernacular	c. 1860s	Contributing
13-21-200-005	Center Road	Foursquare	Colonial Revival	c. 1920s	Contributing
13-21-300-004	Gorman Road (263rd)	Upright and Wing	Vernacular	c. 1860s	Contributing
13-23-300-009	Gorman Road (263rd)	Upright and Wing	Vernacular	c. 1860s	Contributing
13-23-400-003	Joliet Road (80th)	Upright and Wing	Vernacular	1873	Contributing
13-23-400-010	Joliet Road (80th)	Upright and Wing	Vernacular	c. 1880s	Contributing
13-24-100-004	Manhattan-Monee Road 25	Upright and Wing	Vernacular	c. 1870s	Contributing
13-24-100-010	Manhattan-Monee Road 25	Foursquare	Vernacular	c. 1910s	Contributing
13-24-300-004	Gorman Road (263rd)	Upright and Wing	Vernacular	c. 1870s	Contributing
13-24-400-010	Gorman Road (263rd)	Foursquare	Vernacular	c. 1900s	Contributing
13-25-100-004	Gorman Road (263rd)	Foursquare	Vernacular	c. 1910s	Contributing
13-25-200-002	Gorman Road (263rd)	Upright and Wing	Vernacular	c. 1860s	Contributing
13-25-400-001	Pauling Road (271st)	Four-over-four	Vernacular	c. 1880s	Contributing
13-25-402-005	Harlem Avenue	Bungalow	Craftsman	c. 1920s	Contributing
13-26-100-001	Gorman Road (263rd)	Cape Cod	Modern	1953	Contributing
13-26-100-006	Peotone Road (88th)	Four-over-four	Colonial Revival	c. 1920s	Contributing
13-26-200-003	Joliet Road (80th)	Four-over-four	Vernacular	c. 1870s	Contributing
13-26-200-015	Gorman Road (263rd)	Upright and Wing	Vernacular	c. 1860s	Contributing
13-26-300-013	Peotone Road (88th)	Gabled Ell	Vernacular	c. 1860s	Contributing
13-27-100-003	Gorman Road (263rd)	I House	Vernacular	c. 1880s	Contributing
13-27-100-006	Center Road	Four-over-four	Vernacular	c. 1890s	Contributing
13-27-400-001	Pauling Road (271st)	Foursquare	Queen Anne	c. 1900s	Contributing
13-27-400-005	Peotone Road (88th)	Foursquare	Vernacular	c. 1910s	Contributing
13-28-100-001	104th Avenue (Elsner)	Foursquare	Queen Anne	c. 1890s	Contributing
13-28-200-002	Center Road	Upright and Wing	Vernacular	c. 1850s	Contributing
13-28-200-006	Center Road	Four-over-four	Vernacular	c. 1900s	Contributing
13-28-300-001	Pauling Road (271st)	Gabled Ell	Vernacular	c. 1890s	Contributing

PIN (Sidwell #	Street Name	Building Style	Detail Style	Period of Construction	House Significance
13-29-100-011	Gorman Road (263rd)	Foursquare	Vernacular	c. 1900s	Contributing
13-29-200-004	104th Avenue (Elsner)	Foursquare	Queen Anne	c. 1890s	Potentially locally significant
13-29-300-005	Pauling Road (271st)	Upright and Wing	Vernacular	c. 1870s	No; demolition imminent
13-29-300-007	U.S. Route 45	Gabled Ell	Vernacular	c. 1880s	Contributing
13-29-400-003	Pauling Road (271st)	Upright and Wing	Vernacular	c. 1870s	Contributing
13-30-100-002	Gorman Road (263rd)	Foursquare	Craftsman	1917	Potentially locally significant
13-30-300-006	Pauling Road (271st)	Foursquare	Vernacular	c. 1910s	Contributing
13-30-400-012	U.S. Route 45	Foursquare	Vernacular	c. 1900s	Contributing
13-31-100-004	Pauling Road (271st)	Gabled Ell	Vernacular	c. 1880s	Contributing
13-31-200-005	Pauling Road (271st)	Upright and Wing	Vernacular	c. 1870s	Contributing
13-31-300-001	Scheer Road	Bungalow	Vernacular	c. 1940s	Contributing
13-31-300-003	Scheer Road	Foursquare	Vernacular	c. 1900s	Potentially locally significant
13-31-400-001	Manhattan-Wilton Road (27	Ranch	Modern	c. 1950s	Contributing
13-32-100-003	U.S. Route 45	Upright and Wing	Vernacular	c. 1860s	Contributing
13-32-200-005	104th Avenue (Elsner)	Gabled Ell	Queen Anne	c. 1880s	Potentially locally significant
13-32-300-002	Manhattan-Wilton Road (27	Gabled Ell	Italianate	c. 1870s	Potentially locally significant
13-32-300-004	U.S. Route 45	Upright and Wing	Vernacular	c. 1870s	Contributing
13-33-200-002	Center Road	Cape Cod	Contemporary	c. 1960s	No
13-33-300-001	104th Avenue (Elsner)	Side Hallway	Queen Anne	c. 1880s	Contributing
13-33-400-001	Manhattan-Wilton Road (27	Foursquare	Craftsman	1906	Potentially locally significant
13-34-100-001	Pauling Road (271st)	Gabled Ell	Vernacular	c. 1900s	Contributing
13-34-100-006	Center Road	Gabled Ell	Vernacular	c. 1880s	No
13-34-400-001	Manhattan-Wilton Road (27	Foursquare	Queen Anne	c. 1900s	Potentially locally significant
13-35-100-009	Pauling Road (271st)	Upright and Wing	Vernacular	c. 1860s	Contributing
13-35-300-009	Peotone Road (88th)	Gabled Ell	Vernacular	c. 1870s	Contributing
13-35-300-013	Manhattan-Wilton Road (27	Gabled Ell	Italianate	c. 1860s	Locally significant, Potentially National Register
13-36-100-007	Pauling Road (271st)	Four-over-four	Vernacular		Contributing
13-36-200-004	Harlem Avenue	Gabled Ell	Vernacular	c. 1880s	Contributing
13-36-300-002	Manhattan-Wilton Road (27	Foursquare	Vernacular	c. 1910s	Contributing
13-36-300-003	Joliet Road (80th)	Foursquare	Vernacular	c. 1910s	Contributing

Barns (Sorted by PIN)

PIN (Sidwell # only)	Street Name	Barn Type	Barn Date	Barn Significance
13-01-100-005	Steger Road (231st)	Plank frame barn	c. 1900s	Contributing
13-01-200-003	Harlem Avenue	Three-bay threshing	c. 1860s	Contributing
13-01-300-003	Stuenkel Road (239th)	Dairy Barn	c. 1920s	Contributing
13-01-300-009	Stuenkel Road (239th)	Crib Barn	c. 1900s	Contributing
13-01-400-022	Stuenkel Road (239th)	Three-bay threshing	c. 1900s	Contributing
13-02-200-002	Steger Road (231st)	Three-bay threshing	c .1880s	Potentially locally significant
13-02-300-006	Peotone Road (88th)	Dairy Barn	c. 1900s	Contributing
13-02-400-010	Stuenkel Road (239th)	Three-bay threshing	c. 1880s	Contributing
13-03-200-006	Steger Road (231st)	Three-bay threshing	c. 1870s	Contributing
13-03-200-008	Peotone Road (88th)	Plank frame barn	c. 1900s	Contributing
13-04-300-015	Kuse Road	Crib Barn	c. 1910s	Contributing
13-04-300-020	Kuse Road	Crib Barn	c. 1910s	Contributing
13-05-100-010	Steger Road (231st)	Dairy Barn	c. 1930s	Locally significant
13-05-200-005	104th Avenue (Elsner)	Plank frame barn	c. 1910s	Contributing
13-05-300-001	Stuenkel Road (239th)	Crib Barn	c. 1910s	No
13-06-100-005	Steger Road (231st)	Bank Barn	c. 1900s	Potentially locally significant
13-06-200-001	Steger Road (231st)	Three-bay threshing	c. 1910s	Contributing
13-06-300-005	Stuenkel Road (239th)	Three-bay threshing	c. 1890s	Contributing
13-06-400-006	Stuenkel Road (239th)	Pole Barn	c. 1960s	No
13-06-400-007	U.S. Route 45	Three-bay threshing	c. 1910s	Contributing
13-07-100-004	Stuenkel Road (239th)	Plank frame barn	c. 1900s	Contributing
13-07-200-012	Stuenkel Road (239th)	Three-bay threshing	c. 1900s	Contributing
13-07-300-003	Dralle Road (247th)	Plank frame barn	c. 1900s	Contributing
13-07-400-004	Dralle Road (247th)	Three-bay threshing	c. 1890s	Potentially locally significant
13-08-200-003	Stuenkel Road (239th)	Three-bay threshing	c. 1890s	Contributing
13-08-400-001	104th Avenue (Elsner)	Bank Barn	c. 1880s	Locally significant
13-09-200-028	Stuenkel Road (239th)	Pole Barn	c. 1980s	No
13-09-300-003	104th Avenue (Elsner)	Plank frame barn	c. 1910s	Contributing
13-09-400-012	Dralle Road (247th)	Three-bay threshing	c. 1900s	Contributing
13-09-400-013	Center Road	Plank frame barn	c. 1910s	Contributing
13-10-100-007	Stuenkel Road (239th)	Dairy Barn	c. 1900s	Contributing
13-10-400-002	Peotone Road (88th)	Three-bay threshing	c. 1880s	Contributing
13-11-200-006	Stuenkel Road (239th)	Three-bay threshing	c. 1890s	No

PIN (Sidwell # only)	Street Name	Barn Type	Barn Date	Barn Significance
13-12-100-003	Stuenkel Road (239th)	Pole Barn	c. 1980s	No
13-12-300-007	Dralle Road (247th)	Dairy Barn	c. 1900s	Contributing
13-12-400-004	Dralle Road (247th)	Plank frame barn	c. 1900s	Contributing
13-13-300-002	Manhattan-Monee Road 255th)	Pole Barn	c. 1960s	No
13-14-200-008	Joliet Road (80th)	Three-bay threshing	c. 1890s	Contributing
13-14-400-005	Manhattan-Monee Road 255th)	Plank frame barn	c. 1900s	Contributing
13-15-400-002	Peotone Road (88th)	Three-bay threshing	c. 1890s	Contributing
13-15-400-006	Manhattan-Monee Road 255th)	Round Roof Barn	c. 1940s	Potentially locally significant
13-16-100-003	104th Avenue (Elsner)	Three-bay threshing	c. 1900s	Contributing
13-16-200-001	Dralle Road (247th)	Three-bay threshing	c. 1890s	Contributing
13-16-400-008	Center Road	Three-bay threshing	1911	Contributing
13-17-100-005	U.S. Route 45	Dairy Barn	c. 1900s	Potentially locally significant
13-17-200-001	104th Avenue (Elsner)	Dairy Barn	c. 1900s	Potentially locally significant
13-17-400-004	104th Avenue (Elsner)	Crib Barn	c. 1900s	Contributing
13-18-100-016	Dralle Road (247th)	Three-bay threshing	c. 1900s	Potentially locally significant
13-18-300-005	Scheer Road	Three-bay threshing	c. 1900s	Potentially locally significant
13-18-400-001	U.S. Route 45	Three-bay threshing	1886	Contributing
13-18-400-006	U.S. Route 45	Dairy Barn	c. 1930s	Potentially locally significant
13-19-100-003	Manhattan-Monee Road 255th)	Dairy Barn	c. 1890s	Contributing
13-19-200-001	Manhattan-Monee Road 255th)	Crib Barn	c. 1890s	Contributing
13-19-200-011	U.S. Route 45	Three-bay threshing	c. 1900s	No
13-19-400-009	U.S. Route 45	Three-bay threshing	c. 1890s	Potentially locally significant
13-20-200-005	Manhattan-Monee Road 255th)	Three-bay threshing	c. 1890s	No
13-20-300-003	U.S. Route 45	Three-End Barn	c. 1890s	Contributing
13-20-300-011	U.S. Route 45	Plank frame barn	c. 1900s	
13-20-400-003	104th Avenue (Elsner)	Three-bay threshing	c. 1880s	Contributing
13-21-100-002	Manhattan-Monee Road 255th)	Three-bay threshing	c. 1890s	Contributing
13-21-100-004	Manhattan-Monee Road 255th)	Dairy Barn	c. 1900s	Contributing
13-21-300-004	Gorman Road (263rd)	Plank frame barn		Contributing
13-22-200-003	Peotone Road (88th)	Dairy Barn	c. 1920s	No
13-22-400-001	Gorman Road (263rd)	Crib Barn	c. 1890s	No
13-23-300-009	Gorman Road (263rd)	Plank frame barn		Contributing
13-24-100-010	Manhattan-Monee Road 255th)	Plank frame barn		Contributing
13-24-300-004	Gorman Road (263rd)	Three-bay threshing	c. 1880s	Contributing
13-24-400-010	Gorman Road (263rd)	Dairy Barn	c. 1930s	Potentially locally significant

PIN (Sidwell # only)	Street Name	Barn Type	Barn Date	Barn Significance
13-25-400-001	Pauling Road (271st)	Three-bay threshing	c. 1880s	Contributing
13-26-100-001	Gorman Road (263rd)	Dairy Barn	1918	Potentially locally significant
13-26-100-006	Peotone Road (88th)	Dairy Barn	c. 1910s	Contributing
13-26-200-003	Joliet Road (80th)	Three-bay threshing	c. 1910s	Contributing
13-26-200-015	Gorman Road (263rd)	Crib Barn	c. 1900s	No
13-26-300-003	Pauling Road (271st)	Three-bay threshing		No
13-26-300-013	Peotone Road (88th)	Plank frame barn	c. 1910s	Contributing
13-27-100-003	Gorman Road (263rd)	Three-bay threshing	c. 1890s	Contributing
13-27-200-001	Gorman Road (263rd)	Plank frame barn		No
13-27-400-001	Pauling Road (271st)	Crib Barn	c. 1900s	Contributing
13-28-100-001	104th Avenue (Elsner)	Crib Barn	c. 1910s	Contributing
13-28-200-006	Center Road	Three-End Barn	c. 1890s	Contributing
13-28-300-001	Pauling Road (271st)	Crib Barn	c. 1910s	Contributing
13-29-100-011	Gorman Road (263rd)	Three-bay threshing	c. 1900s	Contributing
13-29-200-004	104th Avenue (Elsner)	Three-bay threshing	c. 1890s	Contributing
13-29-300-007	U.S. Route 45	Three-bay threshing	c. 1900s	Contributing
13-29-400-003	Pauling Road (271st)	Bank Barn	c. 1900s	Contributing
13-30-100-002	Gorman Road (263rd)	Pole Barn	c. 1950s	
13-30-300-006	Pauling Road (271st)	Three-bay threshing	c. 1890s	Contributing
13-30-400-012	U.S. Route 45	Three-bay threshing	c. 1890s	Contributing
13-31-300-003	Scheer Road	Three-bay threshing	c. 1900s	Contributing
13-31-400-001	Manhattan-Wilton Road (279th)	Animal Barn	c. 1950s	Potentially locally significant
13-32-100-003	U.S. Route 45	Animal Barn	c. 1940s	Contributing
13-32-200-005	104th Avenue (Elsner)	Three-bay threshing	c. 1880s	Contributing
13-32-300-002	Manhattan-Wilton Road (279th)	Animal Barn	c. 1920s	Potentially locally significant
13-32-300-004	U.S. Route 45	Dairy Barn	c. 1920s	Contributing
13-33-300-001	104th Avenue (Elsner)	Three-bay threshing	c. 1880s	
13-33-400-001	Manhattan-Wilton Road (279th)	Three-bay threshing	c. 1906	Contributing
13-34-100-001	Pauling Road (271st)	Three-bay threshing	c. 1900s	Contributing
13-34-100-006	Center Road	Three-End Barn	c. 1900s	Potentially locally significant
13-34-400-001	Manhattan-Wilton Road (279th)	Plank frame barn	c. 1900s	Contributing
13-35-300-009	Peotone Road (88th)	Three-bay threshing	c. 1890s	Contributing
13-36-300-002	Manhattan-Wilton Road (279th)	Plank frame barn	c. 1930s	Contributing
13-36-300-003	Joliet Road (80th)	Plank frame barn	c. 1920s	Contributing

Support Buildings (Sorted by PIN)

PIN (Sidwell # only)	Street Name	Other Structure 1	Other Structure 2	Other Structure 3	Other Structure 4	Other Structure 5	Additional Structures
13-01-100-005	Steger Road (231st)						
13-01-200-003	Harlem Avenue	Milk House Foundation	Garage	Crib Barn	Summer Kitchen	Metal bins (5)	metal building; standing seam steel, roof and siding, good condition
13-01-300-003	Stuenkel Road (239th)	Milk House	Crib Barn	Implement Shed	Manufactured Home		
13-01-300-009	Stuenkel Road (239th)						
13-01-400-022	Stuenkel Road (239th)	Crib Barn	unknown foundation				
13-01-400-031	Harlem Avenue						
13-02-200-002	Steger Road (231st)	Pole Barn	Crib Barn	Pole Barn			
13-02-300-006	Peotone Road (88th)	Implement Shed	Crib Barn	Garage	Milk House		
13-02-400-010	Stuenkel Road (239th)	Crib Barn	Animal Shed	Summer Kitchen			
13-03-100-043	Center Road	Silo					
13-03-200-006	Steger Road (231st)	Crib Barn	Silo	Garage			
13-03-200-008	Peotone Road (88th)	Silo	Milk House	Manufactured Building			
13-04-200-005	Kuse Road	Crib Barn	Shed	Silo	Garage		
13-04-300-004	Stuenkel Road (239th)	Manufactured Building	Silo	Shed			
13-04-300-015	Kuse Road	Silo	Well House	Ruins of Main Barn	Garage		
13-04-300-020	Kuse Road	Implement Shed	Silo	Garage	Hay Shed	Machine Shed	Additional House on-site; Ranch, gable roof
13-04-300-032	Stuenkel Road (239th)	Manufactured building	Manufactured Building	Manufactured Building	Garage		
13-05-100-010	Steger Road (231st)	Milk House	Animal Shed	Pole Barn	Silo	Manufactured Building	Metal Bins (8) - Concrete foundation - Corrugated metal walls - Standing seam conical roof
13-05-200-005	104th Avenue (Elsner)	Feeder Barn	Feeder Barn	Crib Barn	Crib Barn	Metal Bins (2)	Garage Pole Barn

PIN (Sidwell # only)	Street Name	Other Structure 1	Other Structure 2	Other Structure 3	Other Structure 4	Other Structure 5	Additional Structures
13-05-300-001	Stuenkel Road (239th)	mesh bin					
13-05-400-011	Stuenkel Road (239th)	shed	garage				
13-06-100-001	Scheer Road	Corn Crib	foundation	Pole Barn	Metal Bins (3)		
13-06-100-005	Steger Road (231st)	garage	Pole Barn	Implement Shed	Chicken House	Pole Barn	Implement Shed - cast concrete foundation, board & batten walls, asphalt shingle gable roof, fair condition, c. 1900s (see also fieldnotes)
13-06-200-001	Steger Road (231st)	Silo	Implement Shed	Small Barn	Implement Shed Additi	Smoke house	
13-06-300-005	Stuenkel Road (239th)	Crib Barn	Pole Barn	Metal Bins (3)	Animal Shed	Chicken House	Gas Tank Mesh Bin - mesh walls, standing seam conical roof, fair condition, c. 1950s (see also fieldnotes)
13-06-400-006	Stuenkel Road (239th)	Silo	Sheds (2)				
13-06-400-007	U.S. Route 45	Garden Shed	Milk House	Manufactured Buildings	Metal Bins (4)	Dairy Barn	Crib Barn, c. 1890s Manufactured Home Steel Windmill Frame Concrete Stave Silo with dome metal roof
13-07-100-004	Stuenkel Road (239th)	Silo	metal bin	metal bin	Crib Barn	Shed	Pole Barns (2)
13-07-200-012	Stuenkel Road (239th)	Implement Shed	Crib Barn	Milk House	Garage	Shed	Animal Shed; concrete foundation, vertical wood board walls, gable, standing seam metal roof, c. 1970s, fair condition (see also fieldnotes)
13-07-300-003	Dralle Road (247th)	Implement Shed	Manufactured Building	Crib Barn	Corn Crib	Sheds (2)	Garage - aluminum siding, asphalt shingle gable, concrete foundation, c. 1950s
13-07-400-004	Dralle Road (247th)	Chicken House	Milk House	Implement Shed	Manufactured Building	Chicken House	Crib Barn - gable roof, square windows, sliding doors, c. 1910s, fair condition, cast concrete foundation, perforated metal walls, asphalt shingle roof (see also fieldnotes)
13-08-200-003	Stuenkel Road (239th)	Shed	Pole Barn	Implement Shed	Crib Barn	Manufactured Building	Silo - cast concrete foundation, concrete plank walls, no roof, fair condition, c. 1920s

PIN (Sidwell # only)	Street Name	Other Structure 1	Other Structure 2	Other Structure 3	Other Structure 4	Other Structure 5	Additional Structures
13-08-300-001	U.S. Route 45	Implement Shed	Shed				
13-08-400-001	104th Avenue (Elsner)	Garage	Implement Shed	Milk House	Crib Barn	Chicken House	3 cylindrical metal grain bins 3 wood-framed, wood-sided sheds, poor condition
13-09-100-002	Stuenkel Road (239th)	Manufactured Building					
13-09-100-003	Stuenkel Road (239th)	Shed	Manufactured Building				
13-09-200-028	Stuenkel Road (239th)	Garage					
13-09-300-003	104th Avenue (Elsner)	Milk House	Silo	Chicken House	Shed	Garage	
13-09-400-012	Dralle Road (247th)	Garage	Crib Barn	Silo	Manufactured Building	Chicken House	
13-09-400-013	Center Road	Garage					
13-10-100-007	Stuenkel Road (239th)	Silos (2)	Milk House	Shed	Implement Shed	Crib Barn	Animal Shed, arched roof, poor condition
13-10-200-021	Peotone Road (88th)	Implement Shed	Well House				
13-10-400-002	Peotone Road (88th)	Silos (2)	Grains Bins (3)	Implement Shed			
13-11-100-002	Stuenkel Road (239th)	Bin	Silo				
13-11-200-006	Stuenkel Road (239th)	Milk House Foundation					
13-12-100-003	Stuenkel Road (239th)	Gazebo					Gazebo
13-12-100-008	Stuenkel Road (239th)	Garage	Second House	Implement Shed			
13-12-300-002	Dralle Road (247th)	Crib Barn	Implement Shed				
13-12-300-007	Dralle Road (247th)	Milk House	Implement Shed				
13-12-400-004	Dralle Road (247th)	Pole Barn	Garage				
13-12-400-010	Harlem Avenue	Garage	Pole Barn	Shed			Mobile Home Garden Shed
13-13-300-002	Manhattan-Monee Road 255t						
13-14-200-001	Joliet Road (80th)	Pole Barn	Garage	Garage			
13-14-200-008	Joliet Road (80th)	Milk House	Shed	School House	Mesh Bin	Crib Barn	Chicken House; board & batten walls, concrete foundation, shed roof, asphalt sheets Concrete foundation

PIN (Sidwell # only)	Street Name	Other Structure 1	Other Structure 2	Other Structure 3	Other Structure 4	Other Structure 5	Additional Structures
13-14-300-024	Peotone Road (88th)						
13-14-400-001	Joliet Road (80th)	Milk House	Chicken House	Privy			
13-14-400-005	Manhattan-Monee Road 255t						
13-15-400-002	Peotone Road (88th)	Crib Barn	Implement Shed	Metal Bin	Hog House	Pole Barn	Chicken House; concrete block foundation, horizontal wood board walls, gable wood shingle roof, c. 1960s, poor condition Garage, c. 1950s
13-15-400-006	Manhattan-Monee Road 255t	Garage					
13-16-100-003	104th Avenue (Elsner)	Metal Bins (2)					
13-16-200-001	Dralle Road (247th)	Manufactured Building	Manufactured Building				
13-16-400-004	Center Road						
13-16-400-008	Center Road	Garage	Crib Barn				
13-17-100-005	U.S. Route 45	Crib Barn	Silo	Milk House	Pole Barns (2)	Chicken House	Manufactured Home
13-17-200-001	104th Avenue (Elsner)	Silo	Animal Shed	Crib Barn	Garage	Crib Barn	Steel Windmill Frame 2 Metal Grain Bins, conical roof Smoke House, arched roof 2 Pole Barns, c. 1950s
13-17-400-004	104th Avenue (Elsner)	Chicken House	Milk House Foundation	Well			
13-18-100-016	Dralle Road (247th)	Garage	Crib Barn				
13-18-300-005	Scheer Road	Chicken House	Milk House	Manufactured Building	Metal Bins (3)	Pole Barn	Garage - concrete foundation, corrugated metal walls, asphalt shingle gable roof, c. 1940s, fair condition
13-18-400-001	U.S. Route 45	Crib Barn	Quonset Shed	Garage	Tool Shed	Implement Shed	Concrete Stave Silo, c. 1910s Metal Grain Bins (2), c. 1950s Brick Ranch House, 1951 Wood Frame House, c. 1970s
13-18-400-006	U.S. Route 45	Metal Bins (2)	Crib Barn	Animal Shed	Garage	Pole Barn	Manufactured Home
13-19-100-003	Manhattan-Monee Road 255t	Summer Kitchen	Garage	Implement Shed	Silo	Crib Barn	
13-19-200-001	Manhattan-Monee Road 255t	Pole Barn					
13-19-200-011	U.S. Route 45	Garage	Office Building				

PIN (Sidwell # only)	Street Name	Other Structure 1	Other Structure 2	Other Structure 3	Other Structure 4	Other Structure 5	Additional Structures
13-19-400-005	U.S. Route 45						
13-19-400-009	U.S. Route 45	Metal Bin	Silo	Silo w/Barn	Crib Barn	Pole Barn	Garage; c. 1950s, vinyl siding, concrete foundation, asphalt shingle hipped roof
13-20-100-004	U.S. Route 45	Metal Bins (3)	Pole Barns (8)	Garage			
13-20-200-005	Manhattan-Monee Road 255t						
13-20-200-012	104th Avenue (Elsner)						
13-20-300-003	U.S. Route 45	Crib Barn					Ranch house
13-20-300-011	U.S. Route 45	Crib Barn	Crib Barn	metal bin	Pole Barn	Garage	
13-20-300-015	U.S. Route 45	Corn Crib					
13-20-400-003	104th Avenue (Elsner)	Animal Shed	Silo	Milk House	Machine Shed	Chicken House	Shed, wood walls, asphalt shingle roof Ruins of Corn Crib, collapsed since 1988 Grain Bin adjacent to animal shed
13-21-100-002	Manhattan-Monee Road 255t	Crib Barn	Silo	Implement Shed	Garage	Chicken House	Pole Barn; corrugated metal walls, corrugated metal gable roof, c. 1950s, fair condition -Implement Shed; concrete foundation, concrete block walls, gable asphalt shingle roof, c. 1920s, fair condition
13-21-100-004	Manhattan-Monee Road 255t	Garage	Manufactured Building	Chicken House	shed	Crib Barn	Second House, vinyl siding, mansard roof with asphalt shingles, c. 1970s Manufactured Building, sheet metal, c , 1990s Second Garage, cement asbestos siding, hipped asphalt shingle roof, with lean-to addition
13-21-200-005	Center Road	garage	Crib Barn	Implement Shed	Pole Barn		
13-21-200-006	Center Road	Implement Shed					
13-21-300-004	Gorman Road (263rd)	Crib Barn	Implement Shed	Silo			

PIN (Sidwell # only)	Street Name	Other Structure 1	Other Structure 2	Other Structure 3	Other Structure 4	Other Structure 5	Additional Structures
13-22-200-003	Peotone Road (88th)	Metal Bin	Pole Barn	Silo	Garage	Pole Barn	Pole Barn; concrete foundation, corrugated metal walls, gable corrugated metal roof, fair condition, c. 1970s
13-22-400-001	Gorman Road (263rd)						
13-23-300-009	Gorman Road (263rd)	garage	Manufactured Building	Manufactured Building			
13-23-400-003	Joliet Road (80th)	Garage					
13-23-400-010	Joliet Road (80th)	Garage	House	Shed			
13-24-100-004	Manhattan-Monee Road 255t	Milk House	Implement Shed	Crib Barn	Concrete Foundation	Concrete Foundation	Garage Chicken House Manufactured Building
13-24-100-010	Manhattan-Monee Road 255t	Crib Barn	Milk House	Garden Shed			
13-24-300-004	Gorman Road (263rd)	Crib Barn					
13-24-400-010	Gorman Road (263rd)	Windmill	Milk House	Garage			
13-25-100-004	Gorman Road (263rd)						
13-25-200-002	Gorman Road (263rd)						
13-25-400-001	Pauling Road (271st)	Shed	Metal Bin				
13-25-402-005	Harlem Avenue	Crib Barn	Silo	Manufactured Building	Metal Bin	Garage	
13-26-100-001	Gorman Road (263rd)	Garage	Crib Barn	Chicken House	Implement Shed	Animal Shed	Wood Smoke House, c. 1920s 2 Wooden Sheds, c. 1920s Original Corn Crib, c. 1890s, survived tornado in 1918 per current owner
13-26-100-006	Peotone Road (88th)	Crib Barn	Crib Barn	Garage	Manufactured Building		
13-26-200-003	Joliet Road (80th)	Implement Shed	Corn Crib	Crib Barn	Grain Bin		
13-26-200-015	Gorman Road (263rd)	Garden Shed	Garage	Quonset Shed			Manufactured Home
13-26-300-003	Pauling Road (271st)	Crib Barn	Metal Bin	shed			
13-26-300-013	Peotone Road (88th)	Implement Shed	Silo	Silo	Crib Barn		
13-27-100-003	Gorman Road (263rd)	Crib Barn #1	Animal Shed	Crib Barn #2	Animal Shed	Garage	
13-27-100-006	Center Road	Pole Barn	Cellular Phone Antenna				

PIN (Sidwell # only)	Street Name	Other Structure 1	Other Structure 2	Other Structure 3	Other Structure 4	Other Structure 5	Additional Structures
13-27-200-001	Gorman Road (263rd)						
13-27-400-001	Pauling Road (271st)	Quonset Hut					
13-27-400-005	Peotone Road (88th)	Implement Shed	Crib Barn				
13-28-100-001	104th Avenue (Elsner)	Manufactured Building	Machine Shed	Animal Shed	Milk House	Grain Bin	
13-28-200-002	Center Road	Implement Shed	Implement Shed	Crib Barn	Crib Barn	Crib Barn	other outbuildings, see site plan sketch
13-28-200-006	Center Road	Grain Bins (4)	Milk House Foundation	Crib Barn	Manufactured Building		
13-28-300-001	Pauling Road (271st)	Implement Shed #1	Quonset Shed	Implement Shed #3	Pole Barn	Metal Bin	Silo; metal walls, metal roof, concrete foundation, c. 1950s
13-29-100-011	Gorman Road (263rd)	Garage	Crib Barn	Shed			
13-29-200-004	104th Avenue (Elsner)	Corn Crib	Shed (1)	Shed (2)	Shed (3)	Garage	
13-29-300-005	Pauling Road (271st)	Garage	Shed	New House			Swimming pool
13-29-300-007	U.S. Route 45	Manufactured Building	Animal Shed	Garage	Grain Bins (2)		
13-29-400-003	Pauling Road (271st)	Shed	Garage	Silo			
13-30-100-001	Gorman Road (263rd)	Silo					
13-30-100-002	Gorman Road (263rd)	Barn Foundation	Hog House	Metal bins (4)	Garage	Chicken House	concrete foundation of milk house? concrete block foundation of former Quonset hut building by G.B. Homes
13-30-300-006	Pauling Road (271st)	Crib Barn	Manufactured Building	Grain Bins (3)	Machine Shed		Manufactured Home
13-30-400-012	U.S. Route 45	Garage	Quonset Hut	Crib Barn	Grain Bins	Manufactured Building	metal and concrete stave silos (several)
13-31-100-004	Pauling Road (271st)	Silo	Garage	Shed (2)	Pump House		
13-31-200-005	Pauling Road (271st)	Crib Barn	Shed				
13-31-300-001	Scheer Road						
13-31-300-003	Scheer Road	Machine Shed	Foundation	Silo			
13-31-400-001	Manhattan-Wilton Road (279t	Corn Crib	Office	Mobile Home			

PIN (Sidwell # only)	Street Name	Other Structure 1	Other Structure 2	Other Structure 3	Other Structure 4	Other Structure 5	Additional Structures
13-32-100-003	U.S. Route 45	Machine Shed	Silo	Corn Crib	Garage	Grain Bins (3)	animal shed; roll asphalt roof, wood siding; other unknown foundations
13-32-200-005	104th Avenue (Elsner)	Corn Crib	Manufactured Building	Machine Shed			
13-32-300-002	Manhattan-Wilton Road (279t	Chicken House	Small Barn	Garage	Shed	Privy	
13-32-300-004	U.S. Route 45	Corn Crib	garage	Grain Bins (5)	Manufactured Building	Garden Shed	
13-33-200-002	Center Road	Quonset Shed	Manufactured Building				
13-33-300-001	104th Avenue (Elsner)	Corn Crib	Cow Shed	Dairy Barn	Garage	Metal Shed	Two cylindrical metal grain bins (c. 1960s) Two wire grain bins (c. 1950s)
13-33-400-001	Manhattan-Wilton Road (279t	Animal Shed	Machine Shed	Double Silo	Garage	Milk House & Chicken	behind garage, small shed and smoke house
13-34-100-001	Pauling Road (271st)	Hay Loft Barn	Small Garage	Large Garage	Manufactured Building	Smoke house	Silo; concrete stave, sheet metal dome roof, c. 1930s Grain bin; wire walls, metal conical roof, concrete foundation, c. 1950s 2nd Grain bin; sheet metal walls and roof, c. 1960s
13-34-100-006	Center Road	Crib Barn	Animal Shed	Machine Shed	Small Shed (1)	Small Shed (2)	
13-34-300-001	Manhattan-Wilton Road (279t	Corn Crib					
13-34-400-001	Manhattan-Wilton Road (279t	Crib Barn	Machine Shed	Chicken House	Garage		contemporary wood, gambrel roof garden shed, c. 1980s-1990s; small metal shed near barn; storage container (truck trailer type); small personnel shed near road
13-35-100-009	Pauling Road (271st)	Crib Barn	Animal Shed	Garage			
13-35-300-009	Peotone Road (88th)	Garage					concrete foundations of two earlier outbuildings
13-35-300-013	Manhattan-Wilton Road (279t	Garage	Shed	Silo			
13-36-100-007	Pauling Road (271st)	Garage					
13-36-200-004	Harlem Avenue	Crib Barn	Silo Foundation	Manufactured Building			
13-36-300-002	Manhattan-Wilton Road (279t	Crib Barn	Garage	Chicken House	Manufactured Building	Grain Bins (2)	

PIN (Sidwell # only)	Street Name	Other Structure 1	Other Structure 2	Other Structure 3	Other Structure 4	Other Structure 5	Additional Structures
13-36-300-003	Joliet Road (80th)	Milk House	Crib Barn	Chicken House			

Things to Come? *While contemporary suburban development is relatively less advanced in Green Garden Township than other townships previously surveyed, these images may bode for the future of the region. Suburban development could be accelerated if (and when) changes such as the extension of Interstate 355 or the proposed Peotone Airport are implemented. At top left is an abandoned farmhouse on Manhattan-Monee Road in Section 13; this house was demolished in early 2004. At top right is an abandoned farmhouse on U.S. Route 45 in Section 20. These houses are adjacent to contemporary suburban development and will likely be demolished in the near future. Below is a view of the typical scale of suburban houses constructed in this decade (2000s). These houses are in the northwest quarter of Section 10, the Valley Farm Estates subdivision, view looking south from Stuenkel Road. They are located on farmland previously associated with the Hasenjaeger-Valy farmstead, PIN no. 13-10-100-007 in the current survey. The series of maps in Appendix B (Map 4 through Map 12) shows the gradual increase in suburban development in Green Garden Township from 1970 to the present.*

Recommendations for Additional Survey Work

Will County performed a rural survey in 1988 that identified approximately 4,867 structures. However, numerous changes have occurred in the 16 years since the original survey and a reassessment should be performed in the remaining townships in the county. For the most historically and architecturally significant area, this reassessment should be an intensive survey, similar to this report documenting Green Garden Township. Several areas of Will County are experiencing development that potentially threatens rural historic resources. Based on the issues identified in this report on Green Garden Township and previous intensive rural survey reports, the following area are the immediate priorities for additional survey work: Frankfort, Monee, and Crete Townships.

Landscape Features

One overall issue to consider in performing additional surveys is to include a component that examines the rural *landscape* as well as the rural *architecture.* In performing this survey, efforts were made to comment on certain significant landscape features, although unlike the survey of the rural architecture this has not been performed in a comprehensive manner. Landscape is more than the spaces between buildings; it is what binds and defines the rural environment.

National Register Bulletin 30 "Guidelines for Evaluating and Documenting Rural Historic Landscapes" is a document meant to guide the process of assessing rural environments toward the goal of nomination to the National Register of Historic Places. The document states that the examination may require using "the combined efforts of historians, landscape historians, architectural historians, architects, landscape architects, archaeologists, and anthropologists."[12] Therefore, the Land Use Department and Will County Historic Preservation Commission should consider performing a limited landscape survey or a landscape survey component for the survey of rural architecture.

A stand of osage orange plants borders a farm field in Green Garden Township. A landscape survey would consider the way in which features such as these define the character of the rural environment.

Archaeological Features

Identification and documentation of potential archaeological elements is beyond the scope of this study. As discussed in this Chapters I and II of this report, only one site related to Native American peoples has been identified in Green Garden Township. As noted in Chapter II, other sites likely exists. Therefore, future study of the region should consider the potential for archaeological discovery.

[12] National Register Bulletin 30, *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Interagency Resources Division, n.d.), 7.

CHAPTER IV

SURVEY METHODOLOGY

Survey Team

The survey team for this report from WJE consisted of Kenneth Itle, Project Manager and Architect, Jeffrey Koerber, Project Architect, Craig J. Droba, Project Architect, and Renae Brossman, Project Architect. The majority of the field survey was performed by Mr. Droba. Mr. Itle and Mr. Koerber compiled the survey data and wrote the survey report. This report incorporates information from the previous reports on New Lenox Township, dated August 2003; Homer Township, dated November 2002; Du Page Township, dated November 2001; and Wheatland, Plainfield, and Lockport Townships, dated November 2000.

Background Research

Work on the rural survey of Green Garden Township began in November 2003, with background research performed at the State of Illinois Archives, Springfield, and the Joliet Public Library. This report incorporates material from the previous four rural survey reports in northwestern Will County, which included research performed at the following institutions. Also refer to the previous rural survey reports for a detailed listing of research locations.

- State of Illinois Archives, Springfield
- University of Illinois Libraries
- Joliet Public Library
- Frankfort Public Library
- Chicago Public Library
- Will County Historical Society
- New Lenox Public Library
- Peotone Public Library

Field Survey

Field survey of Green Garden Township was performed by Mr. Droba, Mr. Koerber, Mr. Itle, and Ms. Brossman between November 2003 and April 2004, utilizing the survey forms developed during the previous rural survey work. A reconnaissance survey of the entire township was performed first to identify farmstead sites that likely contained structures older than 50 years for later detailed investigation. Maps produced using ArcView GIS were used in the field in conjunction with detailed road maps. The taxpayer identification numbers (referred to as “PIN”) were looked up at the Will County Office Building in Joliet.

Each site was entered by first approaching the house on each property and requesting permission to survey from the property owner or occupant. (Survey teams were in possession of a letter from the Will County Land Use Department that requested that owners allow the survey to be conducted.) If residents were not home, survey was conducted from the main driveway to the site, staying in open view should the resident return. In instances where the property owner or occupant requested that the survey team leave, the survey was conducted from the public right-of-way; this occurred at about ten percent of the sites. From five to twelve farmsteads were surveyed in a typical day.

Using a minimum age of 50 years as a general limit for structures to be included in the survey, each structure built before 1950 was documented on a printed version of the database input form, with the most detailed information taken on the farmhouse and primary barn. Each structure was photographed with a 35mm camera with a 28 to 90 mm zoom lens. Kodak Plus-X or Tri-X film was used for all photographs. Limited information on structures built after 1950 was also recorded on the survey forms, when such structures were part of a farmstead site with historic buildings.

Presentations
The survey results were presented at an informational meeting of the Will County Historic Preservation Commission on 7 July 2004 at the Will County Forest Preserve office on Laraway Road south of Joliet. Verbal comments received at the meeting were reflected in the final version of this report.

Database and Base Map Preparation
Clerical support staff entered the field data into the Microsoft Access database (2003 professional version), which was edited and reviewed by Mr. Itle. Details such as house style and barn type were re-examined based on the photographic documentation. Enlarged contact sheets were made of each roll of film, resulting in black and white prints approximately 2-1/4 inches by 3-1/2 inches. The base map for the survey region was prepared using ArcView GIS Version 8.2. (GIS stands for Geographical Information System.) Base map information was downloaded from the website of the Illinois Natural Resources Geospatial Data Clearinghouse at www.isgs.uiuc.edu/ nsdihome/ISGSindex.html.

Survey Sheets
Two original copies of the survey sheets and five xerographic copies are being provided to the Land Use Department under separate cover. The survey sheets were generated from Microsoft Access with each structure or site having from two to four pages. General information for the site was provided on each page, including address or street intersection, PIN number, property name, and survey date. The database was set up assuming that each site had one farmhouse, one main barn, and additional structures. Detailed information was provided for at most five additional structures, with a general description provided for further additional structures beyond five. These additional structures were most often contemporary outbuildings without historic significance.

Information on the survey sheets included building type, features, and condition. The general condition of the exterior walls, trim, porches, and roofs was noted as good, fair, or poor. Condition was determined based solely on brief visual examination and does not consider comprehensive structural or material condition. The estimated dates provided for the each structure is based on the architectural type, materials, detailing of the structure. Occasionally, current owners provided specific dates for house or barn structures, and these are recorded on the survey forms.

Electronic Files
In addition to the 35mm photography, printed survey sheets, and printed copies of the report, the survey data are being provided to the Land Use Department in an electronic format under separate cover. Information provided on CD-ROM includes reference digital photography taken during the field work, as .jpg and .pdf files; the report text as .doc and .pdf files; the survey database as .mdb file; and the maps as .pdf files.

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In 1988, Will County performed a survey of unincorporated rural areas, documenting approximately 4,867 structures dating from before 1945. The documentation, performed by architect Michael A. Lambert, consisted of black and white photographs and a completed information card utilizing a format established by the Illinois Historic Preservation Agency. Recorded information included the approximate age, architectural style, construction materials, noticeable additions or alterations, and overall condition of the structure. For most sites, survey data was gathered from the public right-of-way. In addition to the survey a report was prepared, "Historic Structures of Will County," dated 1991. The report examined the overall rural themes present in the county and identification of noteworthy structures.

In 1999, the Will County Land Use Department, acting as liaisons for the Will County Historic Preservation Commission, engaged Wiss, Janney, Elstner Associates, Inc. to perform an intensive survey of Wheatland, Plainfield, and Lockport Townships in northwest Will County, Illinois. In 2001, an intensive survey was performed of Du Page Township in Will County, followed by Homer Township in 2002 and New Lenox Township in 2003. The resulting reports from these surveys were used as a basis for developing this report on Green Garden Township.

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TABLE 1

NOTES FOR TABLE 1

The following table was developed for this report on the rural survey of Green Garden Township based on the following sources:

- S.H. Burhans and J. Van Vechten. *Map of Cook County, Illinois.* 1862.
- *Combination Atlas Map of Will County.* Elgin, Illinois: Thompson Brothers & Burr, 1873.
- Geo. A. Ogle & Co. *Plat Book, Will County, Illinois.* Chicago, 1893.
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- *Tri-annual Atlas & Plat Book, Will County, Illinois* Rockford, Illinois: Rockford Map Publishers, 1966.
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The table provides information on ownership as listed by the above referenced plat maps for farmsteads determined to be significant historic rural resources and a select number of contributing historic rural resources.

TABLE 1

Will County Rural Historic Structural Survey
Green Garden Township Survey Sites (November 2003 through March 2004)

Names listed on historic plat maps listed in bibliography
(Items in parenthesis indicate farmland owners before surveyed farmstead site was likely constructed)

Street Number	Street Name	PIN as Indicated in Sidwell	Assessment of Significance	1862	1873	1893	1902	1909	1928	Circa 1940	1948	1957	1966	1972	1976	1985	1990	2003
	Stuenkel Road	13-01-300-003	Potentially locally significant (farmhouse)	J.H. Esch	Esch estate	Mary Esch	Esch estate	George Engelmann	George Engelmann	George Engelmann	Ed Reade	Ed Reade	E.H. Reade	E.H. Reade	E.H. Reade	E.H. Reade	E.H. Reade	Parkway Bank and Trust
	Steger Road	13-02-200-002	Potentially locally significant (farmhouse and barn)	J. Kaiser	J. Kaiser	C. Ringle	C. Ringle	C. Ringle	Joe Ringle	Joe Ringle	Joe Ringle	Ira Hinspector	Ira Hinspector	Ira Hinspector	Ira Hinspector	Ira Hinspector	Ira Hinspector	Edna Hinspector
	Stuenkel Road	13-02-400-010	Potentially locally significant (farmhouse and crib barn)	P. Ritzman (Reitzman)	C. Ritzman (Reitzman)	C. Reitzman	C. Reitzman	Charles Reitzman	Charles Harnack	Mrs. Charles Harnack	Mrs. Charles Harnack	Lizzie Harnack	James Patterson	James Patterson	James Patterson	James Patterson	Lucerne T. Patterson	Lucerne T. Patterson
	Route 45	13-05-100-010	Locally significant and potentially nationally significant (farmhouse and barn; historical associations)	Michael F. Sanders	Michael F. Sanders	Michael F. Sanders	Michael F. Sanders	Mrs. W. Wheeler	Josephine Wheeler	Dr. W.W. Hedges	J.A. Kestel	J.A. Kestel	J.A. Kestel	J.A. Kestel	J.A. Kestel	J.A. Kestel	J.A. Kestel	Charles and Jean M. Kestel
	Stuenkel Road	13-06-100-005	Potentially locally significant (barn)	A.M. Spaulding	N. Lauer	Julia McDermott & Eva W. Munroe	Henry Schoop	Henry Schoop	Henry Schoop	Henry Schoop	Charles Koehler	Charles Koehler	Charles Koehler	Clara Koehler (1970); Arthur H. Kampe (1972)	Arthur H. Kampe	Arthur and Shirley Kampe	Arthur and Shirley Kampe	Shirley Kampe
	Route 45	13-06-400-007	Potentially locally significant (farmhouse)	W.W. Green	Green estate	C. Weber	H. Haake	H. Haake	H. Haake	Charles F. Genens	Lee Folkers	Lee Folkers	David Dralle	Raymond Meier (1970); Adam & Anna Heusner (1972)	Raymond Meier	Raymond Meier	Raymond Meier	Richard & Joan Meier
	Dralle Road	13-07-400-004	Potentially locally significant (barn)	S.E. Bowen	J.P. Felton	G. Hanson	G. Hanson	G. Hanson	Claus Hanson	Alvin Bruggeman	Alvin Bruggeman	Alvin Bruggeman	Fred Yunker	Fred Yunker	Fred Yunker	Erwin W. Yunker	Erwin W. Yunker	Erwin W. Yunker
	104th Avenue	13-08-400-001	Locally significant and potentially nationally significant (farmhouse and barn) **Centennial Farm eligible**	Barker estate	S.M. Robinson	C. Bettenhausen	C. Bettenhausen	William C. Bettenhausen	William C. Bettenhausen	William C. Bettenhausen	William C. Bettenhausen	Earl, Wesley, & William C. (Jr) Bettenhausen	Earl, Wesley, & William C. (Jr) Bettenhausen	Wesley Bettenhausen, et al.	Wesley Bettenhausen, et al.	Wesley E. Bettenhausen	Wesley E. Bettenhausen estate and Alice Bettenhausen	Wesley E. Bettenhausen estate and Alice Bettenhausen
	Joliet Road (80th Ave.)	13-14-200-001	Potentially locally significant (barn) **Centennial Farm eligible**	J.H. Stassen	D. Stassen	F. Beckman	John Jansen[1]	Fritz Beckman	Louis Beckman	Mrs. Louis Beckman	Mrs. Louis Beckman	Rosina Beckman	William Beckman	William Beckman	William Beckman	William Beckman	William Beckman	William Beckman

[1] Given the ownership listing of Fritz Beckman on the 1893 and 1909 plat maps, the 1902 listing for John Jansen could be a misprint, the name of a tenant, or the listing of a mortgage holder.

TABLE 1

Will County Rural Historic Structural Survey
Green Garden Township Survey Sites (November 2003 through March 2004)

Names listed on historic plat maps listed in bibliography
(Items in parenthesis indicate farmland owners before surveyed farmstead site was likely constructed)

Street Number	Street Name	PIN as Indicated in Sidwell	Assessment of Significance	1862	1873	1893	1902	1909	1928	Circa 1940	1948	1957	1966	1972	1976	1985	1990	2003
	Manhattan-Monee Road	13-15-400-006	Potentially locally significant (barn)	C. Lehman	George B. Jacobs	George B. Jacobs	George B. Jacobs	George B. Jacobs	George B. Jacobs	W.P. Jacobs	W.P. Jacobs	W.P. Jacobs	Amanda Jacobs	Amanda Jacobs (1970); 1st Nat. Bank of Chicago Heights. (1972)	1st Nat. Bank of Chicago Heights. (1972)	Joseph F. Warmke	Joseph F. Warmke	Joseph F. Warmke
	Route 45	13-17-100-005	Potentially locally significant (barn and crib barn)	Burditt	H. Stauffenberg	H. Stauffenberg	H. Stauffenberg	H. Stauffenberg	H. Stauffenberg	Ed Hennebry	Ed Hennebry	Frank Coppotelli	Elmer & Veronica Lucas	Elmer & E.J. Lucas	Ford City Bank of Chicago Trust	*Farm land subdivided and farmstead site held in a trust*		
	104th Avenue	13-17-200-001	Potentially locally significant (barn)	H. Twining	H. Twining	W.F. Twining	W. Twining	W. Twining	Knater Brothers	Henry Knater	Henry Knater	Mrs. Emma Knater	Mrs. Emma Knater	Mrs. Emma Knater	Mrs. Emma Knater	Ralph Knater, et al.	Ralph Knater, et al.	Richard, Ralph, and Fred Knater, Trust
	Dralle Road	13-18-100-016	Potentially locally significant (farmhouse and barn)	O. Pratt	A. Pratt	C. Burmeister estate	William Swinberg	William Baker	William Baker	William Baker	William Baker	William Baker	William Baker	Irene Baker	William Baker	Lester Baker	Lester & George Baker	*Farm land subdivided*
	Scheer Road	13-18-300-005	Potentially locally significant (barn)	*Marked "unknown" on plat map*	Peter Wilkins	Peter Wilkins	Peter Wilkins	Peter Wilkins	Peter Wilkins	Mrs. Helm Glass	Frank Coppotelli	Leo S. Bernhard	Agnes Bernhard	Agnes Bernhard	Agnes Bernhard	Don Bernhard	Don Bernhard	Donald J. Bernhard trust
	Route 45	13-18-400-006	Potentially locally significant (barn)	G.B. Wood	G.B. Wood	John Hansen	John Hansen	John Hansen	John Hansen	John Hansen	Harold Scheer	Harold Scheer	Harold Scheer	Harold Scheer	Harold Scheer	Harold Scheer	Harold & Irene Scheer	Harold & Irene Scheer trust
	Route 45	13-19-400-005	Potentially locally significant (rural church)	T.S. Haywood (land owner)	T.S. Haywood (land owner)	G. Sangmeister (land owner)	G. Sangmeister (land owner)	G. Sangmeister (land owner)	Paul Sangmeister (land owner)	Paul Sangmeister (land owner)	Paul Sangmeister (land owner)	Eveline & Emeline Sangmeister (land owners)	P. & A. Stam (land owners)	P. & A. Stam (land owners)	P. & A. Stam (land owners)	Peter Stam	*Church land shown subdivided from farm land*	
	Route 45	13-19-400-009	Potentially locally significant (farmhouse and barn)	T.S. Haywood	T.S. Haywood	T.S. Haywood	Jacob Ulrich	Jacob Ulrich	Jacob Ulrich	Adolph Ullrich	Adolph Ullrich	Harold Ullrich	Harold Ullrich	Harold Ullrich	Harold Ullrich	Harold Ullrich	Kenneth Friker trust	Kenneth Friker trust
	Center Road	13-21-200-006	Potentially locally significant (township hall)	R. Hardy (land owner)	R. Hardy (land owner)	H. Brandt (land owner)	Henry Folkers (land owner)	Henry Folkers (land owner)	D. Folkers (land owner)	D. Folkers (land owner)	D. Folkers (land owner)	Bernice Gast (land owner)	Bernice Gast (land owner)	Bernice Gast (land owner)	Albert Krusemark (land owner)	Albert & Bernice Krusemark (land owners)	Albert Krusemark & Mary Phillips (land owners)	*Township hall land shown subdivided from farm land*
	Gorman Road	13-24-400-010	Potentially locally significant (barn)	Illinois Central Railroad	J. Werner	Anton Werner	Anton Werner	Anton Werner	Anton Werner	Tekla Phillips	Tekla Phillips	Anthony Zakas	Anthony Zakas	Anthony Zakas	Anthony Zakas	*Farmstead subdivided from farm land*		
	Peotone Road (88th Ave.)	13-26-100-001	Potentially locally significant (barn)	Illinois Central Railroad	H. Koerner	D. Koerner	D. Koerner	D. Koerner	Mrs. William Koerner	Charles Younker	Charles Younker	Mary Younker	Mary Younker	Marie Willie	Mary Younker	John A. & Marie Willie	John A. & Marie Willie	Marie Willie

TABLE 1

Will County Rural Historic Structural Survey
Green Garden Township Survey Sites (November 2003 through March 2004)

Names listed on historic plat maps listed in bibliography
(Items in parenthesis indicate farmland owners before surveyed farmstead site was likely constructed)

Street Number	Street Name	PIN as Indicated in Sidwell	Assessment of Significance	1862	1873	1893	1902	1909	1928	Circa 1940	1948	1957	1966	1972	1976	1985	1990	2003
	104th Avenue	13-29-200-004	Potentially locally significant (farmhouse) **Centennial Farm eligible**	W.C. Hutchinson	W. Dierks	Fred Beckman	Fred Beckman	Fred Beckman	Herman Beckman	Siegfried Beckman	Siegfried Beckman	Siegfried Beckman	Siegfried Beckman	Siegfried Beckman	Siegfried Beckman	Evelyn Beckmann	Evelyn Beckmann	Evelyn Beckmann
	Gorman Road	13-30-100-002	Potentially locally significant (farmhouse) **Centennial Farm eligible**	Illinois Central Railroad	J. Steele	James Fell		William Krapf		Alfred Krapf	Alfred Krapf	William Krapf	Alfred Krapf	Alfred Krapf	Dorothy Krapf	Alfred Krapf	William C. Krapf	William C. Krapf
	Scheer Road	13-31-300-003	Potentially locally significant (farmhouse)	H. Folk	C. Felton	Christian Herbst	Christian Herbst	Christian Herbst	Henry Lehnert	Dan Lauffer	Joe Kline	Paul & Cecelia Herzog	Paul Herzog	South Holland Bank Trust	Gordon E. Slade	Gordon E. Slade	Gordon E. Slade trust	Gordon E. Slade trust
	Offner Road (Manhattan-Wilton Road)	13-31-400-001	Potentially locally significant (barn) **Centennial Farm eligible**	*Unmarked on plat map*	R. Haywood	F.S. Haywood	F.S. Haywood	Fred Dralle	Mrs. Mary Dralle	Mary Subbert	Ervin Dralle	Ervin Dralle	Ervin Dralle	Ervin Dralle	Ervin Dralle	Arlene M. Dralle	Arlene M. Dralle	Arlene M. Dralle
	104th Avenue	13-32-200-005	Potentially locally significant (farmhouse)	Illinois Central Railroad	B.F. McCarty	D. Folkers	D. Folkers	D. Folkers	Otto Folkers	John Werner	John Werner estate	Elsie Werner	Elsie Werner	Elsie Werner estate	Elsie Werner estate	Eugene & Anita Werner	Anita M. Werner	Anita M. Werner
	Offner Road (Manhattan-Wilton Road)	13-32-300-002	Potentially locally significant (farmhouse)	William Andrews	William Andrews	William Andrews	William Andrews	William Andrews	Charles Andrews	E.C. Andrews	George Schafer	George Schafer	Albert & Gertrude Piggush	Albert & Gertrude Piggush	Albert & Gertrude Piggush	Albert Piggush	Albert Piggush	Albert Piggush
	Offner Road (Manhattan-Wilton Road)	13-33-400-001	Potentially locally significant (farmhouse)	J.W. Young	J. Thiel	H. Wilke	John M. Burmeister	John M. Burmeister estate	John M. Burmeister estate	Mrs. Kate Sangmeister	Mrs. Kate Sangmeister estate	Clarence Sangmeister	Clarence Sangmeister	Marie D. Sangmeister	Marie D. Sangmeister	Marie D. Sangmeister	Marie D. Sangmeister	Ralph Sangmeister
	Offner Road (Manhattan-Wilton Road)	13-34-400-001	Potentially locally significant (farmhouse) **Centennial Farm eligible**	Illinois Central Railroad	F. Schmidt	F. Schmidt	F. Schmidt	F. Schmidt	F. Schmidt estate	Edward M. Schmidt	Edward M. Schmidt	Edward M. Schmidt	Edward M. Schmidt	Mrs. Selma Schmidt	Mrs. Selma Schmidt	Lloyd E. Schmidt	Lloyd E. Schmidt	Lloyd E. Schmidt
	Offner Road (Manhattan-Wilton Road)	13-35-300-013	Locally significant and potentially nationally significant (farmhouse; historical associations)	P. Lonergan	C. Knopp	C. Knopp	Ernst Knopp	Ernst Knopp	Ernst Knopp	George S. Miller	Reliable Packing Company	Reliable Packing Company	Charles & Genevieve Zuraitis	Charles & Genevieve Zuraitis	Charles & Genevieve Zuraitis	Genevieve Zuraitis Royal Acres	Charles & George Zuraitis	Gerald Finn

TABLE 2

NOTES FOR TABLE 2

Farmstead sites determined to potentially have local or national significance: a comparison of statistics from the Agricultural Schedules of the Federal Census. The following table shows the size, animal population, and crop yields as documented in the Agriculture Schedules of the Federal Census for the farmstead sites determined to potentially have local or national significance. Agriculture statistics for the 1860, 1870, and 1880 Federal Census are provided. Farms marked with a superscript 1 (^{1}) indicate acreage much larger than reflected by farm's yields. This possibly indicates that the farmer owned land that was leased to others. Portions of the table shaded gray indicate that census data for the farm was either not recorded or could not be readily identified.

TABLE 2

Will County Rural Historic Structural Survey
Green Garden Township

Farmstead sites determined to potentially have local or national significance

Comparison of statistics from the Agricultural Schedules of the Federal Census

Farm Name	PIN as Indicated in Sidwell	1860 Federal Census		1870 Federal Census	1880 Federal Census	
Esch–Engelmann–Reade	13-01-300-003	Tilled land	30 acres		Tilled land	110 acres
		Other land	50 acres		Other land	15 acres
		Horses	4		Horses	3
		Dairy cows	6		Dairy cows	7
			500 lbs. butter			550 lbs. butter
		Head of cattle	4		Head of cattle	8
		Swine	3		Swine	6
		Wheat	50 bushels		Wheat	15 bushels
		Corn	100 bushels		Corn	800 bushels
		Oats	300 bushels		Oats	800 bushels
		Potatoes	200 bushels		Potatoes	50 bushels
		Hay	35 tons		Hay	20 tons
Keiser–Ringle–Hinspector	13-02-200-002	Tilled land	60 acres		Tilled land	75 acres
		Other land	20 acres		Other land	5 acres
		Working oxen	2		Horses	2
		Dairy cows	—		Dairy cows	5
			300 lbs. butter			450 lbs. butter
		Head of cattle	4		Head of cattle	4
		Swine	3		Swine	5
		Wheat	25 bushels		Wheat	—
		Corn	200 bushels		Corn	700 bushels
		Oats	600 bushels		Oats	800 bushels
		Potatoes	75 bushels		Potatoes	50 bushels
		Hay	30 tons		Hay	7 tons
Reitzman–Harnack–Patterson	13-02-400-010	Tilled land	90 acres		Tilled land	145 acres
		Other land	50 acres		Other land	20 acres
		Horses/Oxen	4 / 4		Horses	5
		Dairy cows	5		Dairy cows	7
			250 lbs. butter			600 lbs. butter
		Head of cattle	7		Head of cattle	7
		Swine	10		Swine	5
		Wheat	100 bushels		Wheat	—
		Corn	250 bushels		Corn	1,200 bushels
		Oats	600 bushels		Oats	1,400 bushels
		Potatoes	50 bushels		Potatoes	40 bushels
		Hay	30 tons		Hay	30 tons

TABLE 2

Will County Rural Historic Structural Survey
Green Garden Township

Farmstead sites determined to potentially have local or national significance

Comparison of statistics from the Agricultural Schedules of the Federal Census

Farm Name	PIN as Indicated in Sidwell	1860 Federal Census		1870 Federal Census		1880 Federal Census	
Sanders–Hedges–Kestel	13-05-100-010	Tilled land	340 acres[1]	Tilled land	500 acres	Tilled land	500 acres
		Other land	6 acres	Other land	3.5 acres	Other land	55 acres
		Horses	14	Horses	7	Horses	6
		Dairy cows	19	Dairy cows	12	Dairy cows	7
			200 lbs butter		280 lbs. butter		200 lbs. butter
		Head of cattle	21	Head of cattle	17	Head of cattle	45
		Swine	3	Swine	3	Swine	4
		Wheat	50 bushels	Wheat	30 bushels	Wheat	—
		Corn	600 bushels	Corn	500 bushels	Corn	3,200 bushels
		Oats	1,200 bushels	Oats	1,600 bushels	Oats	3,200 bushels
		Potatoes	75 bushels	Potatoes	40 bushels	Potatoes	60 bushels
		Hay	100 tons	Hay	125 tons	Hay	180 tons
Lauer–Schoop–Koehler–Kampe	13-06-100-005			Tilled land	120 acres		
				Other land	2.5 acres		
				Horses	7		
				Dairy cows	5		
					360 lbs. butter		
				Head of cattle	5		
				Swine	15		
				Wheat	60 bushels		
				Corn	250 bushels		
				Oats	900 bushels		
				Potatoes	25 bushels		
				Hay	7 tons		
Green–Haake–Meier	13-06-400-007	Tilled land	80 acres			Tilled land	75 acres
		Other land	—			Other land	5 acres
		Horses	6			Horses	4
		Dairy cows	4			Dairy cows	4
			300 lbs. butter				300 lbs. butter
		Head of cattle	6			Head of cattle	3
		Swine	—			Swine	23
		Wheat	60 bushels			Wheat	—
		Corn	400 bushels			Corn	750 bushels
		Oats	400 bushels			Oats	800 bushels
		Potatoes	100 bushels			Potatoes	40 bushels
		Hay	50 tons			Hay	20 tons

TABLE 2

Will County Rural Historic Structural Survey
Green Garden Township

Farmstead sites determined to potentially have local or national significance

Comparison of statistics from the Agricultural Schedules of the Federal Census

Farm Name	PIN as Indicated in Sidwell	1860 Federal Census		1870 Federal Census		1880 Federal Census	
Hanson–Bruggeman–Yunker	13-07-400-004	Tilled land	160 acres	Tilled land	210 acres	Tilled land	195 acres
		Other land	—	Other land	5 acres	Other land	10 acres
		Horses	7	Horses	9	Horses	12
		Dairy cows	7	Dairy cows	10	Dairy cows	8
			400 lbs. butter		760 lbs. butter		600 lbs. butter
		Head of cattle	9	Head of cattle	11	Head of cattle	20
		Swine	20	Swine	4	Swine	8
		Wheat	200 bushels	Wheat	30 bushels	Wheat	—
		Corn	1,000 bushels	Corn	300 bushels	Corn	1,200 bushels
		Oats	800 bushels	Oats	1,200 bushels	Oats	2,000 bushels
		Potatoes	200 bushels	Potatoes	40 bushels	Potatoes	50 bushels
		Hay	15 tons	Hay	40 tons	Hay	35 tons
Bettenhausen	13-08-400-001					Tilled land	76 acres
						Other land	4 acres
						Horses	4
						Dairy cows	8
							375 lbs. butter
						Head of cattle	2
						Swine	3
						Wheat	—
						Corn	500 bushels
						Oats	750 bushels
						Potatoes	75 bushels
						Hay	9 tons
Stassen–Beckman	13-14-200-001	Tilled land	160 acres	Tilled land	115 acres		
		Other land	—	Other land	—		
		Horses	8	Horses	3		
		Dairy cows	10	Dairy cows	5		
			1,000 lbs. butter		300 lbs. butter		
		Head of cattle	15	Head of cattle	2		
		Swine	2	Swine	4		
		Wheat	200 bushels	Wheat	80 bushels		
		Corn	800 bushels	Corn	50 bushels		
		Oats	1,200 bushels	Oats	1,100 bushels		
		Potatoes	200 bushels	Potatoes	30 bushels		
		Hay	100 tons	Hay	25 tons		

TABLE 2

Will County Rural Historic Structural Survey
Green Garden Township

Farmstead sites determined to potentially have local or national significance

Comparison of statistics from the Agricultural Schedules of the Federal Census

Farm Name	PIN as Indicated in Sidwell	1860 Federal Census		1870 Federal Census	1880 Federal Census	
Jacobs–Warmke	13-15-400-006	Tilled land	100 acres		Tilled land	70 acres
		Other land	20 acres		Other land	10 acres
		Horses	5		Horses	2
		Dairy cows	10		Dairy cows	3
			1,200 lbs. butter			150 lbs. butter
		Head of cattle	2		Head of cattle	4
		Swine	5		Swine	5
		Wheat	200 bushels		Wheat	—
		Corn	1,200 bushels		Corn	600 bushels
		Oats	700 bushels		Oats	700 bushels
		Potatoes	200 bushels		Potatoes	24 bushels
		Hay	100 tons		Hay	12 tons
Stauffenberg	13-17-100-005				Tilled land	210 acres
					Other land	35 acres
					Horses	9
					Dairy cows	14
						1,000 lbs. butter
					Head of cattle	21
					Swine	13
					Wheat	—
					Corn	1,800 bushels
					Oats	3,000 bushels
					Potatoes	80 bushels
					Hay	50 tons
Twining–Knater	13-17-200-001	Tilled land	3,200 acres[1]		Tilled land	230 acres
		Other land	50 acres		Other land	15 acres
		Horses	7		Horses	9
		Dairy cows	9		Dairy cows	13
			300 lbs. butter 800 lbs. cheese			800 lbs. butter
		Head of cattle	9		Head of cattle	10
		Swine	3		Swine	10
		Wheat	50 bushels		Wheat	—
		Corn	300 bushels		Corn	1,500 bushels
		Oats	300 bushels		Oats	1,600 bushels
		Potatoes	50 bushels		Potatoes	100 bushels
		Hay	50 tons		Hay	50 tons

TABLE 2

Will County Rural Historic Structural Survey
Green Garden Township

Farmstead sites determined to potentially have local or national significance

Comparison of statistics from the Agricultural Schedules of the Federal Census

Farm Name	PIN as Indicated in Sidwell	1860 Federal Census		1870 Federal Census		1880 Federal Census	
Pratt–Baker	13-18-100-016						
Wilkins–Bernhard	13-18-300-005			Tilled land	163 acres	Tilled land	160 acres
				Other land	—	Other land	4 acres
				Horses	5	Horses	8
				Dairy cows	6	Dairy cows	9
					240 lbs. butter		900 lbs. butter
				Head of cattle	5	Head of cattle	9
				Swine	5	Swine	10
				Wheat	40 bushels	Wheat	—
				Corn	600 bushels	Corn	1,700 bushels
				Oats	900 bushels	Oats	1,400 bushels
				Potatoes	20 bushels	Potatoes	60 bushels
				Hay	30 tons	Hay	35 tons
Wood–Hansen–Scheer	13-18-400-006	Tilled land	800 acres[1]	Tilled land	40 acres	Tilled land	36 acres
		Other land	150 acres	Other land	—	Other land	4 acres
		Horses	2	Horses	4	Horses	2
		Dairy cows	2	Dairy cows	3	Dairy cows	2
			150 lbs. butter		200 lbs. butter		150 lbs. butter
		Head of cattle	8	Head of cattle	—	Head of cattle	2
		Swine	1	Swine	7	Swine	3
		Wheat	100 bushels	Wheat	—	Wheat	—
		Corn	100 bushels	Corn	150 bushels	Corn	300 bushels
		Oats	—	Oats	400 bushels	Oats	550 bushels
		Potatoes	25 bushels	Potatoes	20 bushels	Potatoes	15 bushels
		Hay	30 tons	Hay	12 tons	Hay	7 tons

TABLE 2

Will County Rural Historic Structural Survey
Green Garden Township

Farmstead sites determined to potentially have local or national significance

Comparison of statistics from the Agricultural Schedules of the Federal Census

Farm Name	PIN as Indicated in Sidwell	1860 Federal Census	1870 Federal Census	1880 Federal Census	
Haywood–Ullrich	13-19-400-009				
Werner–Zakas	13-24-400-010			Tilled land	150 acres
				Other land	10 acres
				Horses	7
				Dairy cows	8
					600 lbs. butter
				Head of cattle	8
				Swine	3
				Wheat	—
				Corn	1,500 bushels
				Oats	1,800 bushels
				Potatoes	20 bushels
				Hay	30 tons
Koerner–Younker–Willie	13-26-100-001			Tilled land	81 acres
				Other land	9 acres
				Horses	2
				Dairy cows	6
					300 lbs. butter
				Head of cattle	2
				Swine	3
				Wheat	12 bushels
				Corn	700 bushels
				Oats	700 bushels
				Potatoes	50 bushels
				Hay	10 tons

TABLE 2

Will County Rural Historic Structural Survey
Green Garden Township

Farmstead sites determined to potentially have local or national significance

Comparison of statistics from the Agricultural Schedules of the Federal Census

Farm Name	PIN as Indicated in Sidwell	1860 Federal Census	1870 Federal Census		1880 Federal Census
Beckman	13-29-200-004				
	13-30-100-002		Tilled land	83 acres	
			Other land	—	
			Horses	4	
			Dairy cows	2	
				160 lbs. butter	
			Head of cattle	11	
			Swine	6	
			Wheat	—	
			Corn	100 bushels	
			Oats	600 bushels	
			Potatoes	7 bushels	
			Hay	8 tons	
Felton–Herbst–Lehnert–Slade	13-31-300-003		Tilled land	80 acres	
			Other land	—	
			Horses	4	
			Dairy cows	4	
				320 lbs. butter	
			Head of cattle	4	
			Swine	7	
			Wheat	50 bushels	
			Corn	400 bushels	
			Oats	700 bushels	
			Potatoes	40 bushels	
			Hay	10 tons	

TABLE 2

Will County Rural Historic Structural Survey
Green Garden Township

Farmstead sites determined to potentially have local or national significance

Comparison of statistics from the Agricultural Schedules of the Federal Census

Farm Name	PIN as Indicated in Sidwell	1860 Federal Census	1870 Federal Census		1880 Federal Census	
Haywood–Dralle	13-31-400-001		Tilled land	80 acres	Tilled land	75 acres
			Other land	—	Other land	5 acres
			Horses	4	Horses	5
			Dairy cows	1	Dairy cows	5
				320 lbs. butter		200 lbs. butter
			Head of cattle	8	Head of cattle	4
			Swine	10	Swine	7
			Wheat	55 bushels	Wheat	—
			Corn	400 bushels	Corn	700 bushels
			Oats	500 bushels	Oats	612 bushels
			Potatoes	40 bushels	Potatoes	100 bushels
			Hay	20 tons	Hay	12 tons
Folkers–Werner	13-32-200-005				Tilled land	100 acres
					Other land	20 acres
					Horses	4
					Dairy cows	12
						800 lbs. butter
					Head of cattle	8
					Swine	4
					Wheat	—
					Corn	1,000 bushels
					Oats	900 bushels
					Potatoes	50 bushels
					Hay	3 tons
Andrews–Piggush	13-32-300-002		Tilled land	160 acres	Tilled land	130 acres
			Other land	—	Other land	30 acres
			Horses	10	Horses	5
			Dairy cows	8	Dairy cows	6
				240 lbs. butter		500 lbs. butter
			Head of cattle	10	Head of cattle	8
			Swine	7	Swine	25
			Wheat	100 bushels	Wheat	—
			Corn	500 bushels	Corn	2,000 bushels
			Oats	500 bushels	Oats	1,700 bushels
			Potatoes	20 bushels	Potatoes	30 bushels
			Hay	20 tons	Hay	40 tons

TABLE 2

Will County Rural Historic Structural Survey
Green Garden Township

Farmstead sites determined to potentially have local or national significance

Comparison of statistics from the Agricultural Schedules of the Federal Census

Farm Name	PIN as Indicated in Sidwell	1860 Federal Census	1870 Federal Census		1880 Federal Census	
Burmeister–Sangmeister	13-33-400-001		Tilled land	80 acres	Tilled land	140 acres
			Other land	—	Other land	20 acres
			Horses	2	Horses	5
			Dairy cows	5	Dairy cows	7
				280 lbs. butter		600 lbs. butter
			Head of cattle	—	Head of cattle	5
			Swine	3	Swine	8
			Wheat	60 bushels	Wheat	—
			Corn	200 bushels	Corn	1,800 bushels
			Oats	600 bushels	Oats	1,500 bushels
			Potatoes	10 bushels	Potatoes	75 bushels
			Hay	20 tons	Hay	35 tons
Schmidt	13-34-400-001		Tilled land	120 acres	Tilled land	155 acres
			Other land	—	Other land	5 acres
			Horses	5	Horses	5
			Dairy cows	5	Dairy cows	9
				420 lbs. butter		600 lbs. butter
			Head of cattle	6	Head of cattle	3
			Swine	4	Swine	5
			Wheat	50 bushels	Wheat	29 bushels
			Corn	100 bushels	Corn	2,200 bushels
			Oats	700 bushels	Oats	1,800 bushels
			Potatoes	60 bushels	Potatoes	125 bushels
			Hay	20 tons	Hay	20 tons
Knopp	13-35-300-013		Tilled land	200 acres	Tilled land	155 acres
			Other land	—	Other land	25 acres
			Horses	6	Horses	6
			Dairy cows	6	Dairy cows	10
				400 lbs. butter		1,000 lbs. butter
			Head of cattle	6	Head of cattle	8
			Swine	4	Swine	5
			Wheat	130 bushels	Wheat	35 bushels
			Corn	300 bushels	Corn	1,200 bushels
			Oats	800 bushels	Oats	1,500 bushels
			Potatoes	50 bushels	Potatoes	175 bushels
			Hay	10 tons	Hay	35 tons

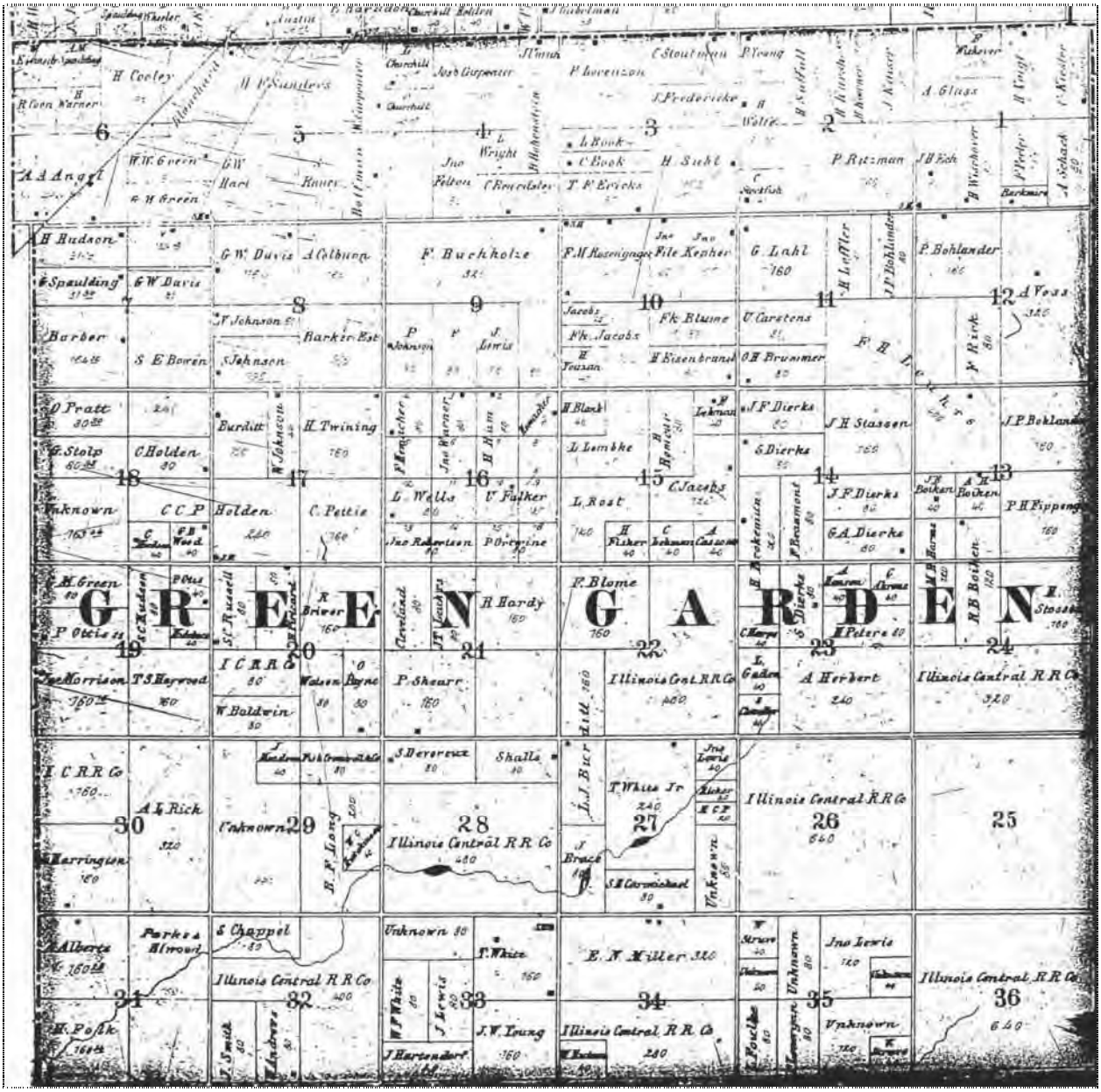
APPENDIX A

REPRODUCTIONS OF WILL COUNTY PLAT MAPS

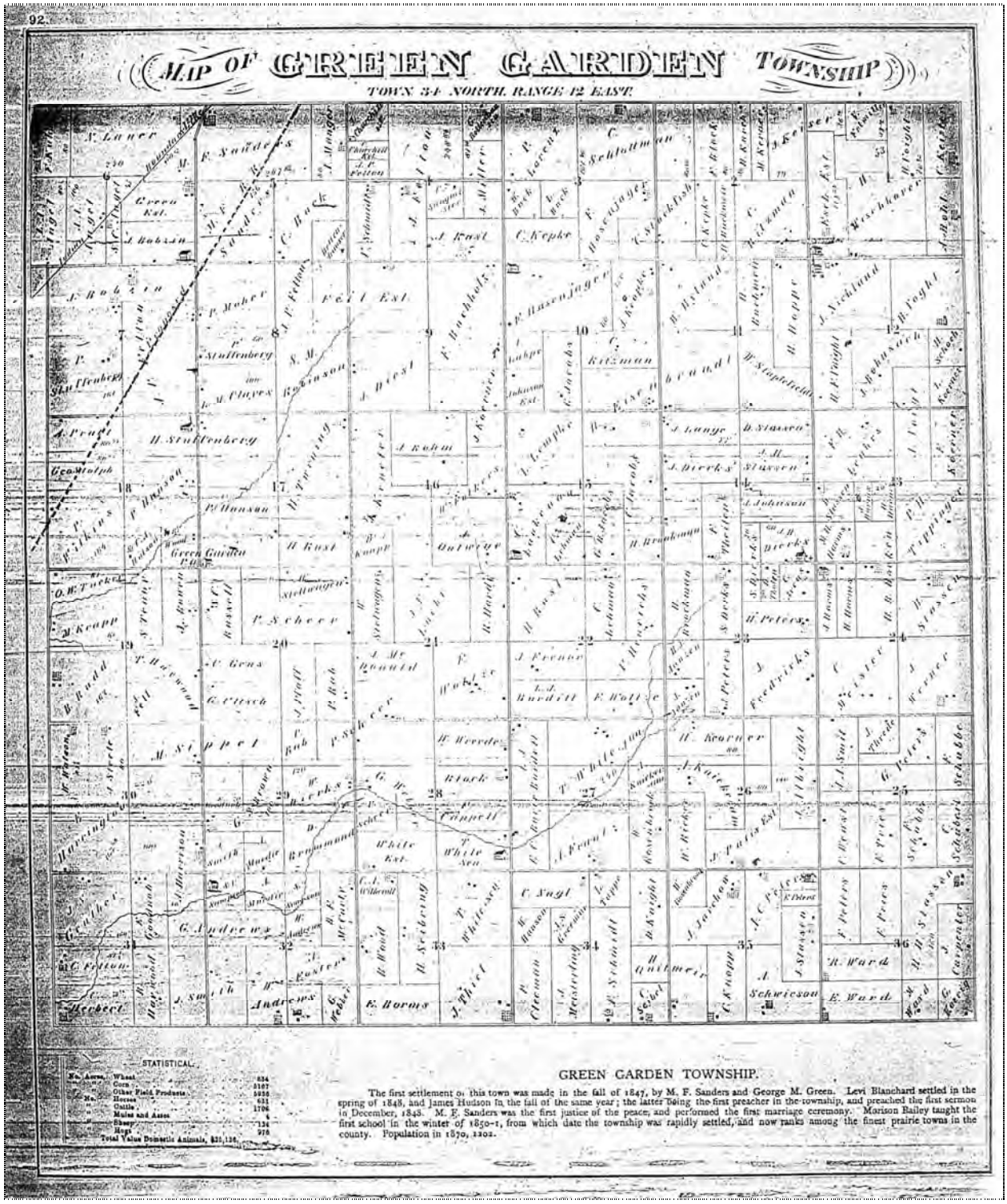
- Green Garden Township
- Selected Plat Maps for Manhattan, Frankfort, and Monee Townships

Introduction

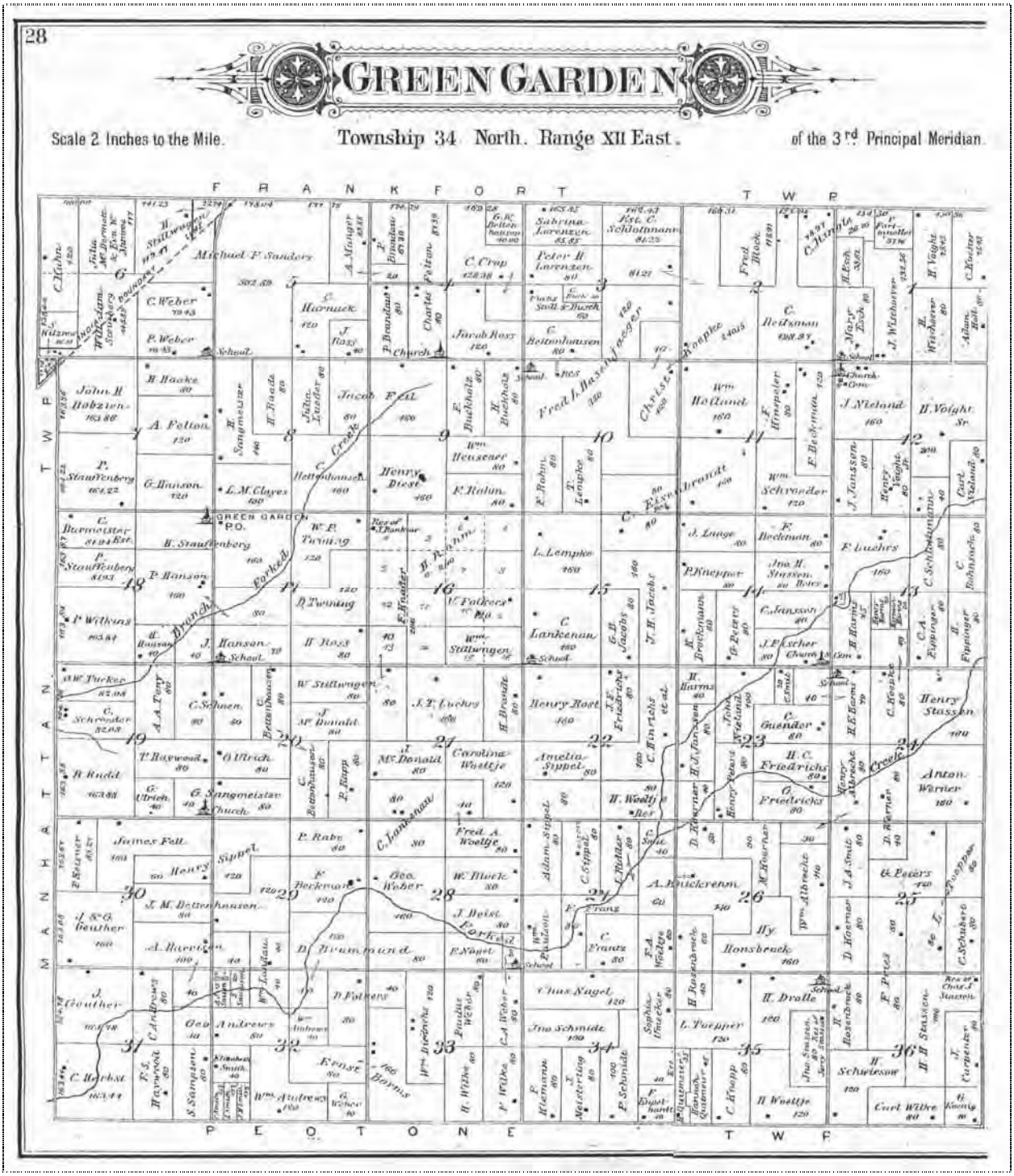
In researching and analyzing the farmsteads included in this study, a range of historic plat maps were reviewed to determine the recorded owner of each of the more significant sites. As with any plat map, the *owner* of the property is listed and not necessarily the *occupant*. Nonetheless, these maps are useful in determining the overall patterns of settlement; tracking the uses of the land for farming and subsequent other uses (such as residential and industrial development or quarrying operations); and for understanding the patrimony of some of the more significant families, as farmsteads passed from generation to generation. All maps are reproduced here from copies obtained from a variety of sources. For some of the maps, more legible or original copies may exist. Most maps dating between 1940 and 2003 are copyright Rockford Map Publishers, Inc.; reproduction of these maps for commercial use is prohibited.



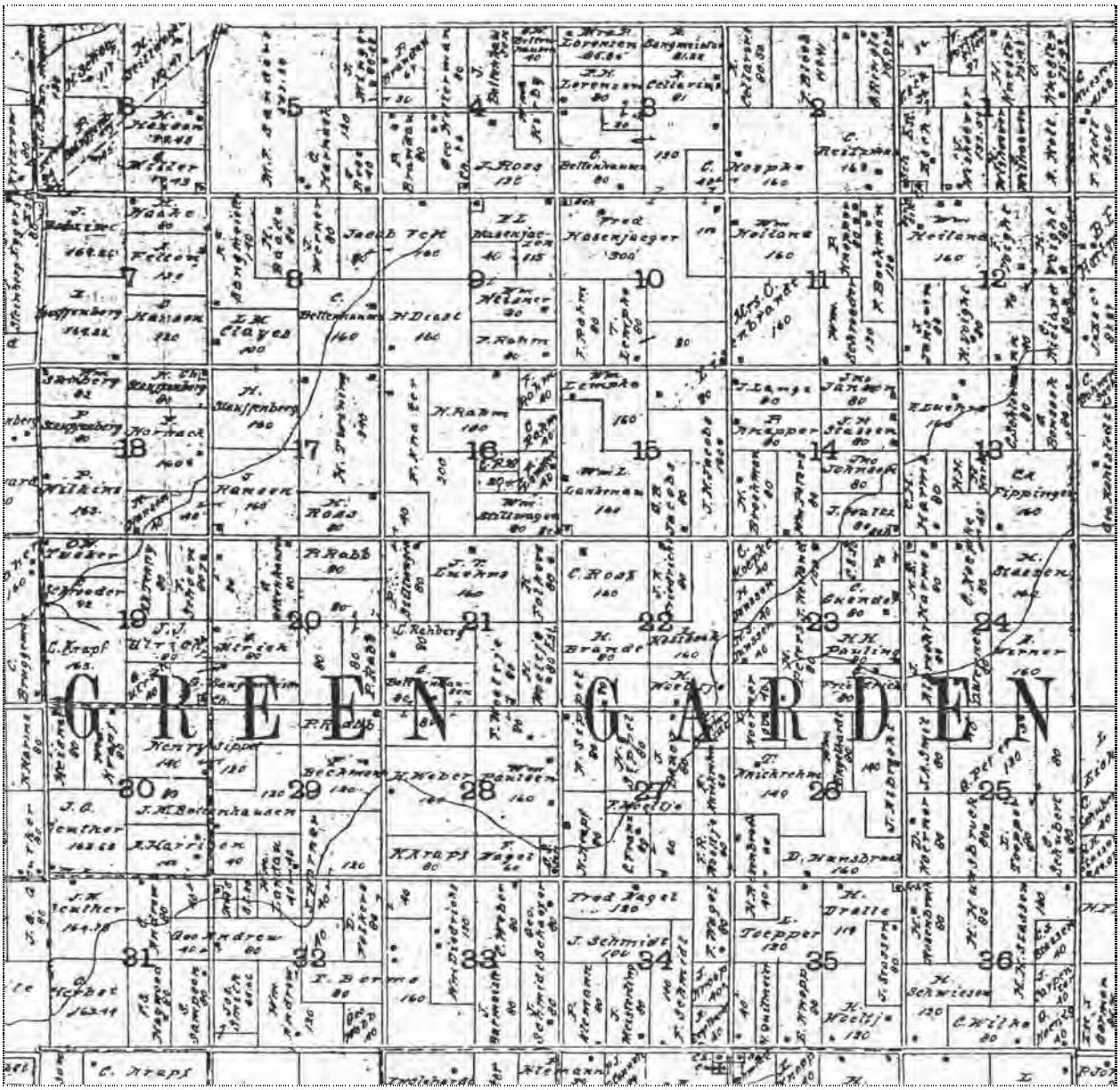
Source: S.H. Burhans and J. Van Vechten, *Map of Will County, Illinois* (1862).



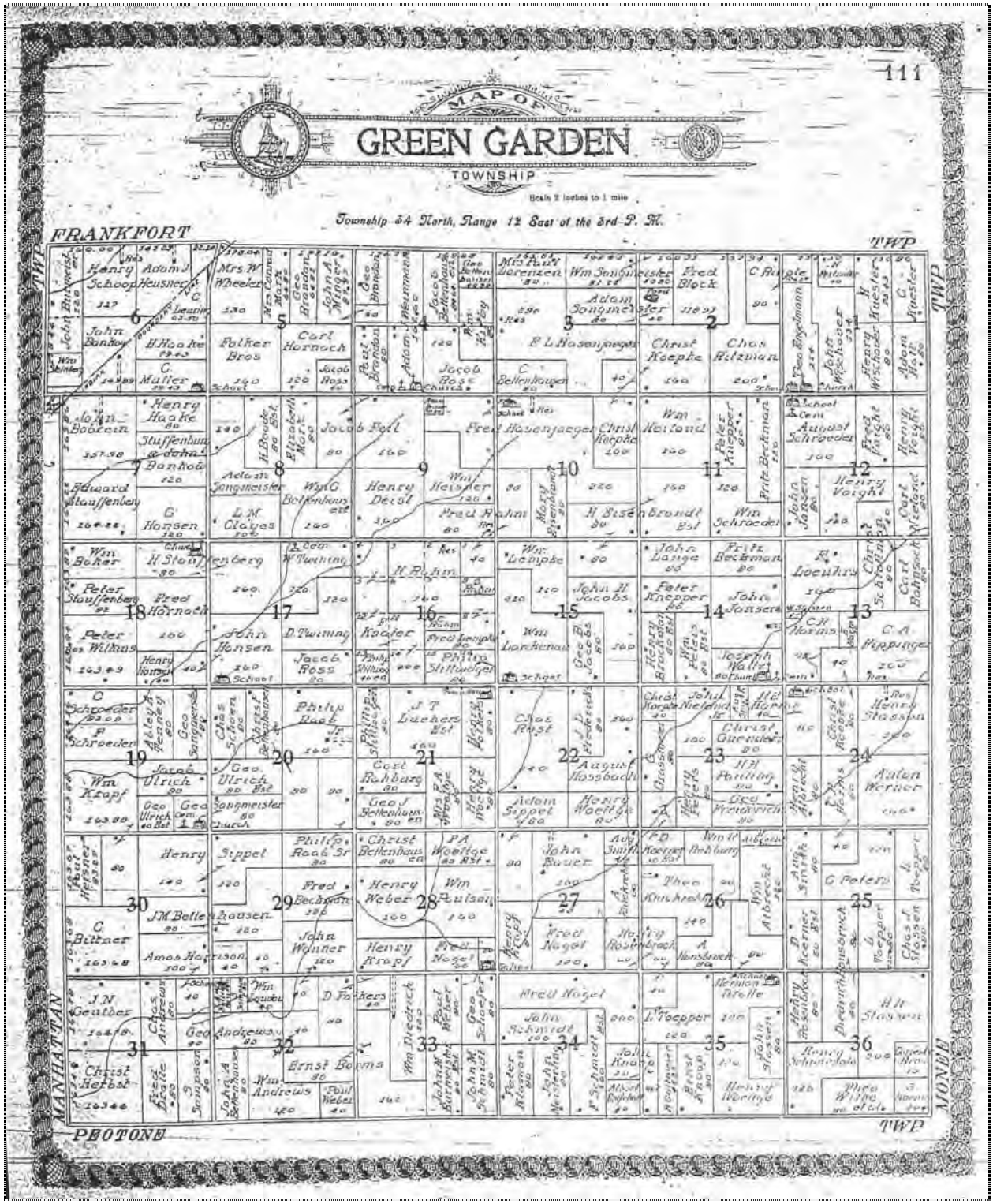
Source: *Combination Atlas Map of Will County* (Elgin, Illinois: Thompson Brothers & Burr, 1873).



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

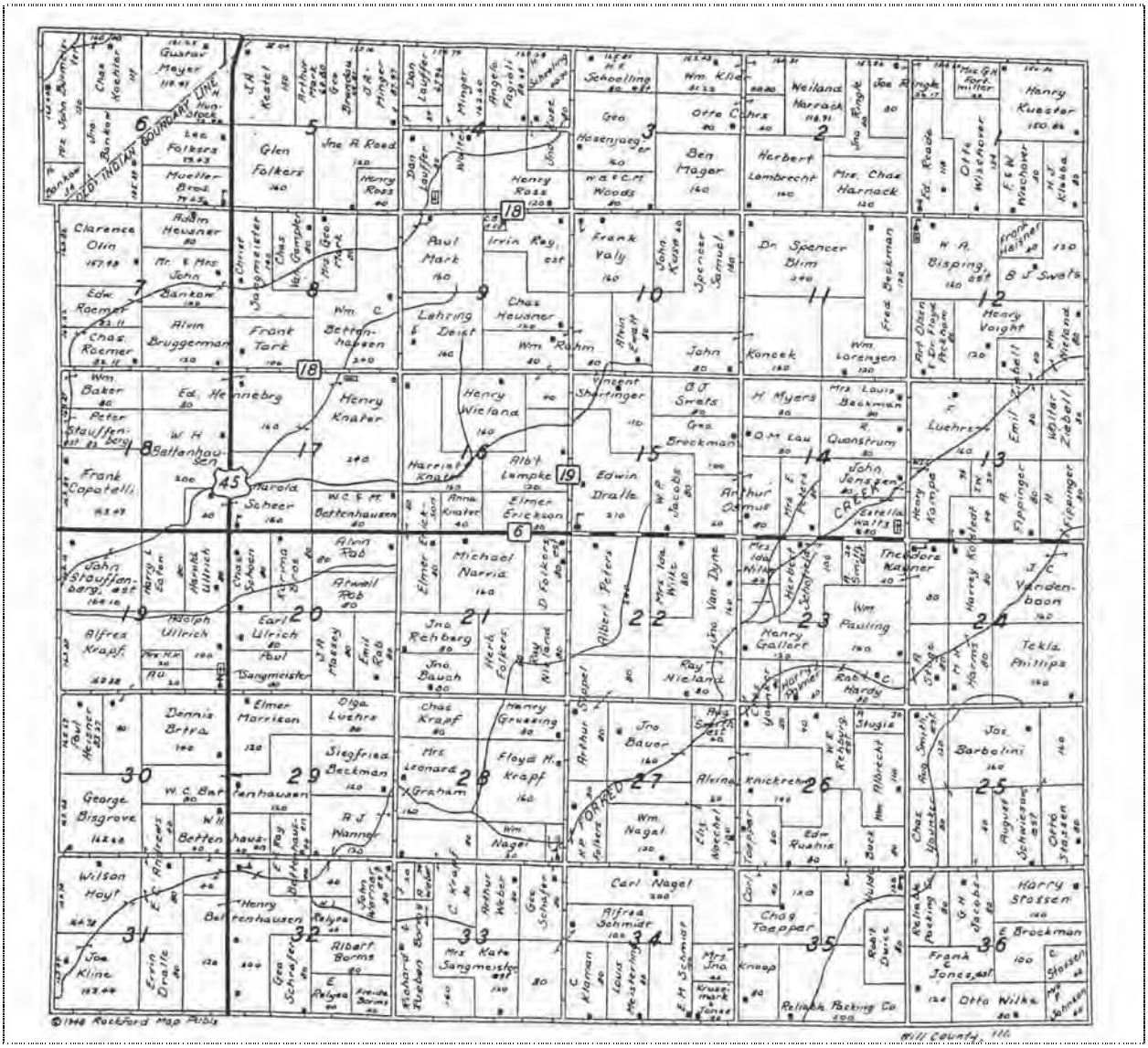


Source: *Map of Will County, Illinois* (Rockford, Illinois: Hixson Map Co., 1902).

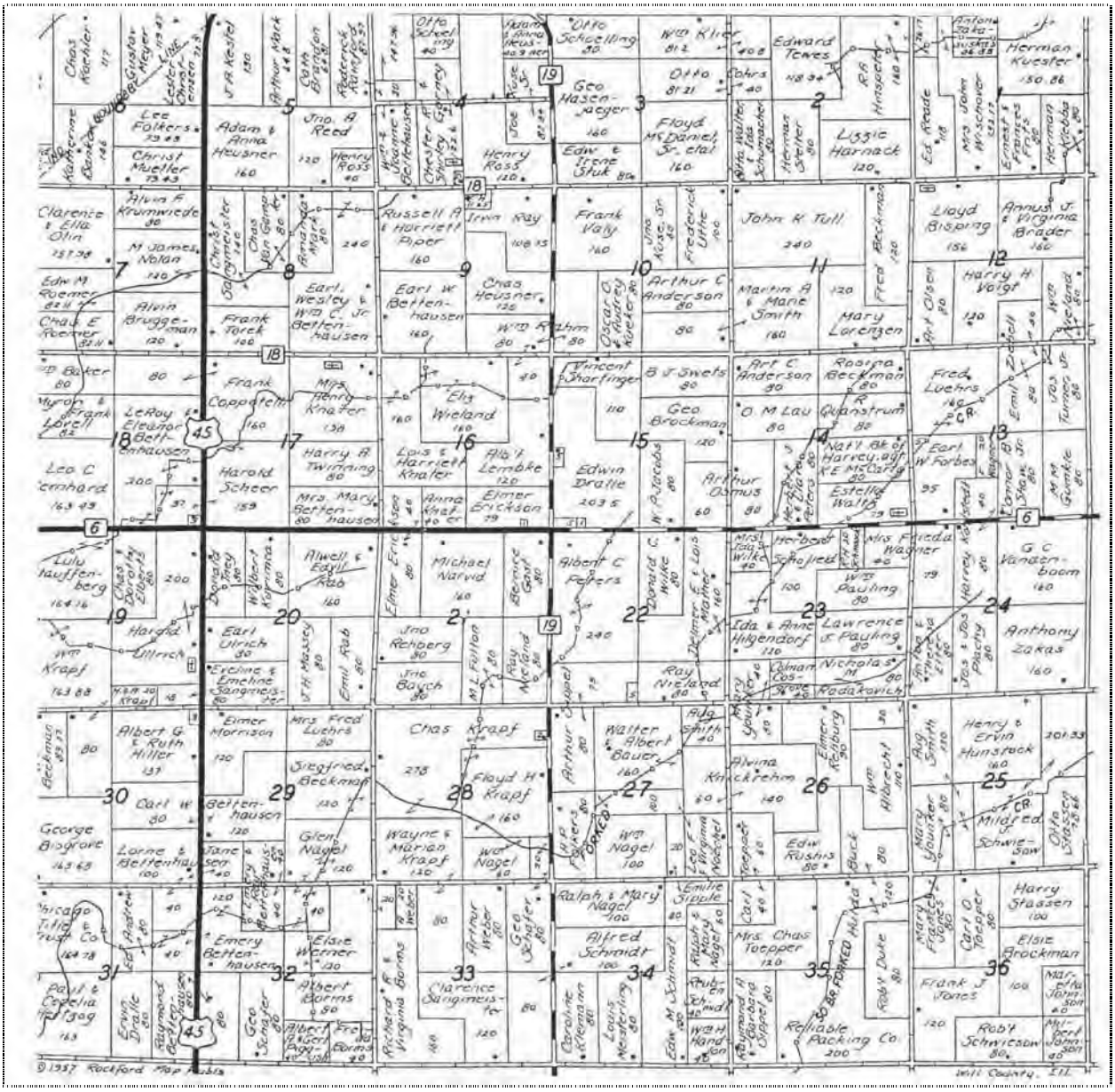


Source: Geo. A. Ogle & Co., *Standard Atlas of Will County, Illinois* (Chicago, 1909).

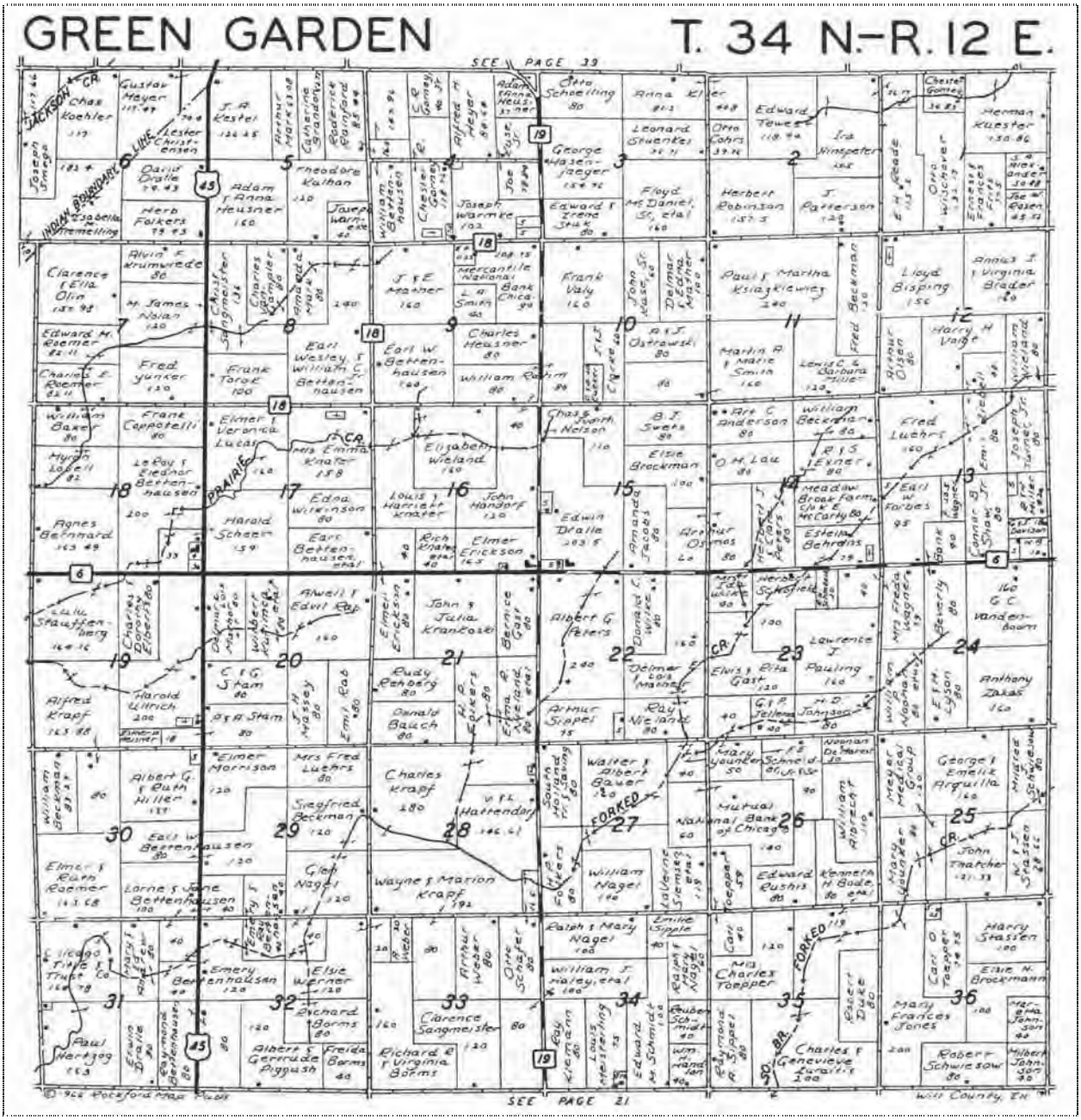
Source: *Plat Book of Will County, Illinois* (Rockford, Illinois, n.d. [Circa 1940]).



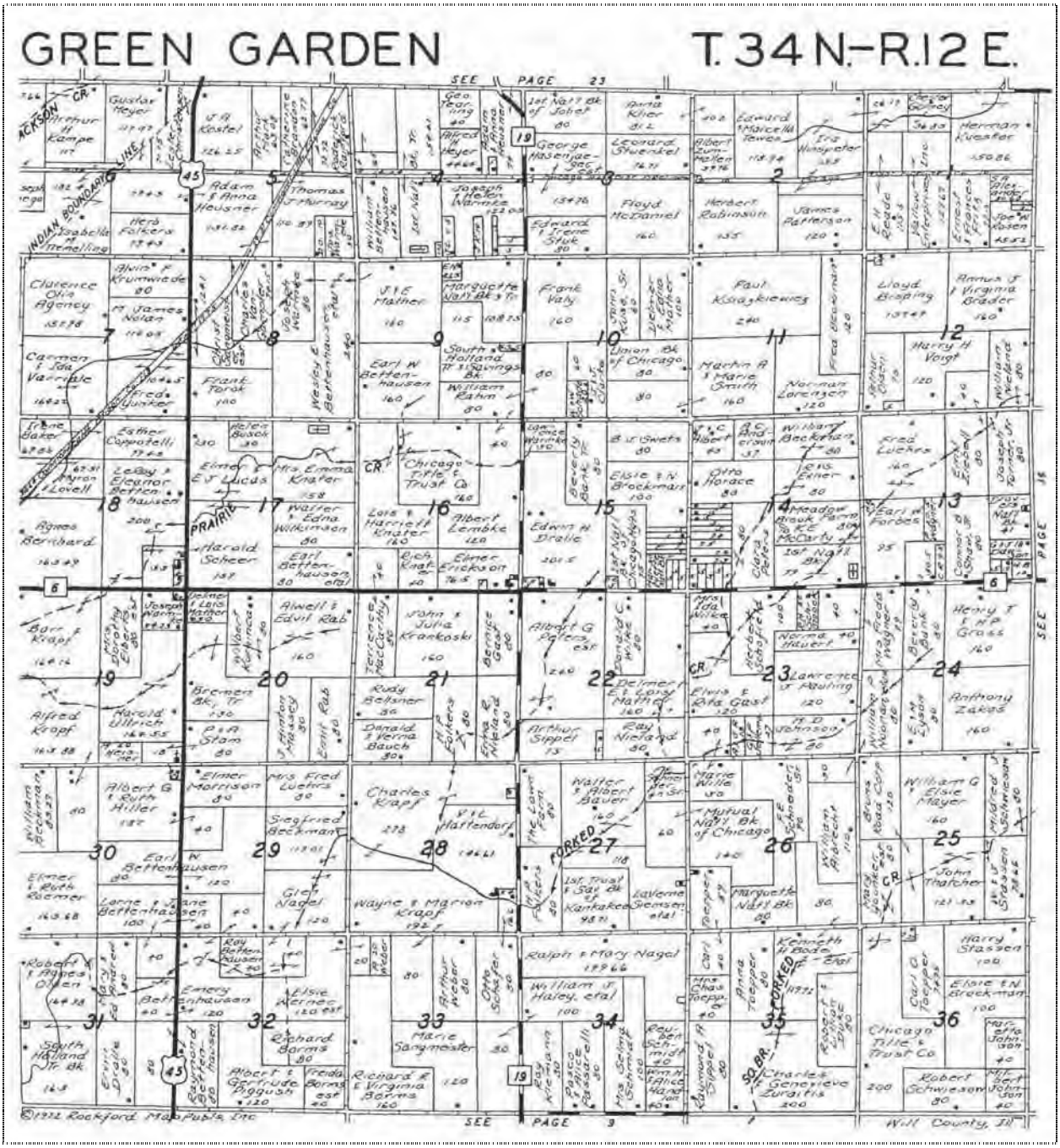
Source: *Farm Plat Book and Business Guide: Will County, Illinois* (Joliet, Illinois: Rockford Map Publishers, Inc., 1948).



Source: *Farm Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1957).



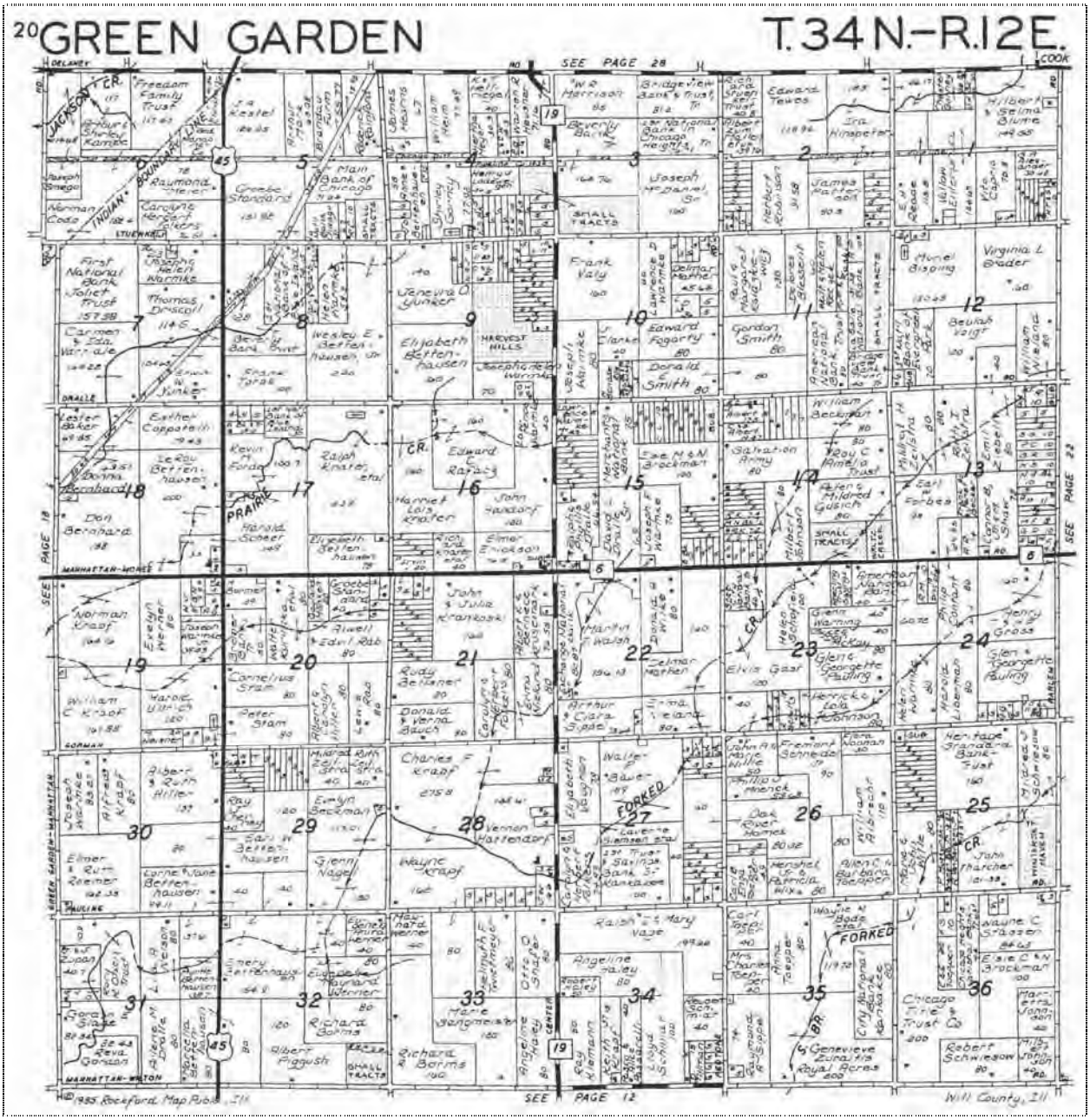
Source: *Tri-annual Atlas & Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1966).



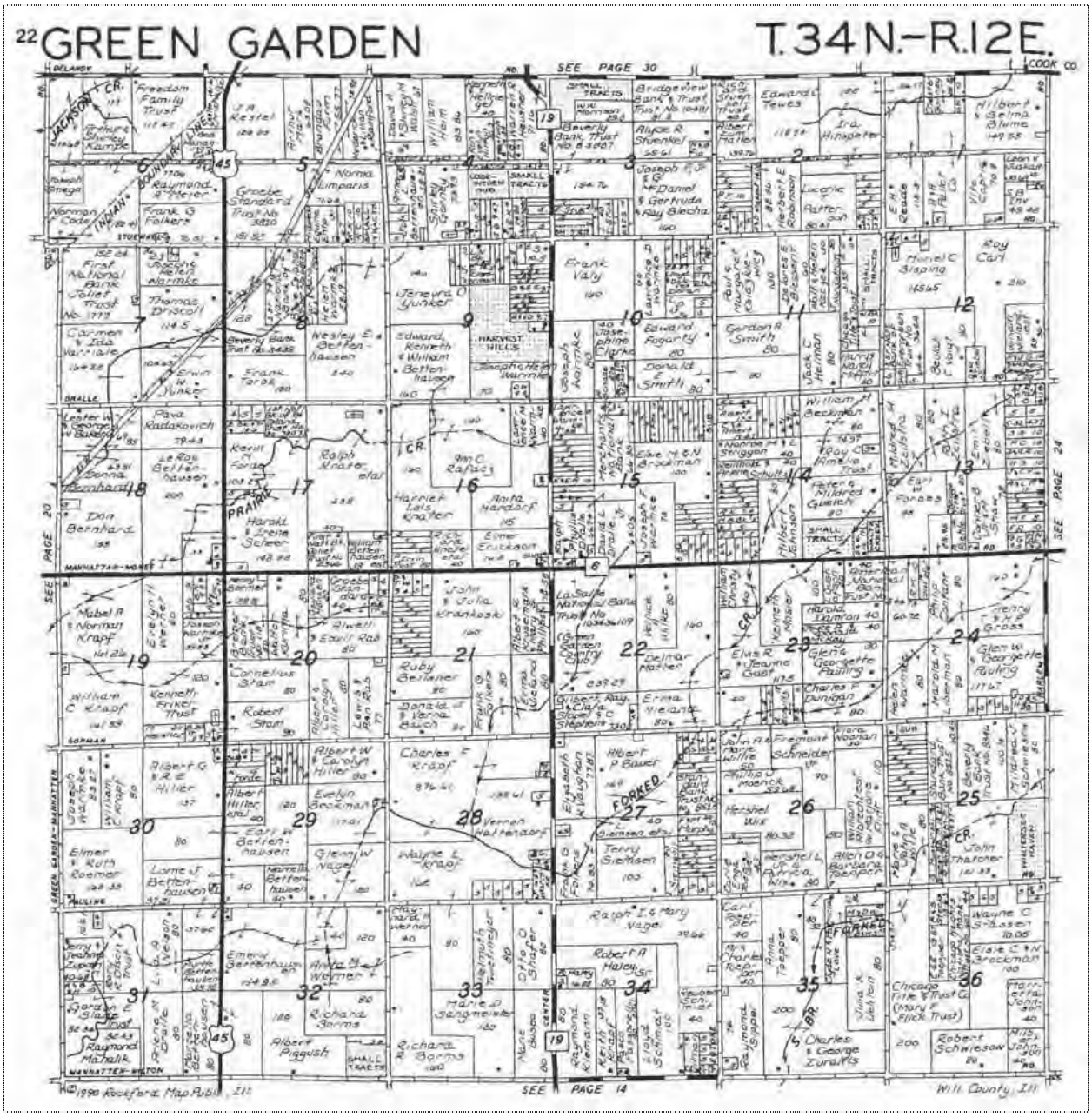
Source: *Atlas & Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1972).

Source: *Atlas & Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1976).

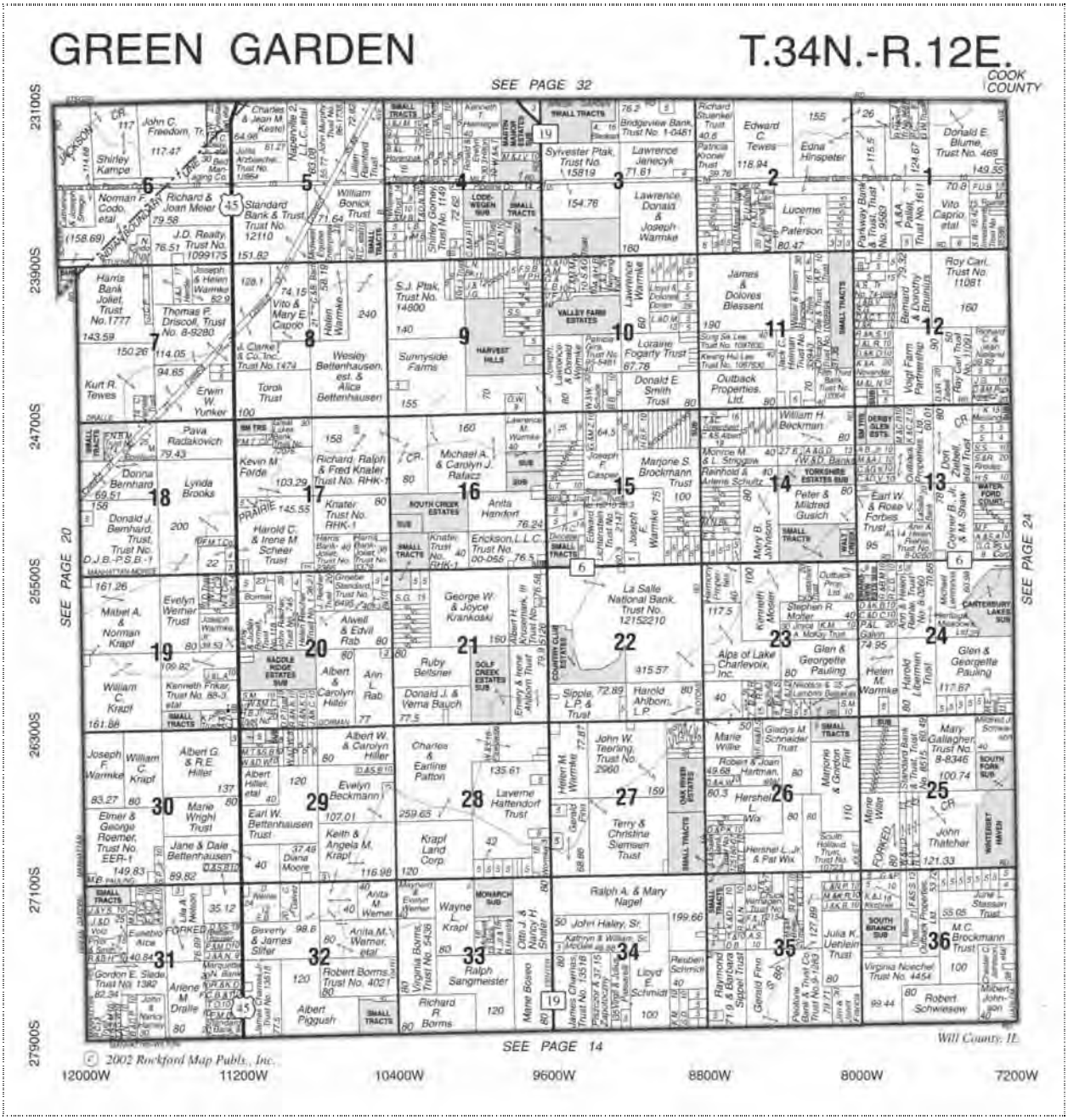
Detail of map showing Green Garden Township, from *Will County, Illinois* (U.S. Department of Agriculture Soil Conservation Service, May 1980).



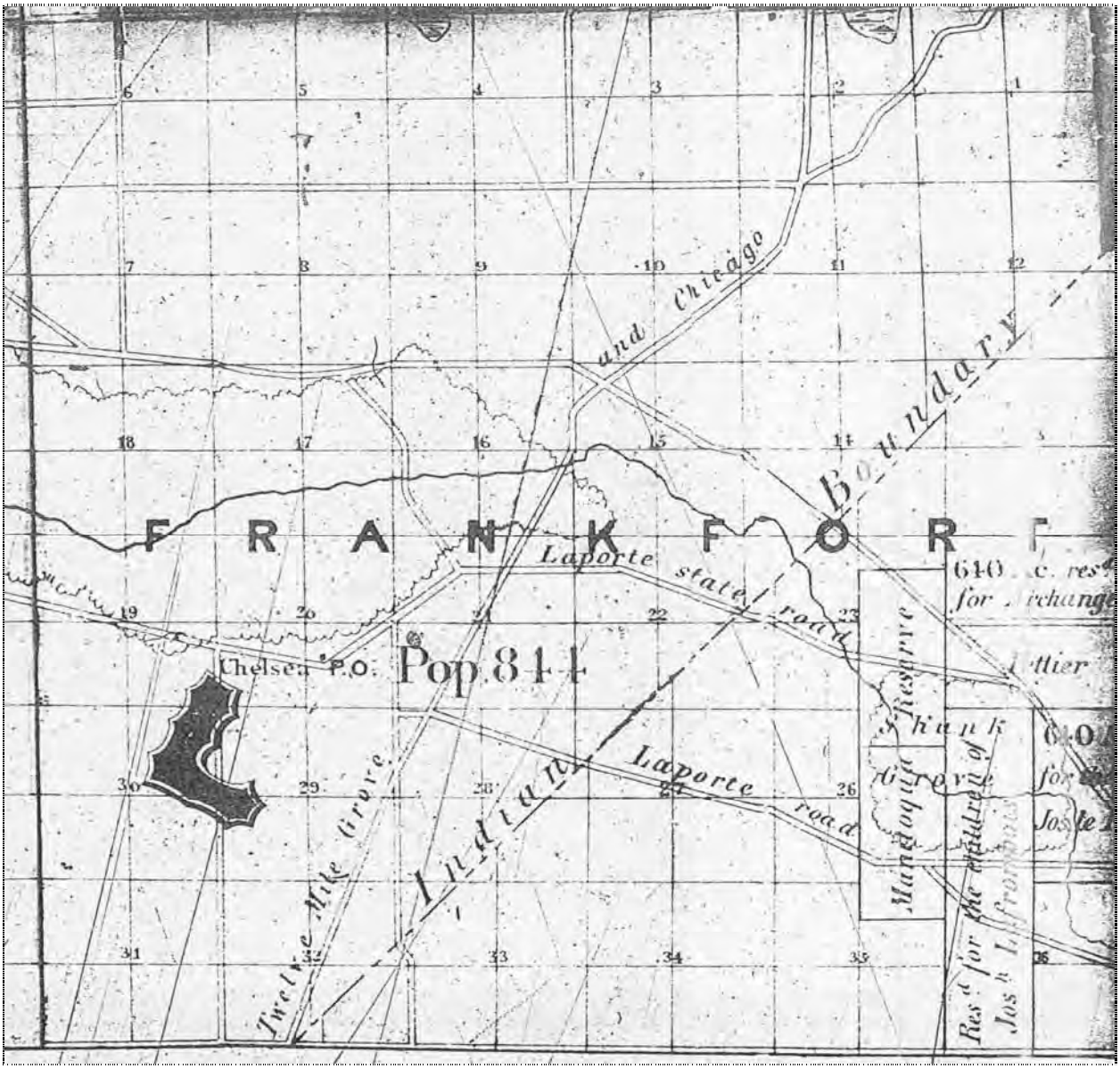
Source: *Land Atlas and Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1985).



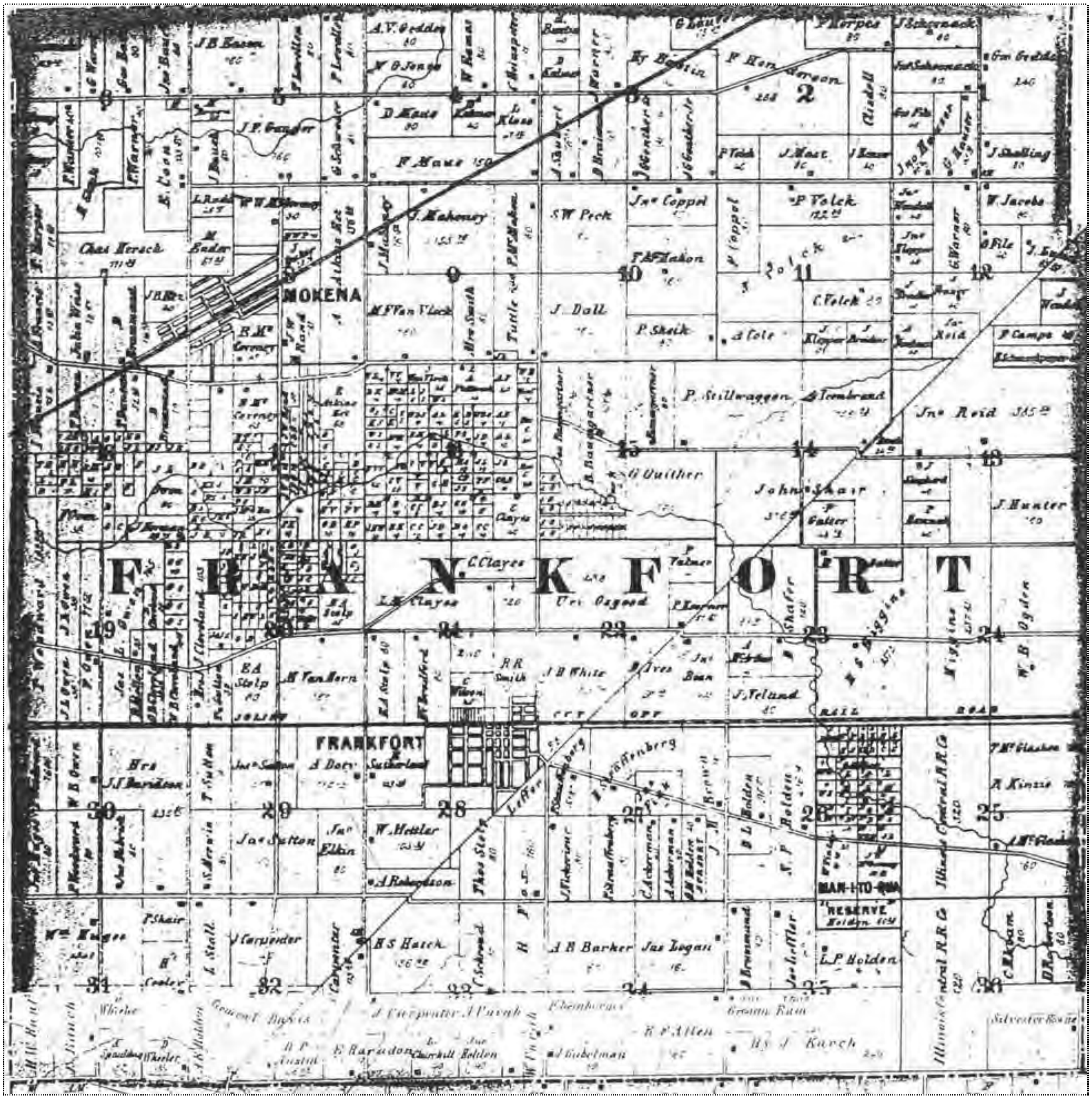
Source: *Will County & Plat Book: Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1990).



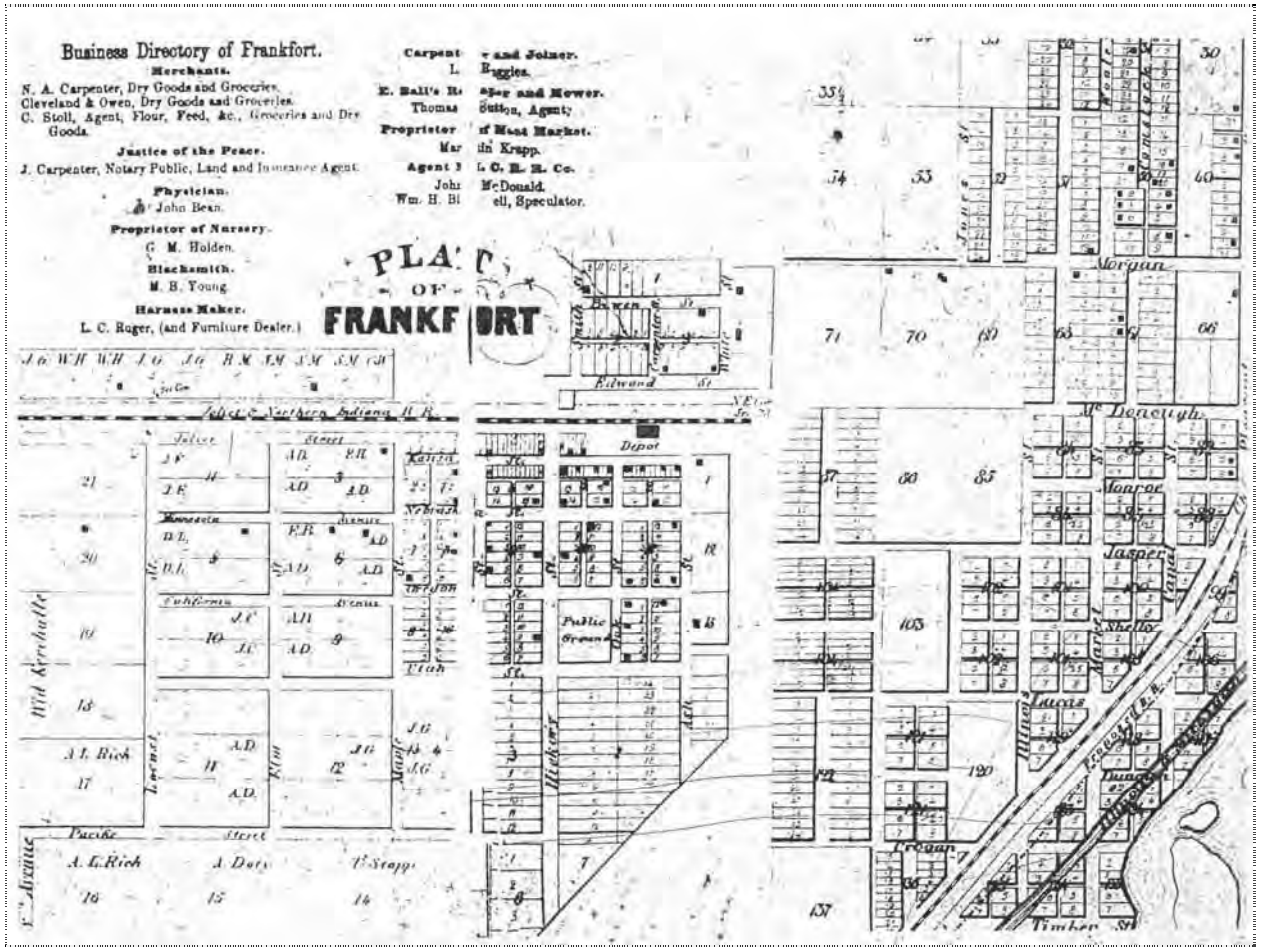
Source: *Will County & Plat Book: Will County, Illinois* (Joliet, Illinois: Rockford Map Publishers, Inc., 2003).



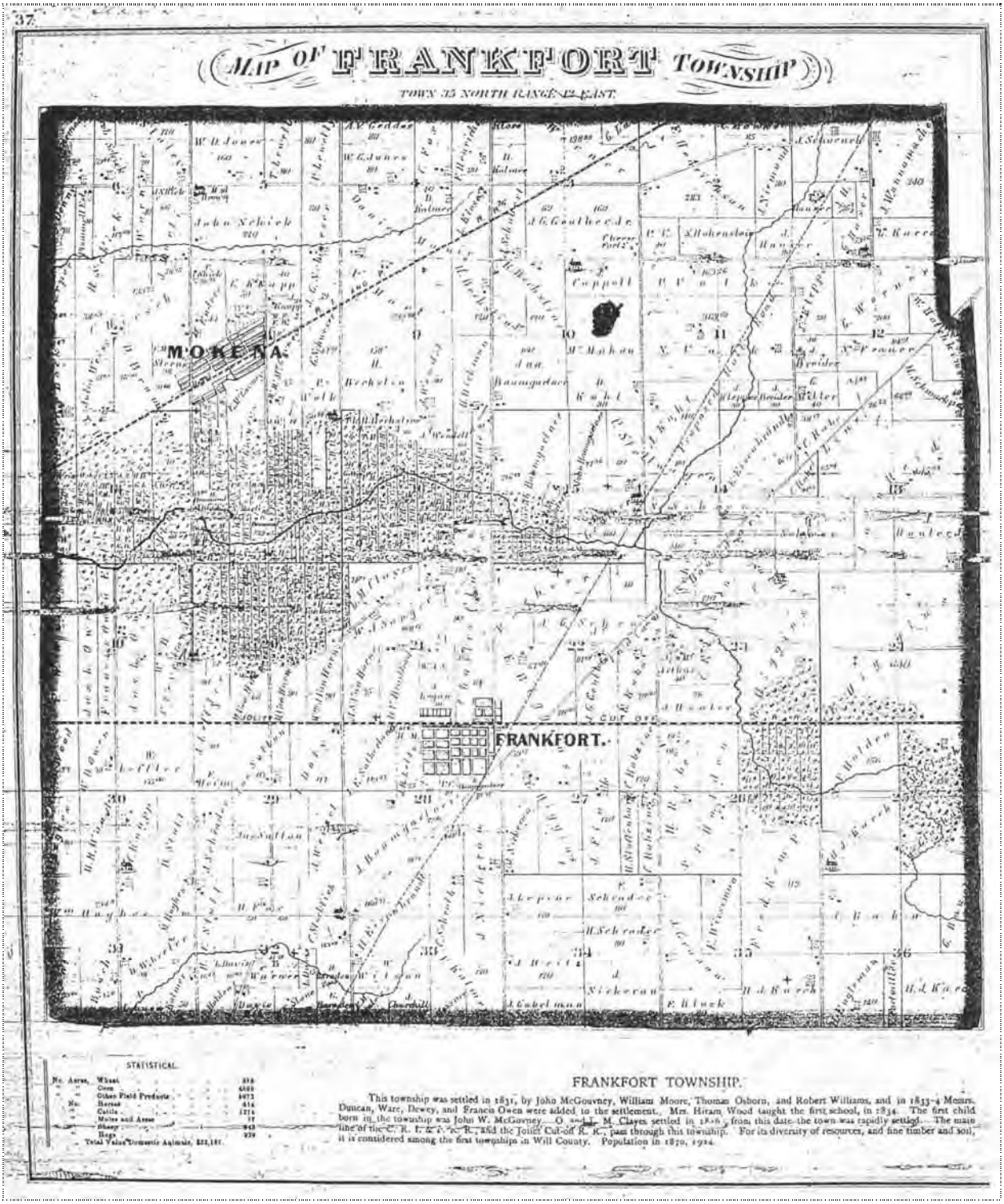
Source: *Map of the Counties of Cook, Du Page, the East Part of Kane and Kendall, the Northern Part of Will, State of Illinois* (Chicago: James H. Rees, 1851).



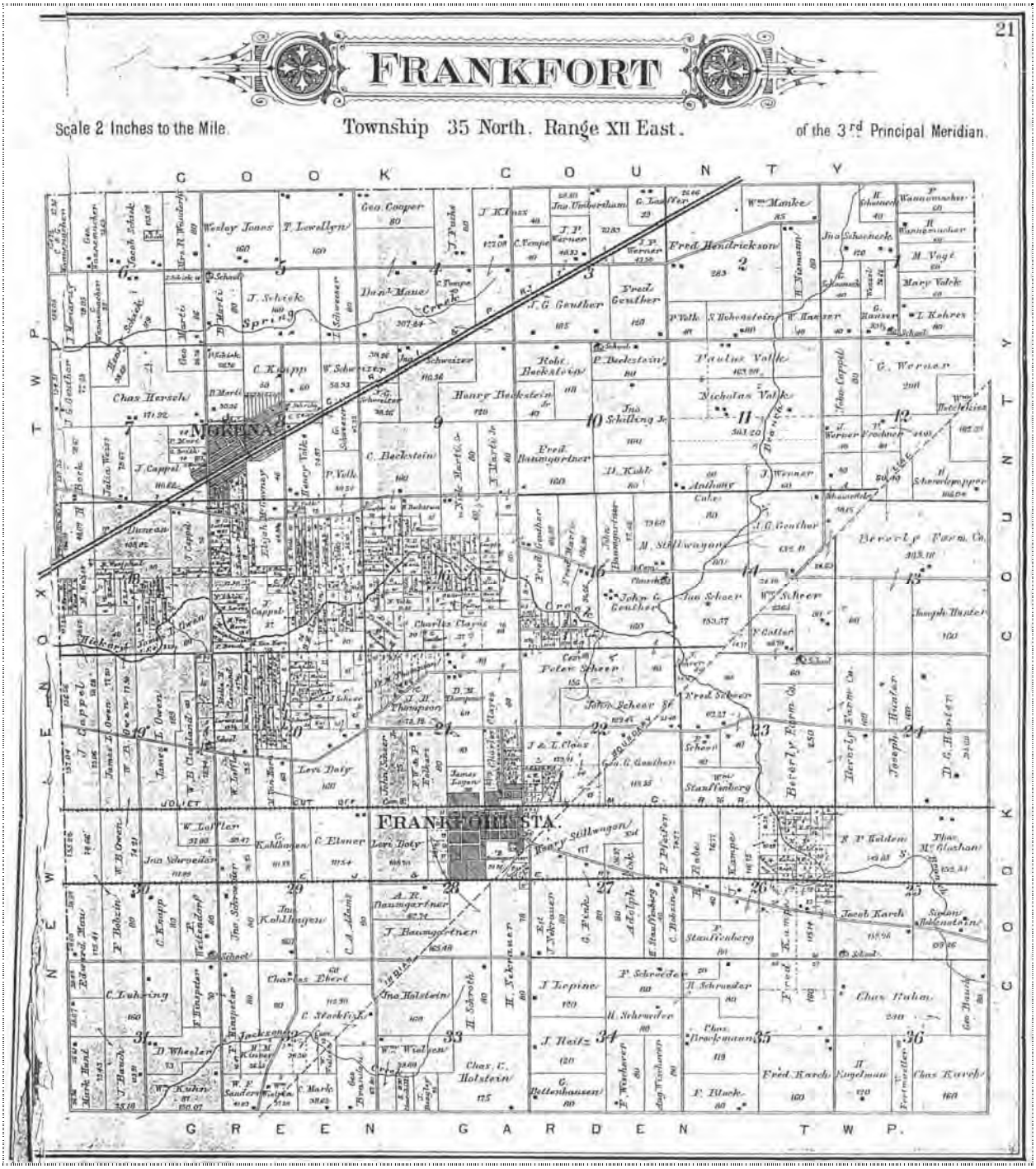
Source: S.H. Burhans and J. Van Vechten, *Map of Will County, Illinois* (1862).



Source: S.H. Burhans and J. Van Vechten, *Map of Will County, Illinois* (1862).

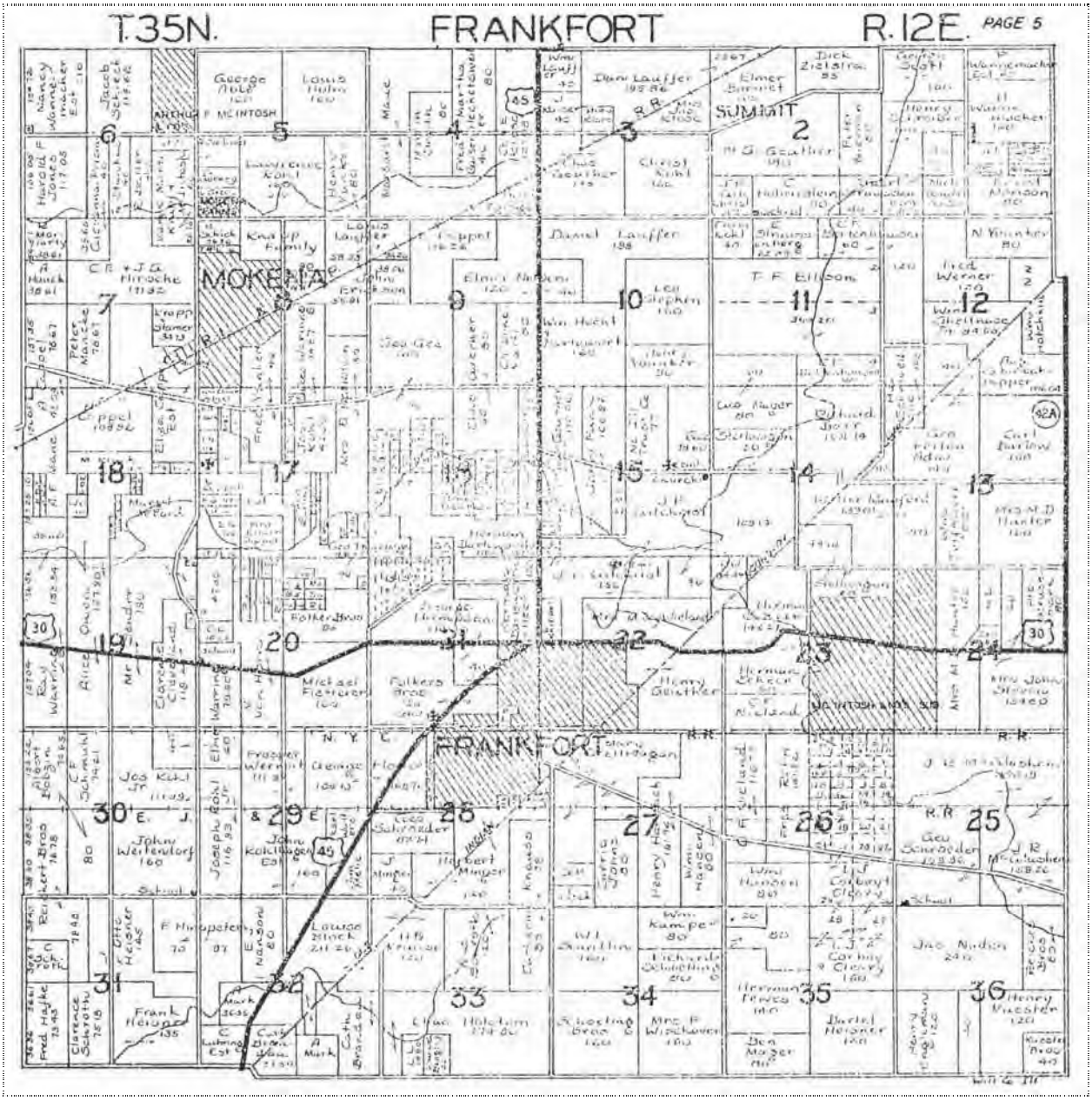


Source: *Combination Atlas Map of Will County* (Elgin, Illinois: Thompson Brothers & Burr, 1873).

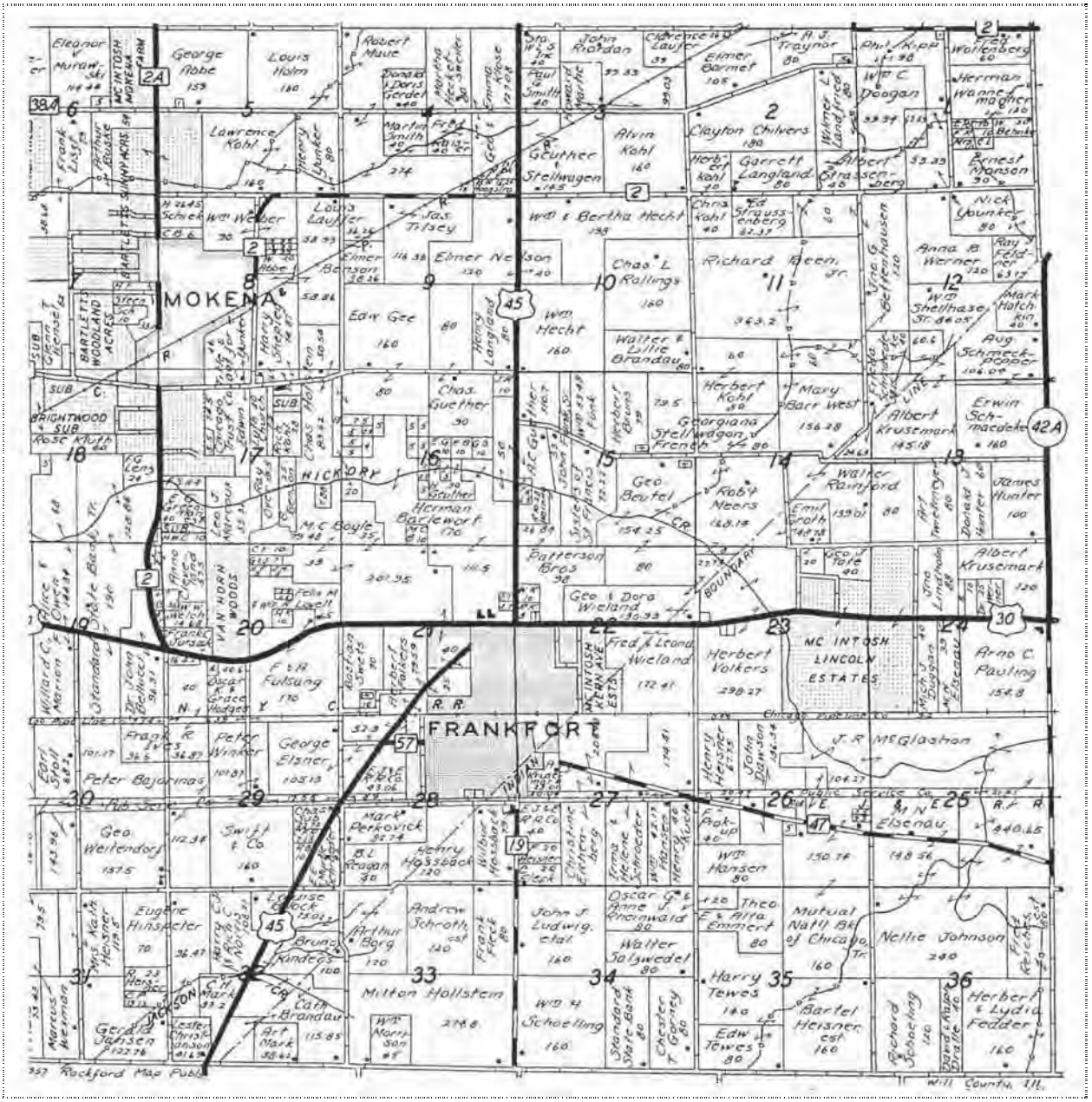


Source: Geo. A. Ogle & Co., *Plat Book, Will County, Illinois* (Chicago, 1893).

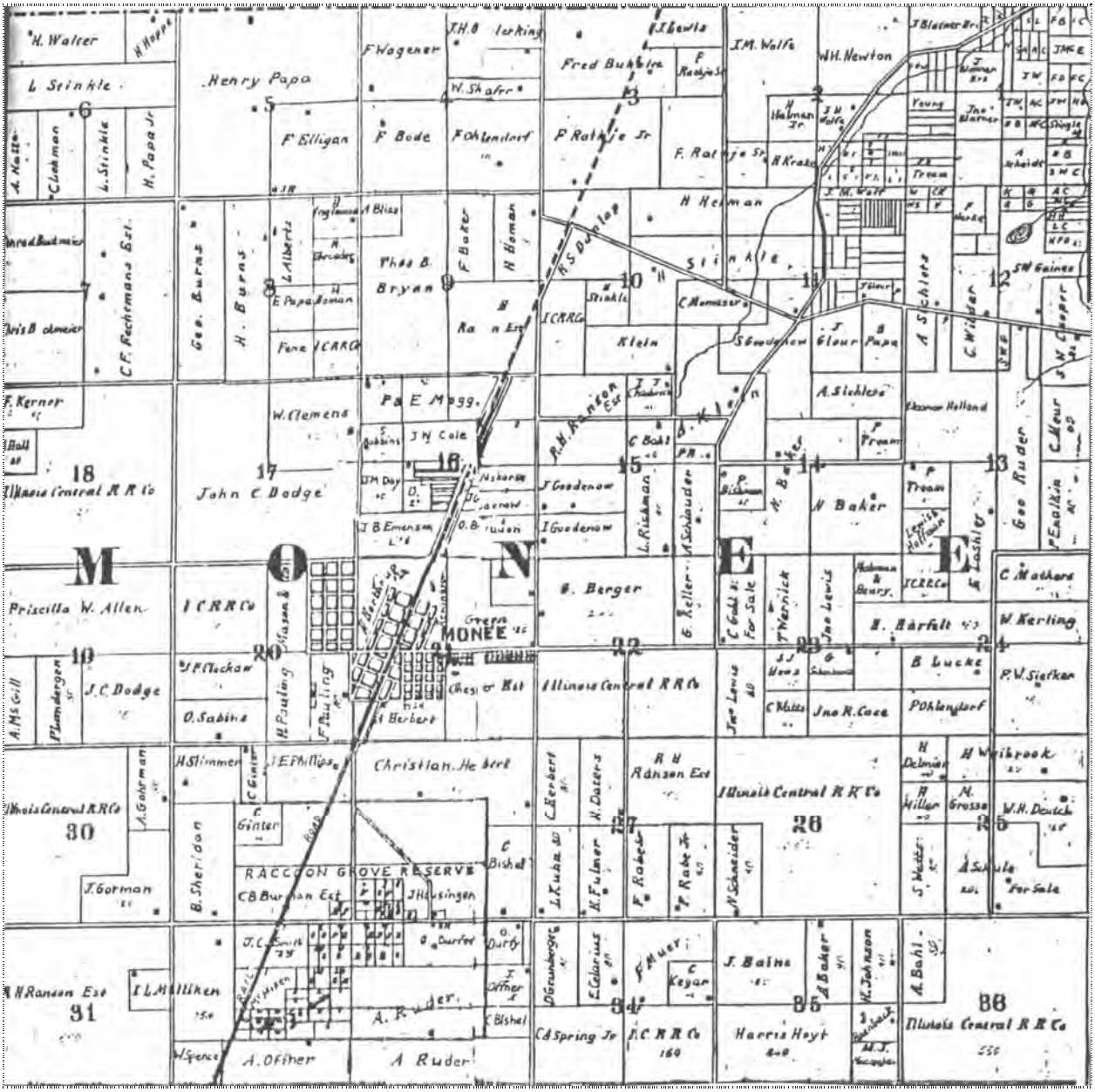
Source: Geo. A. Ogle & Co., *Plat Book, Will County, Illinois* (Chicago, 1893).



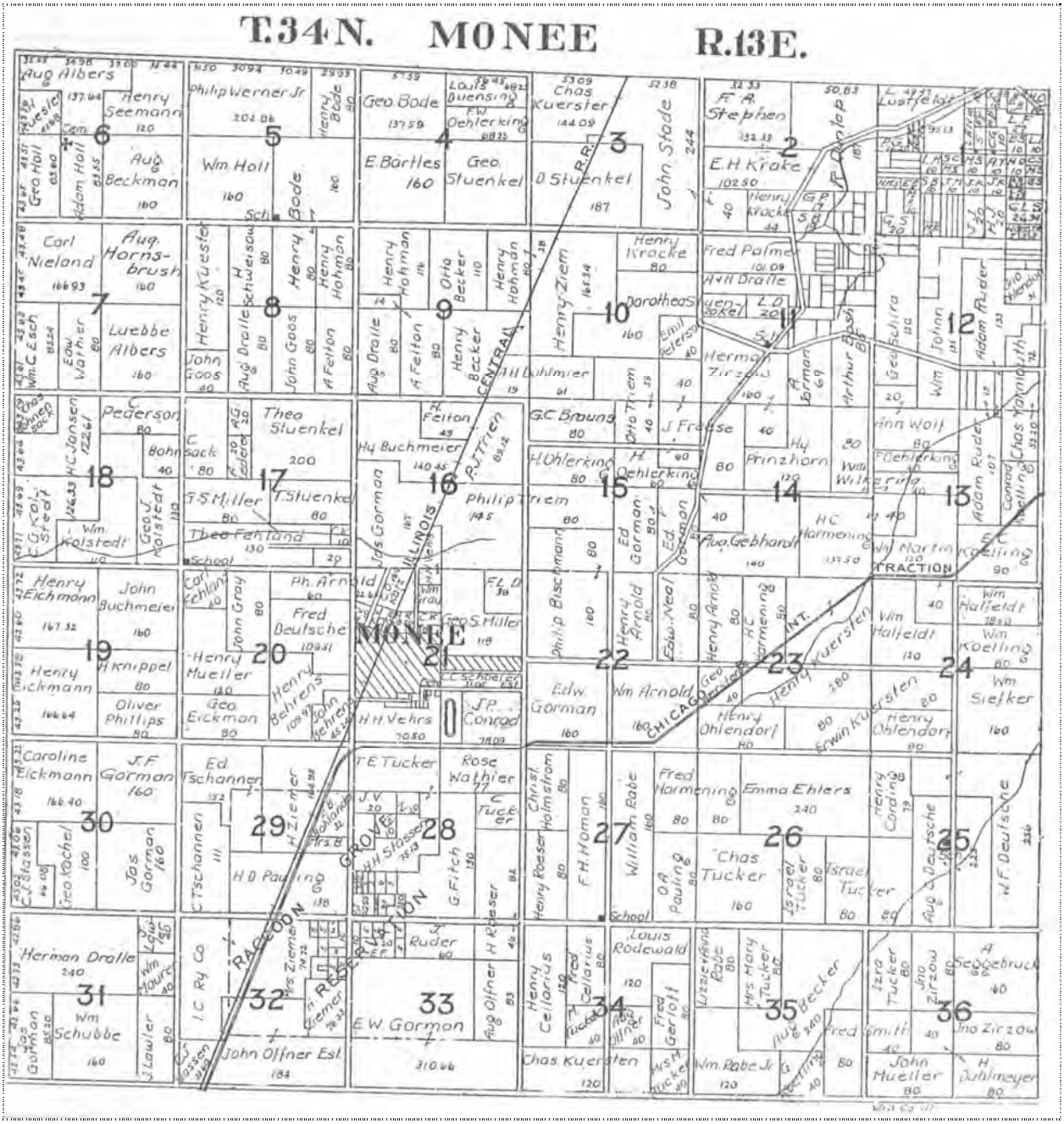
Source: *Plat Book of Will County, Illinois* (Rockford, Illinois, n.d. [Circa 1940]).



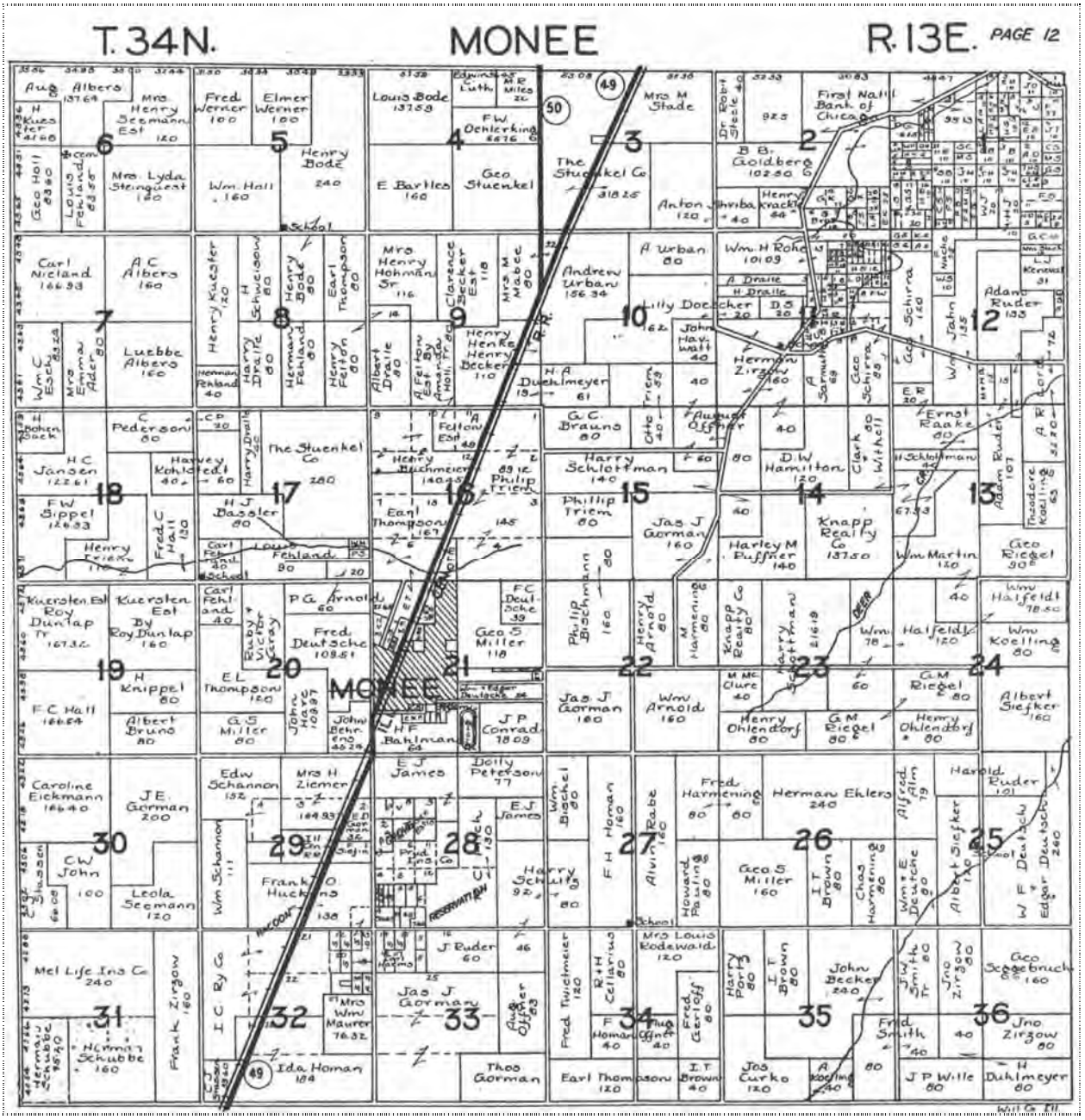
Source: *Farm Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1957).



Source: Redrawn version contained in Will/Grundy Counties Genealogical Society, *1860 Federal Census, Will County, Illinois* (1987), after original in S.H. Burhans and J. Van Vechten, *Map of Will County, Illinois* (1862).

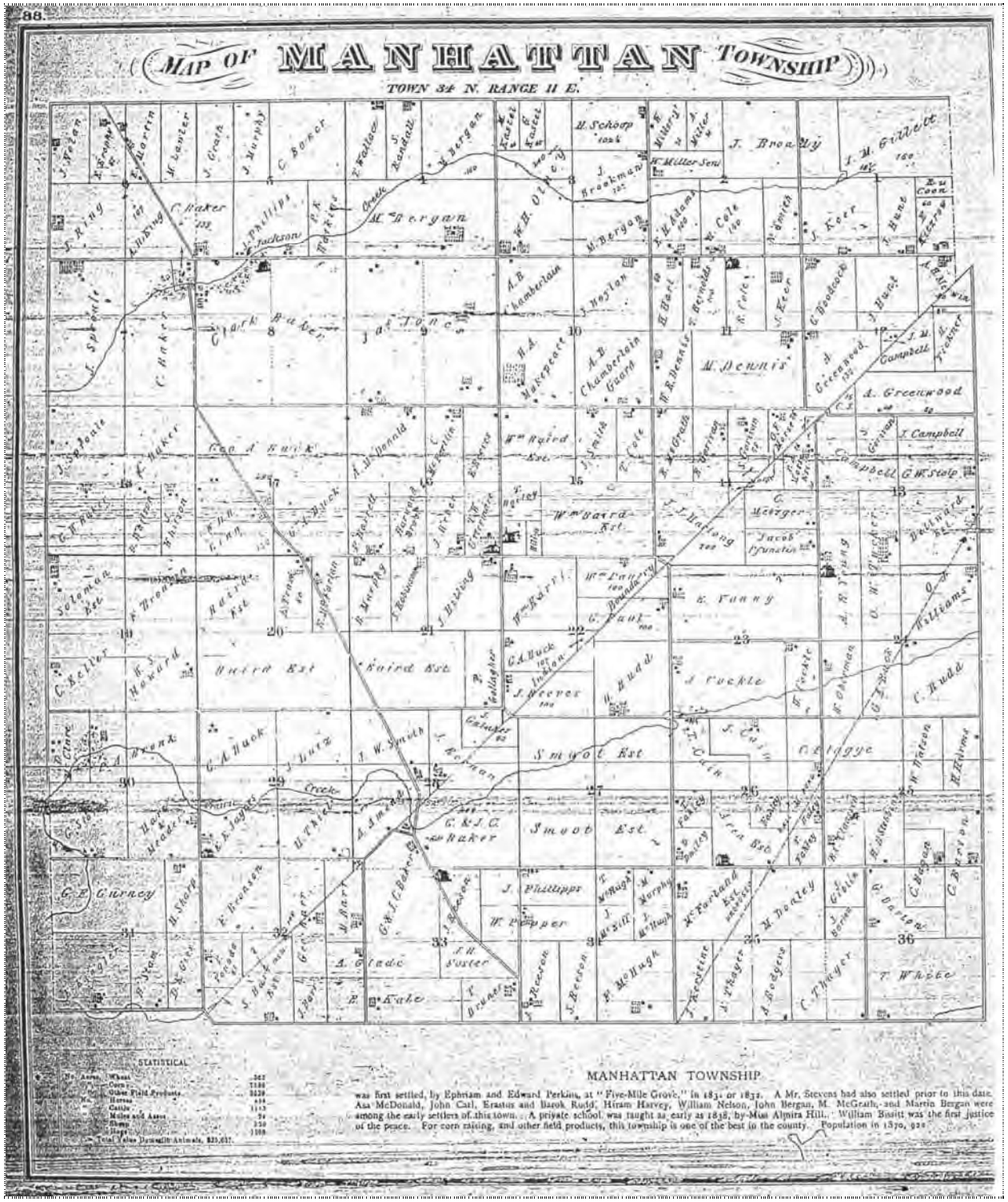


Source: *Plat Book of Will County, Illinois* (Rockford, Illinois: W.W. Hixson and Co., n.d. [Circa 1928.])



Source: *Plat Book of Will County, Illinois* (Rockford, Illinois, n.d. [Circa 1940]).

Source: S.H. Burhans and J. Van Vechten, *Map of Will County, Illinois* (1862).

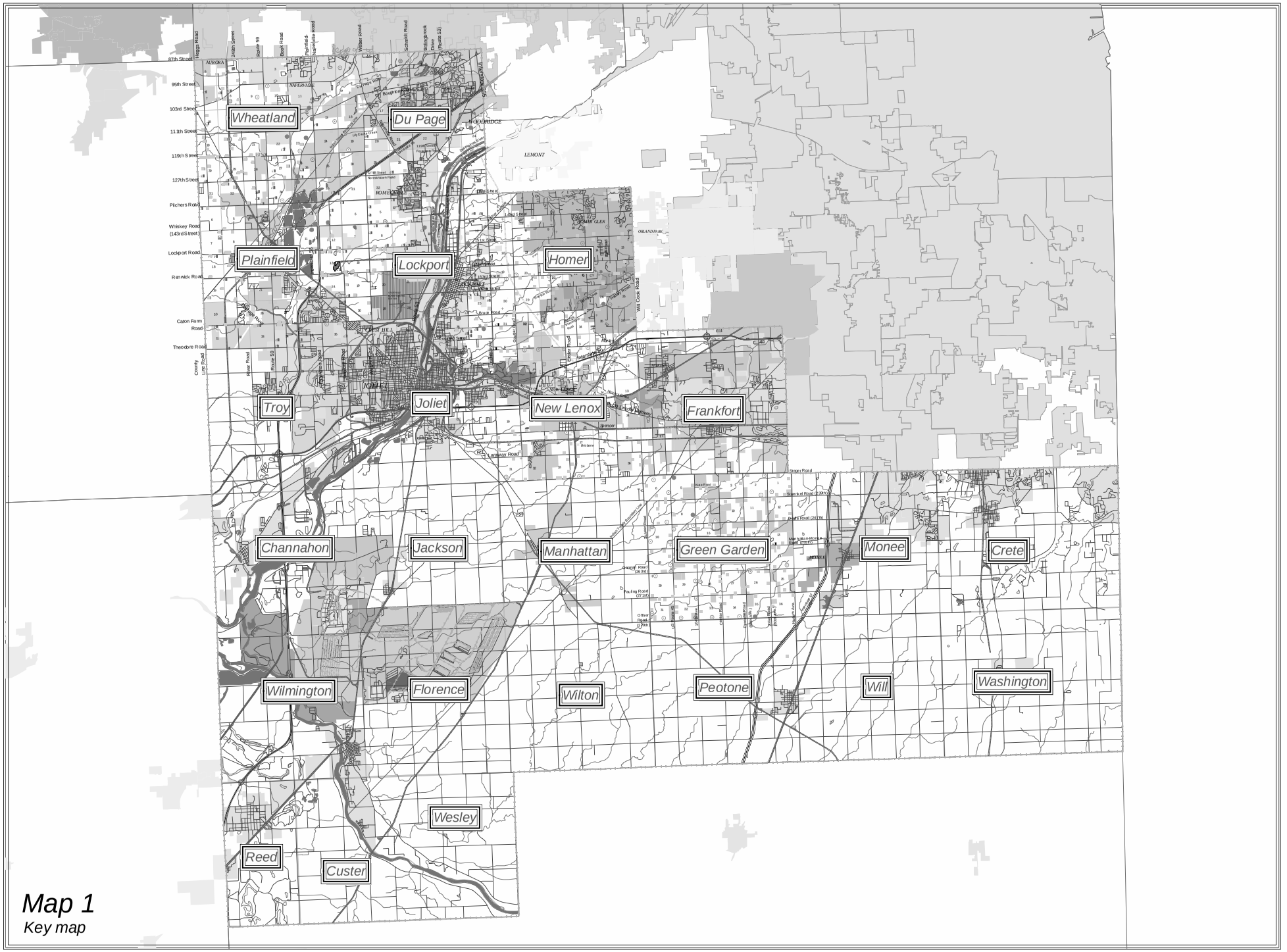


Source: *Combination Atlas Map of Will County* (Elgin, Illinois: Thompson Brothers & Burr, 1873).

Source: Geo. A. Ogle & Co., *Standard Atlas of Will County, Illinois* (Chicago, 1909).

APPENDIX B

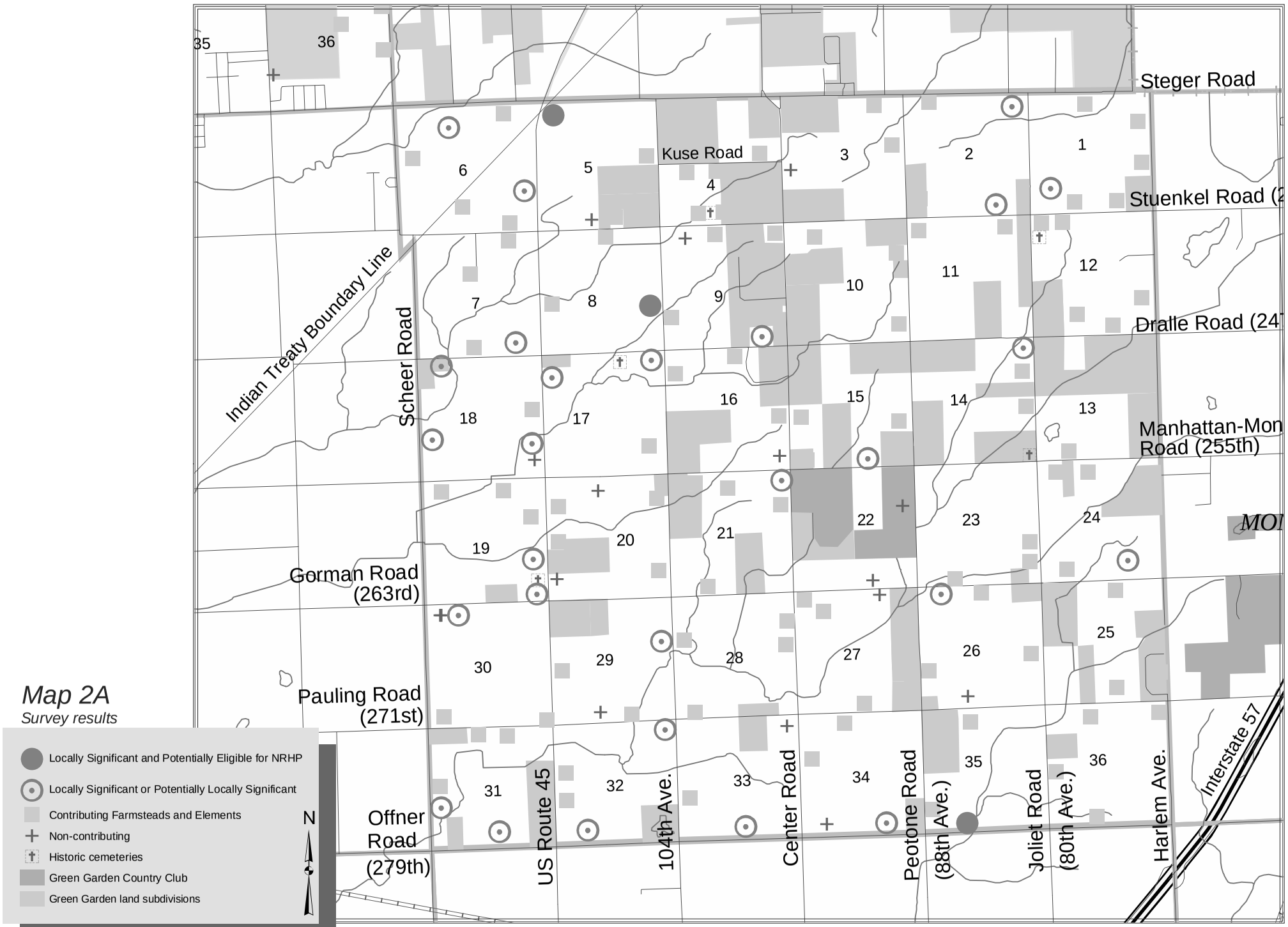
MAPS



Map 1
Key map

Wiss, Janney, Elstner Associates, Inc.

Will County, Illinois


Steger Road
Kuse Road
Stuenkel Road
Indian Treaty Boundary Line
Scheer Road
Dralle Road
Manhattan-Mon
Road (255th)
German Road
(263rd)
Pauling Road
(271st)
Offner
Road
(279th)
US Route 45
104th Ave.
Center Road
Peotone Road
(88th Ave.)
Joliet Road
(80th Ave.)
Harlem Ave.
Interstate 57
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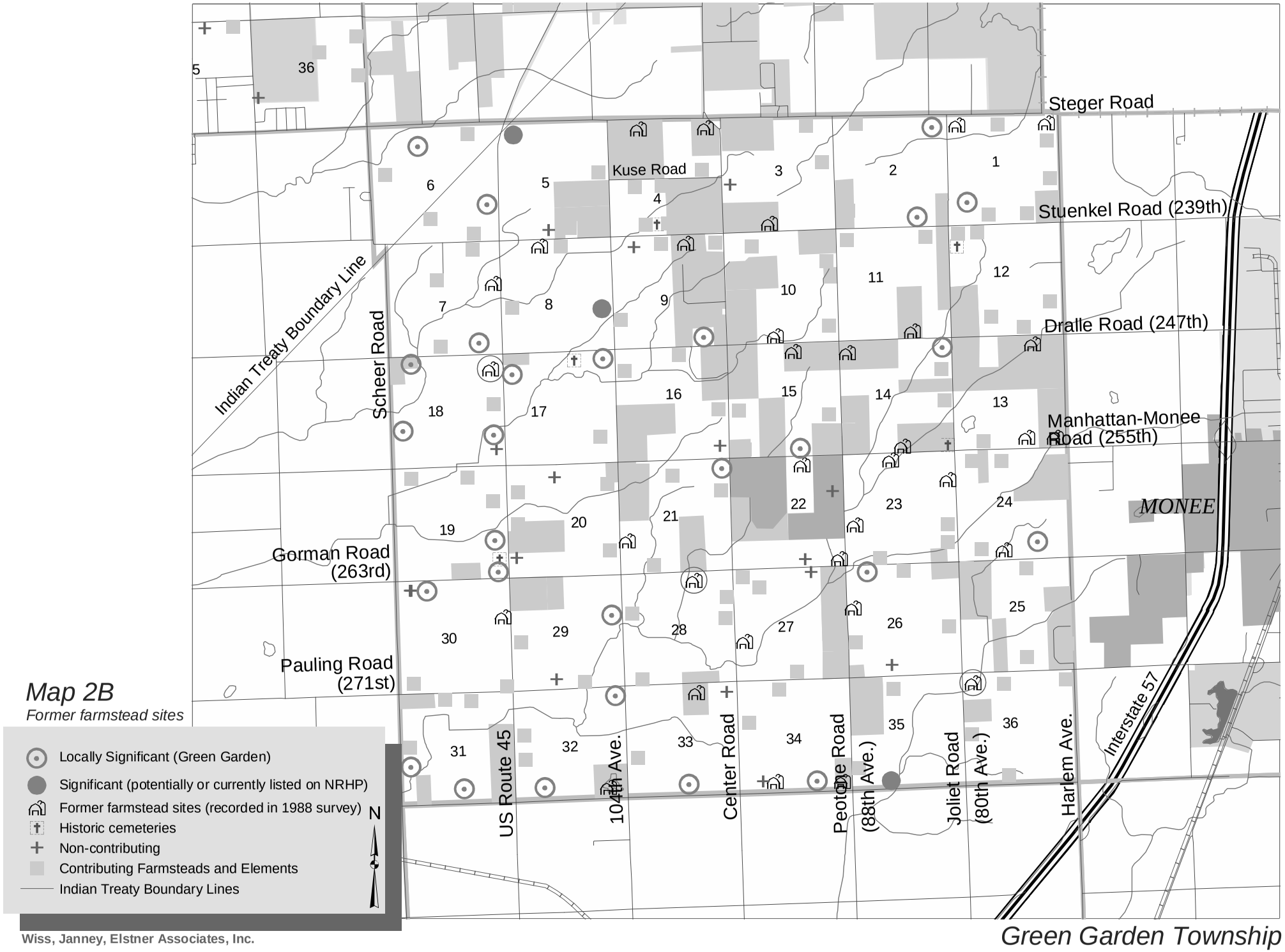
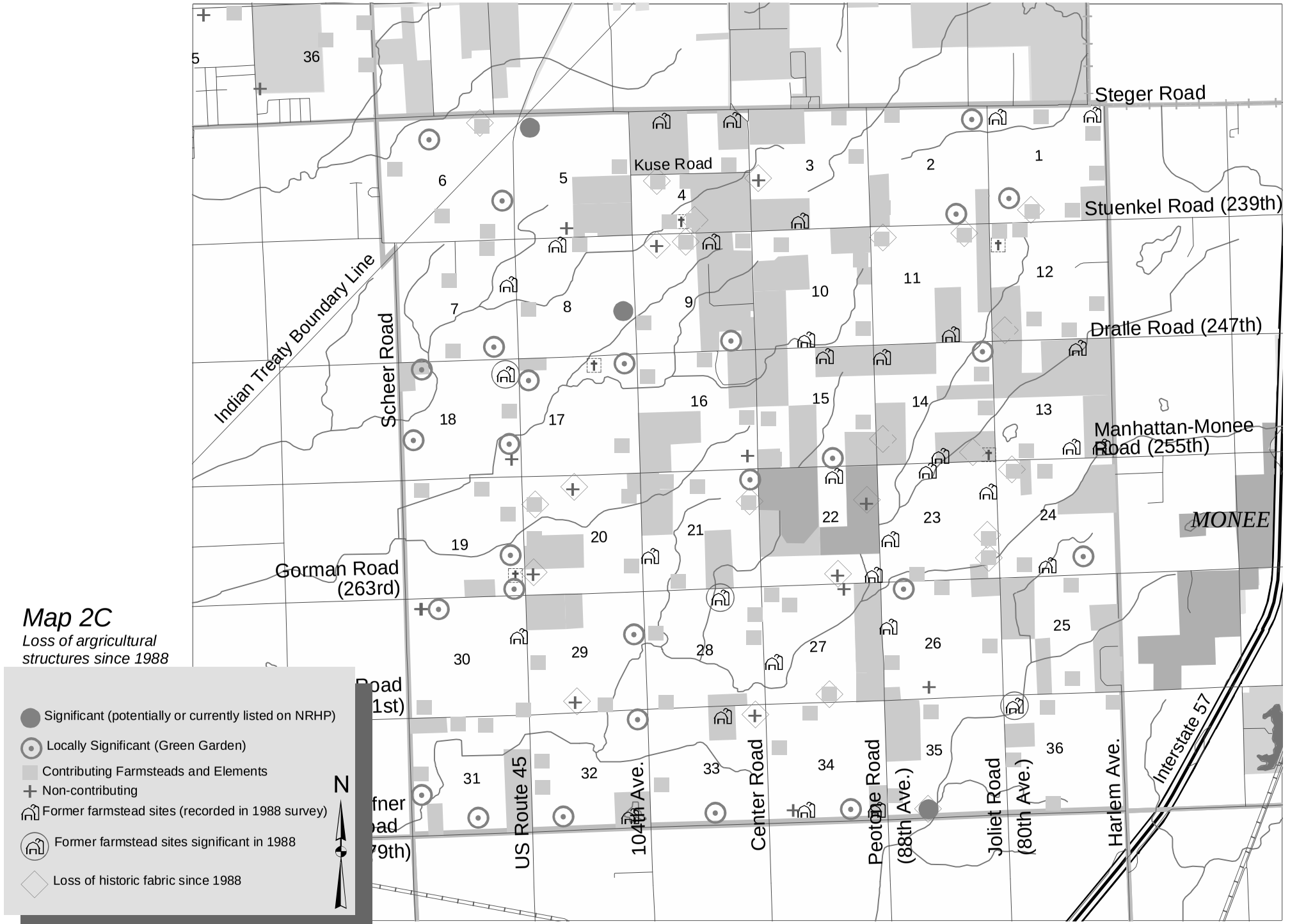
Map 2A
Survey results
Locally Significant and Potentially Eligible for NRHP
Locally Significant or Potentially Locally Significant
Contributing Farmsteads and Elements
Non-contributing
Historic cemeteries
Green Garden Country Club
Green Garden land subdivisions
N
Green Garden Township
Wiss, Janney, Elstner Associates, Inc.


Steger Road
Kuse Road
Stuenkel Road (239th)
Dralle Road (247th)
Manhattan-Monee Road (255th)
Indian Treaty Boundary Line
Scheer Road
Gorman Road (263rd)
Pauling Road (271st)
US Route 45
104th Ave.
Center Road
Peotone Road (88th Ave.)
Joliet Road (80th Ave.)
Harlem Ave.
Interstate 57
MONEE
Green Garden Township
Map 2B
Former farmstead sites
Locally Significant (Green Garden)
Significant (potentially or currently listed on NRHP)
Former farmstead sites (recorded in 1988 survey)
Historic cemeteries
Non-contributing
Contributing Farmsteads and Elements
Indian Treaty Boundary Lines
N
Wiss, Janney, Elstner Associates, Inc.

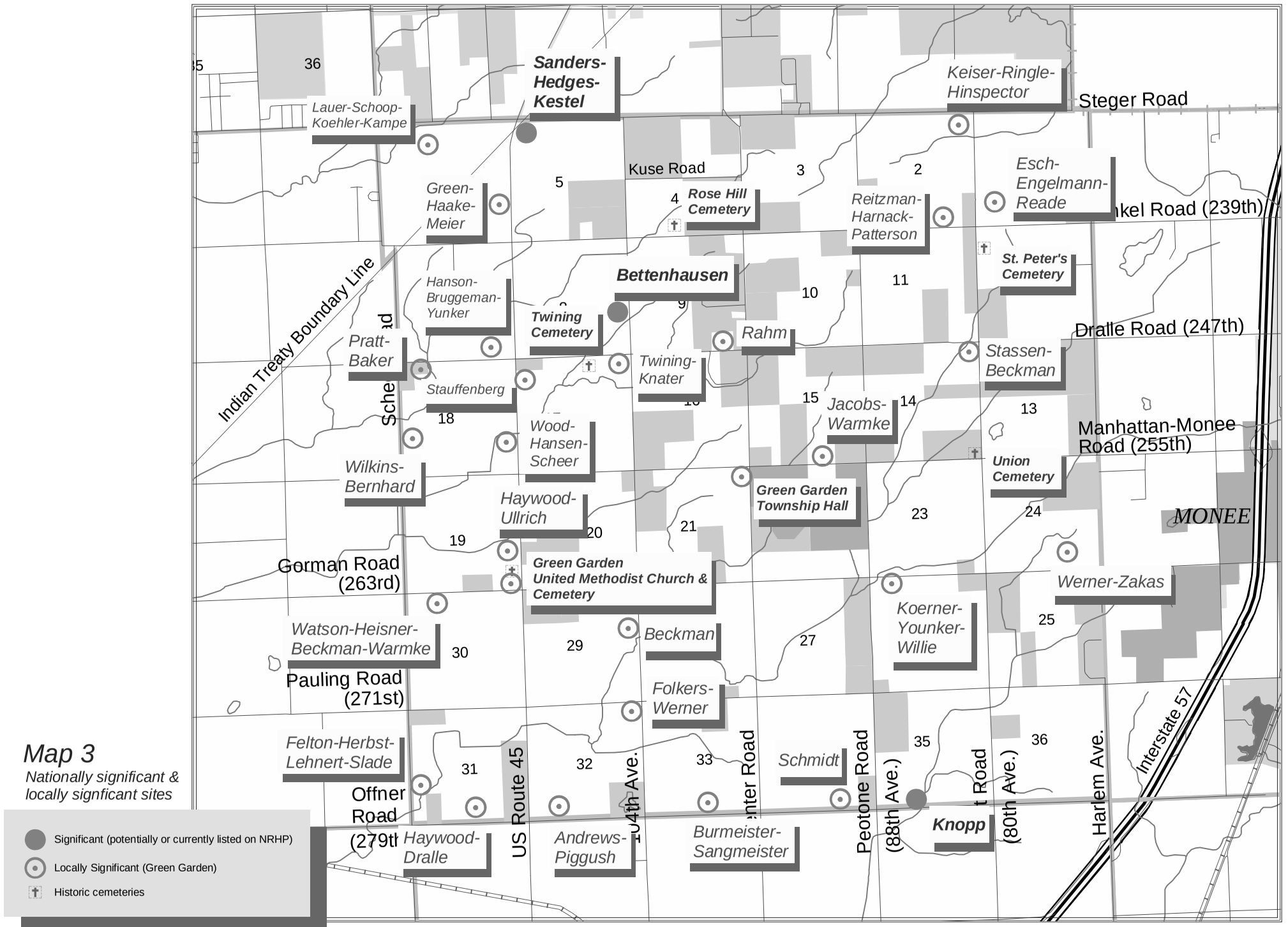


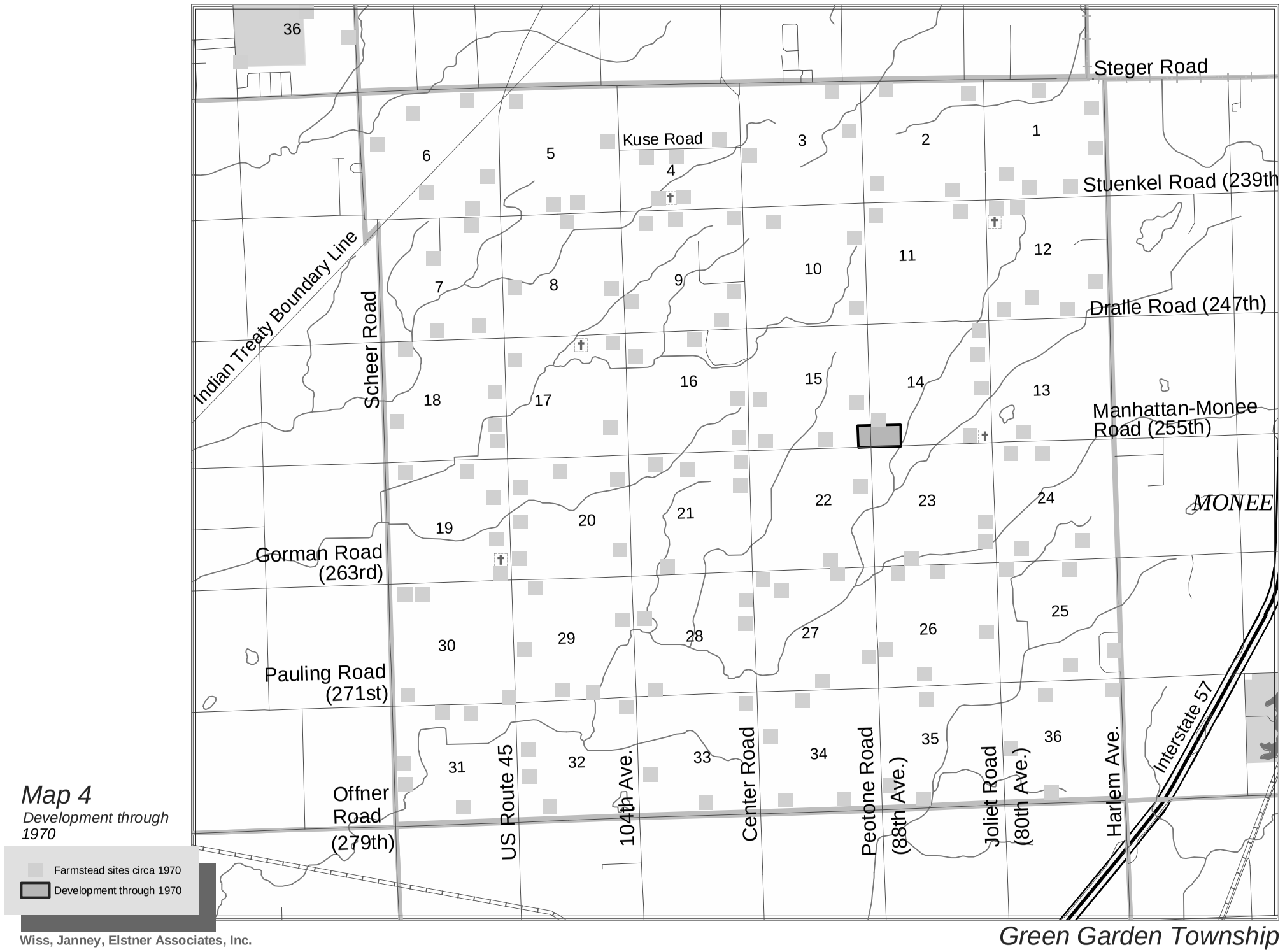
Map 2C

Loss of agricultural structures since 1988

- Significant (potentially or currently listed on NRHP)
- Locally Significant (Green Garden)
- Contributing Farmsteads and Elements
- Non-contributing
- Former farmstead sites (recorded in 1988 survey)
- Former farmstead sites significant in 1988
- Loss of historic fabric since 1988

Wiss, Janney, Elstner Associates, Inc.


Sanders-Hedges-Kestel
Keiser-Ringle-Hinspector
Steger Road
Lauer-Schoop-Koehler-Kampe
Kuse Road
Esch-Engelmann-Reade
Green-Haake-Meier
Rose Hill Cemetery
Reitzman-Harnack-Patterson
St. Peter's Cemetery
Indian Treaty Boundary Line
Bettenhausen
Hanson-Bruggeman-Yunker
Twining Cemetery
Rahm
Dralle Road (247th)
Pratt-Baker
Twining-Knater
Stassen-Beckman
Stauffenberg
Jacobs-Warmke
Manhattan-Monee Road (255th)
Wood-Hansen-Scheer
Union Cemetery
Wilkins-Bernhard
Green Garden Township Hall
Haywood-Ullrich
MONEE
Gorman Road (263rd)
Green Garden United Methodist Church & Cemetery
Werner-Zakas
Watson-Heisner-Beckman-Warmke
Beckman
Koerner-Younker-Willie
Pauling Road (271st)
Folkers-Werner
Felton-Herbst-Lehnert-Slade
Schmidt
Offner Road (279th)
US Route 45
Peotone Road
Harlem Ave.
Interstate 57
Haywood-Dralle
Andrews-Piggush
Burmeister-Sangmeister
Knopp
(88th Ave.)
(80th Ave.)
Map 3
Nationally significant & locally signficant sites
Significant (potentially or currently listed on NRHP)
Locally Significant (Green Garden)
Historic cemeteries
Wiss, Janney, Elstner Associates, Inc.
Green Garden Township

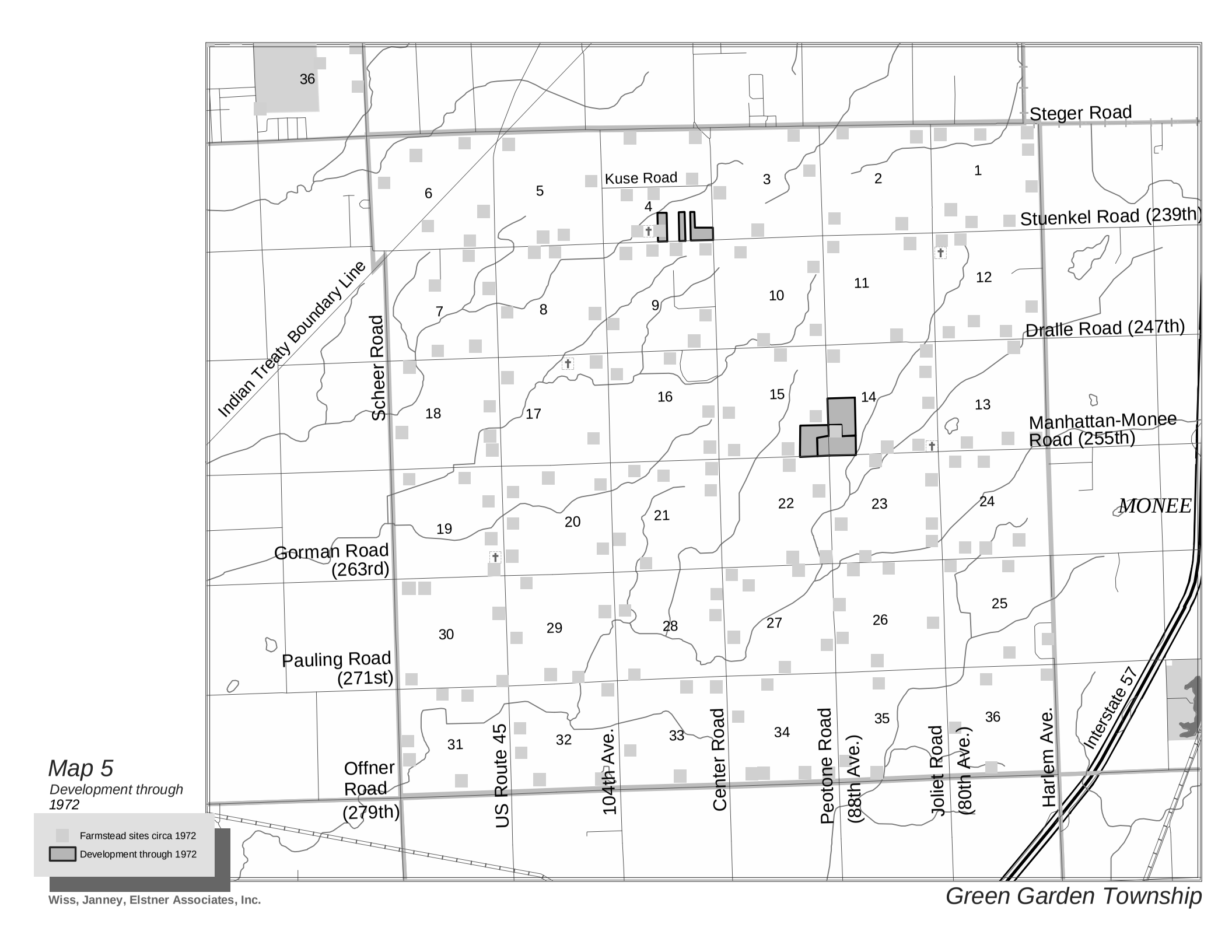


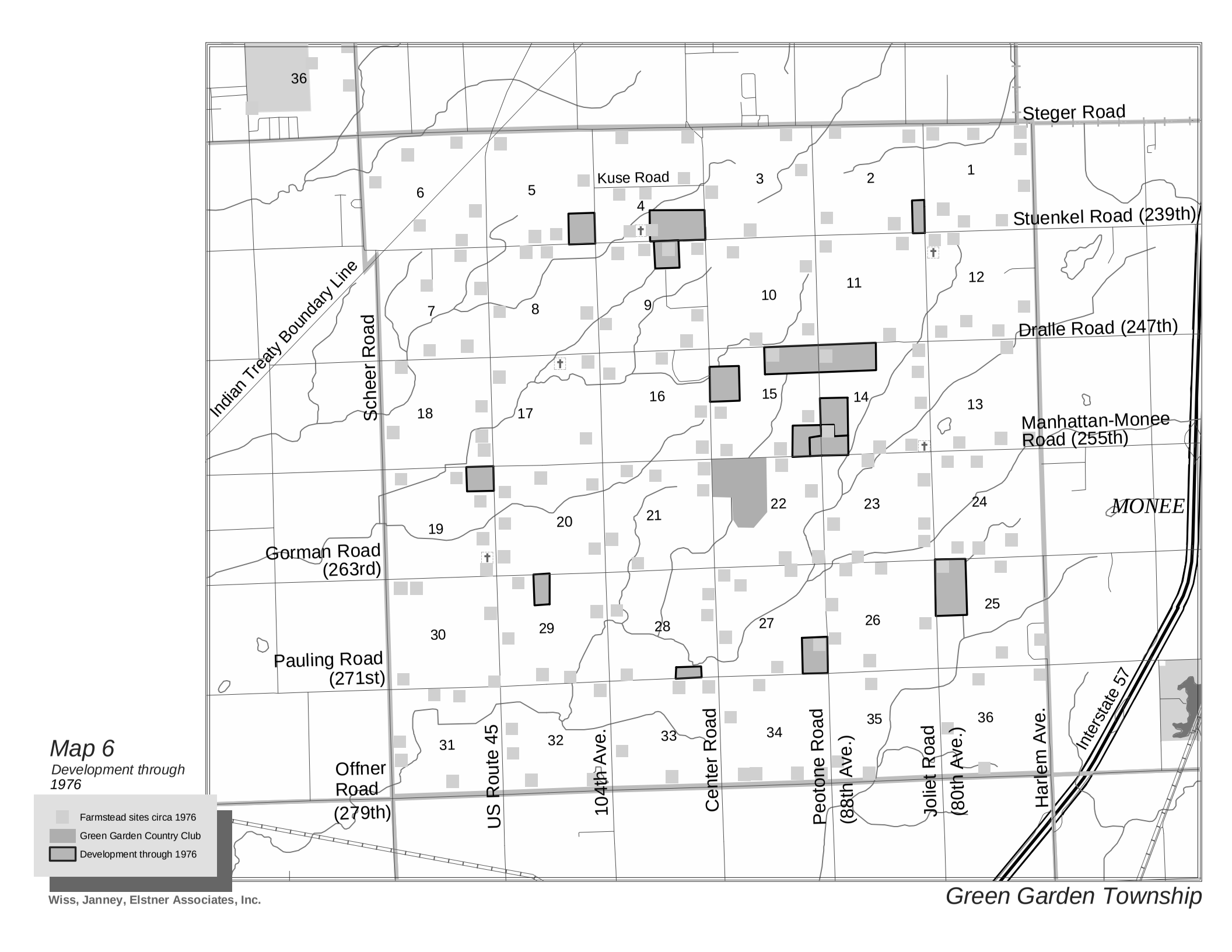
Map 4

Development through 1970

Wiss, Janney, Elstner Associates, Inc.

Green Garden Township


Steger Road
Kuse Road
Stuenkel Road (239th)
Indian Treaty Boundary Line
Scheer Road
Dralle Road (247th)
Manhattan-Monee Road (255th)
MONEE
Gorman Road (263rd)
Pauling Road (271st)
Offner Road (279th)
US Route 45
104th Ave.
Center Road
Peotone Road
(88th Ave.)
Joliet Road
(80th Ave.)
Harlem Ave.
Interstate 57
Map 5
Development through 1972
Farmstead sites circa 1972
Development through 1972
Wiss, Janney, Elstner Associates, Inc.
Green Garden Township


Steger Road
Kuse Road
Stuenkel Road (239th)
Dralle Road (247th)
Manhattan-Monee Road (255th)
MONEE
Gorman Road (263rd)
Pauling Road (271st)
Offner Road (279th)
Indian Treaty Boundary Line
Scheer Road
US Route 45
104th Ave.
Center Road
Peotone Road (88th Ave.)
Joliet Road (80th Ave.)
Harlem Ave.
Interstate 57
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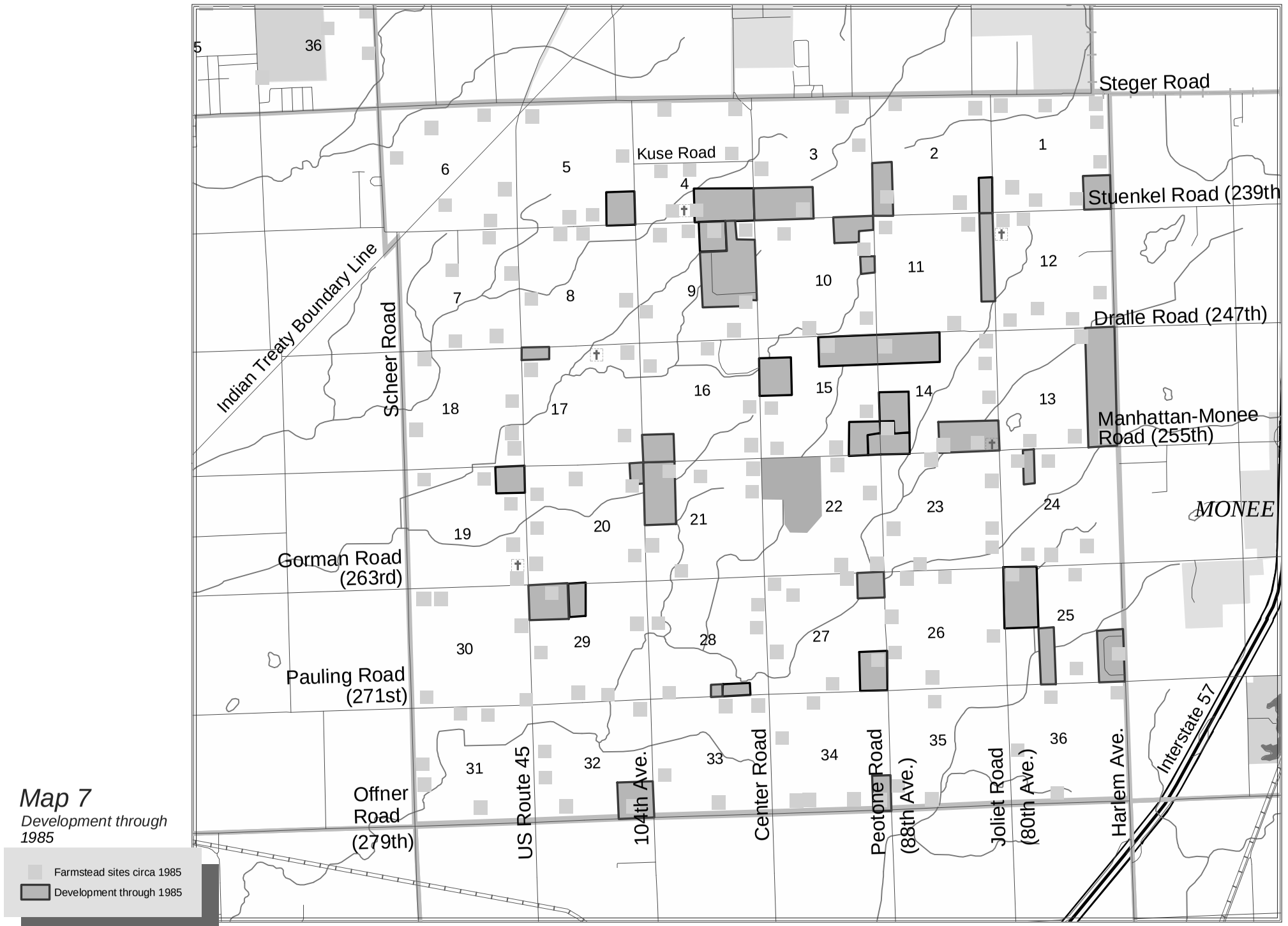
Map 6
Development through 1976
Farmstead sites circa 1976
Green Garden Country Club
Development through 1976
Wiss, Janney, Elstner Associates, Inc.
Green Garden Township

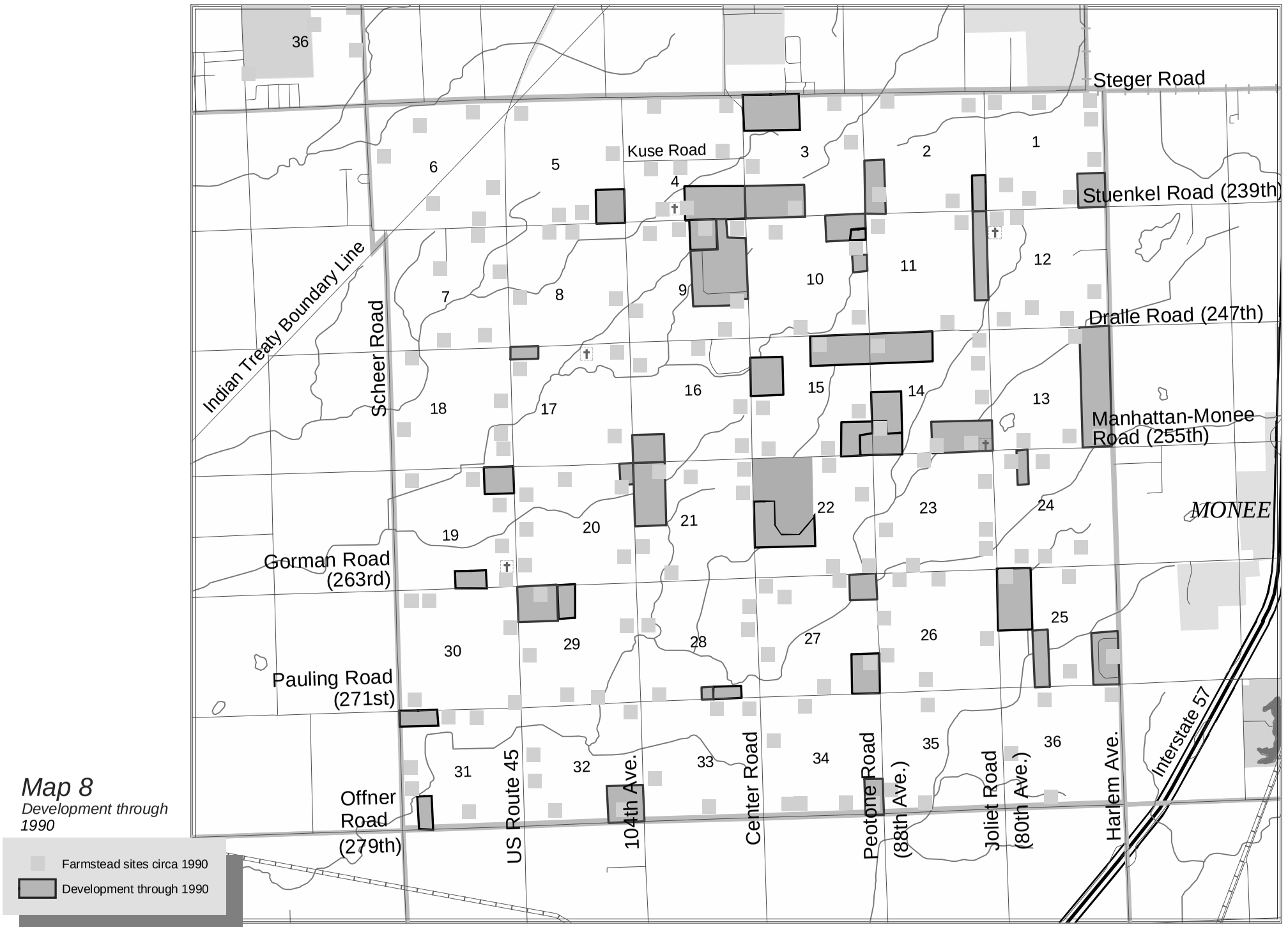


Map 7

Development through 1985

Wiss, Janney, Elstner Associates, Inc.

Green Garden Township

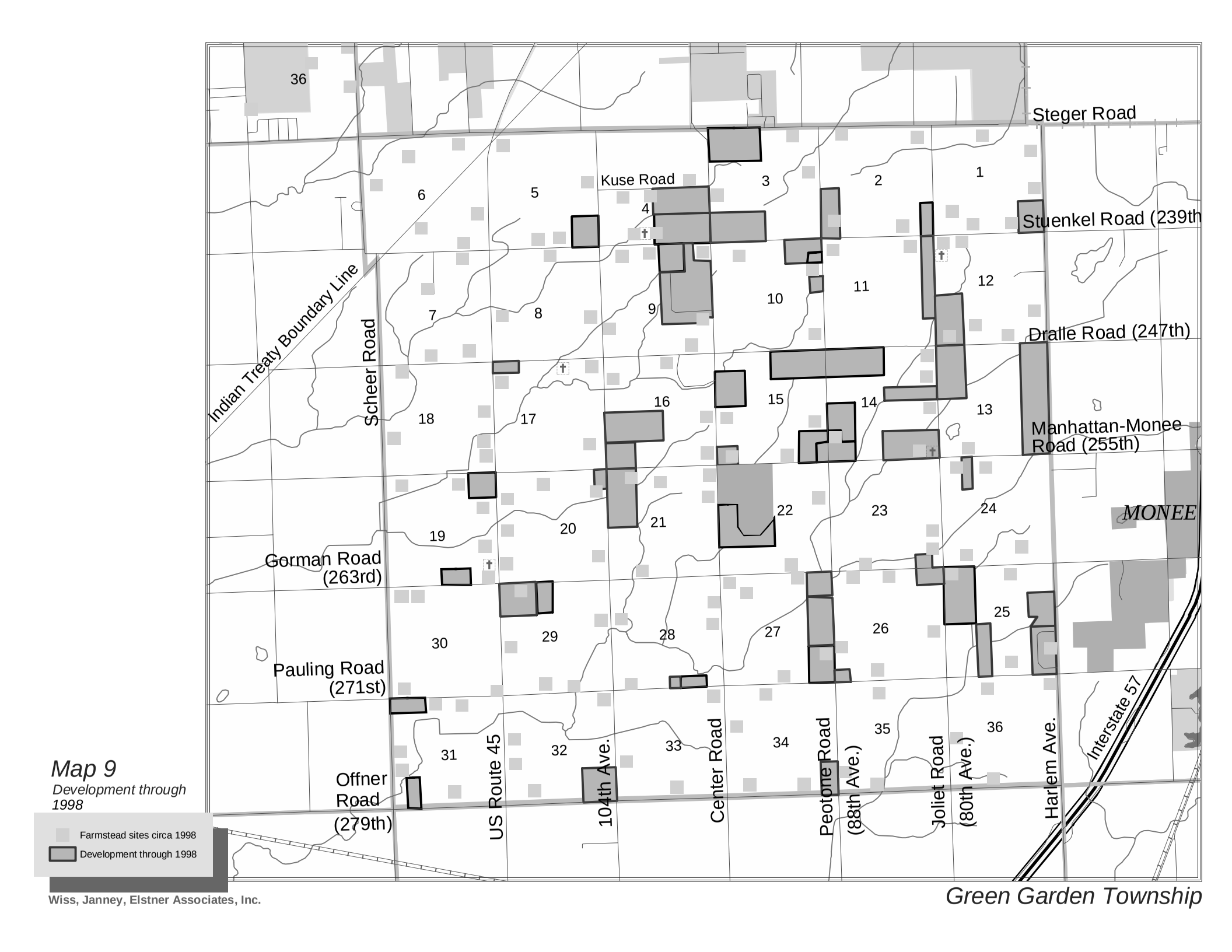


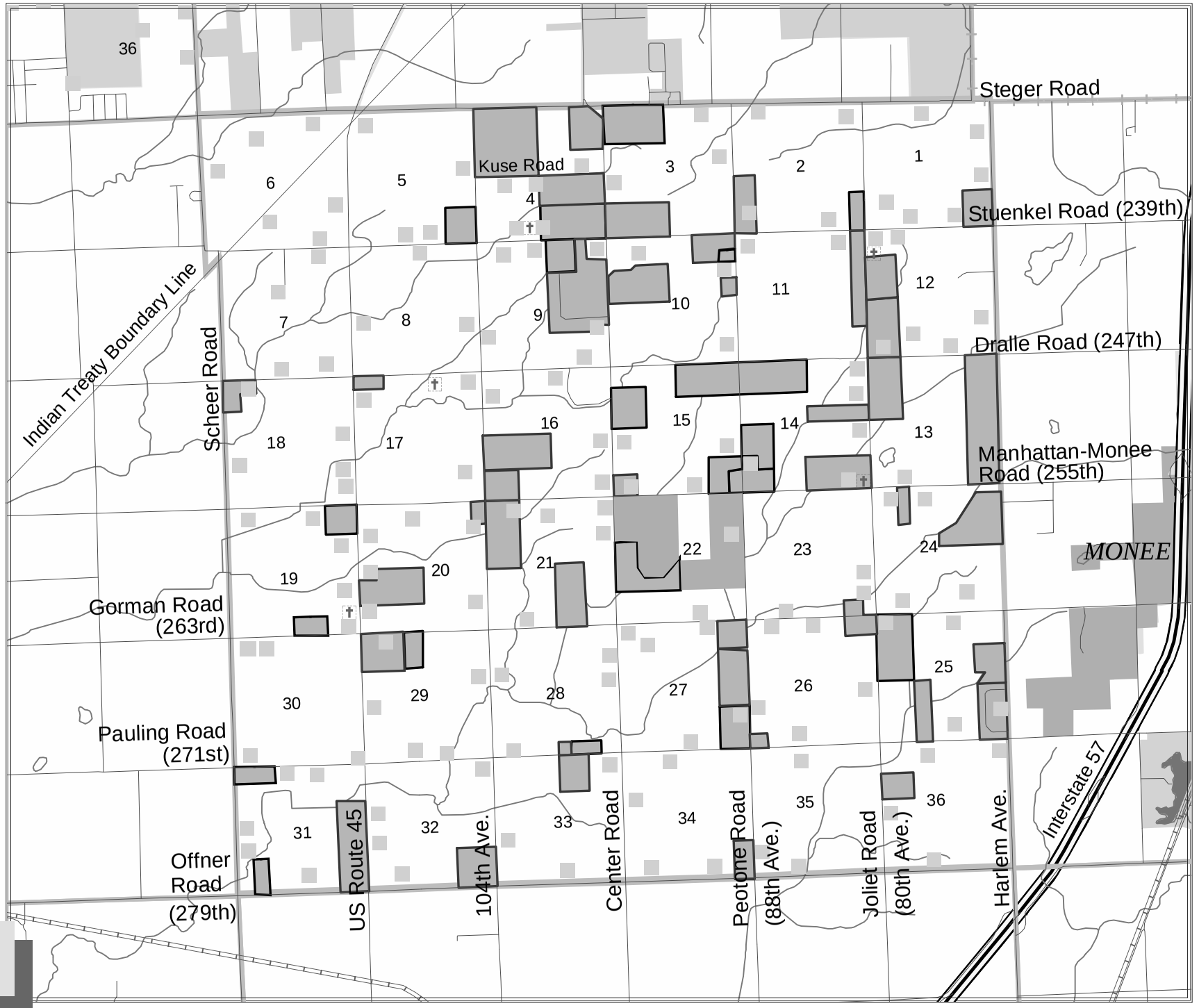
Map 8

Development through 1990

Wiss, Janney, Elstner Associates, Inc.

Green Garden Township


Steger Road
Kuse Road
Stuenkel Road (239th)
Indian Treaty Boundary Line
Scheer Road
Dralle Road (247th)
Manhattan-Monee Road (255th)
MONEE
Gorman Road (263rd)
Pauling Road (271st)
Offner Road (279th)
US Route 45
104th Ave.
Center Road
Peotone Road (88th Ave.)
Joliet Road (80th Ave.)
Harlem Ave.
Interstate 57
Green Garden Township
Map 9
Development through 1998
Farmstead sites circa 1998
Development through 1998
Wiss, Janney, Elstner Associates, Inc.



Map 10

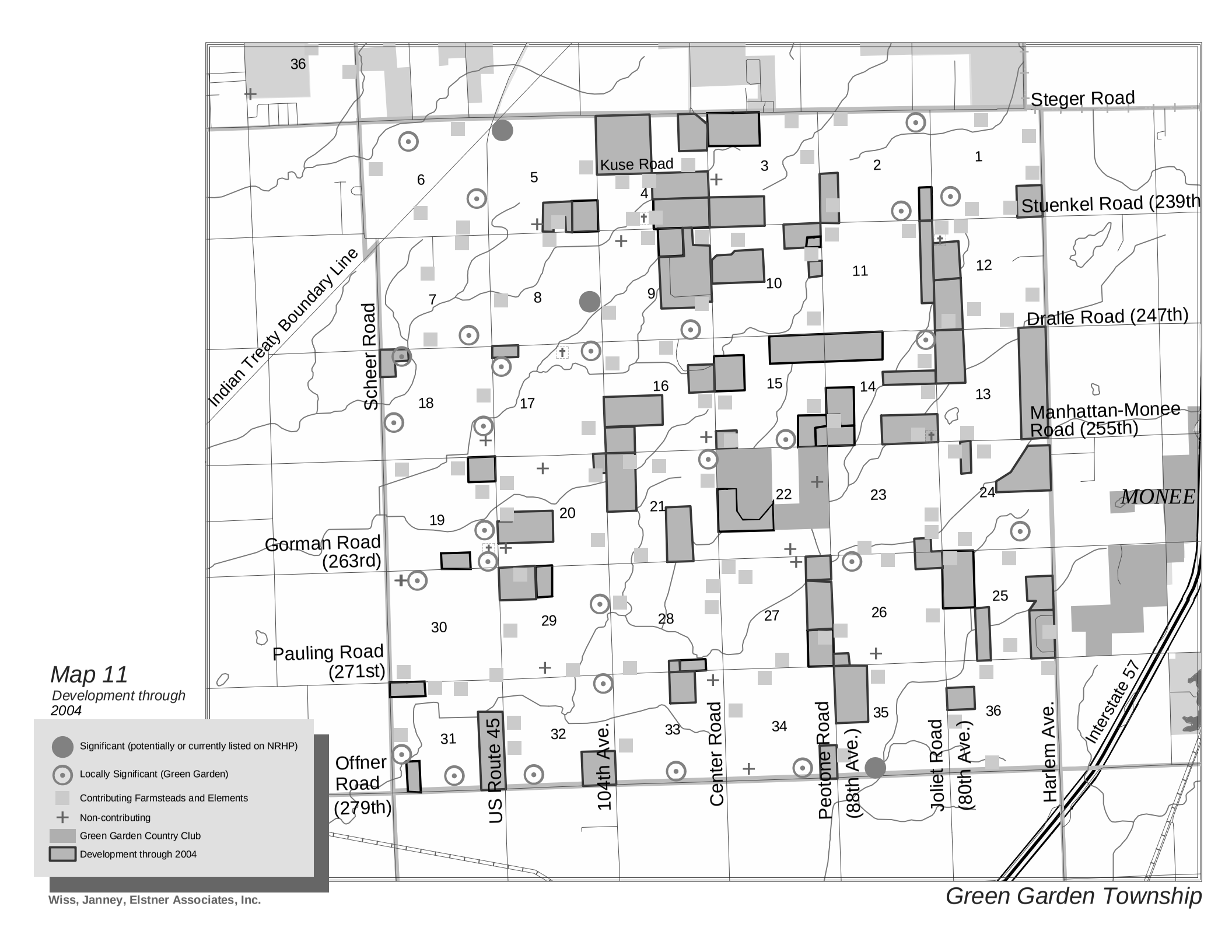
Development through 2002

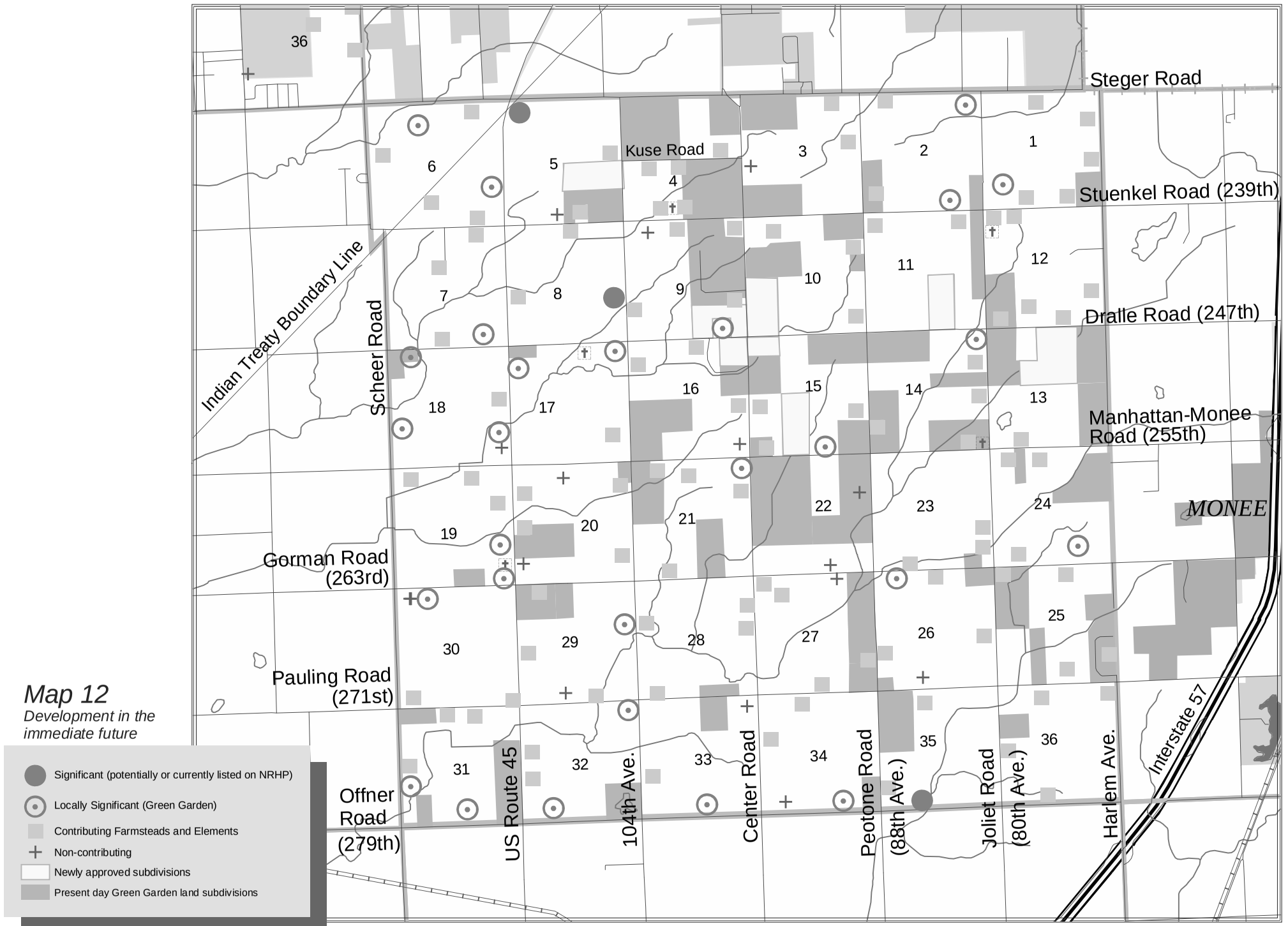
Farmstead sites circa 2002

Development through 2002

Wiss, Janney, Elstner Associates, Inc.

Green Garden Township


Steger Road
Kuse Road
Stuenkel Road (239th
Indian Treaty Boundary Line
Scheer Road
Dralle Road (247th)
Manhattan-Monee Road (255th)
MONEE
Gorman Road (263rd)
Pauling Road (271st)
Offner Road (279th)
US Route 45
104th Ave.
Center Road
Peotone Road
(88th Ave.)
Joliet Road
(80th Ave.)
Harlem Ave.
Interstate 57
Map 11
Development through 2004
Significant (potentially or currently listed on NRHP)
Locally Significant (Green Garden)
Contributing Farmsteads and Elements
Non-contributing
Green Garden Country Club
Development through 2004
Wiss, Janney, Elstner Associates, Inc.
Green Garden Township



Map 12

Development in the immediate future

Wiss, Janney, Elstner Associates, Inc.

Green Garden Township