

Floyd R. Mansberger

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PRESERVATION SERVICES

February 19, 2014

Anne Haaker  
Preservation Services Division  
Illinois Historic Preservation Agency  
Old State Capitol  
Springfield, Illinois 62701

Re: Phase I archaeological survey  
Carpenter Street Underpass  
Springfield Rail Improvement Project  
Sangamon County, Illinois

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2/21/20

IHPA REVIEW

H/A \_\_\_\_\_  
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[No IHPA Log Number]

Dear Ms. Haaker:

Enclosed for your review are two paper copies and one electronic copy of the report entitled *A Cultural and Historical Resources Study for the Proposed Carpenter Street Underpass, Springfield Rail Improvements Project* (Stratton and Mansberger 2014).

Should you have any questions, please give me a call.

Sincerely,

*Floyd Mansberger*

Floyd Mansberger

Cc: Kevin Seals (Hanson Professional Services, Inc.)

**A CULTURAL AND HISTORICAL RESOURCES STUDY  
FOR THE PROPOSED  
CARPENTER STREET UNDERPASS,  
SPRINGFIELD RAIL IMPROVEMENTS PROJECT**



Renderings courtesy of RDG Planning & Design n



by  
Christopher Stratton  
and  
Floyd Mansberger

Fever River Research, Inc.  
Springfield, Illinois

Prepared for  
Hanson Professional Services Inc.

January 2014

## *Introduction*

The City of Springfield proposes to construct a vehicular underpass along Carpenter Street (between Ninth and Eleventh Streets). This underpass will replace a grade-level rail crossing for the Norfolk Southern Corporation's rail line, which runs along Tenth Street. This proposed construction is the first stage of the greater Springfield Rail Improvements Project, which is part of the Illinois High-Speed Rail Chicago to St. Louis program. The Springfield Rail Improvements Project involves the consolidation of rail lines in Springfield along Tenth Street, and improving rail crossings throughout the city.<sup>1</sup> The project ultimately will involve the reconstruction of approximately four miles of new rail corridor, eight new underpasses, one new overpass, and reconstruction of four existing underpasses, and ultimately will reduce the number of at-grade rail crossing in the city from 68 to 32 (<http://www.hanson-inc.com/news.aspx?page=news-release-text&articleid=hanson-submits-preliminary-plans-for-carpenter-str>; <http://springfieldrailroad.com/newsite/>).

Participants in the Springfield Rail Improvements Project include the City of Springfield, the Illinois Department of Transportation (IDOT), the Federal Railroad Administration (FRA), the Illinois Commerce Commission (ICC), Norfolk Southern Corporation, and the Union Pacific Railroad Corporation. Funding sources for this project are varied, and include major sources of federal funding, including a Transportation Investment Generating Economic Recovery (TIGER) grant, as well as monies from the Grade Crossing Protection Funds managed by the ICC.

The Carpenter Street Underpass project area is identified as the western side of the existing Tenth Street right-of-way beginning a half block north of Carpenter Street and proceeding south to Madison Street (Figures 1-3). The proposed new right-of-way is approximately 130' wide on the north end of the project area (near Carpenter Street) and 75' wide on the south end of the project area (at Madison Street). Additionally, approximately 50' of new right-of-way along the north side of Madison Street (from Ninth to Tenth Street) and 40-45' along both the north and south sides of Carpenter Street (from Ninth to Tenth Street) are required for development of the underpass. The majority of the project area currently is a paved surface parking lot (see Figures 1-4). A single late twentieth century commercial building is located on the north end of the project area.

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<sup>1</sup> The purpose of the Springfield Railroad Improvements Project is to accommodate a projected increase in passenger and freight rail traffic through Springfield in the near future. There presently are three principal rail lines passing through Springfield: the Union Pacific (UP) Railroad, which runs down Third Street; the Norfolk Southern (NS) Railroad, following Tenth Street; and the Canadian National (CN) Railroad, centered on Nineteenth Street. The UP alone expects to increase the number of freight trains it runs through the city per day to twenty-two over the next few years. In the event funding is secured for high-speed passenger service between Chicago and St. Louis, eighteen passenger trains could also pass through Springfield on the UP's tracks per day, thereby bringing the total daily traffic on this line to forty trains (a figure independent of the current or future traffic on the NS and CN lines). An increase in the rail traffic of this magnitude will present significant challenges to the residents of Springfield—challenges the Springfield Railroad Improvement Project will address.

In compliance with the provisions of Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800, et. seq.), it is the responsibility of the City of Springfield to assess the impact of the proposed construction activity associated with the new underpass on the historic resources within the project area. Previously, an architectural survey was conducted of the greater Springfield Rail Improvements Project project area, and no architectural resources were noted within the Carpenter Street Underpass project area (Stratton and Mansberger 2011). The existing study was conducted to identify potentially significant archaeological resources that might be located within this particular project area, and this report summarizes the results of the literature search conducted with this goal in mind. This study was conducted by Fever River Research (Springfield) under subcontract to Hanson Professional Services, Inc. (Springfield, Illinois).

### ***Research Methods***

The objectives of this cultural and historical resources study were to identify historic properties potentially eligible for inclusion on the National Register of Historic Places in the project area. As the project area today is a paved, surface parking lot with no above-ground architectural resources, the current survey was designed to identify only the archaeological resources within the project area (and represents the beginning stages of a Phase I archaeological reconnaissance survey). This strategy has been effectively used previously by Fever River Research in urban environments (cf. Mansberger, Stratton, and Wresch 2000).

Although urban environments often are overlooked for their archaeological potential (particularly in Illinois), significant archaeological deposits (both prehistoric and historic) can often be located in an urban setting (Mansberger 1989). In heavily built-up urban environments, where most of the ground surface has been paved and/or covered with extensive fill deposits (such as the current project area), traditional Phase I archaeological reconnaissance surveys are difficult to conduct—often requiring extensive disruption of the existing landscape (such as the excavation of backhoe trenches) to accomplish the survey. This was, indeed, the case with the current project, which was entirely paved at the time of the survey.

A preliminary assessment of the 1854 *City of Springfield* map illustrates that at least the southern third of this project area was a well-developed residential neighborhood by that date. As such, it is not unrealistic to suspect that pre-1850s archaeological deposits are present in this area. Archaeological deposits from this early period (if present) have the potential to contribute significantly to our understanding (and interpretation) of the quickly evolving, pre-industrial city that Abraham Lincoln lived in. Although post-1860s disturbances clearly have impacted the integrity of these early historic deposits (if present), there is a strong chance that some have been preserved.

With this in mind (and in conjunction with discussions with Mr. Joseph Phillippe, Chief Archaeologist, Illinois Historic Preservation Agency), the Phase I archaeological reconnaissance survey for the current project area has been divided into two separate phases (referred to as Phase IA and Phase IB). The first part of the survey (Phase IA) consists of an archival exercise (or literature search). By looking at the many historic documents available for this area (such as late nineteenth and early twentieth century Sanborn fire insurance maps) and the character of the

recently demolished buildings (such as presence or absence of deep basements), a model for predicting the probability of intact archaeological resources in the project area can be prepared. This model will identify areas that have high potential for intact archaeological deposits. Once areas of high archaeological potential have been identified, the archaeologist can more efficiently conduct the subsurface investigations, if they are warranted. The fieldwork phase of this survey (Phase IB) would require the excavation of several backhoe trenches within the areas of high archaeological potential as defined by the previous research. The number, size, and location of backhoe trenches excavated in each block will be determined in consultation with the SHPO's Chief Archaeologist (Preservation Services Division, Illinois Historic Preservation Agency). The document presented here reports on the methods and results of the Phase IA survey conducted for the proposed railroad underpass.

The objectives of this Phase IA archaeological reconnaissance survey was to 1) conduct a literature and/or archival search to assess site-specific documentary records pertaining to the project area land use through time, 2) develop an historical context for the project area to assist with the evaluation of potential resources, 3) prepare a predictive model of potential archaeological resources within the project area to assist with the excavation of backhoe trenches, if warranted, and 4) prepare a report the discusses the methods and results of these investigations.

The literature search consisted of a systematic assessment of archival resources in order to locate site-specific information pertaining to the historic land use in the project area. A wide range of archival resources was used to achieve this task. Of particular interest were two middle nineteenth century city maps (Potter 1854, Sides 1858), three bird's eye views of Springfield (Ruger 1867, Beck and Pauli 1872, and Koch 1873) as well as several late nineteenth and early twentieth century fire insurance maps (Sanborn 1884, 1890, 1896, 1917). The 1854 and 1858 city maps allowed researchers to assess the pre-Civil War land use of each block. Similarly, the fire insurance maps allowed the researchers to assess the late nineteenth and early twentieth century land use history of each location.

The literature search was conducted at various local repositories including the Sangamon Valley Collection at the Lincoln Library (Springfield City Library) and the Illinois State Library. The vertical files at the Sangamon Valley Collection as well as the county histories, city directories, and biographical sources were consulted for general historical background and site-specific information. All relevant historic maps and plats consulted during this research are contained in the following report.

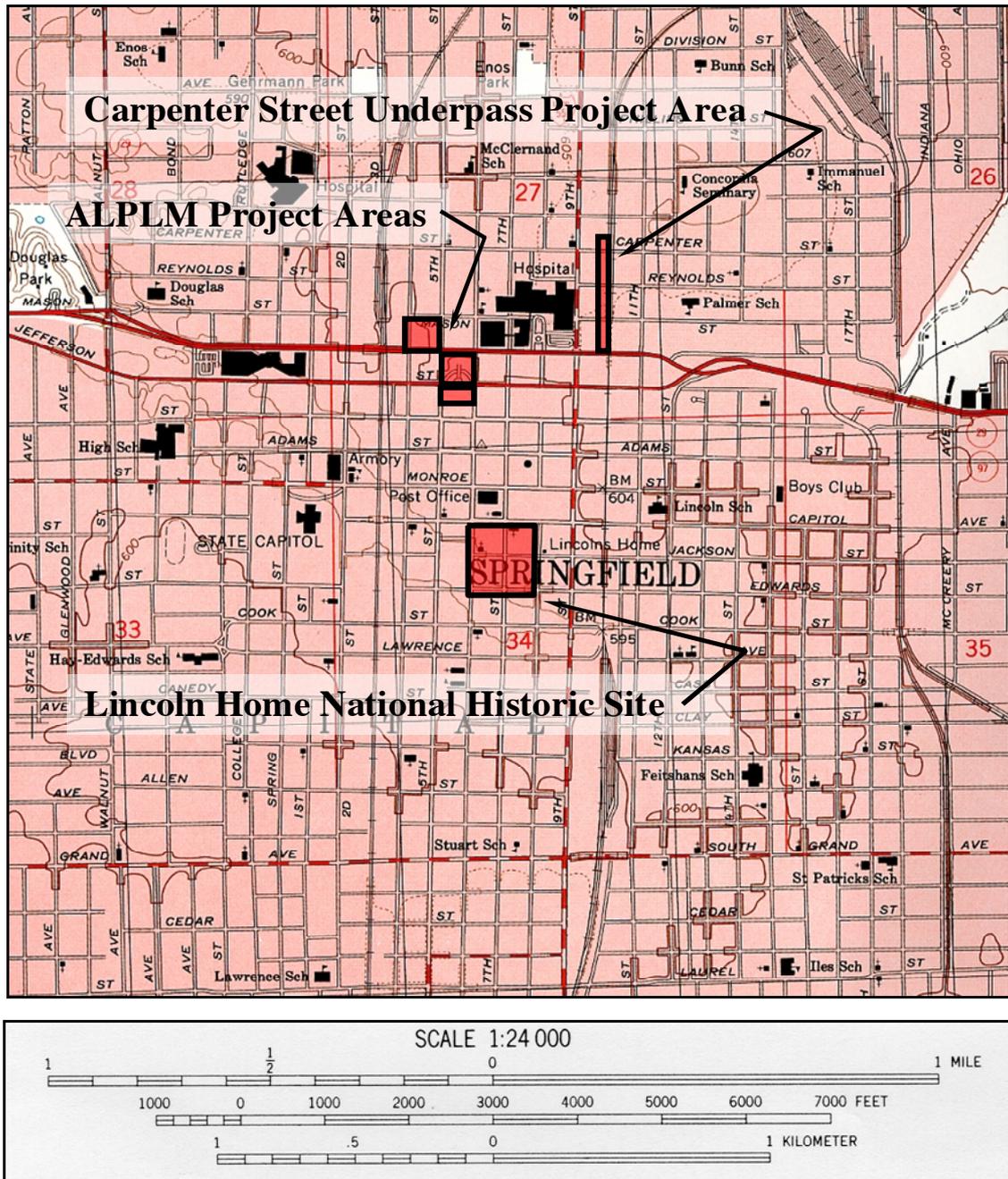


Figure 1. Location of the proposed Carpenter Street Underpass in Springfield, Illinois (*Springfield West, IL 7.5-minute U.S.G.S. topographic map, 1998*). The location of both the Lincoln Home National Historic Site, and the Abraham Lincoln Presidential Library and Museum (ALPLM) project area also are indicated. Significant subsurface archaeological resources have been identified in both urban areas.

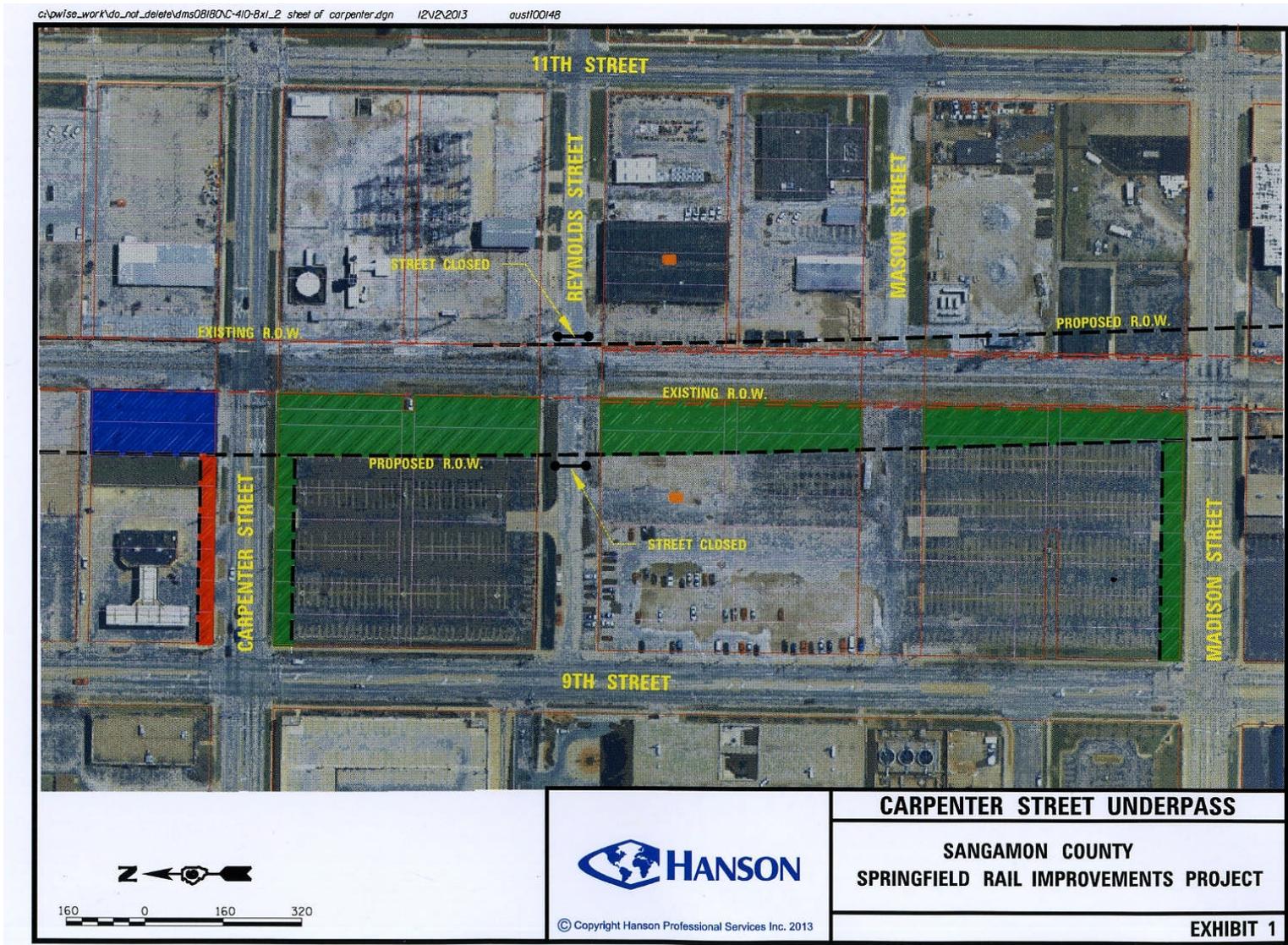


Figure 2. Location of the proposed Carpenter Street Underpass in Springfield, Illinois (Hanson Professional Services, Inc. 2013). The areas of new right-of-way are color coded (red, green, and blue) by existing property owner.



View looking north from Carpenter Street. This late twentieth century commercial structure is not eligible for listing on the National Register of Historic Places.



View looking south/southeast from Carpenter Street.



View looking north from Reynolds Street.

**Figure 3. Three current views of the Carpenter Street Project area.**



View looking south from Reynolds Street.



View looking south from Mason Street.



View looking north from Madison Street.

**Figure 4. Three additional views of the Carpenter Street Underpass project area.**

## *Historical Context*

### **Early Development of Springfield (1819-1865)**

Historically, Springfield was part of a vast, environmentally diverse and agriculturally rich region of central Illinois known variously as the San-gam-ma, Sangamo or, most recently, Sangamon Country. By the late eighteenth and early nineteenth centuries, much of the upper reaches of the Sangamon River valley were occupied by the Kickapoo Indians. Although early traders and trappers no doubt temporarily camped within the Sangamo County at an early date, the first Euro-American awareness of the splendor of the Sangamo Country was developed during the War of 1812, when several military expeditions launched against the Kickapoo passed through it. The route followed by the American troops became known as the Edwards Trace—in honor of Ninian Edwards, then Territorial Governor of Illinois. The Trace passed directly through the future site of Springfield.

The earliest known Euro-American settlement in the vicinity of Springfield occurred in 1819, when the Kelly family arrived from North Carolina. The Kellys constituted a large extended family and, by the end of 1819, they had erected at least four cabins within the present limits of Springfield. Over the next two years, several other families settled in the vicinity of the Kellys. In 1821, Elijah Iles arrived and opened the first mercantile in the area. The Kelly settlement, although loose and unorganized, represented the largest population center in Sangamon County upon its organization in 1821, and it was selected to serve as the temporary county seat (Wallace 1904:5-6; Inter-State Publishing Company 1881:563).

In November 1823, a government land office was established in Springfield. Pascal P. Enos, a native of Connecticut, was appointed by President Monroe to serve as receiver at the land office, and Thomas Cox was appointed register. Enos and Cox purchased two (of the four) quarter sections of land on which the original town of Springfield would be platted out. The other two quarter sections were purchased by John Taylor and merchant Elijah Iles. Before the end of the year (1823), Enos, Cox, Taylor, and Iles platted a town and arranged to have it surveyed. The base line for the survey was the rough line of cabins that extended east and west of Elijah Iles' store. The trail passing between these structures eventually became Jefferson Street. The plat of the town called for twenty-three blocks (each with eight city lots) and a public square. Madison Street, one block north of Jefferson, marked the northern edge of the town, while Monroe Street was the southernmost street. The north/south streets were numbered, beginning with First Street on the west and ending with Seventh Street on the east. Disliking the name of Springfield, the proprietors of the town decided to name it Calhoun. Calhoun, however, never really was accepted (partially due to the fact that a Springfield post office had been established before the town's formal platting), and the name was officially dropped in 1833 (Wallace 1904:7; Enos 1909:198-9).

In December 1824, the State Legislature passed legislation requiring the selection of a permanent seat of government in Sangamon County. Springfield, which had served as the temporary county seat since 1821, had considerable support, but it also faced several rivals. The most significant

rival was Sangamo Town, which was located on a bluff overlooking the Sangamon River, eight miles northwest of Springfield. Platted in June 1824, Sangamo Town was little more than a cluster of cabins when it was considered for the county seat, but its riverine setting seemed more advantageous than Springfield's location on the prairie—especially given the importance of water-borne commerce during the period. Nonetheless, Springfield prevailed, and in March 1825 it was designated as the permanent county seat. Soon after, a two-story, frame courthouse was erected on the public square (Wallace 1904:7-8). In April 1825, the *Edwardsville Spectator* ran an advertisement for the Town of Springfield noting that the Sangamo County Clerk, Charles Matheny, was offering for sale, thirty lots in an area “delightfully situated on the border of a handsome prairie,” with plenty of timber nearby.

By 1830, Springfield had a population of around 500. The major east/west thoroughfare through the community at that time was Jefferson Street, which was the site of Elijah Iles' store, the government land office, and many other early businesses. Jefferson Street continued west of town and eventually forked, with one road leading to Beardstown on the Illinois River, and the other to Jacksonville in Morgan County. The other major road servicing Springfield corresponded to the old Edwards Trace and ran north from Edwardsville, in Madison County. South of Springfield, this road intersected with a road from Vandalia, which was then the state capital. The Edwardsville road entered Springfield via First Street, turned east on Jefferson, and then headed north again on Fourth Street. Beyond Springfield, the road continued northward to Peoria and the lead mining district around Galena (Wallace 1904:9).

The manufacturing concerns in Springfield during this period were relatively limited and were designed to meet a local need. This was due in part to Springfield's inland location and difficulty of transporting goods long distances by wagon. Prior to 1831, this transport would have primarily been conducted along the Edwards Trace. After that date, regular steamboat service was available at Beardstown, forty-six miles west of Springfield, and this town quickly developed into a port of entry for supplies and people into the Sangamo Country. Although the Beardstown route was certainly an improvement over the Edwards' Trace, it still presented the inconvenience of hauling goods overland, over poorly developed roads, for forty-six miles. For a time it was hoped that the Sangamon River would be navigable for steamboats as far as Portland Landing, which was located four miles north of Springfield. This route was successfully negotiated in March 1832 by the steamboat *Talisman*, but was never attempted again due to the Sangamon's inconsistent water level and twisting course. Another proposal put forward to solve the transportation problem involved the construction of a canal between Beardstown and Springfield and the improvement of the Sangamon River's channel as far as Macon County. Canals had proven to be an economic success in New York, Ohio, and other states further east, and this proposal was received enthusiastically in Springfield, and in 1836, the state legislature chartered the Beardstown and Springfield Canal Company. The project was dropped, however, when it was discovered that it would take an estimated \$811,082 to construct the canal (Howard 1974:25).

In 1837, the State Legislature voted to move the capital from Vandalia to Springfield. This move is commonly attributed to the "log-rolling" affected by Sangamon County's large legislative delegation of seven representatives and two senators. The delegation, which included a young Abraham Lincoln, was referred to as the "Long Nine" due to their above average height. Recent

research, however, has raised doubts as to the effectiveness of the "Long Nine" in getting the capital moved. Regardless, the move of the capital from Vandalia to Springfield simply made a great deal of sense. Settlement in Illinois was rapidly moving northward, and given the difficulty of travel during the period (especially in a state the size of Illinois), it was more convenient to have the capital near the geographic center of the state. Springfield agreed to pay the state \$50,000 in order to cover the costs of the move, and also gave the state the public square for the state house (Inter-state Publishing Company 1881:568-9). The county courthouse, which occupied the square, was demolished in order to make way for the new capitol building, and a new courthouse was erected on the east side of Sixth Street (Russo et al. Mann 1995:10).

Another legacy of the 1836-7 legislative session in Illinois was the ill-starred internal improvement bill. This bill provided for the construction of a network of railroads throughout the state and several river improvements, all of which was to be state funded. One railroad, called the Northern Cross, was to run across the central part of the state and pass through Springfield. While this bill was visionary in its recognition of the future importance of railroads, it proved to be a financial fiasco. The State proposed to construct the entire network all at once, when it had neither the proper funding nor expertise to do so. Whatever chance of success there may have been was erased by the Panic of 1837, which was the worst financial crisis the country had seen up to that point. By 1839, the state was deeply in debt and work on the system was at a virtual standstill. Final abandonment of the internal improvement system occurred during the 1840-1 legislative session (Howard 1972:200-2).

The only portion of the proposed railroad network actually put in operation at the time was the section of the Northern Cross between Springfield and the town of Meredosia, located on the Illinois River. Work on the fifty-nine mile line began in the spring of 1838 and continued over the next four years. The first train arrived in Springfield on November 14, 1842. Rail service continued over the next five years, but it was erratic at best. The one locomotive operating on the line often broke down, and in 1844 it was retired altogether. At that point, the railroad started using mules to pull the rail cars. In 1847, the state sold the Northern Cross to private interests for a mere \$21,100, which represented only a fraction of what it had cost to build the railroad. The businessmen who purchased the Northern Cross, renamed it the Sangamon and Morgan Railroad. They also rebuilt the entire line and re-routed its western terminus from Meredosia to the town of Naples. The Sangamon and Morgan Railroad opened for traffic in 1849 and initially offered two trains daily (Howard 1972:200-2; Bateman and Selby 1912:773-4).<sup>2</sup>

Springfield's railroad service expanded dramatically during the 1850s. In 1852, the Alton and Sangamon Railroad reached Springfield and established direct rail service to St. Louis (via Alton in Madison County). Over the next couple of years, the line was extended northward, reaching Bloomington in 1854 and Joliet in 1856. At Joliet, it linked with the Joliet and Chicago Railroad, which had been completed in 1855. The Alton and Sangamon was renamed the Chicago, Alton, and St. Louis Railroad in 1855. It operated under this name until 1857, when it was reorganized as the St. Louis, Alton and Chicago Railroad. The line was renamed once again, in 1861, as the Chicago and Alton Railroad (Bateman and Selby 1912:775). For clarity,

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<sup>2</sup> Some of the other proposed railroads, such as the Illinois Central, would eventually be constructed, but this work would not occur until the 1850s.

the railroad will be referred to as the Chicago and Alton when discussed in this report. Unlike the Northern Cross—which, in its reduced form, supplemented river transport and provided a distinctly local service—the Chicago and Alton was tied into a national rail system and connected Springfield with regional and national markets. For most of its route through Springfield, the Chicago and Alton Railroad ran along Third Street. On the city's north side, however, it turned to the northeast, following Peoria Road.

The Sangamon and Morgan Railroad also provided increased rail service during the 1850s to Springfield. By 1854, the railroad had constructed a line laid along the centerline of Tenth Street, which extended through Springfield terminating in Decatur.<sup>3</sup> It is believed that the stretch of rail line located along Tenth Street within the Carpenter Street Underpass project area was constructed sometime between 1849 and 1853. In 1859, the Sangamon and Morgan Railroad consolidated with the Wabash and St. Louis Railroad and the Toledo and Illinois Railroad and became part of the Great Western Railway. This line later was incorporated into the Wabash system (Bateman and Selby 1912:774). Its route through Springfield mostly followed Tenth Street, passing through the current project area.

Corresponding with the improvement in rail service was an expansion of Springfield's industrial base. Flour and grist milling—an industry that dated to the earliest years of the community—boomed between 1845 and 1865 (Inter-state Publishing Company 1881:577). The Springfield Woolen Mills also blossomed during this period. The woolen mill was an outgrowth of a humble, two-man wool carding operation established in 1834. The business started cloth production in 1848, and by 1857 it was producing "one hundred yards of flannel, fifty yards of jeans, and fifty pounds of stocking yard per day." In 1860, the woolen mill erected a large, three-story, brick factory building on the corner of Fourth and Jackson Streets. There were also several "heavy" industries established during this period. The Ætna Iron Works was founded sometime prior to 1848 on the corner of Second and Adam Streets, and the Excelsior Foundry and Machine Works was established by John Rippon in 1854 (Inter-state Publishing Company 1881:575, 578).

Springfield received its first institution of higher learning in 1852, when Illinois State University moved to the community. This school had been founded by the Lutheran Church in 1848, and was originally named Hillsboro College due to its location in Hillsboro, Montgomery County, Illinois. The inducements offered to the school to make the move from Hillsboro to Springfield included a ten-acre tract of land located north of the city (donated by the children of Pascal P. Enos) and \$37,000 that was to be used for the construction of a university building and for scholarships. The land donated by the Enos family was located between Twelfth and Fifteenth Streets and Moffat and Matheny Streets. Classes were held in temporary quarters until the university building was completed in 1854. Despite its ties to the Lutheran Church, the university tried to be non-sectarian in its teaching, and its arrival was warmly welcomed by Springfield residents, most of whom were not Lutheran. Members of some of Springfield's most prominent families attended the university, including Abraham Lincoln's oldest son, Robert.

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<sup>3</sup> The Great Western Railway depot located at Tenth and Monroe originally was constructed in 1852, at the point in time when the rail line was being extended further eastward towards Decatur and ultimately the Illinois-Indiana state line. It is believed that the stretch of rail line along the Carpenter Street Underpass project area was first laid at that time.

Another prominent student was future Secretary of State John Hay, who came from Pittsfield, in Brown County, to attend school. The student body also included members of Springfield's growing Scandinavian population (Evjen 1931:56-71; Campbell 1976:83). Unfortunately, many of the American students held nativist beliefs, and this proved to be a decisive factor in causing the Scandinavian students to withdraw from the school en masse in 1860. Dropping enrollment exacerbated the university's persistent financial woes, and the institution was forced to close its doors in 1868. The university buildings were occupied in 1874 by Concordia College.<sup>4</sup>

Aside from the Scandinavians, several other immigrant groups made their appearance in Springfield during the period 1840-1860. Germans began arriving in large number in Illinois during the early 1830s, and they played a prominent role in Springfield's business community. Not surprisingly, the Germans dominated Springfield's brewery industry. The earliest brewery in the city was erected by Franz Reisch in 1848. Over the next thirty years, at least seven other breweries are known to have operated in-- or immediately adjacent to-- Springfield. The Reisch Brewery proved to be the most successful of the lot and stayed in business until 1966. Three breweries (Kun; Ackermann and Nolte; and Reisch) were situated relatively close to one another on the city's northwest side, and the area around them developed into a distinctively, working-class, German neighborhood. This neighborhood, which was centered on west Carpenter Street, was also home to several other German-dominated trades, including sausage manufacturing and soda bottling, and eventually became known as Old Goose Town (Mansberger 1993:19-25). Springfield's earliest Jewish residents arrived in the 1840s and were mostly German as well (Campbell 1976:68). Another early ethnic group who settled in Springfield around this time was the Portuguese from the Madeira Island, about whom more is said below. Free blacks also began arriving in Springfield during the 1840s (Campbell 1976:58-59, 68).

Between 1850 and 1860, the population of Springfield nearly doubled from 4,533 to 9,320, and the city was destined to experience a comparable increase over the course of the following decade (Campbell 1976:352). Unfortunately, this population growth outpaced the developments in infrastructure, and the community was desperately lacking in city improvements prior to 1855. Visitors to the state capital were often surprised at its filthy, unorganized appearance. Describing the city's muddy streets in 1848, Norwegian immigrant Frithjof Meidell wrote:

It would be very beautiful here if the streets were paved. But picture to yourself a town laid out on the blackest mold without pavement, and add to this that swine, Irishmen, cows, and Germans walk around loose in this slush and you have a pretty good idea how the streets look (Campbell 1976:63).

In 1853, the editor of the *Rockford Forum* was equally critical. He lambasted the city on its backwardness, observing:

Springfield presents neither a pleasant nor cheerful appearance, nor does it give

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<sup>4</sup> Concordia College—originally established as Concordia Theological Seminary, was maintained by the Lutheran Church for the training of its ministry. Established in 1846 in Fort Wayne, Indiana, it moved to St. Louis ca. 1861 prior to moving to Springfield, Illinois. It is one of two seminaries in the United States that is maintained by the Missouri Synod. In 1976, the college closed its doors in Springfield (Sangamon Valley Collection, Vertical Files, Concordia College).

any demonstrations of great enterprise, either public or private. There does not appear to be much taste in the arrangement of things, either of a private or public character, especially of a public, judging from the streets, alleys, sidewalks, etc....As to city improvements, it is horrible to think of a city containing seven or eight thousand inhabitants, with all the boasted wealth of this city, and so favorably patronized too, without a single good sidewalk in it, or even a public lamp to light a street (Campbell 1976:76).

Similar criticism was no doubt delivered by Springfield citizens as well, and the city council eventually responded to the complaints. Starting in 1855, board sidewalks were laid out in the downtown commercial district. Around the same time, a contract was let for the installation of gaslights in the city (Power 1871:52, Campbell 1976:76). The city's first fire company was organized in 1857 and was followed within months by two others. The first attempts at establishing a reliable public water supply (albeit unsuccessful) were also made in 1857 (Campbell 1976:87). The city council also showed its willingness to engage in urban planning in 1859, when it expanded the corporate boundaries one mile in each direction from the city center. The limits of the city were defined by four Grand Avenues (North Grand, East Grand, etc.) (Russo et al 1995:12). Similarly, there were efforts made during this period in the way of cemetery design. In 1855, the city council purchased a tract of land north of town that was to be used for a new cemetery named Oak Ridge. Two older burying grounds were located within the city limits, but these were nearly full and couldn't meet future needs. Unlike its predecessors, Oak Ridge Cemetery was architect designed. It was dedicated in May 1860 (Campbell 1976:77). Unfortunately, the dirt (often mud) streets of Springfield were not paved for another decade (Campbell 1976:119, 140).

During the Civil War, Springfield functioned as an important military center, largely due to its recently expanded rail facilities and political connections to Lincoln. In August 1861, Camp Butler was opened at Clear Lake, east of Springfield. Over the course of the war, thirty regiments of infantry, four regiments of cavalry, and five batteries of artillery were mustered into service at Camp Butler, making the camp second only to Camp Douglas, in Chicago, as a mobilization center. Camp Butler also functioned as a prisoner-of-war camp between February 1862 and May 1863 (Campbell 1976:96-8). The Springfield Woolen Mills added to the war effort by producing uniforms and blankets for the troops. Due, in part, to political connections with Lincoln, Springfield received its fair share of military contracts bringing relatively good economic times to the community.

### **Springfield's Post-Civil War Development**

Except for a brief decline following the disastrous Panic of 1873, Springfield's industrial growth largely continued unabated during the latter half of the nineteenth century. This growth was spurred in part by the discovery of immense coal reserves in Sangamon County. Coal began to be mined on a large scale in the county following the Civil War, and by 1900, the coal industry was Springfield's biggest employer. Unlike the ante-bellum industries in the city (many of which were located adjacent to, or near, the commercial district) most of Springfield's late-nineteenth century manufacturing interests were constructed on the periphery of the city. While this movement of industry away from the city center may have been a result of improved urban

planning, it's also likely to have been caused by lack of building space and inflated real estate prices in the older sections of town. Residential construction was continuing apace with the growth in population (which had climbed to 24,963 by 1890), and the city was rapidly expanding outward (Campbell 1976:352).

Springfield's industrial growth was closely allied with the development of its coal mining industry. The first significant discovery of coal within Sangamon County was made by P. L. Howlett in April 1866, after drilling an exploratory hole at a location seven miles east of Springfield (at the little community of Howlett, formerly known as Jamestown). By September 1867, Howlett had sunk a shaft to the coal and was supplying a local market. After being purchased by Jacob Bunn in September 1869, the mine was leased to C. O. Godfrey of Hannibal, Missouri who operated it for a short while prior to its sale to the Western Coal and Mining Company in May 1870. The Western Coal Company had several other mines and began the large scale, commercial production of coal in the region. Although Howlett was the first to discover coal, the first coal to be removed from a shaft in the county was by J. G. Loose, who, upon learning of Howlett's discovery, proceeded to sink a shaft. Working through the winter, Loose was able to supply the local markets with coal by April 1867. Loose equipped his mine with a steam engine, hoisting equipment and pumps at a cost of \$80,000, and generally employed 50 to 100 miners at a time, taking out about 200 tons per day. Loose's coal mine was located south of Springfield (Power 1871:46-48; Russo et al. 1995:62-63).

The excavation of the first coal mine shaft along the north edge of Springfield was commenced by William Saunderson and William Beard in February 1867 (at a location about 1.5 miles north of the State Capital Building at the east side of the Chicago and Alton Railroad lines). After hitting a vein of quicksand, they began a second shaft on the west side of the tracks. By September 1867, the shaft had been completed and the necessary buildings and machinery were in place for commercial production. The total investment was \$40,000. During the winter months, the firm employed about 60 miners, laying off approximately half during the summer months. The average daily output was 100 tons per day. Being situated adjacent to the rail lines, the firm was "finely situated to attract manufactories around them [and were] prepared to offer special inducement in the way of land grants, and the cheapest and best fuel, to parties desiring to engage in any branch of manufacturing" (Power 1871:48-49).

Other mines were opened throughout the city, especially along the northern fringe of the community. One such mine was opened by the Co-Operative Coal Mining Company in 1874 near the intersection of Eleventh and Ridgely Streets. One of the original stockholders in this company was Robert Solomon, who eventually became a "prominent mine operator of Sangamon County" (Sangamon Valley Collection, Vertical Files). Another nearby mineshaft was opened by the Lincoln Park Coal and Brick Company in 1901. This mine was located along the north side of Springfield, immediately south of Oak Ridge Cemetery. In 1928, this company sold its mine to the Panther Creek Mine. Panther Creek Mine No. 2 was closed in 1949 and the structures demolished in 1967 (Russo et al. 1995:63, Krohe 1975). Similarly, during the early twentieth century, the Capital Coal Company opened a shaft at Tenth and North Grand Streets.<sup>5</sup>

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<sup>5</sup> A picture of the Panther Creek Mine No. 2 is in Russo et al. (1995:63). A picture of the Capital coal Company mine is the Sangamon Valley Collection, Lincoln Library (VF95-494).

One early North End industry that developed side-by-side with the coal mines was the Springfield Iron Company (commonly known as “the Rolling Mills”), which was situated on approximately 50 acres located north of town at the junction of the Chicago and Alton, and Jacksonville Southeastern Railroad lines. Organized in 1871 by Colonel H. B. Hayes of Boston and Charles Ridgely of Springfield, the firm first produced iron in the fall of 1872. The Springfield Iron Company was established for the production of iron rails for the railroad trade and were “at once taking rank as one of the most important rail mills in the country” (*Illinois State Journal* 1892:83). Beginning in 1882, the firm ceased production of rails to manufacture “merchant iron and steel,” specializing in railroad splice bars and bar iron for car building. The firm also maintained a large machine and blacksmith shop. This firm supplied their furnaces with gas generated from coal mined on their own property –an innovative process for which they became fairly well known. This firm employed from 800 to 1200 men continuously and “have probably added not less than 5,000 people to the population of the city and suburbs” (*Illinois State Journal* 1892:83-84). The Springfield Iron Company was sold to the Republic Iron and Steel Company of Chicago in 1900. Shortly thereafter, the company shut down, and the plant was dismantled in 1905 (*Inter-State Publishing* 1881:573-74; Russo et al. 1995:66).

Springfield’s rail network also expanded following the Civil War. Aside from the two lines that existed before the war, the railroads that would ultimately service Springfield included: the Pana, Springfield, and Northwestern Railroad (1870); the Gilman, Clinton, and Springfield Railroad (1870); the Springfield and Northwestern (1877); the St. Louis and Chicago Railroad, known as the “Wing Road” (1886); and the Indianapolis, Decatur, and Western Railroad (1902). Nearly all of these railroads were intra-state lines that were eventually bought out and integrated into larger systems. The Gilman, Clinton, and Springfield, for instance, was purchased by the Illinois Central in 1877, and the Pana, Springfield, and Northwestern was acquired by the Ohio and Mississippi Railroad (Bateman and Selby 1912:776-7). These railroads provided vital transportation services for Springfield’s industries, and they also created a wide-range of jobs. The 1910 population census of Springfield listed 553 residents who had railroad-related occupations, including 150 locomotive engineers, 261 railroad laborers, and 142 men who were employed as switchmen, flagmen, and yardmen. This represented approximately 3% of Springfield’s working population (Senechal 1990:202).

The year 1908 was a year of social and political turmoil for the City of Springfield. During the late summer of that year, the city was embroiled in a race riot, which became the catalyst for the formation of the National Association for the Advancement of Colored People (NAACP) (Senechal 1990:2). Between August 14 and 16 of that year rioting ravaged the community and left two Blacks and four Whites dead, injured scores of others, and resulted in the destruction of dozens of Black homes and businesses (Senechal 1990:140-141). The details of the riot are discussed in more detail below.

During the 1920s and 1930s, strife between the United Mine Workers of America, the Reorganized United Mine Workers of America, and later the Progressive Miners of America, again brought violence to Springfield. These turbulent times resulted in the bombing of several buildings in town by disgruntled mine workers. This same period, however, also marked a time of great Progressivism in respect to municipal governance, most notably with the development of Lake Springfield and construction of the city-owned water treatment and power plants (see also

Mansberger and Stratton 2012). Following World War II, Springfield saw a decline in its industrial and manufacturing base, but an increase in white-collar jobs related to State government, insurance, and various service industries.

### *Springfield's Near North Side*

The current project area is located on the eastern end of Springfield's Near North Side. As discussed here, the Near North Side is delineated by Madison and Carpenter streets on the south and north and more roughly by First and Twelfth streets on the west and east. The Near North Side lies just outside the Original Town Plat for Springfield (Madison Street being the northern boundary of the plat) but was one of the earliest areas incorporated into the community in the 1830s. The area developed as a residential neighborhood initially, but its proximity to the Central Business District eventually encouraged the development of commercial and institutional buildings here as well. The presence of several railroad lines from the 1850s onward also encouraged light industrial development there. The mixed character of the Near North Side made it distinct from the predominately residential (and more upper income) Enos Park Neighborhood to the north of it.

Multiple additions to Springfield were platted on the Near North Side during the early and middle 1830s. Two of these directly relate to the current project area are 1) Wells and Peck's Addition, and 2) Jonas Whitney's Addition (Figure 5). The former was laid out by Thomas N. Wells and Stiles C. Peck late in 1836, with the plat being officially recorded on December 2 of that year (Sangamon County Deed Record [SCDR] K:107). It consisted of seventeen blocks lying north of Madison Street, between Eighth and Twelfth streets. Some of the numbered blocks in the addition were partial rather than full city blocks. Jonas Whitney's Addition was laid out directly east of Wells and Peck's Addition, the plat being recorded on April 17, 1837. It comprised six blocks (two being partials) extending north of Jefferson Street, west of Twelfth Street, south of Mason Street, and east of Ninth Street (SCDR K:553). Both of the additions in question were platted out at the end of the land speculation boom preceding the Panic of 1837. The Panic, which began with a suspension of specie payments by banks in New York City on May 10, ushered in a nation-wide recession that would last for seven years. It is little surprise, then, to find no land sales recorded for either Wells and Peck's Addition or Jonas Whitney's Addition until 1839. And in the case of the former, the earliest transactions involved Wells and Peck dividing the lots in their addition between themselves, as opposed to selling them to other parties. Land sales within the two additions would increase as the economy recovered in the early-to-middle 1840s (Sangamon County Tract Books [SCTB]).

Although far-less prestigious than "Aristocracy Hill," on the south side of Springfield, the Near North Side nonetheless attracted a number of prominent figures who had residences here by circa 1850. One such person was James H. Matheny,<sup>6</sup> a lawyer and long-term public servant, who

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<sup>6</sup> James H. Matheny was the son of early Springfield resident Charles R. Matheny. The father came to Springfield in 1821 at served concurrently as county clerk, auditor, and circuit clerk when Sangamon County was first organized. James H. Matheny was appointed deputy clerk to the Illinois Supreme Court in 1839 and 1840, became deputy to the Circuit Clerk of Sangamon County in 1841, and then served as Circuit Clerk himself for four years, beginning in 1852. He was elected Judge of Sangamon County for a four-year term in 1873 (Power 1876:479-480).

built a home on the northeast corner of Mason and Ninth streets. Another was merchant Thomas Lewis, who resided on Mason at Eighth Street. Lewis' house lot actually bisected Eighth (between Mason and Reynolds), which provided a commanding view down that street. The neighborhood in which these men lived was remarkably diverse socio-economically during this period. The 1850 federal census and 1855-6 Springfield city directory present the eastern end of the Near North Side as being comprised of households headed by professionals, merchants, tradesman, craftsmen, and laborers, all living in close proximity to one another<sup>7</sup> (United States Bureau of the Census [USBC] 1850:75-79; Springfield City Directory 1855). Springfield was still very much a rather circumscribed "walking city" during this era, and it was only later in the nineteenth century, after the community had expanded physically and in population (coupled with the development of a mass-transit system), that the socio-economic lines between its neighborhoods began to harden.

Immigrants comprised a significant segment of the population on the Near North Side by the 1850s. This is attested to by the array of ethnic/racial-specific churches established in the neighborhood during this period. The Nast Memorial German Methodist Evangelical Church, which was organized as a mission in 1849, had a church on the northeast corner of Eighth and Miller, while SS. Peter and Paul's, Springfield's first German Catholic congregation, had a church on the southeast corner of Sixth and Reynolds Streets. The Westenbergers, a family of cabinet makers who resided on Block 3 of Whitney's Addition (and of whom more will be said below), may have attended one of these German churches. Two Portuguese Presbyterian congregations also had churches in the neighborhood. The First Portuguese Presbyterian Church, which was organized in 1849, eventually occupied a building at Seventh and Reynolds. The Second Portuguese Presbyterian Church was organized in 1858 and worshipped in a church at the corner of Eighth and Miller until 1896, when it consolidated with the First Portuguese (Koch 1873; Bateman and Selby 1912:858, 863, 869).

The two Portuguese churches mentioned were founded by immigrants from the Madeira Islands who were converts to the Presbyterian faith and had immigrated to the United States after being persecuted by the Catholic authorities in their homeland. The first Portuguese arrived in Springfield in 1849,<sup>8</sup> and by 1855 some 350 were living in the city. The majority settled as a group along Miller and Carpenter Streets, between Ninth and Tenth (Garvert et al. 1997:27). As will be discussed below, however, by the middle 1850s several Portuguese families—Gomez, Mendonca, Rodrigues, and Ferreira—had purchased lots on Block 14 of Wells and Peck's Addition on the north side of Mason Street. Joseph Rodrigues would establish a neighborhood grocery store on the northwest corner of Mason and Tenth streets by 1860. Springfield's Portuguese was one of the first to be established in the Midwest and stood out in respect to its deep inland location.<sup>9</sup>

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<sup>7</sup> Mixed socio-economic neighborhoods such as this were not at all unusual in ante-bellum Springfield, as attested to by the diversity seen among Abraham Lincoln's own neighbors along South Eighth Street circa 1860.

<sup>8</sup> A related group of Portuguese from Madeira arrived in nearby Jacksonville at this same time. The north side neighborhood the Portuguese settled in became known as "Madeira." Another rural enclave developed outside of Jacksonville and was known as Portuguese Hill (Doyle 1983:128-31).

<sup>9</sup> The Portuguese population in United States was relatively small at this time, and the majority was concentrated in coastal areas, where the group was prominent in the fishing industry and other seafaring occupations.

The first known Jewish residents of Springfield arrived in the 1840s. A large segment of this population also appears to have been centered on the Near North Side at different times, with separate waves of Jewish immigrants from Western and Eastern European countries occurring. Three synagogues ultimately came to be built within a few blocks of one another on the Near North Side. The earliest of these was located at 426 North Fifth Street and was built by a Reformed congregation that was the ancestor of present-day Temple B'Rith Shalom. This was in place by 1867 and likely was founded by Jews from Western Europe. Eastern European Jews formed the B'Nai Abraham Congregation in the 1880s, and in 1895 this group purchased a former Methodist church at Seventh and Mason for use as their synagogue. The Isadore Kanner Memorial Synagogue, located at Mason and Eighth Streets was completed in 1915 (Russo et al. 1998:118; Ruger 1867).

The earliest picture we have of the structural developments on the Near North Side is provided by two maps of the city published in 1854 and 1858 (Figure 6). Both of these sources illustrate principal buildings as well as some outbuildings. The maps depict the blocks located within the project area as being lightly developed, with the notable exception of Block 3 of Whitney's Addition. The latter block was unique within the project area in that its lots, as sold and developed, were reoriented to face Tenth Street rather than the east-west streets adjoining it, as platted. Railroad lines are shown running down Third and Tenth streets on both the 1854 and 1858 maps. These lines attracted shipping-dependent industries to their environs, particularly flour/grist mills. The Phoenix Mill, for instance, was built adjacent to the Sangamon and Morgan (later Great Western) Railroad on the southwest corner of Madison and Tenth Streets. Mills were built adjacent to the Chicago and Alton Railroad on Third Street as well. The Chicago and Alton also had a maintenance yard and shops on the Near North Side, which covered a three-block area between Madison and Carpenter streets (Potter 1854; Sides 1858; see Figure 6).

Bird's eye views of Springfield published in 1867 and 1873 indicate an extensive build-up of the blocks within the project area since the late 1850s (Ruger 1867; Koch 1873; see Figures 7 and 8). Though some empty lots remained, the street frontage was well developed by this time. One feature of note on the 1873 bird's eye view is the line of box cars parked on the railroad running down Tenth Street, directly in front of Block 3 of Whitney's Addition. Two sets of tracks are shown on the bird's eye (and a third would be added by 1884). Railroad traffic obviously was a constant feature in the daily lives of the residents on Block 3 during this period—a fact painfully apparent to previous resident Elizabeth Smith, whose young son James was hit and killed by a train in the 1850s. The earliest housing on Block 3 of Whitney's Addition actually was built before the railroad was laid down Tenth Street, but even after the railroad was completed, the socio-economic make-up of this block does not appear to have significantly changed for some time afterwards. Later in the nineteenth century, however, as the city expanded and urban transportation improved, older housing directly adjacent to the railroad was considered less attractive, either due its age, modest size (by Victorian standards), and regular exposure to train traffic. Residents of poorer means often had no other alternative, but those who had the financial means built or purchased houses away from the railroad. A similar situation would develop in respect to Madison Street after the Ohio and Mississippi Railroad laid track down it circa 1870 (see Figure 9).

By the late nineteenth century, the eastern end of the Near North Side—including part of the current project area—was considered part of the “Badlands.” The Badlands covered an area roughly bounded by Ninth Street on the west, Fifteenth Street on the east, Jefferson Street on the south, and Reynolds Street on the north (see Figures 12 and 13). The neighborhood’s name was derived, in part, from its being home to a number of gambling dens, brothels, and saloons, and thereby representing an extension of Springfield’s notorious Levee District on East Washington Street. Equally important in the derivation of the name “Badlands,” however, was the fact that a large number of poor black families resided there (Senechal 1990:16). It was a label produced from white racism, with the composition of the neighborhood’s population factoring into its unsavory reputation as much as the character of the businesses located there. Contemporary newspaper accounts also refer to the area as the “Black Belt” and describe it in overtly racist terms.

Blacks had been living in Springfield since the 1830s, but the number was limited due to the restrictive Black Codes practiced in Illinois prior to the Civil War.<sup>10</sup> The black population in Springfield increased considerably after the war, and by 1900 the city had 2,227 black residents (representing 6.7% of the total population). While there were several black enclaves within the city, many black chose to settle on the city’s Near North Side (Senechal 1990:60-61, 66). By 1873, there were two black congregations in this area: an African Methodist Evangelical Church situated on Fourth Street, between Madison and Carpenter, and the Colored Baptist Church, located on the northwest corner of Carpenter and Eighth. The Colored Baptist Church (later renamed Zion Baptist) later erected a permanent church at the corner of Carpenter and Ninth streets in 1877 (Russo et al. 1998:101).<sup>11</sup> Another black congregation, Union Baptist, had erected a church on the northwest corner of Mason and Twelfth streets by 1896 (Sanborn-Perris Map Company 1896:52). Senechal (1990:69-70) documents a sharp increase in black-occupied residences and businesses in the Badlands and vicinity between 1892 and 1907. A number of these residences were located within the current project area, with a particularly heavy concentration being located on Block 3 of Whitney’s Addition (see Figures 12 and 13).

The Springfield Race Riot of August 14-16, 1908 had a dramatic impact on the Near North Side and the current project area. Figures 14-17 illustrate several views of houses and streetscapes in Springfield immediately after the rioting. The two incidents primarily cited as igniting this riot both occurred in the Enos Park neighborhood. One of the incidents involved the stabbing death of Clergy Ballard in the front yard of his house at 1135 North Ninth Street. During the night of July 4, 1908, Ballard’s young daughter awoke in her bedroom to find an intruder at the foot of her bed. Upon pursuing the intruder out of the house, Clergy Ballard was stabbed. Prior to his death, Ballard stated that his assailant was black, and early the next morning, a black man by the name of Joe James was arrested in the neighborhood. Ballard was a long-time resident of the north end and had been employed at various times on the railroad, coal mines, and at the Illinois Watch Factory (Senechal 1990:19-20). The second incident that precipitated the riot involved Mabell Hallam, the wife of a city streetcar driver, who claimed she’d been attacked by a black

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<sup>10</sup> The 1850 census reported 171 blacks living in Springfield (Senechal 1990:60).

<sup>11</sup> This congregation remained at this location until the 1970s (Russo et al. 1998:101).

man in her home along north Fifth Street on the night of August 13, 1908. Although Hallam initially identified George Richardson, a Black hod carrier, as her attacker, she later recanted her statement and admitted that it was her white lover who had assaulted her (Senechal 1990:25-6, 158-9). Her initial charge, however—coupled with Ballard’s murder the previous month—was enough to stir a mob of angry whites to gather at the county jail on August 14 to demand that James and Richardson be lynched. Fearing such an outcome, the sheriff had arranged for the prisoners to be secretly spirited out of town in the automobile of Harry Loper, a local restaurateur. Once this was discovered, the enraged mob descended upon Loper’s restaurant, destroyed it, and set his automobile ablaze. The mob then moved on to systematically attack black businesses and residences in the Levee and nearby Badlands. The *Illinois State Register* described the course of the rioting on August 14 as follows:

The mob then deserted the jail and wreaked vengeance on the negro [?] along Washington Street. Every piece of plate glass window in a negro establishment was smashed to bits. Then the matter of shooting into the second stories of buildings along the street was taken up. Thousands of shots were fired.

It required only mention from one of the leaders of the mob to take the thousands of men running to the corner of Ninth and Jefferson streets, where the barber shop of Burton Scott was doomed to fall prey to the firebrands of the mob. The shop was completely destroyed together with its contents. This morning the bare walls, and not much of the walls at that, are left standing to tell of the revenge of the riotous feelings of the motley gang. Not content with the destruction of this place, but determined to wipe out every negro residence and dwelling in the city, the mob started out with revenge aiding their firebrands.

Going to Madison street, the house occupied by negroes on the corner of Ninth and Madison was burned. That was but the beginning. Twenty-six houses and one negro church were destroyed before the flames had been brought to a stop. The mob was at fever heat. Nothing would stop them. With the determination fired by mob spirit, they wrecked and burned right and left. The houses burned were as follows:

- Three at Tenth and Madison streets.
- Two at Eleventh and Madison streets, Nos. 815 and 817 East Jefferson streets, occupied by whites — Mary Smith at 815 and Ira Smith at 817.
- One at Twelfth and Madison streets.
- Four on Tenth street between Madison and Mason streets.
- One at Twelfth and Mason streets.
- Four at Eleventh and Madison streets.
- Union Baptist (colored) church
- One on Eleventh street, between Madison and Mason streets.

The firemen were helpless to do anything with the flames. The fires were burning in half a dozen places at one and the same time. The members of the mob would cut the hose when the firemen seemed to be getting control of a fire. On Madison

street between Ninth and Tenth streets, a house was burned which was occupied by a family of white people... (*Illinois State Register* 15 August 1908, p. 2, col. 7).

In its account of the rioting, the *Illinois State Journal* stated that, "The entire district between Mason and Jefferson streets and Ninth and Eleventh streets, covering four square blocks, was wiped out. From one point eighteen fires were counted at one time (*Illinois State Journal* 15 August 1908, p. 1, col. 3). Continuing, the *Journal* reported:

Along the north side of Madison street from the middle of the block south [east?] of Ninth street four houses in a row were totally destroyed. At Tenth and Madison streets the flames were at their highest. On both sides of Tenth street north of Madison street, there were a row of huts, which were destroyed by the torch of the mob.

On the west side of this street, however, there are some white people, and members of the mob secured all the available buckets in the neighborhood and assisted firemen in keeping the flames from reaching these residences.

On the southeast corner of Tenth and Madison street, a family of white people live, and their home and a saloon owned by William Smith at the corner of Eleventh and Madison streets, were not set ablaze.

Immediately across the street from Smith's saloon a negro lunch room, which was formerly a saloon, met the fate of the other negro holdings (*Illinois State Journal* 15 August 1908, p. 1, col. 3).

The *Journal* continued the reporting the following day:

The 'bad lands,' a territory east of Eighth street between Jefferson and Mason streets, once the scene of activity and infested with negroes, is now spread with ruin and desolation. The majority of huts that were occupied by negroes are now smouldering ashes, while those still standing are occupied by colored men who are guarded from any outbreak by members of the Fifth regiment.

The old fashioned brick chimneys are in many places the only evidence that homes once existed.

Here and there in a negro home which had been overlooked by Friday night's mob were clustered aged negroes, cooped up together, with despair and moroseness written upon their countenances. They were surrounded by the troops, and many of them were practically prisoners in their own homes (*Illinois State Journal* 16 August 1908, p. 3, col. 6).

The black residences on Block 3 of Whitney's Addition and Block 17 of Wells and Peck's Addition were at the beginning of the mob's route through the Badlands and clearly were

targeted during the riot. The 1917 Sanborn map suggests that these homes were all destroyed during the riot or removed shortly afterwards (Sanborn Map Company 1917:34). In the 1930s, a large portion of the Badlands to the east of Eleventh Street was cleared, and the Federal-funded public housing project known as the John Hay Homes were constructed there.

The commercial activity in and around the project area expanded during the middle twentieth century. The automobile played a role in this, with Ninth Street becoming part of U. S. Route 66 and serving a major north-south corridor through the city. Carpenter and Madison streets also developed into important commercial arteries through the Near North Side. By 1950, the Barker Lubin Company, a building materials supplier, had built a warehouse and lumber yard at Mason and Tenth streets, which covering the full extent of Block 3 of Whitney's Addition.

In recent decades, the project area—and surrounding neighborhood—has been most noticeably impacted by the growth of St. John's Hospital. St. John's was founded by a group of German nuns belonging to the Hospital Sisters of St. Francis, who arrived in Springfield in 1875. The Sisters initially opened a hospital (Springfield's first) in home on South Seventh Street, but by 1878 were able to move a more commodious structure built expressly for them on Mason Street at Eighth streets, at the former site of Thomas Lewis' residence. The hospital enjoyed dramatic growth in the years that followed, and by 1912 it was ranked as the largest in Illinois outside of Chicago. Multiple additions were made to the original hospital building, including a massive twelve-story wing built in 1938 (Russo et al. 1998:124-5). St. John's eventually came to occupy the two-block area bounded by Seventh, Ninth, Mason, and Carpenter Streets. Subsequent expansions have since been undertaken. The result has been the transformation of the Near North Side from a predominately residential neighborhood to one large hospital district, centered on St. John's and Memorial Medical Center to the west of it.<sup>12</sup> The greater portion of the project area currently is used as surface parking for St. John's.

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<sup>12</sup> Fever River Research documented some of properties on the Near North Side in 1992, prior to the proposed expansions of St. John's Hospital and Memorial Medical Center (see Mansberger et al. 1992).