

APPENDIX M

HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

This appendix provides the technical documents that describe the goals, objectives, and results of the historic, architectural, archaeological and cultural analysis.

Consultation was initiated early in the process with the Illinois Historic Preservation Agency (IHPA) and official comment letters are attached. Where noted, some of the technical documents are still under review by IHPA. Due to the size of various attachments to technical documents in this Appendix, such as photos and other documentation, copies of these materials are available as reference documents to the EIS on the FAA's website www.agl.faa.gov/OMP/. In addition, the seven Draft Determinations of Eligibility (DOE) (St. Johannes Cemetery, Rest Haven Cemetery, Gas Service Station, Green Street School, Geodesic Dome, Schwerdtfeger Farmstead, and the On-Airport Structures) are available as reference documents to this EIS. The correspondence with IHPA related to these DOEs is included in this Appendix.

This appendix is organized in the following four sections:

- **M.1 On Airport Direct and Indirect Impact Areas**
- **M.2 Off-Airport Direct Impact Areas**
- **M.3 Off-Airport Indirect Impact Areas**
- **M.4 Native American Notification**
- **Attachments M-1 through M-11 as follows:**
 - **Attachment M-1:** Determination of Eligibility Correspondence, page M-6
 - **Attachment M-2:** 11/5/2004 Letter to IHPA from FAA, 11/23/2004 Letter to FAA from IHPA regarding Archaeological Survey Work, page M-101
 - **Attachment M-3:** DRAFT Results of a Phase I Standing Structure, Building and Object Investigation of the NW Parcel of the OMP-EIS, page M-104
 - **Attachment M-4:** 5/16/2003 IHPA Comment Letter on Phase I Standing Structure Report for the Northwest Parcel, page M-123
 - **Attachment M-5:** DRAFT Results of a Phase I Standing Structure, Building and Object Investigation of the Southwest Parcel of the OMP-EIS, page M-125
 - **Attachment M-6:** 9/20/2004 IHPA Comment Letter on the Phase I Standing Structure Report for the Southwest Parcel, page M-152

- **Attachment M-7:** DRAFT Prehistoric and Historic Archaeological Predictive Model of the Northwest Parcel of the OMP-EIS, page M-154
- **Attachment M-8:** DRAFT Prehistoric and Historic Archaeological Predictive Model of the Southwest Parcel of the OMP-EIS, page M-176
- **Attachment M-9:** 11/5/04 IHPA Response Letter to Northwest and Southwest Historic Archaeological Predictive Models, page M-205
- **Attachment M-10:** Draft 4(f) Properties of National, state and Local Historic Interest within the Area of Potential Effect For the O'Hare Modernization Environmental Impact Statement, Cook County, Illinois, page M-207
- **Attachment M-11:** Notification letters to Various Native American Tribes and Responses, page M-214

M.1 ON AIRPORT DIRECT AND INDIRECT IMPACT AREAS

These are areas on existing Airport property where historic resources would be removed, relocated or where facilities would remain undisturbed. Two Draft DOEs were completed for the on-Airport impact areas. The Schwerdtfeger Farmstead DOE¹ was completed and submitted to the IHPA on May 20, 2005, and the *Architectural Investigation and Determinations of Eligibility for On-Airport Properties* was completed and submitted to the IHPA on May 20, 2005.² Correspondence with the IHPA regarding these DOEs is included in **Attachment M-1** to this appendix.

M.1.1 Coordination with SHPO of DRAFT Report of Investigations Chicago O'Hare International Airport O'Hare Modernization Program MARS Inc. Archaeological Survey Work

Midwest Archaeological Research Services, Inc. (MARS) [CCT] conducted an archaeological survey in 2002 for portions of the Airport property.³ The MARS survey identified five archaeological sites on the Airport:⁴

- **11-Ck-95 – No name – Prehistoric site**
- **11-Ck-970 – No name – Historic Euro-American site**
- **11-Du-71 – No name – Prehistoric site**
- **11-Du-74 – Nursery Site/Schwerdtfeger Farmstead – Historic Euro-American site**
- **11-Du-471 – No name – Historic Euro-American site**

¹ Schwerdtfeger Farmstead Determination of Eligibility, May 20, 2005

² Architectural Investigation and Determinations of Eligibility for On-Airport Properties, May 20, 2005.

³ Report of Investigations Chicago O'Hare International Airport, O'Hare Modernization Program, Cultural Resource Management Report No. 1145a, Midwest Archaeological Research Services, December 13, 2002.

⁴ Archaeological sites are exempt under the Freedom of Information Act and are thus, not depicted on maps in this document.

Of these five sites, only one, the Nursery Site/Schwerdtfeger farmstead, 11DU74, may be eligible for inclusion on the National Register of Historic Places as an above ground resource (standing structure).

A letter was submitted to the Illinois Historic Preservation Agency (IHPA) on November 5, 2004 to request concurrence with the findings in the MARS report. Final correspondence from IHPA was received on November 23, 2004. IHPA commented that no archaeological properties are affected by the undertaking and therefore, IHPA has no objection to the undertaking proceeding as planned. **Attachment M-2** includes copies of these letters.

M.2 OFF-AIRPORT DIRECT IMPACT AREAS

These are areas where land acquisition is proposed. For purposes of this analysis, the acquisition areas are those areas to be acquired to enable construction of the Build Alternatives.

M.2.1 Phase I Standing Structure, Building and Object Investigation of the Northwest Parcel

Attachment M-3 is a copy of the *DRAFT Results of a Phase I Standing Structure, Building and Object Investigation of the NW Parcel of the O'Hare Modernization Program Environmental Impact Statement, Cook County, Illinois*. This report was submitted to the IHPA on April 28, 2003. A comment letter on this report from IHPA dated May 16, 2003 is included as **Attachment M-4**.

M.2.2 Phase I Standing Structure, Building and Object Investigation of the Southwest Parcel

Attachment M-5 is a copy of the *DRAFT Results of a Phase I Standing Structure, Building and Object Investigation of the SW Parcel of the O'Hare Modernization Program Environmental Impact Statement, Cook County, Illinois*. This report was submitted to the IHPA on July 13, 2004. A comment letter on this report from IHPA dated September 20, 2004 is included as **Attachment M-6**.

M.2.3 Prehistoric and Historic Archaeological Predictive Model of the Northwest Parcel

Attachment M-7 is a copy of the *DRAFT Prehistoric and Historic Archaeological Predictive Model of the Northwest Parcel of the O'Hare Modernization Environmental Impact Statement, Cook County, Illinois*. This report was submitted to the IHPA on October 6, 2004. A comment letter on this report from IHPA was received on November 5, 2004. IHPA commented that no archaeological properties are affected by the undertaking and therefore, IHPA has no objection to the undertaking proceeding as planned.

M.2.4 Prehistoric and Historic Archaeological Predictive Model of the Southwest Parcel

Attachment M-8 is a copy of the *DRAFT Prehistoric and Historic Archaeological Predictive Model of the Southwest Parcel of the O'Hare Modernization Environmental Impact Statement, Cook County, Illinois*. This report was submitted to the IHPA on October 6, 2004. The same comment letter

received for the Northwest Parcel from IHPA on November 5, 2004 also referenced the Southwest Parcel. IHPA commented that no archaeological properties are affected by the undertaking and therefore, IHPA has no objection to the undertaking proceeding as planned. A copy of this letter is included as **Attachment M-9**.

M.2.5 Determinations of Eligibility

The DOE for the St. Johannes Cemetery was submitted to the IHPA for review on March 31, 2005. The FAA recommended this Cemetery eligible for listing in the NRHP. However, the IHPA did not concur with this recommendation.⁵ As a result, coordination with the Keeper of the NRHP resulted in a determination that the cemetery is eligible for the NRHP.⁶ On June 14, 2005, the IHPA submitted a letter to the Keeper of the NRHP stating that they would be filing a request for reconsideration of the eligibility determination in ten days.⁷ IHPA submitted materials in support of the request for reconsideration to the Keeper of the NRHP on June 24, 2005.⁸ FAA reviewed the materials submitted by IHPA to the Keeper of the NRHP and submitted materials in support of FAA's original recommendation of eligibility on July 7, 2005.⁹ A response on the final determination of eligibility is due from the Keeper of the NRHP in July 2005. However, irrespective of the final determination of eligibility, for purposes of this EIS, FAA is treating St. Johannes cemetery as a locally important historic property.

The Rest Haven Cemetery DOE was submitted to the IHPA for review on May 25, 2005. On June 24, 2005, IHPA requested bibliography materials in support of FAA's DOE.¹⁰ FAA submitted the bibliography materials to IHPA on June 27, 2005.¹¹ A response on the IHPA's determination of eligibility is due in July 2005. However, irrespective of the determination on eligibility, for purposes of this EIS, FAA is treating Rest Haven Cemetery as a locally important historic property.

DOEs were also completed for the Green Street School,¹² the Gas Service Station,¹³ Schwerdtfeger Farmstead.¹⁴ IHPA concurred with the FAA's recommendations of eligibility for listing in the NRHP for Green Street School¹⁵ and the Gas Service Station.¹⁶ Final reviews by IHPA on the Schwerdtfeger Farmstead and the On-Airport Properties are still pending. IHPA submitted a letter to the FAA on June 22, 2005, with questions regarding information contained in the FAA's DOE for the Schwerdtfeger Farmstead.¹⁷ FAA provided a response to the questions posed by IHPA on June 24, 2005.¹⁸ A response on the IHPA's determination of

⁵ Letter from IHPA to FAA regarding St. Johannes Cemetery, April 29, 2005.

⁶ Letter from Keeper of the NRHP to the FAA, June 9, 2005.

⁷ Letter from IHPA to Keeper of the NRHP, June 14, 2005.

⁸ Letter from IHPA to Keeper of the NRHP, June 24, 2005.

⁹ Letter from FAA to Keeper of the NRHP, July 7, 2005.

¹⁰ Letter from IHPA to FAA, June 24, 2005.

¹¹ Letter from FAA to IHPA, June 27, 2005.

¹² Green Street School Determination of Eligibility, April 25, 2005.

¹³ Gas Service Station Determination of Eligibility, April 22, 2005.

¹⁴ Schwerdtfeger Farmstead Determination of Eligibility, May 20, 2005

¹⁵ IHPA review letter of Green Street School DOE, May 10, 2005.

¹⁶ IHPA review letter of Gas Station School DOE, May 10, 2005.

¹⁷ Letter from IHPA to FAA, June 22, 2005.

¹⁸ Letter from FAA to IHPA, June 24, 2005.

eligibility is due in July 2005. However, irrespective of the determination on eligibility, for purposes of this EIS, FAA is treating the Schwerdtfeger Farmstead as a locally important historic property.

Copies of the DOE transmittal letters and review letters from the IHPA are included in **Attachment M-1**.

M.3 OFF-AIRPORT INDIRECT IMPACT AREAS

These are areas off existing Airport property and outside the acquisition areas, but within the overall areas potentially bound by the 65 DNL noise contour areas for each of the alternatives under consideration. Since this area varies for each alternative under development scenario, a general boundary was defined to include all of the potential noise impacted areas.

Local municipalities in the APE were also provided an opportunity to provide information concerning formally identified local landmarks.¹⁹ Each community within the general boundary was identified and contacted to request information on all locally identified cultural, historic and architectural resources pertinent to this EIS. Specifically within each community, the local historical commission, historical society, or if no such organization was identified, the village, municipality or local library was contacted. The contact was initiated via fax and follow-up was provided via telephone or email. Each initial fax stipulated, if the organization was not the appropriate contact, that an appropriate contact be provided. All locally identified sites were compiled for purposes of 4(f) evaluation. A report titled, *DRAFT 4(f) Properties of National, State and Local Historic Interest within the Area of Potential Effect For the O'Hare Modernization Environmental Impact Statement, Cook County, Illinois*, is included in **Attachment M-10**. All local sites within the direct acquisition areas were evaluated as part of the Section 106 process.

M.4 NATIVE AMERICAN NOTIFICATION

A broad tribal consultation process was initiated early in the process. A list of the Native American tribal groups that were contacted, the correspondence sent and responses are included in **Attachment M-11**.

¹⁹ Municipalities of Addison, Arlington Heights, Bensenville, Chicago (portions), Des Plaines, Elk Grove Village, Elmhurst, Franklin Park, Harwood Heights, Itasca, Mount Prospect, Norridge, Northlake, Park Ridge, River Grove, Rolling Meadows, Rosemont, Schaumburg, Schiller Park, Wood Dale as well as portions of unincorporated DuPage and Cook Counties were consulted.

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ATTACHMENT M-1

DETERMINATION OF ELIGIBILITY CORRESPONDENCE

The following correspondence letters associated with the determinations of eligibility are included in this **Attachment M-1**. Reviews from IHPA that are pending are also noted.

- **St. Johannes Cemetery DOE:**
 - Transmittal letter from FAA to IHPA – March 31, 2005, page M-8
 - Review letter from IHPA to FAA – April 29, 2005, page M-9
 - Review letter from the Keeper of the NRHP to the FAA – June 9, 2005, page M-10
 - Letter from IHPA to the Keeper of the NRHP – June 14, 2005, page M-12
 - Letter from IHPA to the Keeper of the NRHP – June 24, 2005, page M-13
 - Letter from the FAA to the Keeper of the NRHP – July 6, 2005, page M-74
- **Rest Haven Cemetery DOE:**
 - Transmittal letter from FAA to IHPA – May 25, 2005, page M-78
 - Letter from IHPA to FAA – June 24, 2005, page M-79
 - Letter from FAA to IHPA – June 27, 2005, page M-80
 - Review letter from IHPA to FAAA – Pending
- **Geodesic Dome DOE:**
 - Transmittal letter from FAA to IHPA – April 15, 2005, page M-81
 - Review letter from IHPA to FAA – May 3, 2005, page M-82
- **Gas Service Station DOE:**
 - Transmittal letter from FAA to IHPA – April 22, 2005, page M-83
 - review letter from IHPA to FAA – May 10, 2005, page M-84
- **Green Street School DOE:**
 - Transmittal letter from FAA to IHPA – April 25, 2005, page M-85
 - Review letter from IHPA to FAA – May 10, 2005, page M-86
 - Letter from FAA to IHPA – June 2, 2005, page M-87

- **Schwerdtfeger Farmstead DOE:**
 - Transmittal letter from FAA to IHPA – May 20, 2005, page M-88
 - Letter from IHPA to FAA – June 22, 2005, page M-89
 - Letter from FAA to IHPA – June 24, 2005, page M-90
 - Review letter from IHPA to FAA – Pending

- **Architectural Investigation and Determinations of Eligibility for On-Airport Properties DOE**
 - Transmittal letter from FAA to IHPA – May 20, 2005, page M-98
 - Review letter from IHPA to FAA – June 23, 2005, page M-99
 - Letter from FAA to IHPA, June 27, 2005, page M-100



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 31, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *St. Johannes Cemetery Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

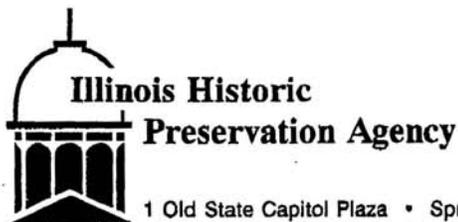
If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

Cc: Patrick W. Johnson; Assistant United States Attorney
Joseph V. Karaganis; Karaganis, White & Magel Ltd.



1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

Various Counties

Bensenville

O'Hare Modernization Program, St. Johannes Cemetery Eligibility

Section 12, T40N/R11E

IHPA Log #017071504

April 29, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

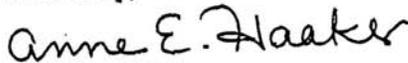
Dear Ms. Hanson:

We have reviewed the St. Johannes Cemetery Draft Determination of Eligibility.

In our opinion, the case has not been made that this cemetery meets Criteria Consideration D for eligibility to the National Register of Historic Places, nor any other criteria. Northeastern Illinois has a rich history of German immigrant settlements. No justification has been presented that this cemetery is more outstanding than others within DuPage or Cook counties. The mere fact that no other German ethnic cemeteries are listed on the National Register of Historic Places is not reason for this cemetery's eligibility. The cemetery is no longer associated with the church that established it, nor is it directly connected with any person responsible for the church or community's founding.

We encourage the FAA to contact the Office of the Comptroller to discuss applicable state laws for registered cemeteries and how they may be of assistance in seeking an acceptable alternate location.

Sincerely,



Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Name of Property: St. Johannes Cemetery

Location: DuPage County

State: ILLINOIS

Request submitted by: Amy B. Hanson, Environmental Protection Specialist, Chicago Airports District Office, Federal Aviation Administration

Date received: 05/09/2005 Additional information received

Opinion of the State Historic Preservation Officer:

Eligible Not Eligible No Response Need More Information

Comments:

The Secretary of the Interior has determined that this property is:

Eligible Applicable criteria: A,B,C Not Eligible

Comment: The St. Johannes Cemetery is eligible for the National Register of Historic Places under National Register Criteria A, B, and C and the cemetery meets National Register Criteria Consideration D. See attached Determination of Eligibility continuation sheet for elaboration.

Documentation insufficient
(Please see accompanying sheet explaining additional materials required)

Patrick Andrews
Keeper of the National Register

Date: 6/9/2005



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Name of Property: St. Johannes Cemetery

Location: DuPage County

State: ILLINOIS

p. 2

The St. Johannes Cemetery is eligible for the National Register of Historic Places under National Register Criteria A, B, and C and the cemetery meets National Register Criteria Consideration D. The St. Johannes Cemetery derives its primary significance from association with historic events, from age, from distinctive design features, and from the presence of the graves of persons of transcendent importance to local, regional, and perhaps State history. St. Johannes Cemetery is an early 19th century burial ground associated with the German ethnic immigrants who settled in the Chicago area. The cemetery is associated with the earliest period of settlement of Bensenville and DuPage County. The still active cemetery embodies the traditions of design and monumentation of German ethnic settlers through its burial customs and distinctive gravemarkers reflecting German ethnicity in its proper names, common nouns, and use of symbolic themes and mortuary art. The cemetery contains the graves of a number of important early settlers whose activities shaped local and State history and those who were associated with an historically important religious doctrinal controversy.


Keeper of the National Register

Date: 6/9/2005

JUN-16-2005 14:17

IL HISTORIC PRES AGY

217 782 8161 P.01/01



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

June 14, 2005

Patrick W. Andrus
Historian
National Register of Historic Places
National Park Service
1201 I Street, NW, 8th Floor
Washington, D.C. 20005

Re: St. Johannes Cemetery

Dear Patrick:

Thanks for giving us some background on your action with respect to this property. We do not believe the property is eligible under NPS guidelines and we do not believe that we had sufficient opportunity to express our position. Accordingly, we will be filing a request for reconsideration. This will be filed with your office within 10 days.

Sincerely,

A handwritten signature in black ink, appearing to read "William L. Wheeler". The signature is fluid and cursive.

William L. Wheeler
State Historic Preservation Officer
217.785.9045

cc: Amy Hanson, FAA
Terry Schaddel, IDOT
Brian Goecken

TOTAL P. 01



**Illinois Historic
Preservation Agency**

500 East Madison Street • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128



Report by fax
Original report and attachments by overnight delivery

June 24, 2005

Mr. Patrick W. Andrus
Historian
National Register of Historic Places
National Park Service
1201 I Street, NW, 8th Floor
Washington, D.C. 20005

Re: St. Johannes Cemetery

Dear Patrick:

Enclosed please find additional information on the significance of St. Johannes Cemetery. We believe this information will provide you with sufficient contextual background to reconsider your opinion that St. Johannes Cemetery is eligible for the National Register of Historic Places.

We think that the settlement patterns in northeastern Illinois and the rich German heritage of DuPage County in particular are an important framework for determining a particular property's significance. By the time St. Johannes Cemetery was founded, there were many other German ethnic churches and cemeteries in the township which share this property's association with church events, age and possibly design features as well as the graves of locally important persons.

We understand that you will be providing the enclosed information to the FAA for its review and comment and request that you share any additional response from the FAA with us and give us the opportunity to review and provide comments to you and the FAA.

Thank you for your attention to this matter.

Sincerely,

William L. Wheeler
State Historic Preservation Officer
217.785.9045.

Illinois State Historic Preservation Officer Opinion That St. Johannes Cemetery Is Not Eligible For Listing In The National Register Of Historic Places

Cemeteries have a great personal value to many people. The National Park Service has developed special criteria for determining cemeteries eligible for listing; without special criteria, there would no doubt be many more cemeteries listed in Illinois and throughout the nation. Ordinarily, cemeteries are not considered eligible for listing in the National Register unless they meet the requirements established under Criteria Consideration D. Generally, the cemeteries that are considered eligible possess architectural or artistic value.

Under Criterion A, the events or trends associated with the cemetery must be clearly important and clearly linked to its historic context. Examples of cemeteries that have met this requirement in Illinois include the Union Miners Cemetery in Mount Olive, which contains the gravesites for the many coal miners who lost their lives in the mines or in their struggle to create a union; the Woodlawn Cemetery in Carbondale, where the first Memorial Day service in the country was held; and the Oak Hill Cemetery in Lewistown, which contained the burial places of those immortalized in Edgar Lee Masters' *Spoon River Anthology*. There are also military cemeteries that are listed in the National Register for their association with past wars. These are cemeteries that are dedicated solely to veterans.

Under Criterion B, the persons associated with the cemetery must be of transcendent importance. The tomb of Abraham Lincoln is listed because of his transcendent importance in American history. The gravesite of Free Frank McWorter is listed because it is the only property that survives to represent this former slave's achievements in business, land speculation, and establishment of a frontier community during the 1830's.

Most of the cemeteries that are listed in Illinois are recognized for their designed landscape, or artistic or architectural qualities under Criterion C. Perhaps the most prevalent type of designed landscape in Illinois cemeteries is the Rural Cemetery Movement such as Oak Ridge Cemetery in Springfield. Of the nineteen Illinois cemeteries listed in the National Register, eleven are recognized for their architecture; of those six have also significance for their art objects.

There are cemeteries in Illinois that were listed in the National Register for their association with their age, making them significant for early settlement and exploration. In order for cemeteries to qualify for their age, they must date from an early period within their geographic and cultural context. One cemetery in the Chicago area was listed, in part, for its importance in exploration and settlement. The Catholic Church and Cemetery at Sagganash (commonly known as the St. James, or Sag, Catholic Church And Cemetery) in Lemont was listed for its significance as a burial place of Irish laborers who came to the area to work on the Illinois & Michigan Canal. The earliest known burial in the cemetery dates to 1837.

The St. Johannes Cemetery Draft Determination of Eligibility submitted by the Federal Aviation Administration fails to meet any of the criteria cited above. While assertions are made, there is neither bibliography nor citations within the text of the document to support those assertions. With a very short time period in which to research the topic,

SHPO staff have found numerous sources, some of which we have included as attachments, in order to demonstrate that the cemetery is not of an unusual age, not unusual for its German ethnic heritage, nor that any traditions of funerary design are supported by research making it any more distinctive than the dozens of other German ethnic cemeteries we have discovered in the immediate context of DuPage County. Lastly, the document does not prove that any of the inhabitants of the cemetery were more directly involved in the church schism than other German evangelical congregations in the area.

In the FAA document, the author argues that the cemetery meets Criterion A because it "...contributes to the broad patterns of German ethnic settlement in Northeast Illinois and the Midwest (p. 26)." The document cites the cemetery's importance in German-American settlement history in particular for St. Johannes's association with the development of "The German Evangelical Synod" and the controversy within the church, leading to the Evangelical Church Society of the West. While these events may have been historically significant within the context of religious history, none of the persons documented within the report that were associated with these historic events are buried in the cemetery. On page 1 of the report, it is stated that Reverend Cachand, Francis Arnold Hoffman, and Pastor Selle, "...contributed to the evolution of German ethnicity in the frontier and the nation (p. 1)" Cachand, Arnold Hoffman, or Selle were not affiliated with St. Johannes Church, but with the German Evangelical Lutheran Church in the Missouri Synod, a church in the surrounding area, which is "...purported to be the first German church in DuPage County (p. 10)". Indeed, Cachand left the area in 1839 and Hoffman left the community in 1847 before the establishment of the church and the beginning date of the period of significance. Selles, who is also mentioned as significant in the schism was actually a pastor at a church in Chicago and only marginally associated with St. Johannes congregation.

St. Johannes Church was formed as a result of the schism within the German Lutheran Church. However, the formation of new churches as a result of this church controversy was not uncommon. In *Ethnic Chicago* edited by Melvin G Holli and Peter d'A. Jones, it is estimated that one and a half million German Lutherans came to the United States during the second half of the 19th Century. Many of these founded their own churches:" The majority of Germans affiliated with the doctrinally rigorous Missouri Synod, but many smaller German synods broke off from this group and became separate denominations....By the end of the nineteenth century there were sixty-six separate Lutheran synods in the United States.... Chicago followed this national pattern quite closely." (p. 576) "...the Lutheran Church did grow and prosper in Illinois before the Civil War. New congregations emerged every year during the 1840s, and most of them still exist today." (*Illinois Historical Journal*, Summer 1985, Volume 78, p. 112, E. Duane Elbert, "The American Roots of German Lutheranism in Illinois." pp. 97 – 112.). No context is provided that would substantiate that this congregation played a larger part in the schism than any of the other German protestant churches in the area.

A cursory review of the collections of the Abraham Lincoln Presidential Library (formerly the Illinois State Historical Library and official repository for collection of Illinois' written history) indicates that many German protestant cemeteries exist in the area. The documentation provided fails to develop a context in which to place St. Johannes as significant or even representative. Attached is a document that discusses

Zion Evangelical Lutheran Church, founded in 1837, in Bensenville that is the predecessor to St. Johannes Church which separated from it in 1848. The author does not mention this church or cemetery even though it appears to have a great deal of documentation about its German ethnic heritage as well which would allow the necessary comparisons for establishing context.

To further understand the local significance of the St. Johannes Cemetery, either for its age or its ethnic association, it needs to be evaluated within the context of its surroundings. The report failed to compare this cemetery to other similar cemeteries within any established context. The Geographic Names Information Services developed by the United State Geological Survey, listed 93 cemeteries in DuPage County. In a quick review of files compiled by the Illinois Historic Preservation Agency in 1987, the following cemeteries in DuPage County were identified as having burials dating to the 1850s or before and/or having German surnames:

- Fullersburg Cemetery, Hinsdale, 1847
- Salem Church Burying Ground, Copenhagen, 1850 (German Pioneers)
- The Lombard Cemetery (aka Babcock's Grove Cemetery), Lombard, 1851, German, many inscriptions on stones in German, decorative carvings include cross, tree shaft, dove, heart
- Boeger – Brinkmann Cemetery, Lombard, 1880, Hesterman, Boeger, Brinkman were early farm families of DuPage County
- Lisle Cemetery, North of Lisle, 1845, German and English descent
- St. Peters, Elmhurst, German Lutheran, earliest birth date was 1815
- Oak Hill Cemetery, Glenview area, ca. 1827, local families include Blanchard, Staffeldt, Carpenter, Woehrel
- Böger Cemetery, near Yorkville
- Hillcrest cemetery, aka Barber's Corner, Bolingbrook -- old, rural
- St. John's Community Cemetery, Oakbrook, 1890 earliest date, but German Lutheran Cemetery – 75% German burial population.
- St. Stephen Catholic Cemetery, Carol Stream, 1852, basically German Catholic, one man buried there a German aristocrat who was presented with a medal from Napoleon III following Franco-Prussian War
- Downer's Grove Cemetery, Downer's Grove, ca. 1840s, Northern European descent, obelisks, tree stumps, roofed blocks, etc.
- Oak Hill Cemetery, Downers Grove, ca. 1880s, German and Northern European
- St. John's Lutheran Cemetery, ca. 1910, all German surnames, distinctive monuments include urns, roofed prisms, obelisks, and cylinders.
- St. John's Cemetery, Oakbrook, ca. 1900, mostly German surnames, draped urn, roofed prisms, cylinders.
- Zion Lutheran Cemetery, Oakbrook, ca. 1891, almost entirely German surnames
- Big Woods, Winfield Township, ca. 1830, Mostly English, with some Northern European surnames.

The following resources are extant and were not considered in the FAA's eligibility report but are of proven significance to the mid-nineteenth century local German population. This is evidence that other resources are better reflective of the significant contributions of the important German ethnic community in the immediate surrounding area:

- The United Methodist Church of Bensenville is the oldest German church in the area (1837)
- The Churchville School in Bensenville Addison Township, Du Page County, (listed in the National Register) was built in 1846 on land donated by the Fischer family, an influential early family who came to the area from the Kingdom of Hanover (German) in 1835. The family is buried in the cemetery of the United Evangelical German Church, located behind the school. The area was heavily German and the school did not become an English-speaking only until 1886.
- Graue Mill, located in Oak Brook (listed in the National Register), was built by an early German settler, Frederick Graue, from the Kingdom of Hanover, who came to Du Page County in 1833. He built the mill beginning in 1847. He opened his business there in 1852. Is also believed to have been a stop on the Underground Railroad.

There may be persons who were important to the area, including past mayors, veterans, and early settlers of the community, who are buried in the cemetery. One would expect that in any cemetery that has been active for 150 years. However, a cemetery containing graves of local politicians is not eligible if they simply performed the daily business of government and did not have an outstanding impact upon the nature and direction of that area's history. That is why these qualities alone would not make it eligible for listing in the National Register under the special criteria consideration required by the National Park Service. The documentation does not demonstrate that any individual within the cemetery is of *transcendent importance* as required by Criterion Consideration D. As demonstrated within this text and with the appendices, for exploration, and settlement, there are other cemeteries within the region that predate St. Johannes cemetery and represent specific development patterns.

As the FAA did not provide research sources to us, we have no knowledge of sources consulted in researching the cemetery. Nor within the document itself, was there any context established by comparing the cemetery in importance, integrity or design features to other similar cemeteries in Bensenville, Addison Township, DuPage County or Illinois.

A list of sources is critical to assess the importance and integrity of the assertion that the lay out and funerary artifact design is significant and exemplary of German traditions specifically and is common practice in technical and scholarly writing. Otherwise, it is little more than a piece of opinion. It is also difficult to judge integrity in light of the fact that original plats do not exist and that an unknown percentage of the headstones have been replaced. The FAA provided no documentation locating the historic portions of the cemetery or distinguishing contributing portions of the property from no-contributing portions.

It is the opinion of the SHPO that there is neither a defensible context provided nor documentary sources cited to evidence that St. Johannes Cemetery meets the exceptional criteria for eligibility to the National Register of Historic Places.

1. Why is the German Lutheran School Teacherage at 129 Army Trail Road in the Village of Addison significant for listing in the National Register?

There are several reasons why we think it should be listed:

1. It is representative of the German Lutheran Community that existed here in the early years of the settlement of this area, beginning in 1834-35, and of the predominantly German Lutheran Community that remained intact until the 1950's. It is one of the few ^{remaining} strictly Lutheran buildings which was near the center of that large Lutheran section of the Village which included a Lutheran Church (1906), Lutheran Elementary School (1849-Present), Lutheran Teacher's College (1864-1913), Lutheran Orphan Home (1873-present), Lutheran Cemetery (1908-present), Lutheran KINDERHEIM (1916-1961), Lutheran parsonage (1908-present).

2. In our nation, as you travel, you see a lot of historic buildings: birthplaces of important people, old churches, old institutions, old parsonages and vicarages, but seldom if ever an old "teacherage." This was a typical kind of home that German Lutheran Congregations provided for their teachers of their schools. It was never pretentious, always modest and well-constructed, as ours is. The members of the congregations (some of whom were carpenters and masons) built them, always providing the labor and often the material (wood) from their own woodlots.

3. When this Teacherage was built in 1893, it fronted on a former Indian Trail through this area which had been named St. Charles Road, much later being renamed Army Trail Road when another St. Charles Road farther south came into being. The significance of this Indian Trail and its renaming is due to the fact that this is the trail that General Winfield Scott followed on his trip with his army to quell the uprising by Black Hawk and his tribe. Their wagonloads of supplies and soldiers widened the trail into a road. Therefore today, the road in front of the teacherage is also significant.

4. Directly across that street stands the 1925 KINDERHEIM building which has served as our Municipal Building since 1961.

5. Its location makes it highly visible and readily accessible to all who may wish to visit it.

6. It is the type of building that is no longer being furnished by congregations for their Lutheran School teachers. Nowadays, all Lutheran School Teachers prefer to build up an equity for their old age by purchasing their own homes, generally several blocks away from their schools. Or, if they prefer to rent an apartment, the Congregations give those teachers also an housing allowance.

2. What is the significance of this building to the Village of Addison?

After World War II ended, in the late 1940's many returning servicemen from the Chicago area, began to move out here to this little country town. They were of all nationalities and religions, so gradually the population mix and the religious mix changed, until today the German population is a minority and the German Lutheran Church has been joined by at least 20 other congregations.

Today's people in the Village are largely unaware that this was at one time a German Lutheran settlement that continued to be a majority until well into the 1950's and 60's.

The farm community and village begun in the 1830's has now become a cosmopolitan Village of over 32,000. Where farms once stood on some of the richest farmland in the nation now stands homes and factories, stores and businesses, churches and schools.

The schoolchildren here know almost nothing of the early history. It is too far in the past even for their parents, as a rule. When adults come to our Historical Museum, they say things like "my grandma had one of those, or used this kind of a gadget."

Therefore, we feel that the main significance of this CENTURY HOME to the Village is to provide a home from the past where they can literally step back into the past of this Village, as they tour the home. These tours will be free to the public, because this Village is essentially a blue-collar area today. The tour guides will provide the early history during the tours they lead, as they point out the furnishings of that era.

This home is right across the Road from the Village Hall or Municipal Building, and our Historical Museum is located in the northwest wing of that building, so both buildings can be reached from one parking lot. School classes will be encouraged to visit both on

one field trip. Both the Museum and the Century Home are within walking distance from at least seven of our local elementary schools.

Eventually the outbuildings of this home will also show early farm implements and tools, harnesses for horses, farm wagons, etc. Most of our Village children today are decidedly unacquainted with these things.

They marvel that people chopped wood to heat their homes; that they pumped water outside to bring in for washing, cooking, bathing; that they went outdoors to a little building to use the toilet. They marvel at the primitive wooden washing machines, the old copper boilers and washtubs and hand-operated wringers; they are intrigued by the spinning wheels and handlooms for making yarn and cloth; the quilting frames and the curtain stretchers; the blue ball canning jars for preserving the garden and orchard produce; etc. All of these and many more things will be on display in our Century House.

I have always felt that the future is linked with the past, so I feel that when our tourers take this step into the past, they will begin to see how it relates to the present and be more thankful to the pioneers who came here in the 1830's to lay this fine foundation for them.

Almost every Village around our area has preserved some old building, or more than one. This will be our first step in this restoration business, and everyone in the Village is excited about it, or getting excited, as they see the progress slowly going on. It has united them in a common interest, which is good, because now the restored home will be "our" building, not just an early part of the Lutheran History of the Village.

I can only see good things coming from this restoration both to the image of the Village itself and to the population here that will make use of it in many ways.

3) Are there other historic buildings or homes associated with the German Lutheran Community in Addison?

Yes, there are and were other historic buildings and homes associated with the Lutheran (German) community in Addison, as you will see.

ZION EVANGELICAL LUTHERAN CHURCH

The Evangelical German Church that was organized in rural Addison Township in 1837, according to the pamphlet published in 1949 and titled A CENTURY OF CHRISTIAN EDUCATION in Addison, was originally open to all Protestant faiths. The main criteria for membership in 1837 was that they be German. In that way, their numbers were sufficient to pay a pastor in their midst.

Excellent records were kept by their first pastor/teacher, Ludewig Cachland Ervendberg from Jan. 1, 1838 through October, 1839, as these excerpts from the HISTORY OF DUPAGE COUNTY, pp. 659-60 indicate,

BIRTHS

January 22, 1838, Louise Dorothea, daughter of Friedrich Thuernan and wife, Sophia.
 February 4, 1838, Michael, son of Michael Fippinger and wife, Maria, *nee* Glos.
 April 28, 1838, William, son of Friedrich Buchholz and wife, Louise, *nee* Fischer.
 May 21, 1838, Henry D., son of Heinrich Diedrich Fischer and wife, Anna Maria, *nee* Franzen.
 July 25, 1838, Herman F. L., son of Christian Biermann and wife, Caroline, *nee* Kraegel.
 September 28, 1838, Ludewig D. A., son of Friedrich D. N. Stuenkel and wife, Maria, *nee* Knigge.
 November 18, 1838, Anna Katherina, daughter of Johann G. Sandmeier and wife, Magaetha, *nee* Hilkere.
 July 12, 1839, Herman S. D., son of L. C. Ervendberg and wife, Maria Sophia, *nee* Moench.

MARRIAGES

August 19, 1838, Johann Heinrich Franzen and Elizabeth Dickhoff.
 September 2, 1838, Christian Langguth and Magdalene Glos.
 September 14, 1838, L. C. Ervendberg and Maria Sophia Dorothea Moench.
 March 27, 1839, Johann Heinrich Brettmann and Mrs. Sophia Krelter, *nee* Leeseberg.
 March 28, 1839, Ludewig Schmidt and Mrs. Louise Buchholz, *nee* Fischer.

DEATHS

July 18, 1838, Mrs. Katherina Maria Krage, *nee* Stuenkel, age thirty-six years.
 October 9, 1838, Mr. Friedrich Krieter, age thirty-seven years.
 February 15, 1839, Mr. Friedrich Buchholz, age thirty-seven years.
 March 1, 1839, Caroline Dorothea Louise Lesemann, age four and one-half years.
 September 12, 1839, Herman L. D. C. Ervendberg, age nine weeks.
 October 1, 1839, Friedrich Graue, age forty-nine years.
 Mr. Buchholz was accidentally killed at the building of the Wilhelm Flagge log cabin.

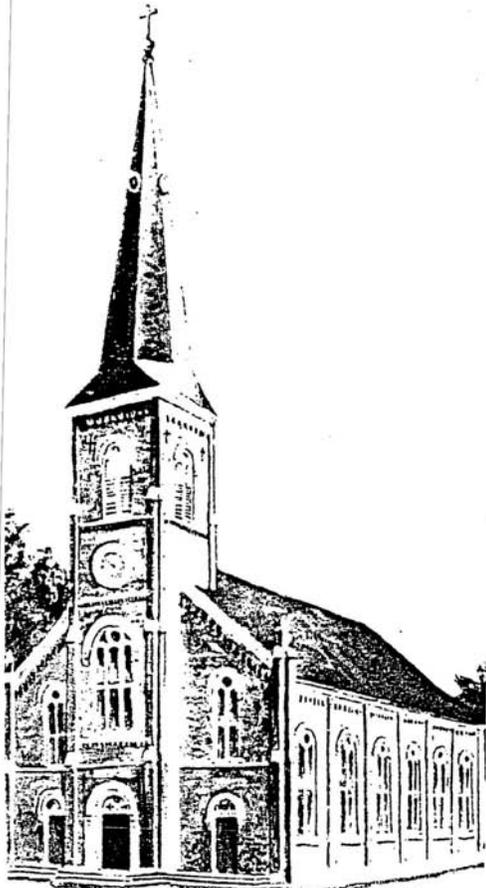
CONFIRMATIONS

A class confirmed April 14, 1839, had the following members:
 Johann Friedrich Ludewig Graue, born January 21, 1822, in Laudesbergen, Hanover.
 Friedrich Carl Christian Fischer, born March 17, 1822, in Estorf, Hanover.
 Heinrich Frederich Stuenkel, born February 14, 1825, at Neustadt, Hanover.
 Gerhard Heinrich Franzen, born January 7, 1823, in Schaale, Prussia.
 Heinrich Wilhelm Boeske, born January 4, 1823, in Heiligenlohe, Hanover.
 Maria Wilhelmina Louise Schmidt, born December 12, 1823, in Laudesbergen, Hanover.
 Sophia Louise Dorothea Boeske, born August 25, 1825, in Goldenstedt, Hanover.

CENSUS, JANUARY 1, 1839

Heads of Families.	Number
Friedrich Krage	5
Johann H. Schmidt	6
Conrad Fischer	6
Johannes Bohlender	5
Michael Tippingger	3
Christian Biermann	5
Friedrich Buchholz	5
Ludewig Schmidt	1
Diedrich Lesemann	4
Friedrich Stuenkel	6
J. H. Franzen	2
Johan Franzen	5
John G. Landmeier	7
Friedrich Graue	8
L. C. Ervendberg	2
Diedrich Fischer	3
Johann Glos	5
Friedrich Thuernan	3
Bernhard Koelider	5
Heinrich Krieter	4
Heinrich Schmidt	1
George Lesemann	1
H. B. H. Franzen	3
Schmied Franzen	2
J. H. Brettmann	2
Total	99

The first Congregation formed in what is today Addison Township was the German United Reformed Lutheran Congregation of Dunklee's Grove (a name given to a very large grove named after settler Hezekiah Dunklee in 1833). This congregation met in homes on the east side of the grove until 1842, when they built their first frame block church about 2 miles east (and north) of Addison. By 1861, they had outgrown their church, and built this brick church which still stands there today and is a Lutheran Church.



Pastor Ervendberg married while serving that congregation, became a father of a little son born on July 12, 1839, who later died on Sept. 12, 1839.

Succeeding Pastor Ervendberg as school teacher in the little congregation was Francis A. Hoffmann, another Prussian of the Reformed faith, in 1840. As they had no pastor, he also read sermons. Later he took a year and a half off and went to Ohio to get a ministerial degree, after which he returned to this congregation as both pastor and teacher.

Later he became pastor at a Lutheran Church he founded, moving there in 1847, in Schaumburg, Il.

During the Civil War, he was Lt. Governor of Illinois.

Throughout the years of the pastoring of these two pastors, the Church bore the name above. But their third pastor called was E. A. Brauer, who came in 1847. He was a Lutheran, and before long the Congregation split into a Reformed/United group and a Lutheran group. Pastor Brauer was a Lutheran, and the Lutherans retained the Church Property, buying out the Reformed and United members.

From then on, the Church has been the Evangelical Lutheran Church of Zion, rural Bensenville (today). And that congregation has been

the mother church of all of the Lutheran churches founded for miles around this area, namely in Addison, Elmhurst, Lombard, Villa Park, Bloomingdale, Itasca, Schaumburg, Niles, etc. Between 1849 and 1880, eight school congregations were organized in this area, all beginning under the direction of Zion Lutheran Church. Eventually the school congregations resulted in new Lutheran Congregations located next to them. Considerable thanks should be directed to Pastors Ervendberg and Hoffmann, who walked for miles in all directions of Zion to establish preaching stations. These all became Lutheran congregations, even as Pastor Hoffmann himself became a Lutheran by 1847.



^{School}
The Lutheran Congregation founded in Addison Rev. Franz A. Hoffmann (1840-1847) in 1849, became necessary to the Lutheran residents of this Village, because they wished their children to be educated in the German language as well as the English language, and they wished them to have daily instruction in religion, which the public schools taught in English homes at that time could not provide.

"On January 14, 1849, twenty men, heads of families in and around the Village of Addison, formulated and signed a document organizing a society for the purpose of operating an English and German Lutheran School," it is recorded in the CENTURY OF CHRISTIAN EDUCATION in Addison, published in 1949.

The pastor at Zion at that time was the Rev. E.A. Brauer. Under his guidance, the school congregation bought 40 acres of land in the heart of Addison for \$235.00 and built a one-room school with an apartment above it for teacher Henry Bartling.

The construction of this building was less than \$400.00

That building stood on the same site until it was razed in 1974.



Pastor E. A. Brauer



THE LUTHERAN SCHOOL

To the right are the Articles of the school's organization in the Village of Addison.

Below are the signatures of the twenty school parents

At the bottom of the page is a typed list of these parents, though not necessarily in the same order.

Handwritten signatures: Heinrich Rotermund, Wilhelm Rabe, Friedrich Kruse, Friedrich Niemyer, Friedrich Meier, Friedrich Precht, Friedrich Fiene, Dietrich Kruse, Fritz Fiene, Heinrich Lange, Hermann Bergmann, Friedrich Wolkenhauer, Heinrich Weber, Ludwig Blecke, Heinrich Marquardt, Christian Rotermund.

Heinrich Marquardt

- Articles of Organization — January 14, 1849
Heinrich Rotermund
Wilhelm Stelter
Heinrich Lange
Wilhelm Rabe
Heinrich Fiene
Heinrich Bergmann
Friedrich Kruse
Wilhelm Precht
Friedrich Wolkenhauer
Heinrich Niemyer
Friedrich Fiene
Heinrich Weber
Friedrich Meier
Dietrich Kruse
Ludwig Blecke
Fritz Fiene
Heinrich Marquardt
Christian Rotermund

These clippings are from pages 8-9 of A CENTURY OF CHRISTIAN EDUCATION published in Addison in 1949.

Handwritten German text: 'Addison, Du Page County, Illinois, in January 14: 1849. This is the first meeting of the school parents...' (transcription of the German text follows)

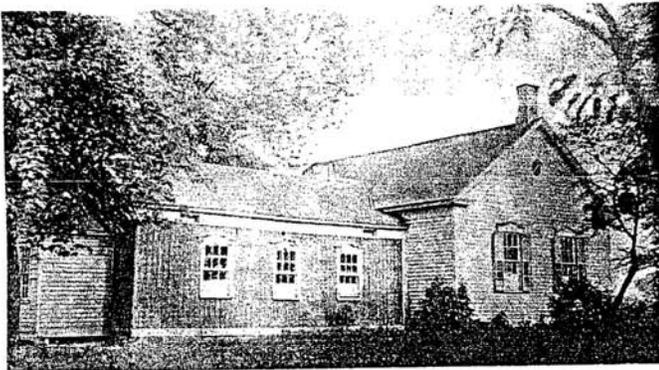
The size of the faculty and the number of one-room schoolbuildings varied at the West District/ St. Paul Lutheran School according to need. First there was one schoolroom in 1849, then two in 1865, then three in 1880. After the Teachers College moved to River Forest in 1913, their one-room student-teaching school was also moved over to St. Paul. By that time, there were four one-room school buildings on the location, as well as three teacherages, with a fourth teacherage added in 1917. These all stood on the south side of Army Trail Road (earlier St. Charles Road), taking up nearly two full blocks.



The First School

This is the 1849 school building with the classroom below and the teachers apartment above. The porch was added much later, after it became a teacherage, and eventually half of the porch was enclosed to make another room.

It was razed in 1974, and a memorial garden stands on its site.

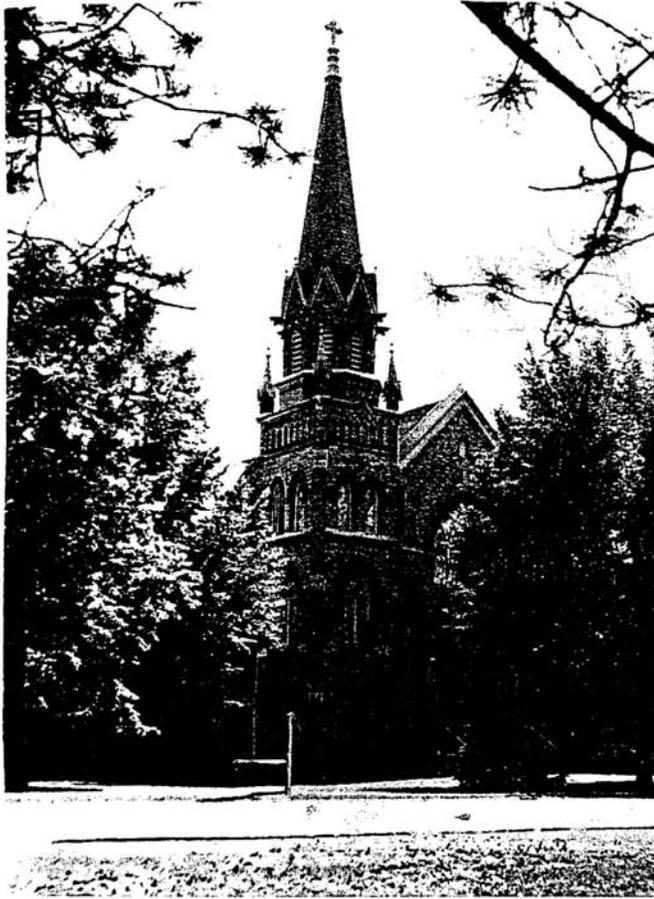


The Second and Third Rooms

The second school was built in 1856 when the first one was converted to a teacherage. In 1865 another classroom was built across the end of the school. These were then called the second and third schools. In 1925 they were sold and moved away.

The fourth frame school classroom was constructed in Addison in 1880. It was destroyed by fire in the 1920's.



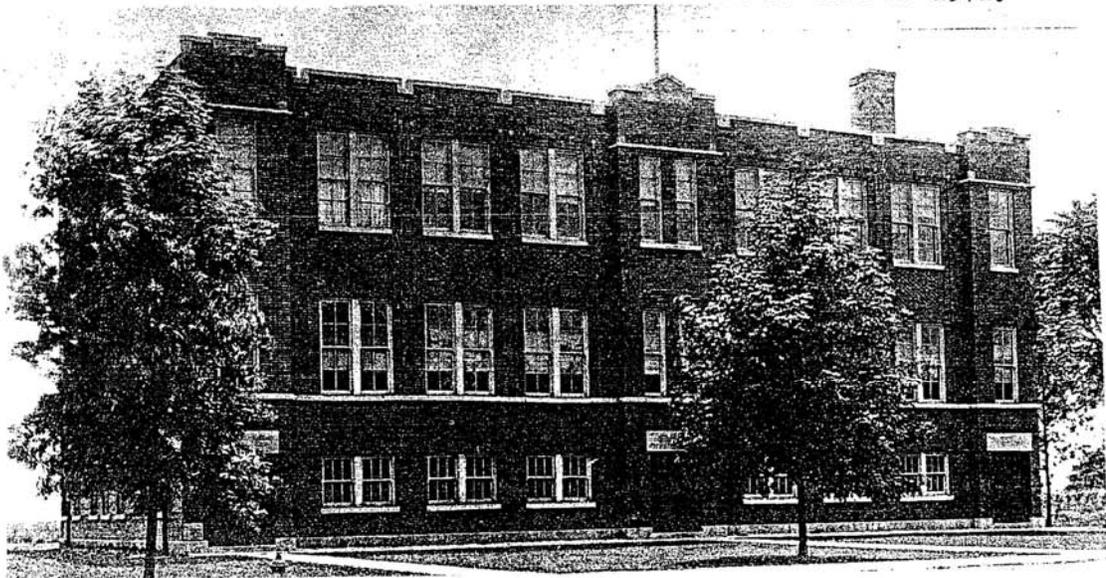


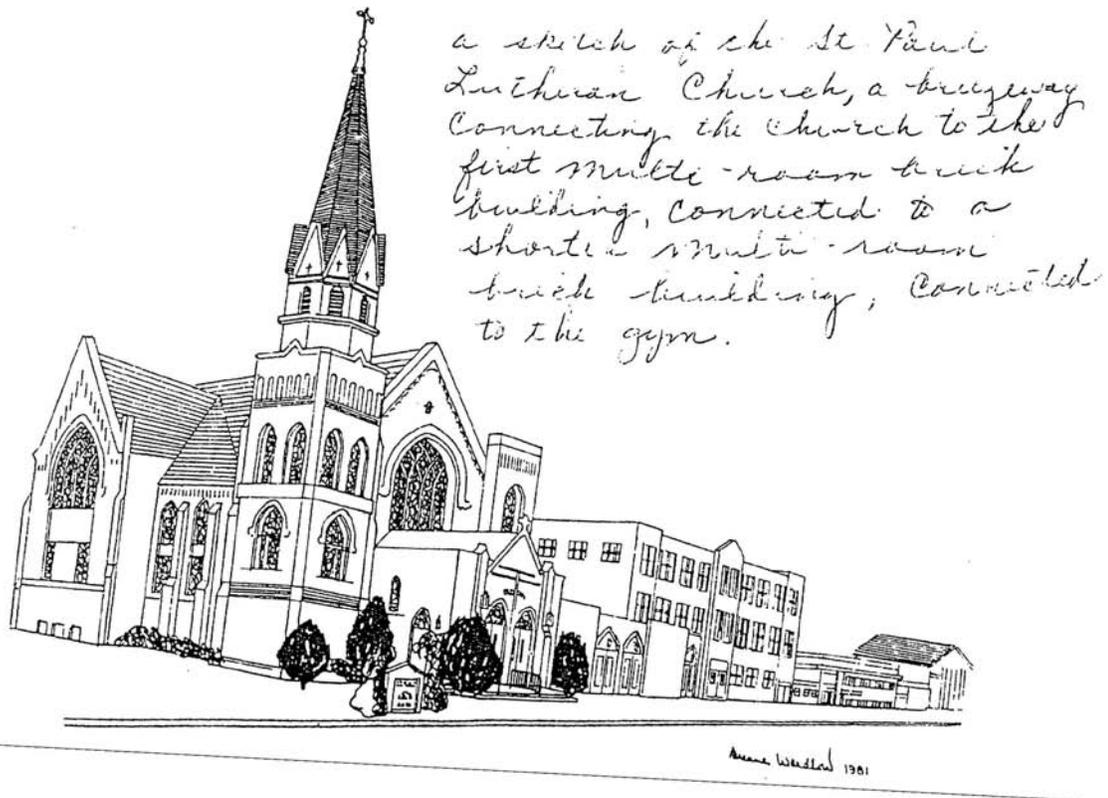
SAINT PAUL'S OF ADDISON

St. Paul Lutheran Church at 37 Army Trail Road in Addison, was constructed in 1906. It still stands at its same location as part of the German Lutheran settlement in Addison.

In 1925, all of the one-room white frame school buildings were removed from the school grounds, after a large multi-room brick building was built just west of the Church building, with the exception of the first school building which was then serving as a teacherage.

Another large brick section was added to the west of the building below in 1952 and a gym was added to the west of that in 1971.





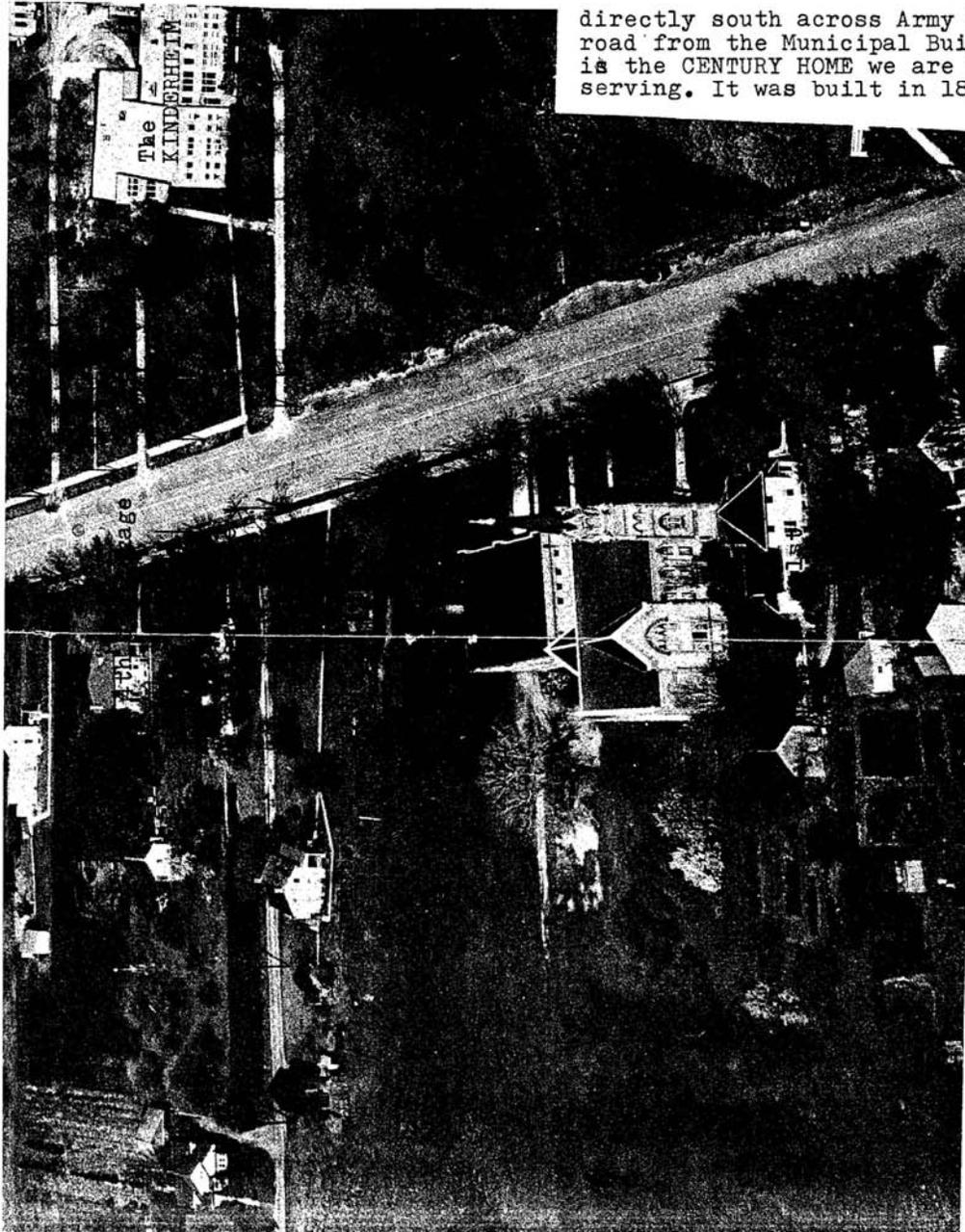
This picture taken from the air around 1930, shows that all of the white frame schoolbuildings except the first, then serving as a teacherage, had been removed. But all four of the teacherages were still intact in the German Community.

The Parsonage east of the Church was built in 1908 and still stands in the same spot in which it was built.

A second parsonage was built west of the third teacherage in 1971, and it still houses one of our pastors.

Both teacherages one and two were razed in the 1970's. Teacherage #3

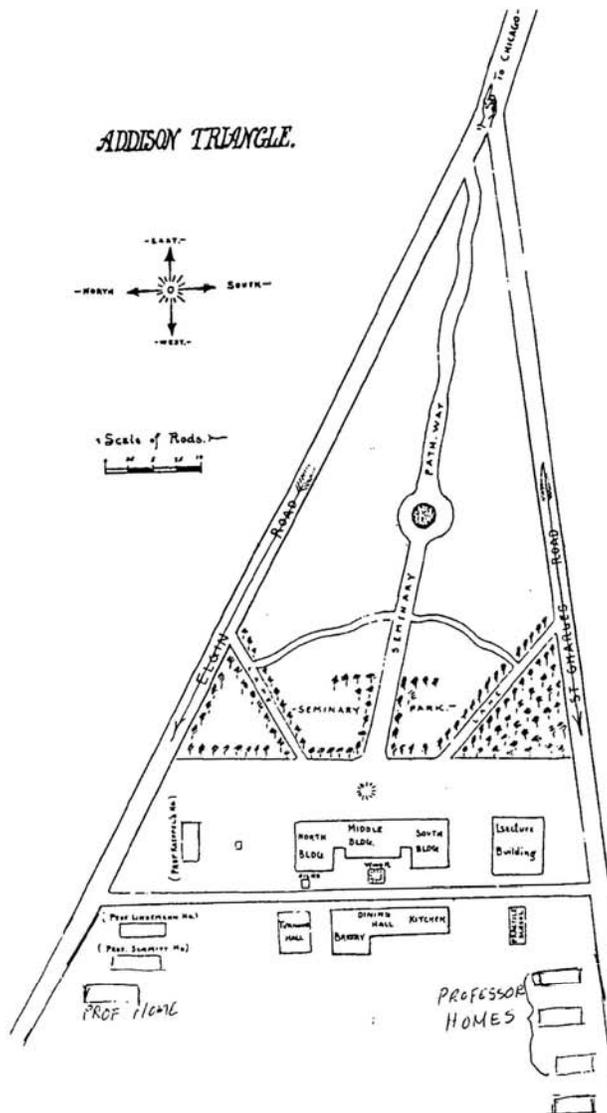
directly south across Army Trail road from the Municipal Building is the CENTURY HOME we are preserving. It was built in 1893.



SAINT PAUL'S OF ADDISON

THE LUTHERAN TEACHERS COLLEGE OR SEMINARY

Of the 40 acres bought by the school congregation in 1849, six acres were sold to the Missouri Synod in 1863 for \$10.00, to encourage the Missouri Synod to build its Teacher-training college in Addison. In 1893, the entire triangle was sold to Synod for \$2,000. so that the Teacher's College could expand their campus. In 1917, when St. Paul Lutheran School needed money to add a kitchen to their third teacherage and to build a fourth teacherage, they sold about 22 acres at the south end of their 40 acres.



Map of "Triangle" campus at Addison, Ill. (about 1907). Concordia Teachers College was founded here in 1864, remaining until the move

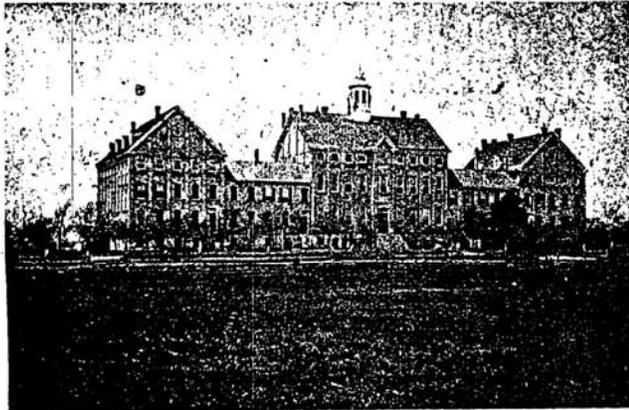
EVANGELICAL LUTHERAN SEMINARY.—In the year, 1864, about one-half a mile west of the village of Addison, now in its corporate limits, the German Evangelical Lutheran Teachers Seminary was erected. This was a brick building large enough to accommodate some sixty pupils, and two professors with their families.

The first instructors were Prof. C. A. T. Selle, Prof. J. C. W. Lindermann, and Prof. Carl Brauer. Since that time more buildings have been added, as well as nine dwellings for the professors. There are now some 250 students and nine professors, the latter being: Profs. Theodore Brohm, J. S. Backhaus, F. Reclin, E. Homan, A. Kaeppel, Edward Koehler, A. H. Miller, F. H. Schmidt and C. W. G. Eifrig.

This excerpt was taken from THE HISTORY OF DUPAGE COUNTY p. 662.

The drawing of the College Triangle was taken from the history of the college titled COLLEGE WITH A CAUSE.

When the Lutheran Teacher's Seminary moved to River Forest in 1913, the KINDERHEIM ASSOCIATION, operated by Lutheran Pastors, for wards of Cook County Juvenile court purchased this property in Addison in 1914, remodeled it and set up two schools within it and moved the KINDERHEIM children from Chicago to this location in 1916. The teachers and Superintendent of this KINDERHEIM occupied the Former Professors homes, until they were moved or razed in 1962.



Main building on the Addison campus, the center section erected in 1864,

The German Lutheran Teachers' Seminary was begun in 1864 with just the center building. Later wings were added to the north and south. Then a lunchroom/kitchen was built behind (to the west of) the main buildings, A lecture Hall was built and a practice school was built to the south. An exercise building was

also added to the west side of the campus.

When the College moved to River Forest, the building was occupied by the KINDERHEIM children. They attended school in four large classrooms within the building. By 1924, the dormitories and classrooms were greatly overcrowded. A new brick KINDERHEIM building was constructed directly in front of the old College buildings. When it was completed in 1925, the the college buildings were mostly razed, while the children occupied their modern new building.

By the 1930's fewer children were being placed in institutions. More of them were being placed in foster homes. With two big costly Lutheran Children homes to run in Addison, it gradually became clear that the two should join forces and use just one institution for school and the other for dormitories. This merging began in late 1930's and was completed by 1941. By 1959, the Orphan Home was razed, and Lutherbrook was built on its premises. When it was completed in 1961, the children still at the KINDERHEIM were moved to Lutherbrook. And the 1925 KINDERHEIM BUILDING became the Village Hall and police Dept. It is still standing in the heart of the German Lutheran area.

Today it houses the Village government, a traffic court, an engineering dept, a water dept., a clothing and food pantry for the needy, the Addison Historical Museum, and many other things, including Addison's own cable TV dept.

THE GERMAN EVANGELICAL LUTHERAN ORPHAN
ASYLUM, Or Home, or WAISENHAUS

The German Orphan Home was established on a farm west of Addison in 1873, but today that farm is in the heart of the Village. At first the farmhouse served as a home for a handful of Lutheran orphans or half-orphans from this area of Northern Illinois.

Die Gesellschaft beschloß in ihrer ersten Versammlung, das Waisenhaus in der Nähe des Schullehrerseminars in Addison, Du Page County, Ill., zu errichten. Am 13. August 1873 erlangte die Gesellschaft staatliche Anerkennung durch gesetzliche Inkorporationsakte unter dem Namen: "German Evangelical-Lutheran Orphan Asylum Association of Northern Illinois." Folgendes Bild ist ein genauer Abdruck ihres Siegels:



As the years passed, the population of the home grew, and additional buildings were constructed to house the children. Eventually, the local orphanage was sponsored by 42 Lutheran congregations in 1895. That year, there were 61 boys and 48 girls living there.

Every year the Orphan Home Association put out an annual edition, that listed the names of the orphans, the names of the Superintendent of the Home and his staff, the amount of monetary support and clothing and produce supplied by the various congregations and individuals. St. Paul Lutheran Church in Addison has most of these annuals in their archival collection.

School age children from this institution attended school at St. Paul Lutheran School and its predecessor The West District School of Zion

Lutheran Church on the same schoolgrounds, but those who reached confirmation age, were often confirmed by the pastor who served as Superintendent; otherwise, they were confirmed by the pastors At Zion from 1873-1906, and the pastors of St. Paul after 1906. By 1895, 207 young people from the Home had been confirmed.

In 1898, they celebrated their 25th anniversary on June 26th. That year, there were 110 children living at the home, and 238 had been confirmed in the Lutheran faith during those years.

In the 50th Anniversary annual booklet, published in June, 1923, we learn that a total of 918 children had lived there or were living there, and they were all listed by name, in the order of their arrival there. See attached lists.

Through the years, the Waiseneltern, or house parents, and later the Superintendents were as follows:

1873- F. Albers and his wife

1874-1891 Mr. Harmening and his wife

1891- 1902 Teacher Leubner and his wife

1902-1917 Pastor Merz and his wife

1917-1922 Pastor Klaus and his wife

1922- to the merger between the Orphan home and the Kinderheim, in late 1938 through 1939- Pastor M.K.C. Vetter and his wife

There are many views, in both photos and pen and ink sketches of the orphan home on file at our local Historical Museum and at St. Paul's Archives in Addison.

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Das Direktorium.

des verfloffenen Zeitraumes von 1873—1923.

Präsident:

Von 1873—1879 Pastor M. G. Franke.
 Von 1879—1916 Pastor S. X. Große
 Seit 1916 Pastor M. Pfotenhauer

Vize-Präsident:

Von 1873—1893 Prof. G. M. X. Sells
 Von 1893—1909 Pastor A. Kochner
 Von 1909—1912 Pastor M. Hartling
 Von 1912—1916 Pastor M. Pfotenhauer
 Seit 1916 Pastor S. Hoefler.

Sekretär:

Von 1873—1903 Pastor M. Große
 Von 1903—1922 Pastor G. Bopf
 Seit 1922 Pastor Wm. Gahl

Kassierer:

Von 1873—1896 Lehrer S. Hartling
 Von 1896—1897 Herr S. Dehlerking
 Von 1897—1902 Lehrer G. Pittmann
 Von 1902—1913 Herr Paul Schauer
 Von 1913—1916 Herr Wih. Walzer
 Seit 1916 Lehrer S. W. Koch

Kruzies:

a) Chicago: Von 1873—1921 Herr S. C. Suttermeister
 Seit 1921 Herr C. S. Suttermeister

b) südlicher Kreis:

Von 1873—1882 Herr G. Frauns, Grete
 Von 1882—1891 Herr S. D. Piepenbrint, Grete
 Von 1891—1912 Herr S. Mathe, Somemood
 Von 1902—1915 Herr M. Wetter, Eagle Lake
 Von 1915—1917 Herr Jul. Ott, Remont
 Von 1917—1919 Herr W. Schraeder, Remont
 Seit 1919 Herr Dr. Siemerling, Kantakee

c) westlicher Kreis:

Von 1873—1896 Herr E. S. W. Seeberg,
 Abdlison
 Seit 1905 Herr Ed. Pfendbrint, Abdlison

Waisenkleren.

1873 Herr R. G. Mbers und Frau (probitorisch)
 1874—1891 Herr S. Karrening und Frau
 1891—1902 Herr Lehrer E. Reubner und Frau
 1902—1917 Herr Pastor S. Metz und Frau
 1917—1922 Herr Pastor E. A. Klaus und Frau
 Seit Januar 1923 Herr Pastor M. R. C. Wetter und Frau

Namen der Kinder, die seit 1873 Aufnahme gefunden haben.

- | | |
|----------------------------|------------------------------|
| 1. Paul Kleinshmidt | 53. Pauline Winter |
| 2. Louise Bach | 54. Johann Grob |
| 3. Friedrich Brosch | 55. Wilhelmus Börs |
| 4. Clemens Kamberig | 56. Lina Döring |
| 5. Ludwig Ringenfuß | 57. Albert Döring |
| 6. Clara Wulfe | 58. Emma Döring |
| 7. Gustav Böfel | 59. Wilhelm Döring |
| 8. Heinrich Wehrli | 60. Robert Böfel |
| 9. Wilhelm Köpchen | 61. Friedrich Sells |
| 10. Karolina Stoberwald | 62. Wilhelm Köpchen |
| 11. Wilhelmina Kleinshmidt | 63. Albert Lehner |
| 12. Johann Carl Paul | 64. Friedrich Wilhelm Müller |
| 13. Martha Wulfe | 65. Heinrich Siegel |
| 14. Karl Dugron | 66. Julius Nidel |
| 15. Wilhelm Bach | 67. Hermann Reiser |
| 16. Anna Kirchstein | 68. Carl Kapenbrock |
| 17. Hermann Kirchstein | 69. Karoline Duncanson |
| 18. Wilhelm Köpchen | 70. Margaretha Wade |
| 19. Albert Köpchen | 71. Louise Pittmann |
| 20. August Scherff | 72. Christine Grob |
| 21. Heinrich Strauch | 73. Johannes Wehrli |
| 22. Emil Fergt | 74. Hermann Müller |
| 23. Friedrich Lügge | 75. Carl Seyle |
| 24. Heinrich Dugron | 76. Gustav Saffie |
| 25. Albert Mann | 77. Simon Müller |
| 26. Robert Protorius | 78. Maria Frey |
| 27. Albert Saffie | 79. Wilhelmine Labott |
| 28. Paula Böfel | 80. Ida Labott |
| 29. Maria Kleinshmidt | 81. Maria Stanley |
| 30. Anna Hennig | 82. Louise Schmann |
| 31. Mathilde Labott | 83. Laura Schuetter |
| 32. Johann Thone | 84. Wilhelm Kägebein |
| 33. Wilhelm Hennig | 85. Emilie Wolter |
| 34. Alfred Soblon | 86. Dorothea Keningelmann |
| 35. Emma Gähle | 87. Emma Gähle |
| 36. Alexander Wegner | 88. Ernst Rade |
| 37. Georg Grob | 89. Carl Pittmann |
| 38. Oskar Mann | 90. Louise Sinneckel |
| 39. Carl Schneider | 91. Friedrich Küber |
| 40. Clara Gerlach | 92. Heinrich Küber |
| 41. Emilie Siegel | 93. Dorothea Kapenbrock |
| 42. Anna Nidel | 94. Louise Vogel |
| 43. Carl Hennig | 95. Wilhelm Köpchen |
| 44. August Köpchen | 96. Johann Frey |
| 45. Wilhelm Lügge | 97. Albert Winter |
| 46. Carl Mann | 98. Heinrich Wehrli |
| 47. August Wegner | 99. Heinrich Wehrli |
| 48. August Wegner | 100. Heinrich Wehrli |
| 49. August Wegner | 101. Heinrich Wehrli |
| 50. August Wegner | 102. Heinrich Wehrli |

103.	Franz Baumann	154.	Emilie Dandron	204.	Friedrich August Plantikon	255.	Carl Kopp
104.	August Thiemer	155.	Emma Papenbrock	205.	Sophann Peters	256.	Wilhelmine Schneider
105.	Eddy Wollwege	156.	Amanda Baumann	206.	Ludwig Quajebarth	257.	Wilhelm Seige
106.	Otto Worbeltmann	157.	Minna Köhn	207.	Wilhelm Kelling	258.	Sorenz Stein
107.	Wilhelm Köhn	158.	Scha Böhm	208.	Ludwig Plantikon	259.	Alma Stein
108.	Maria Paul	159.	Katharina Wiskhoff	209.	Paul Franz	260.	Konrad Köchel
109.	Ellizabeth Vogel	160.	Bertha Wille	210.	Ernst Lechner	261.	Wilhelm Stabs
110.	Louise Wächmann	161.	Louise Mack	211.	Franz Burges	262.	Otto Brang
111.	Otto Plantikon	162.	Scha Schmidt	212.	Gustav Köchel	263.	Heinrich Deckstein
112.	Friedrich Berg	163.	Minna Fischer	213.	Caroline Gottschalk	264.	August Köcher
113.	Friedrich Quandt	164.	Bauline Lechner	214.	Dorothea Kaste	265.	Wilhelm Bojens
114.	Friedrich Dandron	165.	Selena Eitel	215.	Emma Böhm	266.	Albert Westphal
115.	Mathew LeGrand	166.	Emil Quandt	216.	Elisabeth Hanfen	267.	Friedrich Meyer
116.	Louis Papenbrock	167.	Martin Midel	217.	Maria Steffens	268.	Arthur Seige
117.	Edward Hanley	168.	Heinrich Sturr	218.	Peter Bojens	269.	Georg Feingelmann
118.	Ernst Siegel	169.	Franz Högler	219.	Mathias Feingelmann	270.	Arthur Wiffen
119.	August Boyer	170.	Wilhelm Plantikon	220.	Carl Köhn	271.	Wilhelm Greiff
120.	Friedrich Wiskhoff	171.	Wilhelm Gindhorst	221.	Wilhelm Schie	272.	Stille Martalla
121.	August Midel	172.	Edward Wiskhoff	222.	Wilhelm Kaste	273.	Bartha Abel
122.	August Sünge	173.	Wilhelm Quajebarth	223.	Theodor Prieger	274.	Selene Wornade
123.	Maria Septe	174.	Friedrich Kägebein	224.	Edward Köppe	275.	Anna Köppe
124.	Anna Wippenberg	175.	Maria Köhmann	225.	Wilhelm Peterfon	276.	Else Stabs
125.	Minna Klein, midt	176.	Anna Baumann	226.	Carl Ranothny	277.	Margaretha Decklein
126.	Maria Dammendrint	177.	Solphine Eppenhens	227.	Emil Kadoisch	278.	Wilhelm Wegrens
127.	Scha Wille	178.	Maria Worbeltmann	228.	August Friedrich	279.	Friedrich Wegrens
128.	Emma Baumann	179.	Carolina Ketzow	229.	Friedrich Stabs	280.	Mara Wina Süngeusen
129.	Maria Sturr	180.	Gertrud Himmelfel	230.	Scha Seing	281.	Ernst Grundmann
130.	Anna Vogel	181.	Mathilde Müller	231.	Mathilde Köpfer	282.	August Ziemann
131.	Willy, Johann Heinrich Satobs	182.	Albert Müller	232.	Anna Brang	283.	Wilhelm Sobanfen
132.	Theodore Sobnjon	183.	Friedrich Müller	233.	Katharina Seymour	284.	Ernst Werfel
133.	Carl Krüger	184.	Martin Müller	234.	Hola Effinger	285.	Max Döring
134.	Gustav Böhnke	185.	Sermann, Wegner	235.	Bertha Worbeltmann	286.	Georg Haner
135.	Gustav Feilichauer	186.	Gustav Marquard	236.	Margaretha Gottschalk	287.	Max Wolkauz
136.	Adolf Hofmeter	187.	Solph Köhmen	237.	Wilhelm Köhmen	288.	Carl Stelaff
137.	Sermann Kägebein	188.	Friedrich Schlie	238.	Sermann Holtens	289.	Peter Becker
138.	Bartha Wegner	189.	Arthur Wogelster	239.	Heinrich Wogelster	290.	Albert Abel
139.	Selena Raboff	190.	Carl Brän	240.	Gustav Martalla	291.	Fritz Kopp
140.	Wilhelm Thiemer	191.	Ludwig Burges	241.	Andreas Wurf	292.	Edward Köhmen
141.	Alexander Jakob Eitel	192.	Walter Röber	242.	Sufanna Hanfen	293.	Dorothea Hanfen
142.	Albert Phil. Schneider	193.	Johann Becker	243.	Elisabeth Feingelmann	294.	Robert Auer
143.	Louise Hanfen	194.	Auguste Wippenberg	244.	Sofia Sünge	295.	Eduard Auer
144.	Carl Burges	195.	Maria Seymour	245.	Gustav Morawski	296.	Emil Auer
145.	Johann Hanley	196.	Elmira Vogel	246.	Emil Morawski	297.	Ferdinand W. V. Stelaff
146.	Christlian Wäber	197.	Katharina Pfeilföcher	247.	Emil Wuffleben	298.	Ernst Bojens
147.	Friedrich Wippenberg	198.	Anna Effinger	248.	Georg Spaulding	299.	Paul Witt
148.	Wilhelm Wäber	199.	Emilie Köpfer	249.	Paul Spalbing	300.	Heinrich Westphal
149.	Albert Frey	200.	Anna Weifmann	250.	Wilhelm Hanfen	301.	Otto Werfel
150.	Georg Steigleder	201.	Ferdinand Herzfeldt	251.	Carl Plantikon	302.	Heinrich Martalla
151.	Carl Thiemer	202.	Arthur Herzfeldt	252.	Carl Köpfer	303.	Friedrich Stoll
152.	Rudolf Wächmann	203.	Bertha Wilhelmine Sulziane Wächmann	253.	Edward Seing	304.	Heinrich Köppe
153.	Anna Köper	204.	Clarence Köhmen	254.	Carl Stabs	305.	Carl Stabs

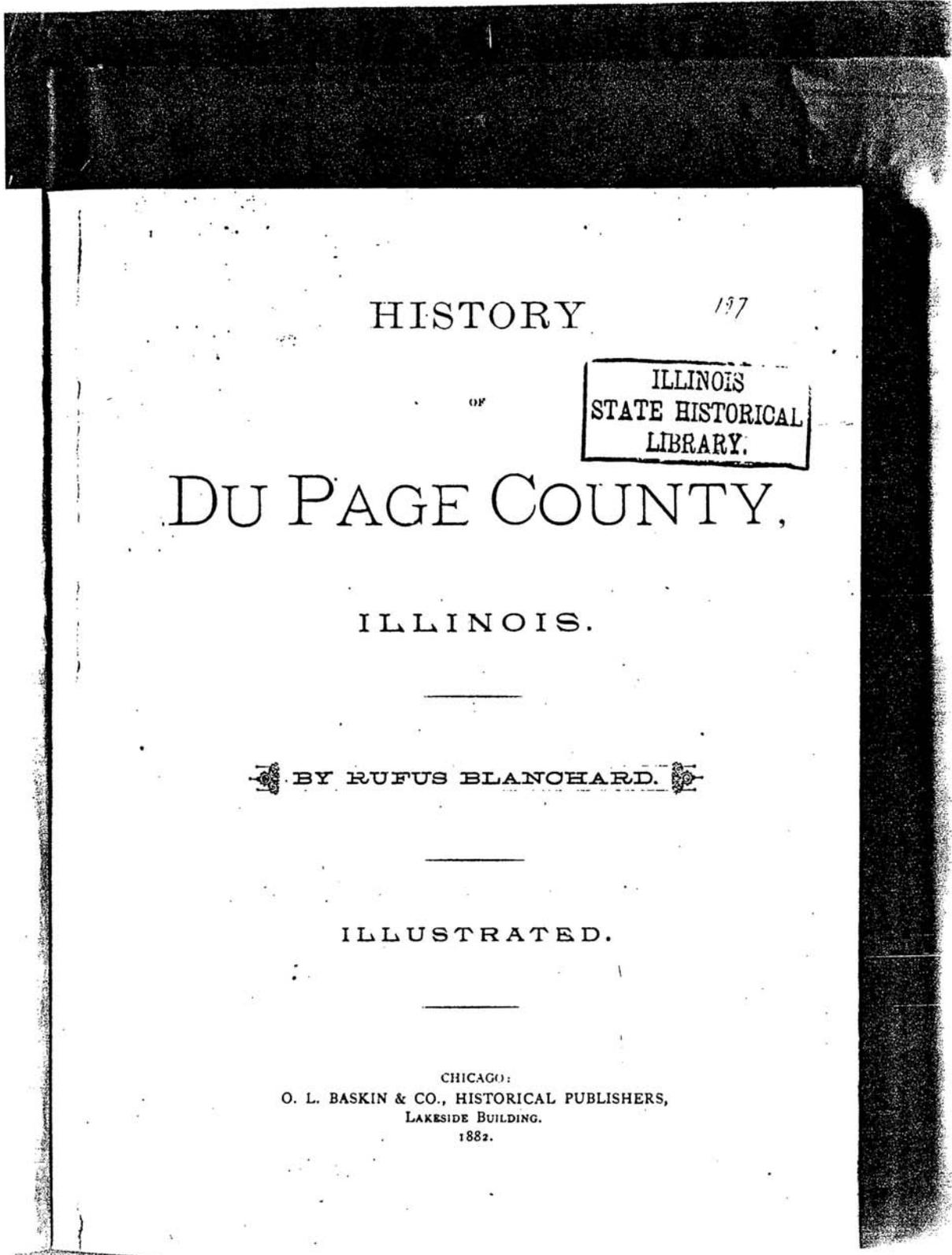
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306.	Elin Beitz	357.	Clarence Frojt	408.	Theodor Rommenfen	459.	Caroline Steinberg
307.	Bertha Stoll	358.	Anna Stumpfhans	409.	Wilhelm Buchholz	460.	Fredwig Barlow
308.	Anna Nissen	359.	Maria Pittelkow	410.	Friedrich Groll	461.	Gilly Sürgejen
309.	Sophia Bauer	360.	Bauta Nissen	411.	Sulius Selinger	462.	Louise Schwäber
310.	Laura Witbe	361.	Willie Nagel	412.	Karol Klantowski	463.	Auguste Feneft
311.	Seinrich Gülbner	362.	Karl Klantowski	413.	Sohann Kenedy	464.	Anna Schwäber
312.	Max Sieclaff	363.	Wilhelm Wunglind	414.	Soleph Urprung	465.	Anna Wessel
313.	Wilhelm Hiemann	364.	Karl Straub	415.	Sohann Schintowski	466.	Sora Gump
314.	Minna Wühbholc	365.	Louis Sohanlen	416.	Satob Albrecht	467.	Anna Schfelder
315.	Anna Stornig	366.	Srang Swandt	417.	Karl Kenedy	468.	Bella Koch
316.	Anna Keitz	367.	Sermann Schwäber	418.	Wilhelm Lange	469.	Wolfa Bohm
317.	Anna Kefchov	368.	Karl Wefphal	419.	Wulfab Buchholz	470.	Maria Wefßhuhn
318.	Wofa Senfen	369.	Karl Schiente	420.	Rudolph Schwäber	471.	Kelena Pittelkow
319.	Sohanna Braach	370.	Wilhelm Kopp	421.	Walter Groll	472.	Katharina Seemann
320.	Emilie Sermann	371.	Wilhelm Ruffelbt	422.	Sohann Miderl	473.	Mathilde Steinberg
321.	Ella Sermann	372.	Emma Stornia	423.	Sofffried Schintowski	474.	Martha Abramowfki
322.	Louise Kopp	373.	Augusta Döring	424.	Wilhelm Deder	475.	Meta Koffmann
323.	Salome Seinte	374.	Wofa Wiartalla	425.	Seinrich Schermann	476.	Mara Müller
324.	Sohann Sohanlen	375.	Rudmilla Sewelt	426.	Wolm Urprung	477.	Auguste Schwäber
325.	Friedrich Wiartalla	376.	Wefline Frenbelen	427.	Wex Koch	478.	Gilly Barlow
326.	Karl Bartley	377.	Bertha Krefft	428.	Wilhelm Meinheit	479.	Wilhelmine Wessel
327.	Wilhelm Swald	378.	Frida Höwenstrunt	429.	Robert Deder	480.	Anna Bohm
328.	Edward Döring	379.	Minna Pittelkow	430.	Wilhelm Prader	481.	Augusta Müller
329.	Anna Warnece	380.	Balma Farmer	431.	Karl Wessel	482.	Wefie Koffmann
330.	Augusta Wefßhal	381.	Charlotie Barlow	432.	Friedrich Schwäber	483.	Anna Schintowski
331.	Wefie Wefßhal	382.	Wilhelm Schwäber	433.	Georg Frenge	484.	Mara Bohm
332.	Pauline Frenbelen	383.	Fridy Hiemann	434.	Walter Buchholz	485.	Wefie Wessel
333.	Emilie Höwenstrunt	384.	Karl Wefßhal	435.	Georg Greleng	486.	Engel Schwäber
334.	Maria Goppe	385.	Wolm Großmann	436.	Friedrich Müller	487.	Anna Koffman
335.	Louise Schwäber	386.	Friedrich Feneft	437.	Otto Lange	488.	Edna Frenge
336.	Martha Schwulze	387.	Wilhelm Frenß	438.	Walter Schintowski	489.	Otto Satob
337.	Margaretha Frenß	388.	Wilhelm Seemann	439.	Arthur Buchholz	490.	Karl Kopum
338.	Louise Wihnemann	389.	Edward Klantowski	440.	Anna Schumpfhans	491.	Walter Gorum
339.	Meta Stab	390.	Arthur Koch	441.	Dorothea Steinberg	492.	Louis Gorum
340.	Alma Schelaff	391.	Karl Bohm	442.	Mara Stornia	493.	Karl Sippemann
341.	Wilhelm Seemann	392.	Karl Wunqulid	443.	Emilie Döring	494.	Srang Sippemann
342.	Sermann Müller	393.	Clarence Witbe	444.	Sba Schwulze	495.	Louise Wndres
343.	Sermann Müller	394.	Albert Gump	445.	Olga Kankte	496.	Nikolaus Wndres
344.	Bertha Swald	395.	Otto Wönd	446.	Anna Wiartalla	497.	Serbert Soffmann
345.	Edna Swald	396.	Kauf Frenbelen	447.	Anna Schelaff	498.	Wofie Wessel
346.	Martha Swald	397.	Karl Schfelder	448.	Sba Selinger	499.	Woline Koch
347.	Ella Chriftine Bartley	398.	Sohann Ruffelbt	449.	Wifabeth Schelaff	500.	Simer Koch
348.	Eina S. S. Müller	399.	Friedrich Wessel	450.	Wefie Schintowski	501.	Wifilb. Schlad
349.	Karl Ruffelbt	400.	Friedrich Wefßhuhn	451.	Wofie Frenge	502.	Frieb. Schlad
350.	Sulius Grundmann	401.	Arthur Groll	452.	Wefie Schintowski	503.	Wolm Schilg
351.	Srang Hiemann	402.	Seinrich Sohanlen	453.	Wifrieda Feneft	504.	Magdalena Schilg
352.	Wolff Sürgejen	403.	Walter Müller	454.	Wilhelmine Abramowfki	505.	Wifilb. Raitfchud
353.	Rudolf Höwenstrunt	404.	Wilhelm Greleng	455.	Wefie Wndel	506.	Mara Raitfchud
354.	Walter Witbe	405.	Wilhelm Rommenfen	456.	Mathilde Pittelkow	507.	Arthur Raitfchud
355.	Max Wulfo	406.	Friedrich Ruffelbt	457.	Wefie Hiemann	508.	Srang Wndelblbt
356.	Robert Wranowski	407.	Seinrich Frenß	458.	Frieda Frensmann	509.	Saura Schwäber

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510.	Edwin Schuster	663.	Edna Clifford
511.	Emma Grelens	664.	Alice Röhl
512.	Emilie Denite	665.	Mabel Röhl
513.	Silbe Demse	666.	Marie Schmeck
514.	Sobann Krüger	667.	Katherine Schmedt
515.	Louise Krüger	668.	Theodor Schmedt
516.	Friedrich Krüger	669.	Francis Schmedt
517.	Friedrich Wittmann	670.	Louise Suberg
518.	Walter Wittmann	671.	Else Potthoff
519.	Hoja Kratner	672.	Florence Potthoff
520.	Willy Kratner	673.	Helene Potthoff
521.	Anna Kratner	674.	Loreta Potthoff
522.	Sobann Kratner	675.	Gerbert Sieck
523.	Caroline Grimms	676.	Walter Sieck
524.	Georg Grimms	677.	Helma Sieck
525.	Anna Barbo	678.	Florence Müller
526.	Wilhelmine Barbo	679.	Maryle Müller
527.	Walter Barbo	680.	Sage Müller
528.	Katherine Barbo	681.	Carl Gern
529.	Georg Barbo	682.	Friedrich Gern
530.	Anna Kuhnle	683.	Raymond Gern
531.	Martha Kuhnle	684.	Paul Friedrichs
532.	Maria Kuhnle	685.	Edwin Kullas
533.	Allice Jors	686.	Walter Kullas
534.	Edward Jors	687.	Hermann Kullas
535.	Martha Jors	688.	Albert Moulton
536.	Gene Gensch	689.	Annabell Moulton
537.	Emil Gensch	690.	Marie Moulton
538.	Edward Gensch	691.	LeRoy Halblaub
539.	Gerbert Mienoldt	692.	Emet Hubery
540.	Eugen Mienoldt	693.	Edwin Peterfon
541.	Willy Gramer	694.	Hernice Peterfon
542.	Carl Gramer	695.	Helene Greinke
543.	Margaretha Gramer	696.	Elmer Greinke
544.	Hoja Wright	697.	Maryle Greinke
545.	Emil Puls	698.	Hendhold Streich
546.	Willy Puls	699.	Sda Streich
547.	Carl Sübler	700.	Allen Witt
548.	Gd. Schwanow	701.	Georg Dan
549.	Helena Schwanow	702.	Donald Morgan
550.	Ballace Maronde	703.	Ernst Mallin
551.	Eustan Wiefse	704.	Halph Mallin
552.	Carl Wiefse	705.	Ray Mallin
553.	Diga Wiefse	706.	Arthur Graw
554.	Sarry Bogda	707.	Ernst Graw
555.	Silly Wiefse	708.	Herbert Bullock
556.	Erwin Bogda	709.	Herbert Bullock
557.	Richard Parfin	710.	Ernst Lews
558.	Gene Wiefse	711.	Frank Lews
559.	Katharina Wiefse	712.	Carl Lews
560.	Carl Wiefse	713.	Anna Lews
612.	Frieda Bullmann		
613.	Willy Riebel		
614.	Aug. Schwanenberg		
615.	Carl Schwanenberg		
616.	Friederike Riebel		
617.	Arthur Kelley		
618.	Georg Kelley		
619.	Sillian Weiffaecht		
620.	Christiane Weiffaecht		
621.	Engelene Weiffaecht		
622.	Mally Weiffaecht		
623.	Helene Steinfe		
624.	Carl Steinfe		
625.	Adelheid Wobro		
626.	Marlin Kneß		
627.	Reinhold Kneß		
628.	Edsworth Kneß		
629.	Clarence Mellenndorf		
630.	Edwin Mellenndorf		
631.	Chester Mellenndorf		
632.	Bertha Widdow		
633.	Stina Widdow		
634.	Emil Widdow		
635.	Albin Mellenndorf		
636.	Carl Krüger		
637.	Bertha Wiedbert		
638.	Reinhold Wiedbert		
639.	Arthur Wiedbert		
640.	Carl Sell		
641.	Elisabeth Sell		
642.	Albert Sell		
643.	Paul Ringler		
644.	Antonette Dammik		
645.	Edwin Dammik		
646.	Edward Müller		
647.	Heinrich Müller		
648.	Willy Müller		
649.	Willy Müller		
650.	Mabel Müller		
651.	Diga Strempler		
652.	Emma Strempler		
653.	Amalia Strempler		
654.	Marie Wiefeking		
655.	Sorry Wiefeking		
656.	Urban Suberg		
657.	Sobann Suberg		
658.	Cecilia Suberg		
659.	Maryle Suberg		
660.	Alma Stabe		
661.	Edward Stabe		
662.	Carl Clifford		

714. Paul Witts	816. Harold Killy	916. Arthur Schrag
715. Henry Witts	817. Ottomar Killy	917. Alfred Schrag
716. Robert Witts	818. Anna Ehren	918. Margaret Schrag
717. Gillian Witts	819. Roy Ehren	919. Fred Schrag
718. Raymond Kelly	820. Samuel Marjard	920. Margaret Schrag
719. Caroline Buchholz	821. Arthur Sachardt	921. Fred Schrag
720. Clara Buchholz	822. Walter Sachardt	922. Margaret Schrag
721. Edna Buchholz	823. Lois Sachardt	923. Fred Schrag
722. Wesley Lijja	824. Soulie Sachardt	924. Margaret Schrag
723. Mildred Lijja	825. Johannes Drazenberg	925. Fred Schrag
724. Harold Lijja	826. Arthur Drazenberg	926. Margaret Schrag
725. Carl Mogg	827. Hannah Canob	927. Fred Schrag
726. Florentine Mogg	828. Louis Sachardt	928. Margaret Schrag
727. Martin Mogg	829. Eddie Radbaj	929. Fred Schrag
728. Maria Strempler	830. Wilh. Radbaj	930. Margaret Schrag
729. Charles Floberf	831. Albert Sahn	931. Fred Schrag
730. Margaretha Floberf	832. Anna Sahn	932. Margaret Schrag
731. Walter De Soward	833. James Galmond	933. Fred Schrag
732. Carl Eckte	834. Alma Haupt	934. Margaret Schrag
733. Margaret Gray	835. Elsie Haupt	935. Fred Schrag
734. Nettie Albert	836. Josefella Kelly	936. Margaret Schrag
735. Edwin Albert	837. Francis Kelly	937. Fred Schrag
736. Edmond Albert	838. Sigart Kelly	938. Margaret Schrag
737. Alma Gottschalk	839. Oscar Kelly	939. Fred Schrag
738. Victor Gottschalk	840. Grace Kelly	940. Margaret Schrag
739. Walter Gottschalk	841. Rudolf Kramer	941. Fred Schrag
740. Edna Wied	842. Marie Kramer	942. Margaret Schrag
741. Marie Wied	843. Fein. Kramer	943. Fred Schrag
742. Violet Wied	844. Johann Kramer	944. Margaret Schrag
743. Georg Lindemann	845. Walter Gerite	945. Fred Schrag
744. Willard Lindemann	846. Florenz Devens	946. Margaret Schrag
745. Clara von Holland	847. Elvira Schijer	947. Fred Schrag
746. Anna von Holland	848. Loretta Schijer	948. Margaret Schrag
747. Elizabeth Miller	849. Carl Schijer	949. Fred Schrag
748. Irma Waldapfel	850. Alexander Kraus	950. Margaret Schrag
749. Laura Waldapfel	851. Friedrich Kraus	951. Fred Schrag
750. Lydia Wefer	852. Heinrich Kraus	952. Margaret Schrag
751. Wilhelm Wefer	853. Albert Dumber	953. Fred Schrag
752. Edna Wefer	854. Clarence Dumber	954. Margaret Schrag
753. Herbert Wefer	855. Leonore Dumber	955. Fred Schrag
754. Georg Wefer	856. Fein. Fein	956. Margaret Schrag
755. Minna Braaflsch	857. Johann Fein	957. Fred Schrag
756. Edwin Braaflsch	858. Herbert Fein	958. Margaret Schrag
757. Eimer Braaflsch	859. Richard Palm	959. Fred Schrag
758. Edna Braaflsch	860. Rabel Palm	960. Margaret Schrag
759. Herman Boeller	861. Ulrichs Grob	961. Fred Schrag
760. Rosa Martens	862. Anita Gross	962. Margaret Schrag
761. Gertrud Martens	863. Elsie Grob	963. Fred Schrag
762. Walter Lepus	864. Georg Grob	964. Margaret Schrag
763. Fein. Niedemann	865. Luina Saemel	965. Fred Schrag
764. Raymond Niedemann	866. August Saemel	966. Margaret Schrag
	867. Frieda Dytloff	967. Fred Schrag
		968. Margaret Schrag
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ADDISON TOWNSHIP.

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1878, he married Maggie Hamilton, born in Glasgow, Scotland, daughter of David and Jane (Morrison) Hamilton, to whom were born three daughters and one son. James Clark has two children—Adelbert and daughter (unnamed).

LOUIS DIERKS, farmer, P. O. Bensenville, was born July 30, 1835, in Neustadt Amt Rodowald, in the Province of Hanover, only son of John Henry and Dorothy (Preussner) Dierks. In 1841, Louis came to America with his parents, and, in November of the same year, his father located on Section 13. There was a log house and but little improvements. His father is now well up to ninety years of age; he resides with his daughter Caroline, wife of Henry Miller, in Cook County. Louis, being raised on the farm, became attached to that life, and decided to make it his business. July 4, 1855, he was married, in Chicago, to Margaretha Laung, born September 10, 1833, in Amt Hoyn, Province of Hanover; her parents were Detrick and Rebecca Breuning, he born in 1803, his wife in 1815, and he came to America in 1861. She died in the old country in 1855; he in 1865, in this county. Since Mr. Dierks' marriage, he has been located on the homestead, consisting of 155 acres; he has one of the best houses in the township, built of brick and furnished in first class style; his farm adjoins the town of Bensenville. Twelve children have been born to Mr. Dierks, nine of whom are living—Sophia, born April 20, 1860; Ernst, February 11, 1859; Louis, June 20, 1861; Martha, October 20, 1863; William, October 19, 1865; Emma, February 10, 1868; Albert, July 20, 1870; Henry, August 3, 1872; Ida, April 1, 1874. Mr. Dierks is a member of the Lutheran Church.

EDWARD EHLERS, farmer and miller, P. O. Elmhurst, is the owner and proprietor of the wind-mill in the east part of Addison

Township; he was born in this township March 8, 1850, second son of Frederick Ehlers, a native of Hanover, who came to this State in 1850; he married Maria Meyers and subsequently located in Cook County, where he died in 1869; his widow yet lives on the homestead. Edward remained at home until his marriage, which occurred May 23, 1877, with Caroline Korthauer, daughter of Esquire Korthauer, of this township. Since his marriage, he located where he now resides, and has been engaged in farming and running the Addison Mill. Having a steam engine of twenty-five horse-power, he is never compelled to cease running his mill, when the wind is not sufficient to propel the machinery. He has two children—Mary Christina and Bertie E.

FREDERICK FISCHER, farmer, P. O. Elmhurst. Henry D., the eldest brother of Frederick, emigrated to this country in 1833; came first to Chicago, and shortly after, took a claim on Section 27, in Addison Township. The remainder of the family came in the fall of 1836, and have since been identified with the interests of Du Page County. Frederick was born March 17, 1823, in Hanover. His father was Conrad Fischer, who married Louisa Reinking, and the fruits of this marriage were three sons and three daughters—Henry D., Louisa, Frederick, Augustus, Caroline and Wilhelmina; the latter was accidentally drowned while coming to this country. Louisa married Henry Bielfeld, now of Milwaukee; Caroline, wife of Louis Rathje. Conrad Fischer and his family settled where George Fisher now lives, in this township, where he remained until his death, having attained to the age of over fourscore years; he was a member of the Evangelical Lutheran Church, and was a man of substantial character and highly respected. Frederick has been a constant resident of this township, and

has been successful as a farmer, having 630 acres of choice land. He has been twice married—first, in 1847, to Henrietta Meesbrink, who died in 1880, leaving three children—Louisa, Caroline and Albert. Louisa is the wife of Fred Koch, United States Gauger; Caroline married Fred Buchold, and Albert lives in Chicago. His present wife was Mrs. Dorothe Poehlsen, daughter of Ludwig and Charlotte (Bube) Kluto. Mr. Fisher moved to his present location in 1845.

AUGUST FISCHER, farmer and stock-raiser, P. O. Elmhurst, was born February 26, 1826 at Estorf, in the Kingdom of Hanover, and is the third son born to Conrad and Louisa (Reinking) Fischer. August was but ten years of age when his parents located in this township. He married, May 27, 1849, Eliza Hackrott, who was born December 25, 1828, near the city of Hanover. Her parents were August and Mary (Erveger) Hackrott, who emigrated from the old country and settled in this township in 1842, on land adjacent to the Fischer estate. August Hackrott was born in the summer of 1800; his wife Mary on February 27, the same year. To them eleven children were born, seven of whom lived to be grown, Mrs. Fischer being the only one of the family remaining in Du Page County. Her father died in 1852, her mother in 1840; they were members of the Evangelical Church. After Mr. Fischer's marriage, he located on the farm he now occupies, where he had then but 200 acres of land; he has now over 1,500 acres in all, 400 in Iowa, the remainder in this and the adjoining county. Farming has been his business since he began life for himself; he keeps a dairy of over fifty cows and is a very successful farmer. Mr. and Mrs. Fischer are parents of five children, four living—Otto, Amelia, Gustave and Charles. Amelia resides in Elmhurst, wife of Adam S. Glos;

Otto, a farmer in this township; Gustave and Charles, at home.

GEORGE A. FISCHER, farmer, P. O. Addison, was born on the farm he now owns, January 30, 1851, the seventh son born to Henry Dietrich Fischer, born in 1815 in the village of Esdorf, in the Kingdom of Hanover; he learned the harness-maker's trade, and, in 1834, embarked for America. In 1836, his parents, two brothers and two sisters came to this section from the old country, and determined to engage in farming. In 1837, Henry D. married Ann Maria Franzen, daughter of Bernhard, one of the early settlers of this township. Mr. Fischer was a representative man of his time; he held the office of Justice of the Peace from 1854 up to the time of his death, July 1, 1868. In 1855, he was elected Supervisor, and was re-elected annually until 1859, and again in 1866. He was a staunch Republican. His children were as follows: Henry D., born May 21, 1833; Charles C., March 1, 1840, died 1855; Frederick L., July 30, 1842; Augustus H., October 1, 1844, was killed at Atlanta, Ga., August 13, 1864; Herman A., September 6, 1846; William H., December 18, 1848, died June 9, 1865; George A., June 30, 1851; Eliza C., June 25, 1853; William H., August 17, 1855; A. Henriette, November 27, 1857, died in 1859. George A. has succeeded his father on the homestead; he received good common-school advantages; also attended several terms at Wheaton College. He took charge of the farm in 1876. January 30, the same year, he married Mary C., daughter of B. H. Franzen and Charlotte Buchholz. Mary C. was born May 20, 1856, in Prussia; she has one brother, Augustus H., and two sisters—Louisa and Caroline. Mr. Fischer has 237 acres and the best of farm improvements. He has two children living—Edgar B. H. and Henry F. A.; Flora

ADDISON TOWNSHIP.

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died November 15, 1878, born December 27, 1870.

OTTO A. FISCHER, farmer, P. O. Elmhurst, is the oldest son of August Fisher, one of the prominent farmers and early settlers of the township. He was born March 10, 1850, and has been a resident of the township since. His school advantages were such as were obtained in the neighborhood at the common district school, which he completed by attending Dyrenfurth Commercial College, at Chicago; returning home, he continued work on the farm. July 10, 1874, he wedded Mary Weinrebe, daughter of August and Christina (Marges) Weinrebe. After his marriage, he located where he now resides, and engaged in farming and stock-raising. He has 195 acres in this, and 78 in Cook County. Has three children—Alfonso A., Eleanor E. and Alonzo G.

J. H. FRANZEN, farmer, P. O. Bensenville, was born in October, 1813, in Prussia, the eldest son and second child born to Barney H. Franzen and Fenne Adelherd Elfring; he was born October 4, 1782, and married in 1808; his wife Fenne was born March 13, 1781. To them were born Anna Catharine, John Henry, Annie Gesina, John Barney and Gerhard Henry. The family emigrated to the United States in 1834; the father died January 5, 1844; the mother April 3, 1835. July 1, 1838, he married Anne E. Dieckhoff, who was born in Hanover September 13, 1810, and died July 25, 1844, leaving four children, but two of whom are living—Mary and Sophia. Mary is the wife of Henry Kirchhof; Sophia married Henry Fruehli. Herman was struck by lightning July 13, 1850. He was married in October, 1844, to Anna Catharine Deters, who was born September 14, 1824, and by her ten children were born, seven living—Barney, born October 2, 1845; Caroline, born August 11, 1847;

Emma C., born April 6, 1849; Carl August, born September 28, 1852; John Henry, born February 27, 1855, died March 7, 1880; Dorothy, born January 25, 1857; Fred W., born March 18, 1861; Herman H., born September 3, 1868. Mr. Franzen has thirty-eight grandchildren. For several years after his coming here he was engaged in running an oil-mill; aside from this, he has given attention to farming. He has about 250 acres here and 600 in Minnesota. He has now retired from active life and is enjoying the fruits of his labor in quiet and contentment.

HENRY FRANZEN, farmer, P. O. Bensenville, is a son of John Franzen, a native of Prussia, who came to Du Page County in 1837, and was identified with the county until his death. He first settled on the farm now owned by George Eiterman, and followed farming. Henry was born June 20, 1836, and has given his time and attention to farming. July 16, 1858, he was married to Louisa Eiterman, born in August, 1842, daughter of John George Eiterman, who came here in 1842. Since his marriage, Mr. Franzen has been located on the farm he now owns. He has had nine children, seven of whom are living—Sophia, the eldest, residing in Elk Grove Township, Cook County, wife of Fred Everding; Elvena, Matilda, Julius, Emil, Lizzie and Hulda; Henry, who died in his sixth year, and a babe who died young. Mr. Franzen has 100 acres here, upon which are nice farm buildings and a residence large and commodious. He has also 120 acres located in Cook County. He is a member of the Evangelical Church.

C. A. FRANZEN, lumber and warehouse Bensenville, was born in this township September 28, 1852, second son of John H. Franzen; he received a good common-school education, and afterward graduated at Bryant

BIOGRAPHICAL:

Of the five children living, they are located as follows: Louisa resides in Peabody, Marion Co., Kan., wife of Frederick Seybold; Henrietta is the wife of Fred Graue, of York Township, this county; Caroline resides in Elmhurst, relict of Diedrich Struckman; George resides in Oregon; Henry has always been a resident of the township since he came. His father, being of mechanical turn of mind, taught his son Henry the carpenter's trade, at which he worked while young; soon after coming to his majority, he gave his attention to agricultural pursuits. He has been twice married—first, November 18, 1852, to Mary Kirchhoff, who was born in Hanover, daughter of Henry and Christina (Ofingsten) Kerchhoff; she died May 1, 1874, having borne him three children, viz., Herman, Caroline and William. May 28, 1876, he married Mrs. Mary Stueve, who was born in Hanover October 10, 1827; she was a daughter of Henry Hoppensteat and Doratha Biermann, who came to this country in 1842. Mr. Korthauer has 195 acres of land; he for several years was giving some attention to the nursery business, but farming has been his principal interest. He was elected Justice of the Peace in 1870, and has since been re-elected; was six years Supervisor, and has always been a staunch Republican and a member of the Evangelical Church.

E. L. KRAGE, retired farmer, P. O. Addison. Of the old-time settlers living who came here in 1837, Mr. Krage is one of the few remaining. Frederick Louis Krage was born April 28, 1827, near the village of Laderholz, in the Kingdom of Hanover. He was the only son and eldest child of Frederick William Krage, who was born March 17, 1800, in Rodenwaldt, a farmer and carpenter by trade; his wife was Anna Mary Doratha Stuenkel, born January 4, 1802, daughter of Louis Stuenkel. The family came here in

1837, purchasing a claim on Section 34, of Richard Kingston; upon this the father settled with his family, and remained here until his death, August 18, 1872; his wife died the year after their arrival here, July 18, 1838. The children born to them were Fred L., Louisa, who married Henry Graue; Mary, wife of Peter Meville, of Chicago, and Caroline, who was the wife of August Graue, now deceased. Fred L. has always remained on the homestead, being the only son. He has been thrice married—first, July 24, 1851, to Wilhelmina Graue, daughter of Fred Graue; she died November 20, 1862; but one child now living by her—Augusta, wife of Fred Stuenkel, now of Arlington Heights. His second marriage was, April 24, 1863, to Mary Weber, daughter of Henry Weber; she died November 10, 1866; by her two children were born—Caroline and Mary. Caroline is the wife of Otto Feine. April 5, 1867, he married Caroline Graue, daughter of Fred Graue, of York Township; by her five children were born, viz., Louis, Emily, Fred, Paulina and August. Mr. Krage has over 500 acres of land; is a successful farmer and a Lutheran.

HENRY F. KOLZE, farmer, P. O. Bensenville, was born in Cook County, Ill., in the Kolze settlement June 6, 1836. He is the eldest son and child of Henry and Mary (Resto) Kolze, both natives of Hanover, who, upon their arrival in this country, located in Cook County, where they raised a family—two sons and four daughters. Next in order of birth to Henry is Louisa, who is the wife of Fred Arbecker, residing in Cook County. Elvena resides in Addison Township, wife of George Basenburg. Lillie is also a resident of this township; she is the wife of William Franzen. Amelia resides with her parents in Cook County. Henry Fred remained on his father's farm in Cook County until his marriage, which occurred May 12, 1870,

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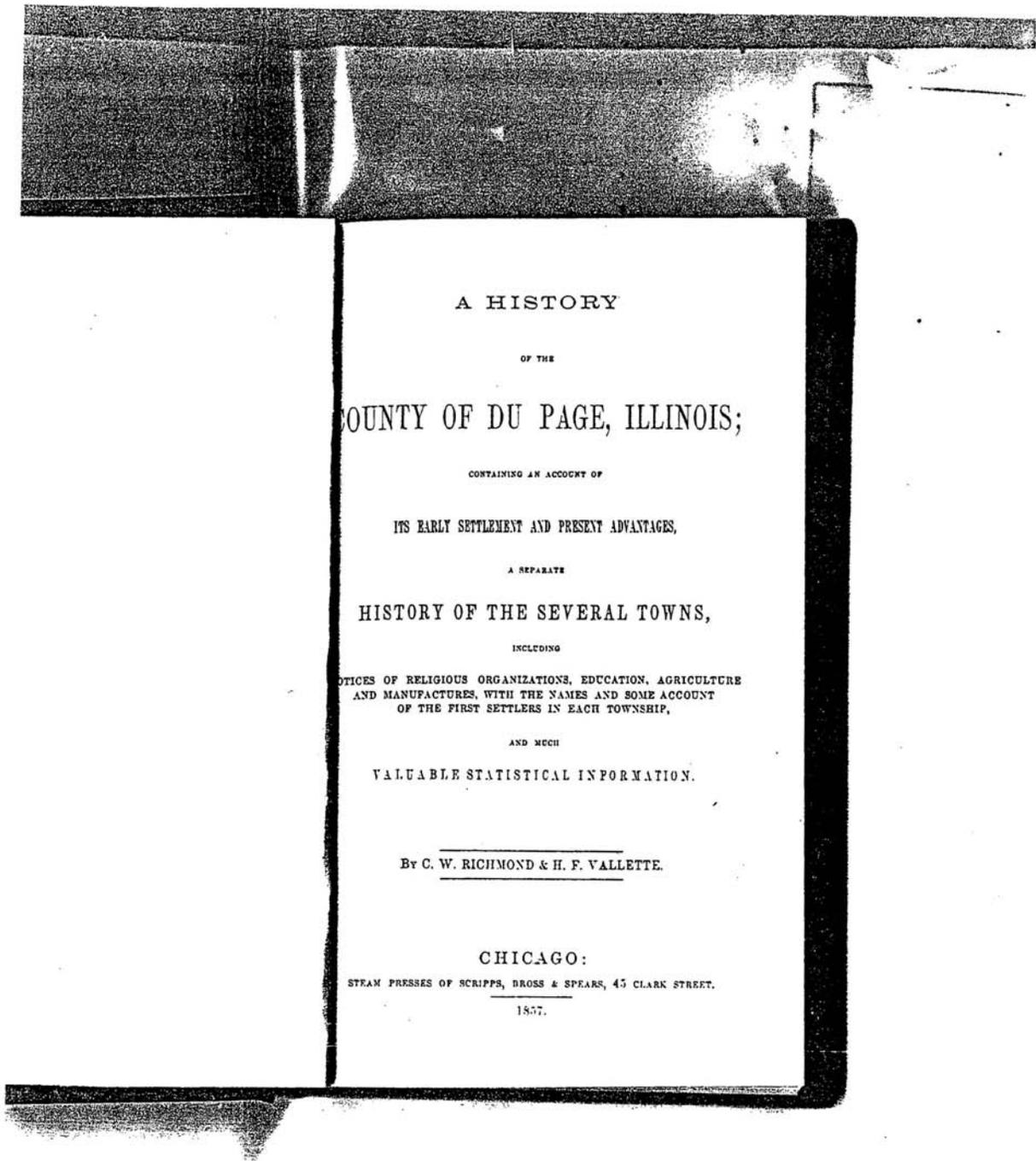
the town. He cast his first vote for Henry Clay. He has been thrice married—first, February 10, 1841, to Jane C., daughter of Richard Smith, of Herkimer County, N. Y.; she died May 31, 1848, leaving no issue. May 23, 1850, he married Mary, daughter of Deacon Elijah and Anna (Hotchkins) Allen, of Stockbridge, Vt.

D. SCHMIDT, farmer, P. O. Bensenville. Of the substantial families of Addison Township, the Schmidt family stand among the first. Deitrich Schmidt was born April 9, 1820, near Stulznau, in Landesbergen, in the Kingdom of Hanover, and is the youngest of a family of twelve children born to John Henry Schmidt, who moved here with his family in 1835, arriving in June and purchasing a claim; he located on it, and about him afterward settled his sons. Deitrich was first married to Sophia Steager, who was born in Hesse Darmstadt; she was killed by lightning in 1852; his second wife, Louisa, daughter of Yost Turner, who was an early settler in the county. Mr. Schmidt has seven children, six sons and one daughter—August, George, Alexander Deitrich, Edwin, Herman; his daughter Sophia married Barney Franzen. He has several hundred acres here and 305 in Iowa. He is a successful farmer and substantial citizen of the community.

LOUIS SCHMIDT, farmer, P. O. Bensenville, was born January 15, 1840, on the farm he now owns, which his father located in 1830; his father was Louis, born in the Kingdom of Hanover in 1808, who came to this county in 1835, with his brothers and father, all of whom settled in this immediate neighborhood, the land being yet in the possession of the family. The mother of our subject was Louisa Fischer, who bore her husband three children—Louis, Louisa and Caroline; both of the sisters are now de-

ceased. The father died in 1876, the mother in 1854. August 15, 1862, he volunteered in Company I, One Hundred and Fifth Regiment of Illinois Volunteer Infantry, and served until the close of the war, retiring from the service with the rank of Sergeant. He participated in all the battles of the war in which his company was engaged. He was with Sherman on his march to the sea, and it may be said of Louis Schmidt that as a soldier and comrade he knew his duty and performed the same with fidelity and zeal. In the fall of 1867, he was first married, his wife being Hannah Ahrbecker, who died, leaving him four children—Ida C., Herman A., Emma and Louisa. August 29, 1880, he married his present wife, Mrs. Frederica Schutte, by whom he has had four children, three living—Ida, Emma and Annie. Mrs. Schmidt's maiden name was Franzen, daughter of Gerhart and Catharina (Hartbeck) Franzen. Mr. Schmidt has an excellent farm of 213 acres, with stone house and the best of barns and farm implements. In politics, Mr. Schmidt has always been a staunch Republican, and is generally selected by his party to represent them in caucuses and conventions.

ERNST C. SCHROEDER, blacksmith, Itasca; is one of the oldest smiths in Addison Township, having been here since 1856; he learned his trade with his father in Germany, where he was born in April, 1833, and came to America in 1854, making Chicago his home for two years prior to his coming here. His father, Charles Frederick Schroeder, was born in Mecklenburg October 24, 1801, and, April 25, he married Hannah Maria Steuve. Ernest worked at his trade while in Chicago the first year for Peter Schatler; the remainder of the time for Pierce, Tucker & Hicks. After he came to this township, he worked first for Fred Seibold. Afterward, he and



A HISTORY
OF THE
COUNTY OF DU PAGE, ILLINOIS;
CONTAINING AN ACCOUNT OF
ITS EARLY SETTLEMENT AND PRESENT ADVANTAGES,
A SEPARATE
HISTORY OF THE SEVERAL TOWNS,
INCLUDING
NOTICES OF RELIGIOUS ORGANIZATIONS, EDUCATION, AGRICULTURE
AND MANUFACTURES, WITH THE NAMES AND SOME ACCOUNT
OF THE FIRST SETTLERS IN EACH TOWNSHIP,
AND MUCH
VALUABLE STATISTICAL INFORMATION.

By C. W. RICHMOND & H. F. VALLETTE.

CHICAGO:
STEAM PRESSES OF SCRIPPS, BROSS & SPEARS, 45 CLARK STREET.
1857.

Y OF

DU PAGE COUNTY.

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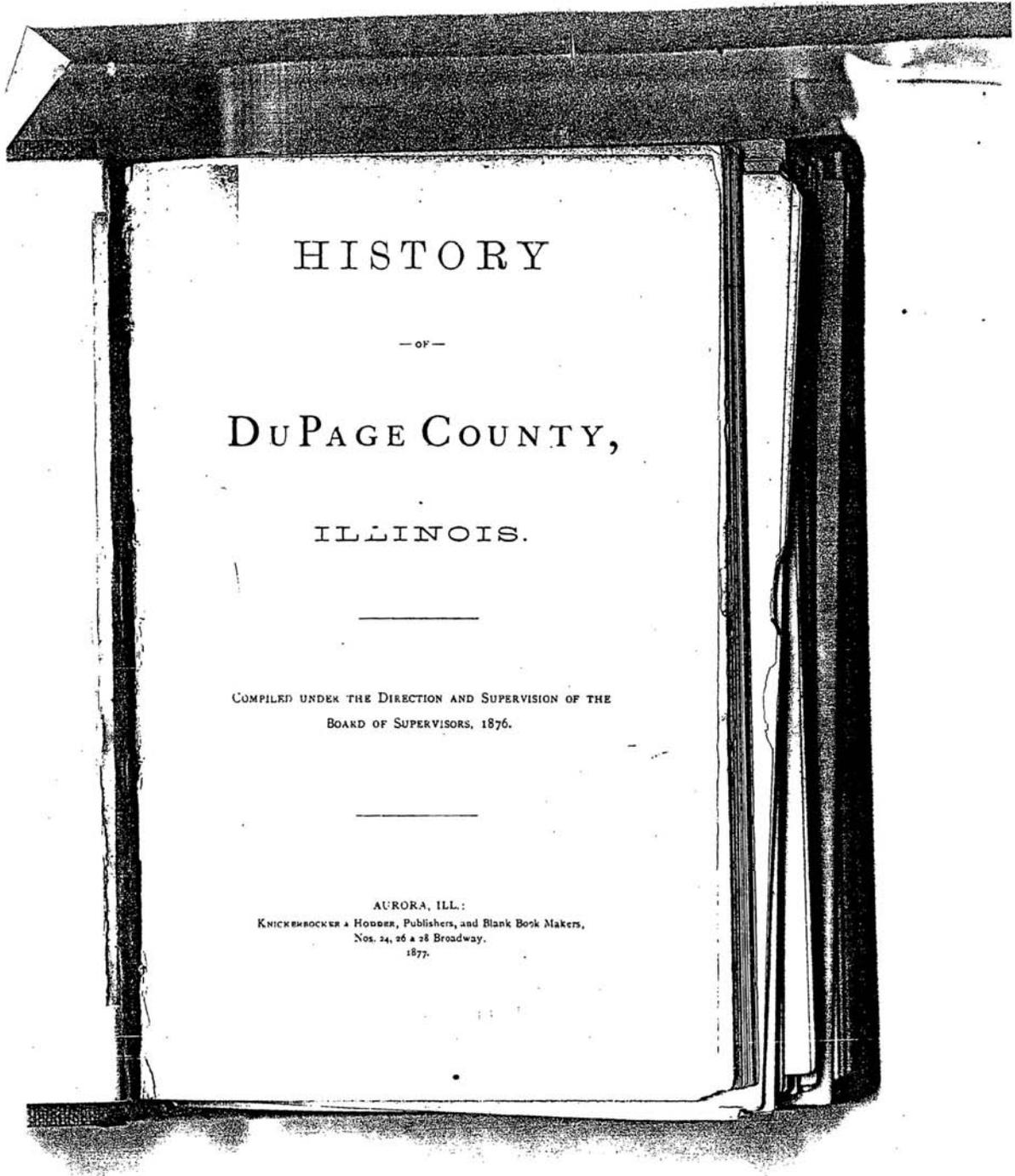
among the prairie grass were somewhat disturbed howled most hideously part of the night; but ches, they rested full as under the circumstances. reached Meacham's grove, ettlers by the name of ned some instruction in y learned how to make ruct cabins, and how to rom this place they pro- nce along the west bank s grove, and camped for the house of H. D. Fisher

umber they took a northern r, and made their claims rove. The timber claims s, and the prairie claims ely around each. Imme- ide for the erection of a leveled with a hoe, and t with an ax, was spread as made of cotton cloth, a month, until their cabin sides of the new cabin together by the pony— company, of whom honor- ade — the floor was formed oak shingles. The family August, 1834. The 18th date of the birth of the

first white child in the town. Three barrels of frozen apples were planted by Mr. Duncklee in the spring of 1836, from which nearly all the region has been supplied with fruit trees. He sold from his own orchard, in 1855, upward of \$600 worth of fruit. There is a cotton-wood tree standing in his yard which sprang from seed sown in 1837, and measures five feet two inches in circumference, at a height of fourteen inches from the ground.

The following table gives the names of the early settlers, the date of settlement, and the state or country from which they emigrated :

NAMES.	YEAR.	WHERE FROM.
Hezekiah Duncklee	1834	N. H.
Mason Smith	"	"
E. Duncklee	1835	"
A. Ingals	1834	Mass.
G. Fisher	"	Germany. in St
H. Smith, sen.	1835	"
Geo. Rouse	"	N. Y.
E. Lester	"	"
M. Lester	"	"
F. Lester	"	"
D. Lester	"	"
J. Polbranz	1836	Germany
B. Kaler	"	"
D. S. Dunning	"	N. Y.
D. Gray	1834	Germany
V. Gray	"	"
H. D. Fisher	1836	"
H. Smith, jun.	1835	"
F. Smith	"	"
J. Thomson	1834	"
Lewis Smith	1835	"
H. Botermund	1837	"
F. Kragie	"	"
F. Stainkle	"	"
J. Bertman	1836	"
S. D. Pierce	"	N. Y.
C. W. Martin	"	"
W. Boske	1835	Germany
B. F. Fillmore	1836	Vermont.
Edwin Pierce	1837	N. Y.



SETTLEMENT OF THE TOWNS, AND NAMES OF THE FIRST
SETTLERS.

The following table shows when and by whom the several towns were settled:

Addison, - -	1834—H. Duncklee and Mason Smith, Section 9.
Bloomingtondale, -	1833—S. L. and H. Meacham.
Downer's Grove, -	1833—Pierce Downer.
Lisle, - - -	1830—Bailey Hobson.
Milton, - - -	1831—H. T. Wilson.
Naperville, -	1831—Joseph Naper.
Winfield, - - -	1832—E. and J. P. Gary.
Wayne, - - -	1834—John Laughlin.
York, - - -	1834—Elisha Fish, Section 35.

SETTLERS PRIOR TO 1835.

An effort has been made to procure the names of settlers prior to 1835. These are given by townships, and embrace but few who are now living:

ADDISON—H. Duncklee, Mason Smith, A. Ingals, O. Fischer, D. Gray, T. Thomson, Ebenezer Duncklee.

BLOOMINGDALE—Silas Meacham, Harvey Meacham, Lyman Meacham, H. Woodworth, N. Stevens, D. Bangs, Elias Maynard, Major Skinner.

WAYNE—John Laughlin, Capt. W. Hammond, Robt. Benjamin, Ezra Gilbert, J. V. King, W. Farnsworth, James Davis, Wm. Guild, Joseph McMillen, Isaac Nash, Daniel Dunham, Ira Albro.

WINFIELD—Erastus Gary, Jude P. Gary, M. Griswold, J. M. Warren, J. S. P. Lord, A. Churchill, Alvah Fowler, Ira Herrick, Ezra Galusha.

MILTON—Harry T. Wilson, Lyman Butterfield, Thos. Brown, Joseph Chadwick, Ralph Babcock, Morgan Babcock, Winslow Churchill.

SETTLERS

YORK—Elisha Fish, I Orente Grant, Henry Ri
DOWNER'S GROVE—P
Mr. Wells, Mr. Cooley,

LISLE—Bailey Hobson
Naper, Isaac Clark, He
Caleb Foster, John Man
gomery, Jeremiah Hunt,
ings, Harmon W. Knicke

NAPERVILLE—Joseph
Murray, Christopher Pai
J. Strong, Nathan Willie
A. H. Howard, George V
Lamb, Leonard Lamb, D
ler, Hiram Fowler, Hezel
Bird, Peter Dodd, Benj.
bitt, George Martin.

POLITIC

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Cemeteries in or near DuPage County - ePodunk

Page 1 of 1



PLACE SEARCH

Enter a community name:

State:



Include former names

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CEMETERIES LIST

DuPage County

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[Assumption Cemetery, DuPage County](#)
[Babcock's Grove Cemetery, DuPage County](#)
[Big Woods Cemetery, DuPage County](#)
[Blodgetts Cemetery, DuPage County](#)
[Bloomingdale Cemetery, DuPage County](#)
[Boeger Cemetery, DuPage County](#)
[Bronswood Cemetery, DuPage County](#)
[Calvary Cemetery, DuPage County](#)
[Cass Cemetery, DuPage County](#)
[Chapel Hills Garden Cemetery, DuPage County](#)
[Churchville Cemetery, DuPage County](#)
[Clarendon Hills Cemetery, DuPage County](#)
[Cloverdale Cemetery, DuPage County](#)
[College Cemetery, DuPage County](#)
[Downers Grove Cemetery, DuPage County](#)
[Elm Lawn Cemetery, DuPage County](#)
[Erb Cemetery, DuPage County](#)
[Forest Hill Cemetery, DuPage County](#)
[Fredens Cemetery, DuPage County](#)
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[Fullersberg Cemetery, DuPage County](#)
[Glen Oak Cemetery, DuPage County](#)
[Glos Cemetery, DuPage County](#)
[Hinsdale Animal Cemetery, DuPage County](#)
[Illinois Benedictine College Cemetery, DuPage County](#)

[Illinois Pet Cemetery, DuPage County](#)
[Mount Emblem Cemetery, DuPage County](#)
[Oak Crest Cemetery, DuPage County](#)
[Oak Hill Cemetery, DuPage County](#)
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[Ontariville Cemetery, DuPage County](#)
[Pet Haven Cemetery, DuPage County](#)
[Pioneer Cemetery, DuPage County](#)
[Pleasant Hill Cemetery, DuPage County](#)
[Resthaven Cemetery, DuPage County](#)
[Saint Bernard Cemetery, DuPage County](#)
[Saint Isadores Cemetery, DuPage County](#)
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[Saint Lukes Cemetery, DuPage County](#)
[Saint Marys Cemetery, DuPage County](#)
[Saint Marys Cemetery, DuPage County](#)
[Saint Michaels Cemetery, DuPage County](#)
[Saint Patricks Cemetery, DuPage County](#)
[Saint Pauls Cemetery, DuPage County](#)
[Saint Stephens Cemetery, DuPage County](#)
[Saints Peter and Paul Cemetery, DuPage County](#)
[Wayne Township Cemetery, DuPage County](#)
[Wheaton Cemetery, DuPage County](#)
[Zion Cemetery, DuPage County](#)
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Richard A. Thompson
& Contributors

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as Warren Wheaton was to marry Harriet Rickard, daughter of a Gary sister. These were 1837 charter members of the church founded at the home of Charles Gary, who, in addition to operating the sawmill, serving as a county postmaster and justice of the peace, became an ordained lay preacher.

The Wheaton brothers moved east to the 600-acre preemption and plowed a furrow around it, and they took their Methodist convictions with them. In 1840 Jesse Wheaton voted for James G. Birney, the Abolitionist candidate for president. In 1843 the brothers were active in forming the Wesleyan Methodist church, which was organized in opposition to slavery, liquor, and Freemasonry.

The Baptists were also identified with the growing Abolitionist sentiment. The Baptist church in Warrentville was host to the Northwestern Baptist Anti-Slavery Convention in 1845. Among those attending were Baptist members from Bloomingdale, where services were first held in 1840, and where an 1849 building still serves as headquarters for the community's park district.

The German churches prior to 1850 were mostly Protestant. The earliest, Zion Evangelical in Naperville, whose 1840 building remains the oldest church structure in the county and serves as headquarters for the Naperville Heritage Society, began in 1837. The fifteen charter members were from Pennsylvania and were of the Evangelical and United Brethren denomination.

A year later a church composed of Lutheran and Reformed believers was organized at the southern end of Dunklee's Grove. Its extensive influence will be noted in the next chapter.

The Irish Roman Catholics were meeting at St. Patrick's in Cass in 1846. In that same year twenty-five German-speaking families from Alsace-Lorraine constructed St. Raphael's in Naperville, which by 1864, when it was named SS. Peter and Paul, had become the largest church in the county. Among these was Joseph Wherli, who also became the church's financial angel in 1848, when he assumed the indebtedness which threatened to put the building up for auction. One of Wherli's daughters, Mary, married Joseph F. Drendel whose grandfather had run a hotel in Chicago, where the federal building now stands, before buying 300 acres in Lisle Township.

From these Alsatian families, including

THE PLANTING 31



Big Woods Congregational Church
Art by A. Gilbert Foote

Alois Schwartz, Xavier Reidy, and Joseph Yackley, came young men who joined hundreds from DuPage as Forty-Niners in the Gold Rush. Sheldon Peck's son Charles painted an eighteen-foot by nine-foot canvas *Panorama of California* which toured the nation. By the time some of these adventurers had returned home, they found that DuPage had passed beyond the pioneer era.

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Francis A.
(Franz)
Hoffman.

Interdenominational church, the Wheaton Bible Church of today. Each of these then could trace its origin to that antebellum Wesleyan church.

The Germans who had come to this country to escape the limitation of freedom contributed much to Abolitionism. The Churchville congregation was pastored from 1842 to 1847 by Francis Arnold (Franz) Hoffmann who, by the time of the Civil War, had become an attorney, helped organize the Republican party, and begun service as lieutenant governor of Illinois.

The turning point in sentiment toward this support of liberation occurred in 1850 with the passage of the Fugitive Slave Act. This law stringently enforced penalties of \$1,000 fines or six months in prison for harboring runaways. The legislation came as such a moral challenge to the people of DuPage that the means of hiding slaves became even more developed than before.

Most of the fugitives came into Illinois from Missouri and followed the rivers north. Along the West Branch of the DuPage River in the West Chicago area, a hideaway site was discovered in 1981 in the basement of what had been the John Fairbank's home. This discovery was confirmed by a group of researchers from Northern Illinois University. Farther north, the home of the Guilds in Wayne Center was a well-known place of concealment.

Overland routes from west to east included

stops at the William Strong's, located on Aurora Road just east of Eola Road, at Blodgett's home and blacksmith shop in Downers Grove, and also at Pierce Downer's home just off today's Ogden Avenue. The Graue Mill, north of Ogden on York Road, contains an exhibit illustrating its participation in the fugitive operation. Along St. Charles Road Thomas Filer's home served as an ideal hiding place, as it lay adjacent to the East Branch of the DuPage River. A tunnel ran between the house and barn on this property, which was purchased in 1872 by Frederic Barnard. Farther east, where St. Charles crosses Grace Street, Sheldon Peck hid as many as eleven runaways at a time in his home. His son Frank recalled conversations with the slaves from whom he learned a number of southern songs. This experience he reported to his daughter Alyce Mertz, who still lives at that location.

Glennette Turner, author of *The Underground Railroad in DuPage County, Illinois*, reports that once the slaves reached the Tremont Hotel in Chicago, the black barbers acted as conductors on the last leg of the trip to Detroit. After crossing into Canada at Windsor, they found certain areas provided for the establishment of black households.

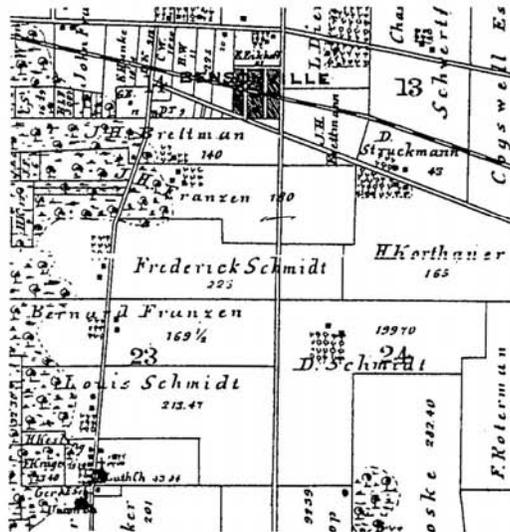
An additional manifestation of fermenting sentiment was the establishment of the Plow Boys in Downers Grove. Prior to the election of Abraham Lincoln in 1860, this group of forty-five young men, riding on a massive wagon to neighboring towns with a great flag flying from a forty-foot pole, organized support for the new Republican party. They were to offer themselves as early recruits in the Civil War, once it began.

ANSWERING THE BUGLE

There were forty regiments served by men from DuPage, and \$180,000 in bounties was raised. Four companies from the county, along with six from DeKalb, made up the 105th Infantry Regiment of Illinois Volunteers. The S. F. Daniel Company of Volunteers, the so-called Bryan's Blues, had been funded largely by Thomas B. Bryan of Chicago and Elmhurst. He was also active in the war effort as the builder of Bryan Hall in Chicago, where mass meetings would be held.

Also directly involved in the conflict were

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From the 1874 Atlas &
History of DuPage County,
Illinois

from the violence of Black Hawk. After Black Hawk was defeated at the Battle of Bad Axe and Illinois was finally secure against Indian attack, the loyalty and help of the Potawatomi to the white settler was forgotten. White resentment against Black Hawk was transferred to all Indians. They would pay for the actions of Black Hawk by being forcibly removed from Illinois.

A few Indians remained behind for a while. They befriended the early settlers in the Bensenville area, teaching them how to stalk game, fish through the ice, and grow crops. Their instructions in wilderness life included the process of "jerking" meat. In jerking, deer meat was cut into thin strips and stretched over a scaffold. A small fire burned beneath, slowly smoking and drying the meat.

By 1836 all Indians had vanished from the area. Bensenville's Indian legacy survives today in the names of its schools called Tioga, Mohawk, Blackhawk, and Chippewa, and in a number of its present roads and streets which were once Indian trails.

The first permanent white settlers in the Bensenville area came in 1833 from New England. Hezekiah Dunklee and Mason Smith

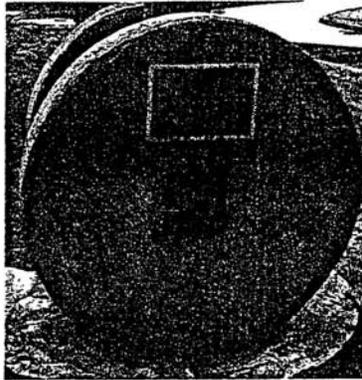
decided to build their log cabin homestead on the east side of Salt Creek at the edge of a wooded area they named Dunklee's Grove. This forest was bordered by what is today Church Road on the east, Third Avenue on the south, Wood Dale Avenue on the west and Lawrence Avenue on the north.

By 1834 Hezekiah Dunklee was joined by the rest of his family. His brother Ebenezer, noticing the lack of fresh fruit in Dunklee's Grove, brought in three barrels of apples and planted them in 1836.

The Yankees from New England were followed by German settlers. By 1835 numbers of Hanoverians, Prussians and Pomeranians began arriving. Conrad Fischer was one of the earliest German settlers near Dunklee's Grove. Mr. Fischer had been a saddle maker in Napoleon's army in the 1812 invasion of Russia. With the help of his sons Augustus, Frederick, and Henry, he built a cabin where West Avenue runs north of Grand.

A feeling of cohesion existed among the families, forming a solid basis for community life. They spoke "Plattdeutsch," or low German; and later they erected the Plattdeutsch Guild Hall in Bensenville. These early Ger-

BENSENVILLE 113



Franzen Linseed Mill grinding stones.

man families intermarried, so that everyone eventually seemed to be a relative of everyone else.

Church meetings were first held in settlers' homes. In 1847 Rev. E. A. Brauer was called as pastor of the German United Reformed Lutheran Church. The group included Lutherans from Hanover and Reformed members from Prussia. Forty-eight acres were purchased from Louis Schmidt on Church Road on a plot, which came to be known as Churchville. By 1848 the group split, with Reformed members leaving to begin St. John's Church, on a site north of Irving Park Road. In 1858 another split occurred, when the Franzen family built Immanuel Church across the street from Zion.

The Chicago and Galena Stage Line selected Grand Avenue, once called Whiskey Road, as the best route to Chicago since that old Indian path was the highest and driest trail at all times of the year. Lead from mines in Galena was hauled along this road. The stage line had stopping points every ten miles.

One of these was the Buckhorn Tavern, built by Charles Holt and located at the corner of York and Grand. The tavern provided food and lodging for drivers and passengers, feed and water for the horses. Here the stagecoach would sometimes change teams.

Travelers on early roads sank their wheels in

bottomless mud. Following the lead of Russia and Canada, private interests west of Chicago began constructing plank roads in the 1840s. Irving Park Road was once known as Plank Road. These private thoroughfares filled a transportation need until maintenance problems and the coming of the railroad bankrupted the companies.

Saw mills in the area soon made frame housing possible. All foundations were made of fieldstone. The Schmidt house on Church Road was built in 1854 from stone hauled by oxen from Aurora. In 1862 the present landmark Zion Church was built with brick, but most dwellings were constructed with framing lumber. The Churchville frame schoolhouse was built between 1843 and 1849.

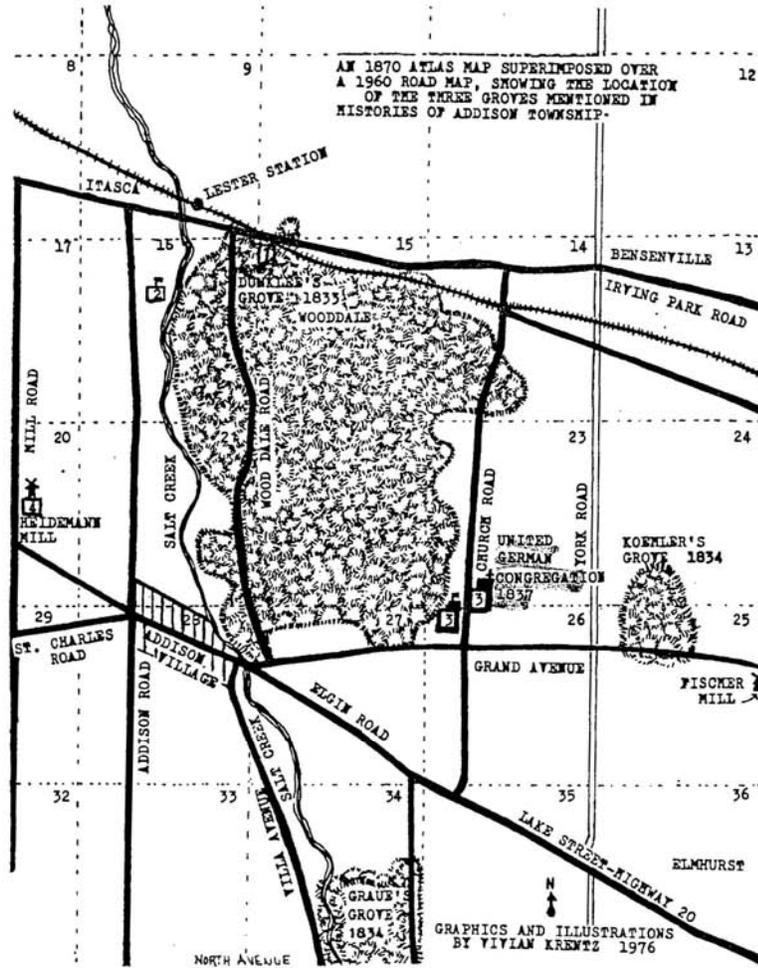
In 1847 John H. Franzen constructed his flax mill and brick factory at the present location of St. Alexis Church on Wood Street. The two millstones, currently displayed in front of the Bensenville Library, were used to grind flaxseed to produce linseed oil. Flax became an important cash crop for farmers in this area. These farmers often came from a long distance to grind their flaxseed, and were welcomed to stay overnight at the Franzen farm. Women used the flax fiber to make linen cloth. The Franzens continued to make flax tow after they had shut down their mill. Their mill is said to be the first of its kind in Illinois.

The Fischer windmill on Grand Avenue was also begun in 1847. This landmark is located in front of Mount Emblem Cemetery. Henry Korthauer, a cabinet maker and builder of spinning wheels, helped construct the mechanism. Men from Holland also aided in the three-year construction. The family of Edward Ehlers lived in the mill, which was in operation for seventy years.

A steam engine powered the grist mill of Frederick Wolkenhauer on Center Street. This mill was in continued operation until 1922.

The Civil War tended to stimulate grain production in the area. Some settlers joined the army, fought and died on Civil War battlefields. Louis Schmidt held a reunion for fellow Civil War veterans after the war. People felt strongly about the Union cause. A mob of angry farmers came to Zion Church with pitchforks and a rope after Pastor Franke had said that President Lincoln deserved to be shot because he was attending the theatre on Good

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Art by Vivian Krentz

school for English speaking children (at Central and Thorndale roads).

Among the early settlers in Sagone was Smith D. Pierce. He became the first supervisor when Addison Township was formed in 1850. He also served as postmaster, justice of the peace and constable. The post office and

jail were in his home. While he had held many offices during those formative years, the most important gift he left the area is his diary from 1836 through 1859. In it are the details of his life and that of his neighbors. There are also lists of the plants of the area and home remedies for humans and animals.

WOOD DALE 265

The 1850 census conducted, following the organization of Addison Township, showed a population of 818. This was also the first record of family names. Some of the names of the first settlers are not listed because they had moved from the area or had died. A cholera epidemic in 1848 claimed several lives, including that of P. T. Barnum's cousin, Cyrus Barnum, who had settled near Addison Road and Irving Park.

On May 31, 1852, Frederick Lester married Julia A. Dunklee. He built a home for his bride facing Salt Creek at Irving Park Road, the oldest remaining house. Here they raised the four survivors of their eight children. Frederick was the youngest of Edward Lester's sons. Although he had his leg amputated following a threshing machine accident at 18, he went on to become a respected businessman, farmer, and dairyman.

In the two decades before 1860, a large influx of German immigrants came to the area around Dunklee's Grove. These new residents were fleeing a nation in which conscription was mandatory and where parents often saw their sons sent to fight as mercenaries in foreign wars. Those parents who could afford to do so sent their sons and their families to the United States. Another reason for their emigration was that in Europe only the oldest son was the family heir. This new group also produced merchants, doctors, lawyers and teachers. They built churches, schools, hospitals, stores, and banks, thus they brought culture and prosperity to the area. Germans claimed the remaining land in the township and created a bilingual community.

In June 1847 a hail storm swept across northern DuPage, stripping the fruit from the trees in Dunklee's orchard, uprooting or leveling half of the crops. In 1854 another hail storm struck the area causing much destruction. This storm led to the formation of the Addison Farmers Mutual Insurance Company in 1855, which continued as Mutual Fire Insurance Company.

The Civil War was declared in 1861. Not every man could leave his farm, but many did sponsor young men who fought in their names. They rewarded them with a team of horses, a wagon, a cow, and a cash bonus with which to start a new life.

The first enlistee from Addison Township

was Frederick Fischer, whose family had settled on the south end of Dunklee's Grove at Church Road and Grand Avenue. Frederick's brother, August, lost his life in the war.

After memorial services and the return of the soldiers, the work of establishing the township continued with only a few differences of opinion, usually over the placement of roads. The deep prairie loam, which made the area a farmer's dream, was a road builder's nightmare. Many methods of road maintenance were tried, such as towing a huge log over the rutted road to "smooth" it. Corduroy roads, made by laying logs across the road, were tried. They were a dismal failure.

What the area needed was a railroad. Frederick Lester joined a syndicate, comprised of businessmen from each community, along a proposed line. This group met with the owners of the Chicago and Pacific Railroad and persuaded them to build the track through their properties. Lester gave the right-of-way across his land and donated the site for a depot next to his home on Salt Creek. He then contributed toward its construction. The line was completed in 1873, a single track from Chicago to Elgin.

Despite the fact that the nation was again in financial trouble, Mr. Lester and Frederick Heuer built a cheese factory next to the depot. This was the first industry in the area.

In February 1874 a postal franchise was granted in the name Salt Creek, and President U. S. Grant appointed Frederick E. Lester postmaster. The area at the north end of Dunklee's Grove became known as Lester's Station or simply Lester. Frederick Lester deserves the title of "founder," because his actions made commercial growth in the area possible. In the spring of 1874 the Lester land east of Salt Creek and north of the railroad was subdivided as residential lots. In 1878 a mercantile store was opened on the second floor of the cheese factory. On July 13, 1886, Newton Lester, Frederick's son, became postmaster of Salt Creek.

The year 1890 brought a change which turned Lester's Station into a business "corner." A request was made of Frederick Lester for property next to the station on which to build an inn. Mr. Lester, a teetotaler, refused to have such an establishment on his property. Because he had done so much for the com-

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The American Roots of German Lutheranism in Illinois

E. DUANE ELBERT

The popular image of religion on the Illinois frontier is of a beleaguered but undaunted circuit rider bringing the Christian gospel to Methodists, Baptists, and Presbyterians. Few historians mention the role played by American-born Lutheran missionaries in establishing that faith's foundation in Illinois during the 1820s and 1830s. Moreover, they have considered Lutheranism synonymous with

the German and Scandinavian immigrants who thronged to Illinois later in the century.¹ Many parishes existing today did indeed originate with those later immigrants, but the state's oldest Lutheran churches have a history conforming more closely to the traditional frontier image.

It all began in 1807, when Jacob Lingle and a pioneer band of German-speaking Lutherans trekked overland from the

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¹References to Lutherans are scarce in general works on Illinois history, and when citations do appear they are all to European immigrants. Theodore C. Pease, *The Frontier State, 1818-1848*, Centennial History of Illinois, Vol. 2 (Springfield: Illinois Centennial Commission, 1918), p. 424, cites the "influx of German and Scandinavian immigration in the forties," and he is the only general author consulted who mentions organization of the Illinois Synod in 1846. The same author, in *The Story of Illinois* (1925; rpt. Chicago: University of Chicago Press,

1949), pp. 92-97, covers religion on the Illinois frontier. He does go beyond the traditional approach to Methodist and Baptist activity by including the work of Episcopalians (who had fewer churches than the Lutherans) and Congregationalists (who were about the same size) without even including the word Lutheran! R. Carlyle Buley, *The Old Northwest: Pioneer Period, 1815-1840* (Bloomington: Indiana University Press, 1951), II, 485, associates Lutherans with German immigrants, and the only concentration mentioned in Illinois is around Belleville. In a more recent period, Robert P. Howard, *Illinois: A History of the Prairie State* (Grand Rapids, Mich.: Eerdmans, 1972), pp. 181, 284, also considers that "Lutherans became important after the German and Scandinavian emigration of the 1840's but, like the Episcopalians, did not reach the numerical importance of the Methodists, Baptists, and Presbyterians." Richard J. Jensen, *Illinois: A Bicentennial History* (New York: Norton, 1978), pp. 38, 49, 55, 74-75, 113, 115, 159, 173, recounts the tug-of-war between traditionalists and modernizers but considers Lutherans primarily as traditional German immigrants and refers specifically

North Carolina piedmont to the rolling upland of Union County, Illinois.² Those hardy individuals were descendants of the Pennsylvania Germans who methodically moved down from Virginia's Shenandoah Valley and by 1800 had fully occupied the Carolina piedmont.³ Restless energies of young and old alike could not be suppressed as declining soil fertility, low prices for cotton, and lack of internal improvements combined to increase the lure of greener pastures in the "Far West." Emigration became a matter of hot debate in the North Carolina press. Although some editors warned that the troubles of the West might be even greater than those at home, it seemed clear that thousands of "wealthy and respectable" citizens were moving west annually, "literally driven away by the prospect of poverty." During the next thirty years the out-migration from North Carolina steadily increased from a trickle to a constantly flowing stream, and by 1830 another outpost from that state took root in Montgomery County, Illinois, centering around present-day Hillsboro. Still other Lutherans began coming to Illinois directly from Pennsylvania. It became increasingly difficult for the organized church in the East to keep pace with the swiftly moving frontier tide.⁴

For the Lutheran church, the migration posed a special problem. One nineteenth-century historian observed that the North Carolina church "suffered greatly" from the migrations. The Illinois-bound pioneers posed a "fearful drain" on church resources, largely because the entire Lutheran population of the country was so small. In 1807, there were only three synods on American soil—Pennsylvania, Maryland, and North Carolina. The last was the youngest, claiming fewer than a dozen ordained ministers, each of whom served several congregations.⁵

Within a decade after the start of the

Lutheran influx into Illinois, the Union County settlers had established St. John's Church at present-day Dongola, near Jonesboro. The church was organized in 1816 by a "Reverend Murrets" (possibly the missionary Christian Moretz), who served his flock as a part-time minister and teacher for two years.⁶

Meeting in the homes and barns of parishioners, the fledgling congregation

only to the Missouri Synod. None of these books discuss in any way the pioneering work performed by the American-born German Lutherans from North Carolina and Pennsylvania.

Denominational historians have contributed most to our understanding of pioneer Lutherans in Illinois, but even those accounts are incomplete.

²William J. Boatman, "Our Southern Conference and its Antecedents: A Brief History of the Southern Conference of the Illinois Synod of the United Lutheran Church in America," TS (1962), p. 1, copy in author's collection. In another work, Boatman indicates: "Some had come to this new land because of being opposed to slavery. They were attracted to Union county because the hilly land resembled their native North Carolina" ("The Sesquicentennial History of St. John's Lutheran Church near Dongola, Union County: Illinois' Oldest Lutheran Congregation," TS [1966], p. 1, copy in author's collection). Boatman's source was oral tradition, as supplied by Ira Karraker of Jonesboro and Charles Eddleman of Anna (author's interview with Boatman, Oct., 1973).

³Robert W. Ramsey, *Carolina Cradle: Settlement of the Northwest Carolina Frontier, 1747-1762* (Chapel Hill: University of North Carolina Press, 1964), pp. 146-51; Carl Hammer, Jr., *Rhinelanders on the Yadkin: The Story of the Pennsylvania Germans in Rowan and Cabarrus Counties, North Carolina* (Salisbury, N.C.: Rowan Printing Co., 1943), pp. 26-29; 35-56.

⁴*Raleigh Register and North Carolina Gazette*, April 29, 1834; *Fayetteville (N.C.) Observer*, May 22, 1832; *Western Carolinian* (Salisbury, N.C.), Feb. 27, 1827; William H. Hoyt, ed., *The Papers of Archibald D. Murphy* (Raleigh, N.C.: E. M. Uzzell & Co., 1914), II, 20.

⁵G. D. Bernheim, *History of the German Settlements and of the Lutheran Church in North and South Carolina* (Philadelphia: Lutheran Book Store, 1872), pp. 358, 393.

⁶Moretz is known to have been a pastor in Tennessee and is identified as a missionary to Missouri, Kentucky, and Indiana from 1823 to 1835. See North Carolina Synod of the Lutheran Church in America, *Life Sketches of Lutheran Ministers, North Carolina and Tennessee Synods, 1773-1965* (Columbia, S.C.: State Printing Co., 1966), p. 144 (hereafter cited as *Life Sketches*); Boatman, "History of St. John's," p. 1.

E. DUANE ELBERT

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petitioned the North Carolina Synod for a full-time pastor in 1818. Shortly thereafter, Reverend John Ludwig Markert, another itinerant missionary, arrived to serve the Illinois Lutherans. The pulpit was vacant once more in 1825, when forty-three Union County Lutherans petitioned their former neighbors at St. John's Church in Cabarrus County, North Carolina, for a pastor fluent in both English and German.⁷

Reverend William Jenkins, a missionary who was already serving as pastor for at least ten congregations in Tennessee, responded to the call. His visits to Illinois were obviously short, however, for by 1827 the Union County settlers—now identifying themselves as “three congregations”—sent another petition to the synodical meeting. Describing their condition as “destitute,” they requested a visit from the synod's premier missionary, Jacob Scherer, who had made great progress in Ohio. Their second choice was for a supply missionary, whom they pledged to support adequately. The Synod responded that it was “impracticable” for Scherer to make

the trip, and instead dispatched a licentiate, John C. A. Schoenberg, to visit Illinois immediately and to locate there permanently if possible. Ten dollars was appropriated from the synodical treasury to help defray his traveling expenses.⁸

Schoenberg left for Jonesboro in 1827 but returned to North Carolina the following year for his ordination. He reported to the Synod that the scattered Illinois congregations were “in a desolate condition,” with members straying into the folds of other churches. Hundreds of Lutherans dotted the Illinois frontier, he reported, but they were “entirely destitute of preaching by our ministers, and in some places . . . congregations imperfectly organized . . . extend their hands toward us saying, ‘Come over into Macedonia and help us.’” He concluded, “How painful it is that we must turn away from such urgent calls with a sorrowful heart, unable to supply them with the bread of life.”⁹

The financial drain of serving mission churches was not unique to the North Carolina Synod. The *Lutheran Intelligencer*, published by the Maryland and Virginia Synod, frequently carried appeals for funds. Editor David F. Schaeffer appealed to both the heart strings and the denominational pride of his readers when he wrote: “Have not some of us acquaintances, friends and perhaps even children who have migrated to the west. . . . [C]an we see them remain destitute of the blessings we so richly enjoy . . . and remain indifferent? Can we behold other denominations embarking in the good cause . . . and we who are of the most ancient Protestant church and the followers of the immortal Luther, remain idle spectators?”¹⁰ Even such emotional pleas, however, frequently fell upon deaf ears or empty purses.

The response of the North Carolina Synod to the challenge of the West was the Evangelical Lutheran Missionary Society

⁷Markert's biography refers to him as the first missionary of the North Carolina Synod to Ohio, Indiana, and Illinois after the creation of the Tennessee Synod in 1829; he was also first president of the Indiana Synod in 1848. *Life Sketches*, pp. 127–28; Bernheim, p. 471.

⁸The work of Jenkins was primarily in Tennessee. Although his *Life Sketches* biography does not mention missionary work in Illinois, he is known to have been a founder of the Synod of the West in 1835. *Life Sketches*, pp. 99–100; Bernheim, p. 473; Edmund Jacob Wolf, *The Lutherans in America* (New York: J. A. Hill & Co., 1890), p. 361; *Minutes of the Proceedings of the Evangelical Lutheran Synod, North-Carolina and Adjacent States . . . 1827* (Salisbury, N.C.: Philo White, 1827), p. 10.

⁹*Evangelical Lutheran Intelligencer* (Frederick, Md.), Aug., 1828, p. 133 (hereafter cited as *Lutheran Intelligencer*); *Minutes of the Evangelical Lutheran Synod of North-Carolina . . . 1828* (Salisbury, N.C.: Philo White, 1828), p. 14; *Life Sketches*, p. 186.

¹⁰*Lutheran Intelligencer*, Aug., 1828, p. 134.

of North Carolina and Adjacent States, organized on May 6, 1828. Reverend Daniel Scherer, younger brother of Jacob Scherer and pastor of St. John's Church in Cabarrus County, was chosen treasurer. His report for 1829 noted the resignation of Schoenberg because of ill health and reminded his fellow ministers: "If we, whom God has blessed with Ministers and Churches, do our duty, we shall be enabled . . . to procure a Missionary, well qualified and willing to labour among our destitute brethren."¹¹

In May, 1830, the Synod presented the missionary group with a letter from the Union County churches "stating their forlorn and destitute condition" and praying that "they may be speedily supplied with a minister." Unable to comply with the request, the society at first recommended

that the Illinois Lutherans petition another synod.¹² Before adjourning, however, the delegates found a "well qualified and willing" laborer—Scherer himself—who set out for Illinois in order to "collect all the missionary information possible" about the young state.¹³ The resulting seventeen-hundred-mile trip on horseback, which enabled Scherer to preach to scattered Lutherans in Kentucky, Indiana, and Illinois, deeply influenced the course of Scherer's career as well as the future of Lutheranism in Illinois. His report of that trip has not survived, but correspondence from a Hillsboro, Illinois, Lutheran indicates that the tour was a success. Moreover, Scherer brought with him mail from Cabarrus County relatives and was perhaps even accompanied by Carolinians who wished to join relatives in Illinois.¹⁴

¹¹ Born in Guilford County, N.C., in 1790, Daniel Scherer was ordained by the North Carolina Synod in 1821. For more on his early services to the church, see *Life Sketches*, p. 183; *Minutes of the Evangelical Lutheran Synod of North-Carolina . . . 1828*, pp. 6-8, 12; *Minutes of the Evangelical Lutheran Synod of North-Carolina . . . 1830* (Salisbury, N.C.: Jones and Craig, 1830), pp. 8, 17. The quotation is from *Lutheran Intelligencer*, Jan., 1830, pp. 325-26.

¹² *Minutes of the Evangelical Lutheran Synod of North-Carolina . . . 1830*, p. 8.

¹³ *Ibid.*, p. 20.

¹⁴ *Extract from the Minutes of the Evangel. Lutheran Synod of North-Carolina . . . 1831* (Salem, N.C.: John C. Blum, 1831), p. 16. Joseph Cress, a North Carolinian living in Hillsboro, Ill., recorded his pleasure with that missionary visit and noted that Scherer safely delivered money entrusted to him. Cress advised his relatives at home that when Scherer returned to North Carolina he could truthfully describe the land in Montgomery County better than the writer could "with pen and ink." Scherer was apparently accompanied by Jacob Goodman and Philip File, who were probably considering a move to the West. Joseph Cress to Moses Cress [1831-1832?], Ludwick-Ritchie Papers, Southern Historical Collection, University of North Carolina Library, Chapel Hill; the letters were published in James W. Patton, ed., "Letters from North Carolina Emigrants in the Old Northwest, 1830-1834," *Mississippi Valley Historical Review*, 47 (1960), 263-77.

Scherer's exact route is unknown, but other accounts provide some idea of the roads used by

North Carolinians migrating to the Hillsboro area. In 1836 Henry Bost left Cabarrus County on Sept. 1 and arrived in Hillsboro on Oct. 12. He passed through Lincoln and Rutherford, N.C., crossed the Blue Ridge at Hickory Gap, and came through Kentucky by way of Been's Station and Crab Orchard to Louisville. From there the trail passed through Orleans and Terre Haute, Ind.; in Illinois the towns mentioned are Paris, Charleston, and Shelbyville. "The Blackwelders and Allied Families of North Carolina and Illinois," TS (n.d.), Bost Family Section, p. 9, copy in author's collection. James Lazenby followed much the same route in 1835. He paid for ferries on the Nolichucky and Holston rivers, passed a toll gate at Cumberland Mountain, had his horses shod at Mt. Vernon, Ky., ferried across the Ohio, paid for a toll bridge over the Blue River and a ferry across the White River (both in Indiana), and finally took a ferry across the "embrox" (Embarras) River, probably near Charleston (reprinted in Walter R. Sanders, *Early Settlers of Montgomery County, Illinois* [n.p., n.d.], Vol. II, p. 138. The Bost and Lazenby routes are rather similar in comparison to that outlined by Joseph Cress, who recommended going from Concord, N.C., to Morganton and the Swannanoa Gap, across the Nolichucky and Clinch rivers, and through Hartsville and Gallatin, Tenn., and Russellville, Ky. Once across the Ohio at Shawneetown, he followed the road to Carlyle, Greenville, and Hillsboro (Cress to Daniel F. Ludewick, April 11, 1830, Ludwick-Ritchie Papers). Ezra Keller, "Historical Sketch of St. Paul's Evangelical Lutheran Church of Hillsboro, Illinois," TS (1942), p. 3, copy in author's collection.

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In 1832, the forty-two-year-old Scherer moved permanently to Illinois, taking with him his wife Rachel and several children. He apparently considered the move beneficial to his health as well as to the church, for he complained that he suffered "much bodily indisposition" and hoped to regain his health in Illinois. Following a six-week, seven-hundred-mile trip, he and his family arrived in Hillsboro on April 27, 1832. By December he considered his condition much improved, and he noted that "I have succeeded as well as could be expected . . . where there was neither building nor congregation." Within two weeks of his arrival, thirty-five members created a congregation and resolved to build a church. The minutes of the 1834 North Carolina Synod recognized his success in organizing "a new and flourishing congregation in Hillsborough, Illinois."¹⁵

Scherer's accounts of his Illinois work were published in the *Lutheran Observer*. He noted that, since Schoenberg's departure, Union County was "awfully destitute of the preached gospel." "A considerable portion of my time," he wrote, "has been devoted to missionating in the Southern part of this state; and in preaching to those congregations already formed, who have petitioned our Synods for ministerial aid."¹⁶

¹⁵*Lutheran Observer* (Baltimore), Feb. 1, 1833, p. 102; *Proceedings of the Evangelical Lutheran Synod of North Carolina . . . 1834* (Salisbury, N.C.: Western Carolinian Office, 1834), p. 7. Scherer's date of arrival is confirmed in a letter dated May 10, 1832: "Rev. Daniel Sharrer arrived here on the 27th of April and on the first Sunday in May I heard him deliver a sermon to a large assembly in Hillsborough." Seven months later, after the death of young Edward Lippert, Scherer "done a full fatherly duty. . . [and] preached a beautiful sermon for him" (Daniel F. Ludewick to Henry Ludewick, May 10 and Dec. 8, 1832, Ludewick-Ritchie Papers).

¹⁶*Lutheran Observer*, Feb. 1, 1833, p. 102.

¹⁷*Ibid.*, Feb. 20, 1835, p. 102.

¹⁸*Ibid.*, Aug. 7, 1835, p. 198.

¹⁹*Ibid.*, April 10, 1835, p. 127.

By 1835 the cry of the West, as heard through the columns of the *Observer*, increased in volume. Information supplied by a "brother now living in Illinois" gave interesting descriptions of the Union County churches. The writer estimated their strength at 150 members, and he noted significantly that "*German preaching*, is not altogether indispensable; but very desirable, with the old members." The Jonesboro Lutherans preferred married ministers and seemed willing to furnish both an adequate salary and "other family necessities."¹⁷

Another correspondent advised that missionaries to the "Far West" should be fluent in German "because our church is German, and it will therefore be expected of them. It is a shame for a Lutheran minister not to be able to speak the language of his Fathers. . . . [T]here are many congregations where it is absolutely necessary to preach German as they do not understand English."¹⁸

An eastern correspondent correctly perceived two needy Lutheran groups in the West: the "emigrants from our revered *Vater-land*" and the "multiplying thousands annually removing from our midst to the distant South and West." Both groups needed much more help from the older synods than they were receiving. He concluded that the eastern congregations had given "so little that we may well blush to make it known."¹⁹

Those published letters offer a valuable glimpse into the mind of frontier Lutherans struggling to preserve their faith against ignorance, indifference, and defection. Judging from the number of letters printed in the *Observer*, it is quite likely that a steady stream of complaints—as well as cries for help—were arriving from western settlements. The editor pointed out that many Lutherans, "with great reluctance," had said farewell "to the much loved church of their fathers" and had joined

AMERICAN ROOTS OF GERMAN LUTHERANISM



John Christian Frederick Heyer left his congregation in Somerset, Pennsylvania, to serve the scattered Germans in the West. Following his service in Illinois, the Lutheran Foreign Missions sent him to India, where he established a permanent mission.

other denominations. A western layman noted that "Lutherans were sleeping" while Methodists zealously "gave their money and labors to the supply of the destitute." Another writer from the same area wondered if Lutherans had "less love for their distant brethren, less attachment for their church and less active benevolence" than other churches. "It would seem as if they have," he concluded.²⁰

An 1835 letter, signed "Sophronius," claimed that eastern Lutherans, who enjoyed "all the spiritual comforts of christianity," could "form no adequate idea of the moral waste that extends itself among multitudes of our Lutheran brethren" in the West. He noted that there was already "a considerable number of churches, built

by Lutheran emigrants . . . from Pennsylvania, Maryland, Virginia and North Carolina, some 10, 15, or 20 years ago, [who] pitched their tents amidst [the] heavy timbers" along the banks of the Wabash and Sangamon rivers. The writer also pointed out that the settlements were visited "occasionally" by ministers from North Carolina.²¹

Through the 1830s, the Pennsylvania Synod developed a deeper missionary interest in Illinois than the North Carolinians had been able to do. In 1835 Reverend Henry Haverstick of Philadelphia began a tour, but few details of his journey survive.²² Following on his heels in the winter of 1835-1836 came Reverend John Christian Frederick Heyer, who left his congregation in Somerset, Pennsylvania, to tour the West for the Central Missionary Society of the Evangelical Lutheran Church in the United States. Heyer wrote to the society secretary, Reverend Samuel Schmucker, that his objective was to spend six months exploring the West "including Jonesboro, Union county, and such other portions of the country as you have reason to believe, abound in Germans, who might be formed into churches." Heyer was instructed to collect money for the mission society and to apply the donations to his salary. "Possibly you may meet with some rich and pious individuals," he was told, "who will do something clever for the cause of the Redeemer."²³

Heyer left home on December 30, 1835. Because of muddy roads he opted for a steamboat to Cincinnati. From there he traveled to Louisville and then to Corydon, Indiana, where he "proceeded mostly on by-roads, to shun the mud, and through thinly settled parts of Indiana, to the

²⁰*Ibid.*, May 8, 1835, p. 148.

²¹*Ibid.*, May 15, 1835, p. 1.

²²Boatman, "Our Southern Conference," p. 2.

²³*Lutheran Observer*, Dec. 4, 1835, p. 3.

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Wabash river," where he arrived on January 23, 1836.²⁴ Pastor Heyer was undoubtedly aware of a detailed study of the nearby Lutheran settlements that was earlier published in the *Observer* by a non-Lutheran from Lawrenceville who described himself as "a watchman on one of the outposts of Zion."

In Wabash Co., which borders this on the South, there is a considerable German population, which is annually increasing by emigration; and at present there is a prospect of a very large accession to their number. There are now about 15 or 20 families, embracing, probably 120 individuals. They are separated into three settlements; at Mt. Carmel, which is the seat of Justice of the County; Coffy settlement, which is five miles South; and Long Prairie, which is ten miles west of Carmel. They are generally, if not all, of the Lutheran order, and perhaps about 12 or 15 of their number have been admitted as regular members in that communion. As they have no preacher of their own order, and as they are mostly inaccessible to those of any other[,] they may be regarded as entirely destitute of the public ordinances of the Gospel.²⁵

On the day following his arrival, Heyer preached to twenty-five German families at Mt. Carmel and spent the next three days in the German settlement of Lancaster, twelve miles away. He observed that many of the Lutherans in Wabash County were from Pennsylvania, and Heyer told his host "he felt himself at home, and had not felt so since he left *Old Pennsylvania!*"²⁶

From that region he moved on to Union

County, arriving in the "German settlement" at Jonesboro on February 14. He easily found the two established congregations and estimated their numbers at 150 to 200 German families "principally from North Carolina, . . . most of them professedly Lutherans." He immediately learned that "Br. D. Sherer, who resides in Hillsboro, Montgomery County, at a distance of 150 miles," visited the area during the preceding years. "Owing in a great measure to the laborious and self-denying exertions of Brother Sherer," Heyer reported, "the flock in Union County has not been altogether scattered." Although Heyer refused to comment specifically on the rigors of his trip, he did admit: "It requires an excellent constitution and an enthusiastic zeal to persevere in an undertaking of this kind." He concluded that married pastors should not be sent to the West "unless they intend farming. The stations are too weak to support a man with a family."²⁷ After leaving southern Illinois in early March, Heyer rode toward Hillsboro. Arriving there on the thirteenth, he found Daniel Scherer, "at present the only resident Lutheran Minister in the state of Illinois," and commented upon the "large two-story frame meeting-house" that the congregation was building. His subsequent trip to Sangamon County was slowed by high waters and bad roads. Once there he searched unsuccessfully for the Pennsylvania German colony mentioned in John Mason Peck's Illinois gazetteer. Nevertheless, Heyer was "kindly received" into the cabin of "an old Kentuckian," where he held an English worship service for the neighbors. "There appeared to be no need of German preaching," he noted. "A Lutheran preacher in this county appeared to be a novelty; but very few had ever heard a minister of that denomination." He left for Beardstown on March 21 and there found about two hundred Germans, mostly immigrants. By March 25 he

²⁴*Ibid.*, March 18, 1836, p. 2.

²⁵*Ibid.*, May 15, 1835, p. 150. He noted also "a German settlement in this state located in Union Co., distant about 150 miles S.W. from this place. Respecting them I know but little; and perhaps 'no man careth for their souls.' I hope that your Synod will search them out."

²⁶*Ibid.*, Feb. 19 (p. 102), March 18 (p. 2), 1836.

²⁷Heyer also mentioned that several Indiana pastors depended on farming for their main support. *Ibid.*, March 18 (p. 2), April 15 (p. 134), May 6 (p. 146), July 29 (p. 193), 1836.

was in Peoria and soon crossed again to the east bank of the Illinois River.²⁸

On March 29, Heyer arrived in the Pekin area and ministered "to a few Lutheran families who had been living in Tazewell County, for five years, without hearing or seeing a minister of their Church." By April 9 he was back in Union County, preparing for a six-day trek in Missouri. He returned to the Jonesboro area on April 15, stayed for a few days, and then rode to Mt. Carmel, where he wrote, "In justice to myself and horse, I must rest a few days." His records indicate that in April alone he "travelled more than 600 miles, preached 14 or 15 times, baptised 13 and administered the Lord's Supper to more than 100 communicants." But he concluded sadly: "Unless some of our young brethren can be induced to come to the West and take charge of these new congregations, it cannot be expected that our cause will prosper." The one bright spot was Daniel Scherer, who was "willing to spend two or three months during the summer, as Missionary in the middle and upper counties." Heyer emphasized that the Pennsylvania committee "could not find anyone [more] conveniently situated" than Scherer.²⁹

During the following winter, Reverend Ezra Keller undertook a similar fact-finding trip for the missionary society of Gettysburg Seminary. He too passionately pleaded for an end to western neglect. "Our German brethren are fast declining in piety and morality," he warned. "The weeds of wickedness are springing up in every form and in frightful numbers. . . . Who will go to feed these lambs?" Keller predicted that new pastors in the West would be handicapped because settlements were so widely scattered. The outreach work in the West was further hampered because missionaries were "not so much respected as in the East," since imposters often disgraced the Christian ministry.

The western missionary must therefore "first show to the people his private character to remove their suspicions and gain their confidence."³⁰

"Ahmish Baptists" living northeast of Peoria were the first Germans encountered by Keller in Illinois. During a six-day stay in that area he also located eighty-five Lutherans whose hunger for the gospel dispelled the suffering of his journey. Fourteen miles away he visited people who "had not heard a sermon since they are in this country." On the Mackinaw River outside of Pekin (where "wickedness prevails"), he found the German community visited by Heyer the previous winter. Keller's plan to continue northward to "Attoway" and "Heniken" (Ottawa and Hennepin) was thwarted by impassable roads and ice on the Illinois River.³¹

Turning south, he arrived in Beardstown, where he was pleased to find a recently arrived German-speaking pastor. Keller preached there in both German and English, noting that the services were "tolerably well attended—but scarcely as well as the slaughter-house. . . . [T]here were about 400 hogs slaughtered here yesterday." Furthermore, in a town already famous for the amount of pork processed each winter, the workers received "twenty-five cents more on the Sabbath than on other days." And thus, he noted, "for twenty-five cents they profane the holy day of the Lord."³²

Travel through Illinois was never easy in the 1830s and, according to Keller's account, winter only added to the misery.

²⁸*Ibid.*, May 6, 1836, p. 146. John Mason Peck's description of the town of Germany is in *A Gazetteer of Illinois in Three Parts* (Jacksonville, Ill.: R. Goudy, 1834), p. 243.

²⁹*Lutheran Observer*, June 10, 1836, p. 166.

³⁰*Ibid.*, March 17, 1837, p. 117.

³¹*Ibid.*, March 24, 1837, p. 121.

³²*Ibid.*



After graduating from Gettysburg College in 1835, Ezra Keller set out as an itinerant missionary in the western states. He later returned East, becoming founder and first president of Wittenberg College in Springfield, Ohio.

Yet, "in the cause of Christ," he wrote, "toils become delightful and suffering sweet to the soul of the Christian." His trials included not only "travel alone through mud, and snow and ice and rain," but "the piercing winds of the prairies when the mercury . . . is below zero." To cross large rivers on thin ice or "to swim one's horse across rapid streams" were things "unpleasant to the flesh and trying to the spirit," but for Keller an even greater hardship was seeing settlements "entirely destitute of preaching . . . children growing under the destructive influence of bad example and without any religious instruction." "To preach to such people awhile," he wrote, "ascertain their

wants and then leave them, as sheep without a shepherd, is a trial which my spirit can scarcely endure." The other side of the coin was equally discouraging. In 1838 the Synod of the West complained that missionary tours merely raised settlers' hopes without fulfilling them.³³

Lest any eastern pastor venture West expecting too much, Keller warned of the "privations and hardships" of daily life, including "the taunts of mockers and the inveterate suspicions of good people who have been imposed upon and deceived by wicked men." Moreover, the higher standard of living in the East stood in stark contrast to that of the West, where kitchen, parlor, dining room, and study were likely to be lodged in "a cabin 15 feet by 20, the whole one apartment."³⁴

In 1838 a fourth Pennsylvanian, Daniel Kohler, traveled through Illinois.

³³*Ibid.*, March 24, 1837, p. 121; Dec. 7, 1838, p. 2.

³⁴*Ibid.*, April 28, 1837, p. 141.

Although he was unique in that he preached only in German, his findings were virtually identical to those of previous investigators. Upon his return, Kohler gave an "interesting report" to the Society of the East Pennsylvania Synod for the Propagation of the Gospel. He recommended that the Gettysburg Missionary Society send the West single men prepared to forego conveniences common in the East, and he expressed his conviction that "if some of our German and English members . . . in Pennsylvania and Maryland, could only see the condition of the church in the West, they would aid more." Kohler's efforts as "itinerant preacher" were appreciated by residents of Wabash County, who sent a letter of thanks to the Pennsylvania Synod and asked that Kohler be returned to Jordan Creek (now Lancaster) as a full-time missionary. He was not reappointed, however.³⁵

Throughout the reports of Illinois missionaries there was an emphasis on serving the so-called Germans of the West, both immigrants and the descendants of Germans from the eastern states. That was especially true in Wabash County. Thomas S. Hinde, a Methodist minister in Mt. Carmel and one of the town's founders in 1817, sent several letters over the signature "T. S. H." regarding the lack of preachers for "the German population of this region of the country and the descendants of Germans." J. F. Youngken of Mt. Carmel pointed out in 1835 that many of the Pennsylvania-born emigrants were "principally German" and tenaciously retained their language, rarely attending an English service. "A Lutheran in the West" writing from the same place in 1836 complained, "The Germans . . . resident in this county . . . are destitute of the ordinary means of grace in their own language." Still another writer, Edward B. Olmstead, a Lutheran preacher in Union County, observed of the Germans in Wabash County: "[I]f they ever be

attended to, it must be by a [Lutheran]. . . . [Many church members] are not *familiar* with the English language, and some . . . are entirely unacquainted with it."³⁶ A letter from "A Number of Lutherans" of Wabash County called for "an efficient, pious and experienced shepherd, to exhort and instruct" in German as well as English. Scherer also echoed the need for "men who can speak the German."³⁷

The missionary pastor was concerned

³⁵*Ibid.*, June 1 (p. 3), Oct. 19 (p. 3), Nov. 9 (p. 1), 1838.

³⁶*Lutheran Observer*, April 3 (p. 126), May 15 (p. 150), Dec. 4 (p. 58), 1835; March 11 (p. 115), March 18 (p. 118), 1836; Jan. 11, 1839, p. 3; June 12, 1840, p. 3.

According to Boatman ("Our Southern Conference," pp. 3, 8), Rev. Edward B. Olmstead lived in Union County before his 1839 ordination and served there as pastor from 1843 to 1847. A slightly different version can be pieced together from items in the *Lutheran Observer*. Daniel Scherer advised the 1838 Synod of the West that "brother Olmstead," who had then applied for a preaching license, "be requested to take charge of" the two Union County congregations, who were then without a preacher (Dec. 7, 1838, p. 2). A similar story was related by Olmstead (whose initials were erroneously expressed as "C. B. O."): "I attended the meeting of the Synod . . . was licensed, and directed to visit the congregations. . . . The result of my mission was, that they elected me their pastor. [He then returned to Indiana by way of Vincennes, presumably gathered his personal property, and came back to Illinois via the Ohio River.] . . . On the 13th [of December] I landed at Caledonia—proceeded to Jonesboro', and entered on the duties of my station (*ibid.*, and Jan. 11, 1839, p. 3). Thus, by his own account, Olmstead began his Illinois ministry in the autumn of 1838; Boatman's claim of an 1843 date, probably based on oral tradition, is incorrect. Olmstead's name also appears among pastors in the 1842 listing of the Synod of the West (*Journal of the Eighth Annual Convention of the Evangelical Lutheran Synod of the West . . .* [Springfield, Ill.: Ballard & Roberts, 1842], p. 5). The name of Caledonia was changed to Olmstead in 1876; James N. Adams, comp., William E. Keller, ed., *Illinois Place Names* (Springfield: Illinois State Historical Society, 1969), p. 309.

³⁷*Lutheran Observer*, Jan. 10, 1840, p. 3; Scherer to Francis Springer, Jan. 28, 1847, Box 1, "Papers, 1836-1849" folder, Francis Springer Papers, Illinois State Historical Library, Springfield (all Springer letters hereafter cited are from this folder).

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about both groups. Foreign immigration also posed an acute problem for the frontier Lutheran church. The editor of the *Observer* wrote of his deep interest in "the welfare of our brethren . . . who have fled from foreign persecution and oppression, [and] have sought a home in the far West, where they may worship God according to the custom of their fathers and the dictates of their conscience." He feared that the newcomers would "be scattered and lost" without a spiritual guide. "Can our brethren of the ministry any longer turn a deaf ear to this important call?" he challenged. "Is there not *even one*, who is willing to devote himself to the interests of the church in the Far West."³⁸

Indeed, through the decade of the 1830s the Illinois Lutherans did have the unswerving services of one dedicated pastor—Daniel Scherer, who organized the church at Hillsboro and served there for ten years before relocating at Mt. Carmel. Scherer's name must surely head the list of early Illinois Lutheran pastors.

The fourth son of a prominent North Carolina German family, Scherer approached his missionary task in Illinois with zeal and energy. Almost immediately after arriving in Hillsboro in 1832, he made the long trek down to Union County in order to preach to the North Carolinians at Jonesboro. There he "commenced to instruct some of their young people,

many of whom have grown up in ignorance." He found that others had "attached themselves to other denominations, while some are still waiting for an opportunity to have the bread of life broke unto them in their mother church; and there drink the pure milk of the Gospel."³⁹

Scherer traveled from Hillsboro to Jonesboro every three months but eventually found the work too much for one man. By 1834 there were several congregations in Union County, all with "most flattering" prospects but suffering from the lack of "an industrious and faithful minister." Scherer was greatly disappointed that no pastor could be persuaded to shepherd those large parishes, which he feared would soon "be beyond recovery, having almost despaired of procuring a minister." He rapidly realized he could not serve both Hillsboro and Jonesboro effectively because the "great distance, together with other circumstances," rendered it impossible to afford them "any satisfactory service."⁴⁰

Resident clergymen, however, could seemingly not be procured without adequate financial support. Eastern churches contributed very little money, and cash was equally scarce in Illinois, particularly after the onset of the Panic of 1837. In order to build up God's Kingdom in the West, Pastor Scherer solicited help from his fellow Lutherans through the columns of the *Lutheran Observer*. In 1836 he requested aid to finish constructing the Hillsboro meetinghouse and to make it "comfortable in this cold country in the winter season." He later acknowledged receiving more than fifty dollars from two large parishes he had previously served in North Carolina.⁴¹ Typically, however, the concern of this dedicated pastor extended beyond his immediate surroundings. In 1833, only a year after arriving in Illinois, Scherer sent a donation of ten dollars to Gettysburg Seminary for needy students; three years

³⁸*Lutheran Observer*, June 26, 1840, p. 2.

³⁹*Ibid.*, Feb. 1, 1833, p. 102; Boatman, "History of St. John's," p. 2. The genealogy of the family can be found in Sanders, *The Scherer Family of Montgomery County, Illinois* (Litchfield: Walter R. Sanders, 1945). A Kentucky pastor traveling through Illinois reported being "cordially received by . . . Rev. D. Scherer, and his interesting family," but the writer's definition of an "interesting family" is, unhappily, not included (*Lutheran Observer*, Nov. 8, 1839, p. 3).

⁴⁰*Lutheran Observer*, Feb. 1, 1833, p. 102, Nov. 21, 1834, p. 50.

⁴¹*Ibid.*, July 1 (p. 179), Nov. 11 (p. 47), 1836.

later his Hillsboro congregation contributed five dollars to the missionary work of Reverend Haverstick; and in 1837 Scherer offered twenty-five dollars to foreign missions whenever one hundred other persons or congregations obligated themselves to pay a similar amount.⁴²

In spite of inadequate finances and poor traveling conditions, Scherer valiantly attempted to retain a personal link with the organizational structure of his denomination. Although unable to attend the charter meeting of the new Synod of the West in 1834, he sent a letter expressing his good wishes. His fellow pastors there recognized his activities in Hillsboro and expressed pleasure at learning "a new church has lately been built . . . and that the congregation is in quite a flourishing condition." Meanwhile, the North Carolina Synodical meeting for 1834—which Scherer also failed to attend because of "family circumstances"—expressed its "approbation of the laudable efforts" of the Illinois missionary and admitted his Hillsboro congregation "into connexion with this Synod" as requested. In 1835, Scherer asked to have his name added to the roster of the Synod of the West, and the following year he was granted, at his own request, an honorable dismissal from the North Carolina Synod.⁴³

Having cast his lot permanently with the West, Scherer remained committed to ministering to all German-speaking Protestants in the state. The flood of German immigrants from Europe increased throughout the decade and brought new challenges to the pioneer church. To the dismay of Scherer and others, many of the newcomers not only preferred a German pastor but were not willing to worship with American congregations. When invited to attend English services, one immigrant had replied: "We are Germans, we cannot understand your language—we have been confirmed in that language—we have sur-

rounded the altar and partaken of a Savior's love in that language, and want preaching in that same language."⁴⁴ Even more discouraging, the few German missionary pastors who accompanied their parishioners to America seemed uninterested in affiliating with their American-born counterparts. When members of the Synod of the West issued a special invitation to German-speaking ministers in Illinois and Missouri, the response was discouraging. Scherer observed that "the larger number of these brethren have but little inclination to attach themselves to any Lutheran Synod. . . . [T]hey belong to the 'Evangelical United Church of Europe' . . . [and] they are so much engaged in teaching school, and preaching the gospel to their people, that they cannot [be] absent from home so long." Scherer also spoke of the activities of Reverend George W. Wall of St. Louis, a Swiss-born missionary whose preference for the fellowship of European Zwinglians over American Lutherans led to the creation of the Evangelical Synod of North America during this era.⁴⁵

⁴²*Ibid.*, Dec. 21, 1833, p. 124, May 6, 1836, p. 146, Feb. 10, 1837.

⁴³The "family circumstances" may have been the impending birth of his daughter Rebecca Adaline, born on May 31, 1834. Sanders, *Scherer Family*, p. 52; *Proceedings of the Evangelical Lutheran Synod of North Carolina . . . 1834* (Salisbury, N.C.: Western Carolinian Office, 1834), p. 7; *Lutheran Observer*, March 6 (p. 11), Nov. 13 (p. 47), 1835; *Proceedings of the Evangelical Lutheran Synod and Ministerium of North-Carolina . . . 1835* (Salisbury, N.C.: Western Carolinian Office, 1835), p. 3; *Minutes of the Synod and Ministerium of the Evangelical Church in the State of North Carolina . . . 1836* (Salisbury, N.C.: n.p., 1836), p. 15.

⁴⁴*Lutheran Observer*, Aug. 26, 1836, p. 2.

⁴⁵*Ibid.*, June 26, 1840, p. 2, Dec. 7, 1838, p. 2. The history of the Evangelical Synod of North America, as well as other non-Lutheran German-speaking Protestant groups, is too involved to be included in this article. More information about Wall and the Evangelical Synod can be found in David Dunn et al., *A History of the Evangelical and Reformed Church* (Philadelphia: Christian Education Press, 1961), pp. 166–76.



Current photograph of St. John's Evangelical Lutheran Church near Dongola in Union County

As Illinois grew and developed, the German element became more widespread. An 1840 report published in the *Observer* enumerates most of the early German-American settlements and notes the additional places occupied by the newly arrived Europeans. It records the areas of influ-

⁴⁶*Lutheran Observer*, Nov. 20, 1840, p. 2. The earliest Lutheran Church in America congregations included in the observation include Mt. Carmel, Dongola, Jonesboro, and Beardstown; the Lutheran Church-Missouri Synod congregations would be Staunton, Millstadt, Beardstown, Bensonville, and Quincy; and the American Lutheran Church parish is at Shelbyville. The writer mentions Chicago, but he was basically concerned with southern and central Illinois; he omitted congregations at Hillsboro, Springfield, Claremont, De Soto, Vandalia, and Chester (all Lutheran Church in America), as well as others at Columbia, Waterloo, Springfield, Red Bud, Venedy, Collinsville, New Minden, and Evansville (now Lutheran Church-Missouri Synod). All of those towns either had preaching points or contained German concentrations by 1840, and congregations were organized in each place before 1848.

ence that became the oldest Illinois congregations, affiliating with the Lutheran Church of America, the Lutheran Church-Missouri Synod, and the American Lutheran Church.

A congregation could be formed in Mocupen Co. near Carcenville [Carlinville?] and one near Shelbyville, . . . and a minister would be supported at Mt. Carmel. . . . In Union co. Ill. there are two congregations and two preaching places. In St. Clair co. there are more Germans than in any other part of the State. Bardstown [Beardstown] and vicinity are said to abound with Germans, and is an important station. Taz[e]well county, Ill. . . . above Peoria, on the Mackinaw River, and Putnam county, west of Hemspn [Hennepin] contains many important settlements of German Lutherans. Chicago and neighborhood, in Cook co. has some Lutherans. Wabash county, with part of Lawrence and Edwards counties afford fine prospects for our church. At Quincy on the Mississippi river, [is] a church of 150 members, which is vacant.⁴⁶

It eventually became obvious to

Lutheran leaders that all German-speaking Protestants did not accept the same theological tenets and could not easily be gathered together under one umbrella organization. Daniel Scherer continued to work most closely with those American-born Germans he originally came to Illinois to serve. He traveled to the Mt. Carmel area in 1840, administered the sacraments, and later urged his eastern friends to send that congregation an experienced man who could preach in both German and English, noting that the members would have long ago been lost to other denominations had it not been for the language barrier. By that time the group possessed "a comfortable little brick house of worship," as well as an eighty-acre farm for the pastor's use. Yet the Mt. Carmel Lutherans, like the congregations in Union County, remained basically leaderless.⁴⁷ Neither the North Carolina nor the Pennsylvania missionary tours resulted in the permanent establishment of Lutheran pastors on the Illinois frontier.

In 1843 Pastor Scherer moved from Hillsboro to Mt. Carmel, and he spent the last ten years of his life ministering to the scattered congregations of Wabash County.⁴⁸ His pioneering contributions to the church were recognized in 1846, when he was chosen first president of the new Evangelical Lutheran Synod of Illinois, the very creation of which reflected the growth of German-American Lutheranism in the state. His former colleagues in the North Carolina Synod, still maintaining an interest in an organization enfolding so many of its former parishioners, prayed "the blessings of God upon these brethren in their arduous labors to build up the Kingdom of Christ in the 'Far West.'"⁴⁹

Despite Scherer's many new responsibilities and the persistent pressures of serving multiple congregations, he maintained an extensive correspondence with fellow clergymen. When a friend complained of

being overworked, for example, Scherer recalled the sage advice of his North Carolina mentor: "It is better to wear out, than to rust out—I have been wearing out ever since; and am like an old Shreaking Wagen, when rooling over roots and Rocks . . . every joint is tryed to its very utmost."⁵⁰

Scherer's latter years in the Mt. Carmel area were not always happy ones—nor were they well provided for. In 1851, for example, he complained to a fellow clergyman that his family's well had gone dry and that none of his parishioners had offered assistance: "I toald the people, that my support here too fore had been insaficient . . . but here they look sower; and instead of increasing their Subscription some do less." The lack of financial support was not the only point of contention. He felt mortified that his Saturday confirmation classes and preparatory services for the Lord's Supper were not well attended because some parishioners preferred the local horse races.⁵¹

Discouraged by those attitudes, the

⁴⁷ Despite those hardships, the Illinois Lutherans, along with the other pioneer churches of the Synod of the West, won the praise of the *Lutheran Observer*. "Probably no Lutheran Synod in the United States has increased so rapidly, nor displayed more zeal and self-denial than this little band of faithful and untiring brethren," the editor wrote (Jan. 17, 1840, p. 3). *Ibid.*, May 20, 1836, p. 153.

⁴⁸ Keller, p. 4; *Life Sketches*, p. 183. No extant documents record why Scherer moved to Mt. Carmel. As this paper has demonstrated, however, the churches of Wabash County repeatedly, but unsuccessfully, requested a permanent pastor. Henry Kramer Hennig, a Gettysburg student, was sent there by the Synod of the West but served only four months during the summer of 1842, having been granted a license on April 17. Hennig's stay was temporary because he regarded himself "incompetent to render as much service in the German language as the congregations at that place require,—and that those brethren expected shortly to be supplied with a minister, in pursuance of an arrangement which they had made prior to brother Hennig's visit to them" (*Journal of the Eighth Annual Convention of the Synod of the West*, pp. 10, 28).

E. DUANE ELBERT

111

aging pastor considered moving out of Wabash County. Churches in Davenport and Muscatine, Iowa, were searching for an "American German" who could preach both German and English, and an assignment to Beardstown, Illinois, was likewise offered. The latter post, however, included teaching responsibilities "all the year," which Scherer said "would be death to me, never having been accustomed to such a confined life."⁵² Scherer died unexpectedly before he was able to reach a decision about relocation.

By this time in his long career the hard-working frontier missionary perhaps sensed his work was coming to an end. In March, 1852, just one month before his death, the sixty-year-old Pastor Scherer summarized his Illinois years:

Permit me to Say, that it has been our lot, as well, as our privilege, to plant the Standard of Lutheranism in Illinois; and be the first Standard barers of that branch of the redemers kingdom in this great valley of the Mississippi: which has caust much Labour and money. . . . I have Spint a good Wagen and 4 horse team, and over 14 or 15 hundred dollers braught to

this country with the constent Labour of myself & family for the last 19 years to build up the Church of my fathers & my choise and raise my family. And I sometimes feel as if I were redy to be afford up, as Paul said.⁵³

More than a century later, the Illinois Synod of the Lutheran Church in America lauded Scherer as "the patriarch of the Lutheran church in Illinois." It further described him as "a true and warm-hearted Lutheran, an able preacher in both the German and English languages . . . [who] did an immense amount of missionary work over half the state—all 'at his own expense' . . . always on horseback, visiting our scattered people and preaching the Gospel of Jesus Christ to them. . . . Both the Missouri Synod and the United Lutheran Church in Illinois owe a debt of gratitude to this self-sacrificing missionary, . . . [who] had to earn his living by farming, and for a while kept a store."⁵⁴

Despite the many wearying years Scherer spent riding the Hillsboro-Jonesboro-Mt. Carmel circuit, the American roots of German Lutheranism did not reach as deeply or spread as widely as he and his contemporaries had hoped. His denomination faced two important problems not shared to the same extent by Methodists and Baptists—both of whom fare much better on the pages of Illinois religious history than do the Lutherans. First of all, Lutheran synods insisted upon some degree of theological training and doctrinal conformity, which effectively eliminated developing a completely home-grown clergy. To solve that problem Scherer struggled to establish a seminary in Illinois. Without an ordained local leadership and sufficient support from the East, thousands of Lutherans drifted from the faith of their fathers. One writer claimed that the real problem was not raising money but finding well-trained pastors. "It is plain that we have them not to

⁴⁹The Synod of the West was amicably dissolved in 1846 into three parts, one of which became the Evangelical Lutheran Synod of Illinois. Boatman, "Our Southern Conference," p. 7. For the various synodical alignments, see Robert C. Wiederaenders and Walter G. Tillmanns, *The Synods of American Lutheranism* (St. Louis: Lutheran Historical Conference, 1968), pp. 81-82. Many of the German immigrants arriving in Illinois during the 1840s banded together to form the Lutheran Church-Missouri Synod in 1847. More details about the founding of that body as well as the organization of its pioneer congregations in Illinois are found in August R. Suellflow, *The Heart of Missouri: A History of the Western District of the Lutheran Church-Missouri Synod, 1854-1954* (St. Louis: Concordia Publishing House, 1954).

⁵⁰Scherer to Springer, n.d., but marked received by Springer on April 7, 1851, Springer Papers.

⁵¹Scherer to Springer, Oct. 6, 1851, *ibid.*

⁵²Scherer to Springer, March 2, 1852, *ibid.*

⁵³*Ibid.*; Scherer died in Wabash County on April 4, 1852, and is buried there. Sanders, *Scherer Family*, p. 47.

⁵⁴*Life Sketches*, p. 183.

spare in this country, and even if we had, it does not follow that they would be qualified for this enterprise." The writer's specific qualifications raise an important second point. He said, "They ought either to be native Germans or able to speak the language with perfect correctness, free from all American admixture; they ought to be well educated men."⁵⁵ While the Lutherans sought "well educated men" fluent in German, the Methodists and Baptists were already busy in the field!

Thus the Lutheran church became deeply ensnared in a web of language and ethnicity that severely hampered denominational growth. Even a cursory reading of missionary instructions, which specifically direct preachers to seek out German communities in the West, validates the accusation that Lutherans were concerned only with Germans and descendants of Germans. Why were some denominations so successful in establishing new churches on the frontier? One correspondent to the *Lutheran Observer* correctly suggested that Methodists and Presbyterians "do not stop to enquire whether there be any English or Scotch at the West, like we do whether there be any Germans, but they dispatch their men with instructions to *hew their own timber*.—Let the Lutheran church do the same[,] for the moral timber with which this Western country abounds, is as free for our use as for theirs."⁵⁶

The language problem was further compounded by synodical allegiances and by

personal, state, and nationalistic rivalries—to say nothing of the theological and liturgical disputes that divided German Protestants into conservative and moderate camps. Even Daniel Scherer, who worked so hard for a unified Lutheran church in Illinois, could still write in 1852, after an absence of twenty years from his native state, about "one of my churches in NC."⁵⁷

In spite of such handicaps the Lutheran church did grow and prosper in Illinois before the Civil War. New congregations emerged every year during the 1840s, and most of them still exist today. They serve as a living reminder that American Lutherans actively paved the way in Illinois for the incoming flood of Old World Germans. The responsibility for laying that foundation basically rested upon the shoulders of one man. Thus, when the Illinois history textbooks now being used are revised it is hoped that—as John Mason Peck, Peter Cartwright, and Philander Chase move across the pages of the state's pioneer period organizing Baptist, Methodist and Episcopal churches—future writers will also include the untiring work of a trail-blazing American-born German Lutheran pastor, Daniel Scherer of North Carolina.

⁵⁵*Lutheran Observer*, Nov. 15, 1839, p. 3.

⁵⁶*Ibid.*, Aug. 7, 1835, p. 198.

⁵⁷Scherer to Springer, March 2, 1852, Springer Papers.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

July 6, 2005

Mr. Patrick Andrus
Keeper of the National Register
National Parks Service
1201 Eye Street, N.W.
8th Floor
Washington, DC 20005

Mr. Andrus:

The FAA has reviewed the materials submitted to you on June 24, 2005 by the Illinois Historic Preservation Agency (IHPA) regarding additional information on the significance of St. Johannes Cemetery. Specific responses to the IHPA Request for Reconsideration are addressed below.

IHPA Request for Reconsideration 1: IHPA states that St. Johannes Cemetery does not meet Criterion Consideration D. IHPA states that "Generally the cemeteries that are considered eligible possess architectural or artistic value."

FAA Response 1: National Register Bulletin Number 41: Guidelines for Evaluating and Registering Cemeteries and Burial Places Criterion Consideration D, also states that a cemetery is eligible if it derives its primary significance from association with historic events, from age and distinctive design features.

As discussed in the (DOE), St. Johannes Cemetery possesses important historic associations from Addison Township's early period of settlement dating from 1836 as the first land claims were established in Northeast Illinois. Early DuPage County histories from 1857, 1877, 1882 and 1913 all mention St. Johannes and the church membership as pivotal to the history of DuPage County which is strongly ethnic German. In particular St. Johannes' history is inextricably tied with the development of the "The German Evangelical Synod" of Missouri, Ohio and other states (Missouri Synod). This synod is still active and historically shaped the German ethnic frontier. St. Johannes' history is also inextricably tied to a controversy between the rationalists and the rise of the *Evangelischer Kirchenverein des Westens* (Evangelical Church Society of the West). St. Johannes' historic associations with these two national events reflect the Addison Township and DuPage County's early period of settlement. The St. Johannes parish was also involved in the establishment of the German Evangelical Orphan and Old Peoples Home Association of Northern Illinois. The home is an excellent example of the German *vereins* or organization that was formulated by the German ethnic community that was

social welfare safety net prior to government programs. These events are of transcendent importance to the development of German ethnic communities throughout the United States.

Fred Fedderke, Carl Schwerdfeger, and Gerhard Landwehr also purchased claims in Addison Township in the time period between 1842 and 1845. A The Franzen, Fedderke, Schwerdfeger, Landwehr, Landmeir and Korthauer families all established early land claims in Northeast Illinois, established businesses, farmsteads and played pivotal roles establishing DuPage County, Addison Township and the Town of Bensenville. All these settlers are mentioned in the 1877, 1882 and 1913 Histories of DuPage County. Although many of these histories were written after the fact, the collective memory still highlights these individuals as transcendental pioneer families in Addison Township. These families are buried in St. Johannes Cemetery and played transcendental roles in the region.

As stated in the DOE, St. Johannes Cemetery is distinctive as an example of a pioneer ethnic German cemetery whose ethnicity is constant through time with headstones epitaphs inscribed in the German language and mortuary art indicative of German traditions. Epitaphs and mortuary art with a nature theme, indicative of German iconography, are suggestive of imported ideas on trends and philosophy popular in the East and also that were probably imported from the Hannover region in Germany. The nature theme of German mortuary art specifically illustrated with a proliferation of trees, vines, flowers and branches. The sense of sorrow and loss themes in German ethnic mortuary art is also present.

Specifically, St. Johannes meets the justification under Criteria Consideration D, as the cemetery is one of the last physical embodiments of the burial customs, artistic expressions and folkways of the earliest German settlement areas in Northeast Illinois. The German ethnic community is not well documented physically as many of the structures relating to the settlement have been obliterated on the landscape. The cemetery also possesses important historic associations from Bensenville's, Addison Township's and DuPage County's early settlement. No other German ethnic cemeteries from Illinois or in surrounding States are known to be listed on the NR and, in general, frontier German ethnic cemeteries do not seem to be well documented or researched in the Midwest or the nation.

IHPA Request for Reconsideration 2: Under Criterion A, the events or trends associated with the cemetery must be clearly important and clearly linked to its historic context.

FAA Response 2: As discussed in the DOE, St. Johannes' history is inextricably tied with the development of the "German Evangelical Synod" of Missouri, Ohio and other states (Missouri Synod). This synod is still active and historically shaped the German ethnic frontier. St. Johannes is also inextricably tied to a controversy between the rationalists and the rise of the *Evangelischer Kirchenverein des Westens* (Evangelical Church Society of the West). St. Johannes' association with these two national events reflects the Addison Township and DuPage County's early period of settlement. The St. Johannes parish was also involved in the establishment of the German Evangelical Orphan and Old Peoples Home Association of Northern Illinois. The home is an excellent example of the German *vereins* or organization that was formulated by the German ethnic community that was a social welfare safety net prior to government programs. These events are of transcendent importance to the development of German ethnic communities.

IHPA Request for Reconsideration 3: Under Criterion B, the persons associated with the cemetery must be of transcendent importance.

FAA Response 3: Under Criterion B, cemeteries, as well as graves, may be eligible. For instance, Forestvale Cemetery in Montana is one of the many National Register cemeteries that contain the graves of numerous persons who made outstanding contributions to the history of the State or the area in which their graves are located.

As discussed in the DOE, St. Johannes contains graves of a number of settlers of outstanding importance whose activities shaped the course of events in the local and State history. John Gerhard Landmeir was the original community member who partnered with Francis Hoffman to build the original church. Landmeir is noted in Reverend Cachand's church book as early as 1838. John Henry Franzen arrived in the area in 1835, was married by Cachand in 1838 and took communion with him before he died in 1839. Franzen was Addison Township Supervisor from 1859-1860. Both Landmeir and Franzen purchased land in 1842 and 1843, the earliest time period where land claims were available for purchase. Franzen and his brothers established the Bank of Franzen Brothers in 1900; the bank was changed to a State bank in 1911 and renamed the First State Bank of Bensenville. Fred Fedderke, Carl Schwerdtfeger, and Gerhard Landwehr also purchased claims in Addison Township in the time period between 1842 and 1845. These settlers are mentioned in the 1877, 1882 and 1913 Histories of DuPage County as well as local sources. Many of these histories were written after the fact, but the collective memory still highlights these individuals as transcendental pioneer families in Addison Township. These men are buried in St. Johannes.

A letter from the cemetery representatives highlights the achievement of the Henry Korthauer, William Kolze and Duntemann families who are buried in St. Johannes. These settlers are no less important than those noted in the paragraph above. In summary, Henry Korthauer established the committee to explore the possibility of incorporating the Town of Bensenville. Korthauer was the Addison Township Supervisor from 1876-1888, the Clerk of the Village of Bensenville Trustees from 1884-1892, President of the Board of Trustees from 1892-1897, Village Trustee from 1900-1913 and a charter member of the Bensenville Volunteer Fire Department. William Kolze was a prominent land owner, official in the Township and County government and was involved in a number of early Illinois legal cases. W.F. Duntemann served as an officer and on the Board of Directors of the First State Bank of Bensenville.

William Boerner was one of the thirteen pastors of the Northern Illinois District of the German Evangelical Synod, who met to discuss the establishment of the German Evangelical Orphan and Old Peoples Home Association of Northern Illinois that was built in Bensenville in 1895. This home was active until 1978 and was a vital German ethnic social service organization. Boerner is buried in St. Johannes Cemetery.

All of these individuals noted above contributed significantly to the establishment of DuPage County, Addison Township and the Village of Bensenville as a German ethnic community in Northeastern Illinois and all are buried in St. Johannes.

IHPA Request for Reconsideration 4: Most of the cemeteries that are listed in Illinois are recognized for their designed historic landscape, or artistic or architectural qualities under Criterion C.

FAA Response 4: Criterion C includes properties that have distinctive characteristics of a type, period or method of construction.

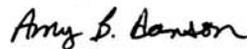
As stated in the DOE, St. Johannes Cemetery is distinctive as an example of a pioneer ethnic German cemetery whose ethnicity is constant through time with headstones epitaphs inscribed in the German language and mortuary art indicative of German traditions. Epitaphs and mortuary art with a nature theme, indicative of German iconography, are suggestive of imported ideas on trends and philosophy popular in the East and also that were probably imported from the Hannover region in Germany. The nature theme of German mortuary art specifically illustrated with a proliferation of trees, vines, flowers and branches. The sense of sorrow and loss themes in German ethnic mortuary art is also present. German ethnicity is apparent from the names of the interred, Duntemann, Scharringhaussen, Herman as well as *muter, vater, kinder* (mother, father, children) inscribed on the headstones. Typical inscriptions might read as "*Ruhe in frieden ich habe dich je geliebet darum habe ich dich su mir gezogen aus later guete*" roughly translates as "I loved you ever and ever therefore, I have you to me against pure goodness."

Particularly, St. Johannes Cemetery embodies the folkways, burial customs and artistic traditions of ethnic German Protestants, who as a group are no longer visible on the landscape.

We request that you review the FAA information included above and the June 24th IHPA submittal to make the final determine if St. Johannes Cemetery is eligible for listing on the National Register of Historic Places.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,



Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

cc: Patrick W. Johnson; Assistant United States Attorney
Joseph V. Karaganis; Karaganis, White & Magel Ltd.
William L. Wheeler and Anne E. Haaker; Illinois Historic Preservation Agency
Brian Goeken; Chicago, Deputy Commissioner, Landmarks Commission
Terry Schaddel; Illinois Department of Transportation



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

May 25, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Rest Haven Cemetery Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

Cc: Patrick W. Johnson; Assistant United States Attorney
Joseph V. Karaganis; Karaganis, White & Magel Ltd.

JUN 24 2005 16:53

IL HISTORIC PRES AGENCY

217 782 8161 P.01/01

**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

www.illinois-history.gov

Various Counties

Bensenville

Rest Haven Cemetery Draft Determination of Eligibility
Irving Park Road, Rest Haven Cemetery
IHPA Log #017071504

June 24, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the draft determination of eligibility for Rest Haven Cemetery which was received by our office on May 26, 2005. We understand that if we disagree with FAA's opinion of eligibility, the FAA policy requires that the documents be forwarded to the Keeper of the National Register for a final decision. As we take this obligation on our part very seriously, we want to be very thorough in our response to the FAA.

In assessing significance of a property, it is important to understand the specific context that is being applied to evaluate the resource. Then, within that context comparisons of significance and integrity need to be made with like resources. As such, before we complete our review of this cemetery's significance it is important to understand the context, or contexts, used by the FAA. A bibliography or source notes will be helpful to us to understand what information was relied upon. In the little time we have had to do research, we have found information that would contradict the findings of the report. If we have a bibliography then we can better understand the assertions within the report.

We understand that the FAA is in a tight timeframe moving towards the environmental record of decision, and we will complete our review as quickly as possible, however, more information is needed and a slight delay will save time down the road.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Brian Goeken, Chicago, Deputy Commissioner, Landmarks Division
Michael Boland, O'Hare Modernization Program

TOTAL P.01



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

June 27, 2005

Ms. Anne E. Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Ms. Haaker:

We received your letter dated June 24, 2005 requesting a bibliography for the Draft Determination of Eligibility for Rest Haven Cemetery. We are providing you with the following information in response to your request.

BIBLIOGRAPHY and SOURCES CONSIDERED

Andreas, Alfred Theodore

A History of Cook County, Illinois. From the Earliest Time to the Present, Chicago: 1884.

Baird, Scott

Language Codes in Texas German Graveyards. Association for Gravestone Studies Journal, IX: 216-256.

Barrington Area Library

Bensenville Cemeteries, Evangelical United Brethren (Rest Haven) Cemetery, June 3, 2004.

Bateman, Newton and Paul Selby

Historical Encyclopedia of Illinois, Cook County Addition. Chicago: Munsell Publishing Company, 1905.

Historical Encyclopedia of Illinois and History of DuPage County. Chicago: Munsell Publishing Company, 1913.

Bethany United Methodist Church

History of the Church, June 3, 2004.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

April 15, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Geodesic Dome Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4838

DuPage County
Bensenville
Geodesic Dome Draft Determination of Eligibility
225 Garden Ave.
IHPA Log #017071504

May 3, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the information you have provided concerning the above referenced project.

In our opinion, the structure lacks sufficient significance for listing on the National Register of Historic Places.

This letter does not constitute a State Historic Preservation "Sign-off" on the project for the purposes of Section 106 of the National Historic Preservation Act of 1966, as amended.

If you have any further questions, please contact Cody Wright, Cultural Resource Manager, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

A handwritten signature in black ink that reads "Anne E. Haaker". The signature is written in a cursive, slightly slanted style.

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

April 22, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Gas Service Station Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

Various Counties

Bensenville

Results of Phase I Standing Structure Investigation of S.W. Parcel of the O'Hare
Modernization Program
309 E. Irving Park Road, Gas Service Station
IHPA Log #017071504

May 10, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the Gas Service Station Draft Determination of Eligibility report.

Our office concurs with your Agency's draft determination of eligibility for the
above referenced property. This property may be eligible for listing on the
National Register of Historic Places.

If you have any questions, please contact Cody Wright, Cultural Resources Manager, 1
Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

April 25, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Green Street School Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

Various Counties

Bensenville

Results of Phase I Standing Structure Investigation of S.W. Parcel of the O'Hare
Modernization Program

115-119 Green Street, Green Street School (Bensenville Public School)

IHPA Log #017071504

May 10, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the Green Street School Draft Determination of Eligibility report.

Our office concurs with your Agency's draft determination of eligibility for the
above referenced property. This property may be eligible for listing on the
National Register of Historic Places.

If you have any questions, please contact Cody Wright, Cultural Resources Manager, 1
Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddal, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

June 2, 2005

Ms. Anne E. Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Ms. Haaker:

We received your letter dated May 10, 2005 indicating that the Green Street School may be eligible for listing on the National Register of Historic Places. The City of Chicago's proposed O'Hare Modernization Program would require the removal of the top 9.1 feet of the building's tallest chimney because it would penetrate the Terminal Instrument Procedures (TERPS) surfaces for the proposed Runway 10R. The FAA believes that this proposed chimney lowering would constitute not an adverse impact to the historic nature of the structure and would like to know if the Illinois Historic Preservation Agency concurs with that finding. This proposed chimney lowering activity would only occur if the City's proposal was approved in the FAA's issuance of a Record of Decision.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

May 20, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Charles Schwerdfeger Farmstead Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

JUN-22-2005 16:49

IL HISTORIC PRES AGENCY

217 782 8161 P.01



Illinois Historic Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

www.illinois-history.gov

Various Counties

Bensenville

Results of Phase I Standing Structure Investigation of S.W. Parcel of the O'Hare
Modernization Program

East Irving Park Road, Nursery/Charles Schwerdtfeger Farmstead

IHPA Log #017071504

June 22, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the FAA's draft determination of eligibility for the National Register of Historic Places for the Charles Schwerdtfeger Farmstead.

At this time, there is not sufficient documentation to support eligibility for either criterion "b" or "c". We ask that the FAA provide with more detailed documentation to allow us to better understand the claims made in the report. Specifically, we require the further additional information:

1. There are several sources cited in the text of the report that are not included in the bibliography.
2. The consultant should provide evidence of having checked with state, county and local historical societies and commissions for contextual information concerning the transcendent importance of the Schwerdtfeger family in Addison Township history. A review of the 1877 History of DuPage County does not mention this family as one of the pioneering families of Addison Township.
3. What did Charles Schwerdtfeger accomplish to distinguish himself in the settlement or development of Addison Township or DuPage County?
4. Please document the statement, other than solely through membership in a Protestant church, that Charles Schwerdtfeger "participated in the evolution of the Protestant Churches in Northeastern Illinois".
5. The consultant should provide a context for evaluation of the house. What sources were checked to support the statement that this is one of the few remaining examples of this architectural type in Northeast Illinois? How is Northeast Illinois defined by the consultant?
6. Why is continual occupation by the same family significant? How does that apply toward National Register eligibility? How many other centennial farms are there in Northeast Illinois (as the consultant defines that term)?
7. How many upright and wing houses remain in Northeast Illinois? How many 1840's residences remain in Northeast Illinois?

1

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JUN-22-2005 16:49

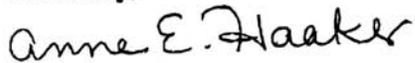
IL HISTORIC PRES AGY

217 782 8161 P.02

8. How was the period of significance chosen? How was it determined that the side gable was constructed as an addition in 1868 and why is it not considered significant?

We appreciate your attention to answering these questions and as soon as we receive a response we will complete our review of this property in a prompt manner and inform you of the results.

Sincerely,



Anne E. Haaker
Deputy State Historic
Preservation Officer

cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

June 24, 2005

Ms. Anne E. Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Ms. Haaker:

We received your letter dated June 22, 2005 indicating that the IHPA felt that there was "not sufficient documentation to support eligibility for either criterion 'b' or 'c'." We are providing you with the following information in response to your eight requests.

IHPA Request 1: There are several sources cited in the text of the report that are not included in the bibliography.

FAA Response to Request 1:

- Andreas, Alfred Theodore
A History of Cook County, Illinois. From the Earliest Time to the Present, Chicago: 1884.
- Bird, Catherine M.
Chicago O'Hare International Airport O'Hare Modernization Program, MARS, Inc. Archaeological Survey Work, 2002.
- Blanchard, Rufus
History of DuPage County. Chicago: O.L. Baskin & Co., 1882.
- Crowe, Richard, M. Louik, L. Petkevich, C. Prusank, A. Kraus, and C. Livermore
Historic City: Settlement of Chicago. Department of Development and Planning, Chicago, 1976.
- Mansberger, Floyd and C.W. Markman
Historic and Prehistoric Sites within the Elgin-O'Hare (FAP-426) Highway Corridor, Preliminary Report to IDOT, 1985.
- Nelson, Ronald E. (editor)
Illinois: Land and Life in the Prairie State. Kendall/Hunt, Dubuque, 1978.

Pierce, Bessie Louise

A History of Chicago Volume 1 The Beginning of a City 1673-1848. Alfred Knopf, London, 1937.

Rees, James

Map of the Counties of Cook and DuPage, the east part of Kane and Kendall, the north part of Will, State of Illinois, 1851.

Wiss, Janney, Elstner Associates, Inc.

Will County Rural Historic Structural Survey, 2005.

IHPA Request 2: The consultant should provide evidence of having checked with state, county and local historical societies and commissions for contextual information concerning the transcendent importance of the Schwerdtfeger family in Addison Township history. A review of the 1877 History of DuPage County does not mention this family as one of the pioneering families of Addison Township.

IHPA Request 3: What did Charles Schwerdtfeger accomplish to distinguish himself in the settlement or development of Addison Township or DuPage County?

FAA Response to Requests 2 and 3:

A full background literature and documents search was conducted to determine whether the Schwerdtfeger Farmstead was a known architectural resource. The literature and documents search included National Historic Landmarks, National and State Registers, the Historical Architectural and Archaeological Resources Geographic Information System (HAARGIS), the Illinois Archaeological Site Recording Forms, the DuPage County Cultural and Historical Inventory, the Commission on Chicago Landmark files (the City of Chicago corporate boundaries historically changed and the farmstead is now within the City of Chicago boundaries) and the Bensenville Historical Commission files. The Schwerdtfeger Farmstead is not currently listed as a National Historic Landmark, National or State Register site, a HAARGIS site, a DuPage County historical site and it is not listed by the Commission on Chicago Landmarks. The background literature search did reveal that the farmstead was assigned an Illinois Archaeological Site number, 11DU74 in 1985. The farmstead was recorded as part of an investigation for the Elgin-O'Hare Highway Corridor. The farmhouse was described as a two-story brick house with an 1850' was recommended for avoidance in 1985. The farmstead was revisited in 2002 as part of the O'Hare OMO project and the report indicated that site may be eligible for listing on the National Register of Historic Places under Criterion C. The Bensenville Historical Commission acknowledged that the Schwerdtfeger family is a known early family in Bensenville. Finally, the Schwerdtfeger Farmstead was recognized as a local site of historic interest in Department of Transportation, Federal Aviation Administration Draft Section 4(f) and Section 6(f) Evaluation released for review in May 2005.

The Newberry Library and the Bensenville Public Library also contained Histories of DuPage County dating from 1857, 1877, 1882 and 1913 that were reviewed. Rufus Blanchard's History of DuPage County published in 1882 mentions the Schwerdtfeger family. This history was written forty years after the arrival of Charles in Addison Township, but the collective memory still highlights Charles and his son August as transcendental pioneer families in Addison Township.

Charles Schwerdtfeger arrived in the United States in 1833. He first settled in Dearborn, Indiana and relocated to Addison Township around 1840. He purchased 160 acres of land in

Section 13 where the farmstead is located on July 8, 1842 for a total price of \$100.00. Charles married Catharine Franzen, daughter of Barney H. Franzen. He settled the farmstead which consisted of one hundred and twenty acres of prairie and sixteen acres of timber. Charles died by 1878 and his son August assumed ownership of the farmstead.

Catharine Schwerdtfeger nee Franzen was part of family who in their own right played an important role in the early development of Bensenville. Her father Barney H. Franzen arrived in 1833. He is mentioned in the 1882 History of DuPage County bibliographic sketches in the context of his son, J.H. Franzen. J.H. Franzen by 1847 established a brick factory and flax mill, William Franzen was Village President in 1901, and Vice-President from 1898-1913 and 1919-1921, C.A. Franzen was the Clerk of the Committee organized to study the incorporation of Bensenville, was Village President from 1888-1891, and operated the local coal, lumber yards and the feed store. A.W. Franzen established the Bank of Franzen Brothers in 1900 which was became the First State Bank of Bensenville in 1911.

August Schwerdtfeger was on the original committee organized by Henry Korthaeur to incorporate the Village of Bensenville. He played a role in the subdivision of the community as he added nine lots to Brettman's subdivision in 1905. August was a member of the Village of Bensenville Board of Trustees from 1885-1887, 1896-1898 and was a member of the fire department from 1895-1915. He was a member of St. Johannes Church in 1899, as was his brother Carl and his nephew Carl.

Charles, August and Carl Schwerdtfeger distinguished themselves as farmers whose development parallels changes in the commercial and manufacturing linkages that were developed between Chicago and the Midwest Hinterland. The decentralization of Chicago as the urban core is also reflected in the development of the farmstead. Specifically, the agricultural bent of Bensenville changed between 1860 and 1880 from diversified subsistence farming to specialized cash crops, then to commercial dairy farming. By the mid-1930's, greenhouses became a vital part of Bensenville's economy which is reflected in the farmstead's usage as a nursery (as noted in the Mansberger report).

Charles is an early German settler and was an important player in the establishment of the Village of Bensenville, the surrounding communities, and DuPage County. He is affiliated with St. Johannes Church and Cemetery which played a pivotal role in the development of German ethnic settlement and religion development in the Midwest. Charles, August and Carl all distinguished themselves, not only as early pioneer settlers in Addison Township, but also as innovative German farmers that were able to reconfigure their farmstead to change with the overall economy.

IHPA Request 4: Please document the statement, other than solely through membership in a Protestant church, that Charles Schwerdtfeger "participated in the evolution of the Protestant Churches in Northeastern Illinois."

FAA Response to Request 4:

Charles Schwerdtfeger is credited in the History of the United-Evangelical St. John Church in Addison on the occasion of their 50th Jubilee as a charter founding member of the church. Schwerdtfeger was an elder and trustee of the church from 1857-1858 and 1860-1862. He is an early German settler and was an important player in the establishment of the Village of Bensenville, the surrounding communities, and DuPage County. He is affiliated with St.

Johannes Church and Cemetery played a pivotal role in the development of German ethnic settlement and religion development in the Midwest. He is buried in St. Johannes Cemetery.

Charles Schwerdtfeger as a member of St. Johannes Church was affiliated with Francis Arnold Hoffman. Francis Arnold Hoffman is credited with establishing the mother-church of Bensenville. The mother-church eventually became the first of three major congregations in or around Bensenville. This mother-church of Bensenville was the German United Reformed Lutheran Church of Dunklee's Grove. A series of local and regional theological schisms that paralleled national schisms created a split in this mother-church congregation. A portion of the mother church congregation was to become Zion Lutheran Church, a member of the Lutheran Church-Missouri Synod. The other portion of the mother-church congregation was to become St. John's Church.

By the end of 1848, the Schale families and some of their friends from Hannover formed the *Ver. Evangelische St. Johannes-Gemeinde* (St. John's United Evangelical Church of Addison in DuPage County). These families included the Charles Schwerdtfeger family. This German congregation became a member of the newly formed Evangelical Synod. One of the goals of the Evangelical Synod was to encourage their churches to accept as communicants all baptized Christians and to practice open communion. This was the major contention that had led to the split with the Lutherans of the Missouri Synod.

In 1919, St. Johannes became a member of the Evangelical Synod of North America (a different entity than the 1848, Evangelical Synod). At an annual meeting on January 3, 1945, the congregation voted and became St. John's Evangelical Church, Addison Township, in DuPage County. This was recorded in the Wheaton courthouse and Church's constitution was revised.

In 1934, the Evangelical Synod of North American united with the General Synod of the Reformed Church at Cleveland, Ohio to become the Evangelical Reformed Church. In 1957, the Evangelical Reform and Congregational Christian Churches merged to become the United Church of Christ. The North Illinois Synod of the Evangelical Church and Reformed Church, of which St. John's was a member, joined the merger in 1962. Though this merger at first glance seems unlikely, the two groups were not far apart. Both groups emphasized education and their concern for the role of God in human affairs. They differed in their interpretations of Christ's truth. Both held high regard for congregational freedom while acknowledging a need for organization and strong programs. This merger was considered in keeping with the original mission of St. John's as a church for all Christians. Thus in 1965, the church was renamed St. John's United Church of Christ.

Reverend Lowell Zuck, of the Eden Theological Seminary, the Archives of Eden curator, a repository of the Evangelical Synod, noted in a personal communication that the Chicago area Evangelical history is extremely confusing and not well documented because of several Evangelical predecessors' attempts at organization. Any development of Chicago area Evangelical history, he noted would be significant. Any information gathered on specific families involved in the evolution of the Protestant church in Northeastern Illinois may contribute to the understanding of the individual role to this evolution.

IHPA Request 5: The consultant should provide a context for evaluation of the house. What sources were checked to support the statement that this is one of the few remaining examples of this architectural type in Northeast Illinois? How is Northeast Illinois defined by the consultant?

FAA Response to Request 5:

Northeast Illinois is defined as Lake County on the northeast, Kankakee County on the southeast, McHenry County on the northwest and LaSalle County on the southeast. These designations are based on the Places of the Past map as depicted on the website, www.IllinoisArchaeology.org.

The context for evaluation of the Schwerdtfeger farmstead is based on a review of a variety of different sources: Illinois Archaeological Site Recordation Forms, Archaeological Research Incorporated survey files, HAARGIS Rural History Surveys, County Land Use Data.

IHPA initiated a program in 1992 that required a trinomial archaeological site number (using the Smithsonian Institution Trinomial System) be assigned to any evidence of human occupation over 50 years of age. The trinomial archaeological site number is assigned by the Site File Administrator at the Illinois State Museum. Standing farmhouses, homesteads and rural main street structures also may be assigned coded identification numbers as part of rural or county history surveys and block developer projects. A baseline review of standing farmhouses reported and determination of significance was conducted. The review was not subject to a statistical evaluation; however, the number of farmhouses recorded in relationship to the corresponding number of significant farmhouses appeared to be low. This relationship between recorded farmhouses and significant farmhouses is represented in the survey files of Archaeological Research Incorporated. Informal discussions with IHPA cultural resources manager also indicate that IHPA noted a diminished representation of farmhouses across Northeast Illinois.

Rural history surveys for Northeast Illinois were also reviewed. There are numerous instances of farmhouses noted in the rural history surveys for Northeast Illinois and recorded by ARI in the context of developer projects that were determined not eligible. It should be noted that these farmhouses were various architectural styles, not just upright and wing farmhouses.

County Land Use Evaluations were also reviewed, a primary example is the Will County Rural Historic Structural Survey conducted by Wiss, Jenney, Elstner Associates, Inc. in 2005. This intensive survey documented 405 farmhouses in Will County in six civil townships. A total of 87 upright and wing farmhouses were identified and a total of 2 German farmhouses were identified.

IHPA Request 6: Why is continual occupation by the same family significant? How does that apply toward National Register eligibility? How many other centennial farms are there in Northeast Illinois (as the consultant defines that term)?

IHPA Request 7: How many upright and wing houses remain in Northeast Illinois? How many 1840's residences remain in Northeast Illinois?

FAA Response to Requests 6 and 7:

The Illinois Department of Agriculture has administered the Illinois Centennial Farms Program since 1975. To qualify as a centennial farm, a farm must have been "...owned by a straight or

collateral line of descendants of the original owner for at least 100 years.”¹ The Will County Rural Historic Structural Survey utilizes the centennial farm program as “another measure of recognition.”² The continuous and long length of time allows the researcher to reconstruct the daily life of one ethnic family in social context. This is further discussed under IHPA Request 8.

There are approximately 7,200 Illinois farms designated as centennial farms since the program's inception in 1972.

TABLE 1: Centennial Farms located by County and Date

COUNTY	Cook	DuPage	Kane	Lake	McHenry	Will
Number of Farms	17	5	38	13	26	106
Number of pre-1842 Farms	3	0	2	0	1	9

A scan of the centennial farms that pre-date 1842 (the purchase date of the Schwerdtfeger farmstead) reveals that none of the owners appear to be German. More importantly, there are only five known centennial farms located in DuPage County and none were established as early as the Schwerdtfeger farmhouse.

The search for known farmhouses in Bensenville was undertaken as well. The Fisher house and the Korthaeur log house represent German ethnic construction. However, the Korthaeur log house was removed from its original location. The Fisher house is a wooden clad house representing a different type of construction. The Schwerdtfeger farmhouse presents a unique opportunity to examine the evolution of farms from an individual and ethnic perspective over a one hundred year time span.

County Land Use Evaluations were also reviewed, a primary example is the Will County Rural Historic Structural Survey conducted by Wiss, Jenney, Elstner Associates, Inc. in 2005. This intensive survey documented 405 farmhouses in Will County in six civil townships. A total of 87 upright and wing farmhouses were identified and a total of 2 German farmhouses were identified.

HAARGIS was also scanned for known upright and wing farms located in Northeast Illinois. A total of six upright and wing farms are noted in Kane, Cook, McHenry and Will Counties.

IHPA Request 8: How was the period of significance chosen? How was it determined that the side gable was constructed as an addition in 1868 and why was it not considered significant?

FAA Response to Request 8:

The period of significance is based on the continuous length of time that the Schwerdtfeger family owned the farmstead. The continuous and long length of time allows the researcher to reconstruct the daily life of one ethnic family in social context. Charles, August and Carl Schwerdtfeger distinguished themselves as farmers whose development parallels changes in the commercial and manufacturing linkages that were developed between Chicago and the Midwest Hinterland. The decentralization of Chicago as the urban core is also reflected in the

¹ Illinois Centennial Farms Program application form, Illinois Department of Agriculture.

² Wiss, Jenney, Elstner Associates, Chapter III-3.

development of the farmstead. Specifically, the agricultural bent of Bensenville changed between 1860 and 1880 from diversified subsistence farming to specialized cash crops, then to commercial dairy farming. By the mid-1930's, greenhouses became a vital part of Bensenville's economy which is reflected in the farmstead's usage as a nursery (as noted in the Mansberger report).

The date of the side addition is based on prior archaeological reports. The addition is considered to be significant as the vernacular architectural style evolved over time. For instance, the addition of the side gable in 1868 may be in response to progressive social ideals in relationship to changing roles of children, home making and women, not to mention changes in status due to land acquisition, technological change, and crop or livestock production. The Schwerdtfeger farmhouse provides a unique opportunity to examine how religious activities, education, mail service, automobiles, electricity, radios, telephones, and televisions affected farm life.

If you have any questions or need any further information, please feel free to call me at (847) 294-7354.

Sincerely,



Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

May 20, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Draft Architectural Investigation and Determinations of Eligibility for On-Airport Structures*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

JUN-23-2005 16:52

IL HISTORIC PRES AGY

217 782 8161 P.01/01



Illinois Historic Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • Teletypewriter Only (217) 524-7128
Voice (217) 782-4836

Various Counties

Various Locations

www.illinois-history.gov

Results of Phase I Standing Structure Investigation of S.W. Parcel of the O'Hare
Modernization Program
IHPA Log #017071504

June 23, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the Draft Architectural Investigation and Determinations of Eligibility for On-Airport Structures. Before we comment on the Draft, we need to have the following structures evaluated for National Register eligibility:

Building Name	Building Number
Rotunda	250
H & R Plant	450
O'Hare Hilton	405

Once we have received this documentation, we will complete our review and inform you of the results.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Brian Goeken, Chicago, Deputy Commissioner, Landmarks Division
Michael Boland, O'Hare Modernization Program

TOTAL P.01



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

June 27, 2005

Ms. Anne E. Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Ms. Haaker:

We received your letter dated June 23, 2005 indicating that the IHPA was requesting that the Rotunda Building (Building Number 250), H & R Plant (Building Number 450), and O'Hare Hilton (Building Number 405) be evaluated for National Register eligibility. Per a subsequent discussion I had with you on June 24, 2005, it is now FAA's understanding that the IHPA's request is no longer applicable, as there are no proposed impacts to these structures under any of the alternatives evaluated in the Draft O'Hare Modernization Environmental Impact Statement.

If you have any questions or need any further information to complete your review of the Draft Architectural Investigation and Determinations of Eligibility for On-Airport Structures, please feel free to call me at (847) 294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program
Brian Goeken, Chicago, Deputy Commissioner, Landmarks Commission

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ATTACHMENT M-2

11/5/2004 LETTER TO IHPA FROM FAA AND 11/23/2004 LETTER TO FAA FROM IHPA REGARDING ARCHAEOLOGICAL SURVEY WORK

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

November 5, 2004

Mr. Joe Phillippe
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Phillippe:

Enclosed you will find two copies of a document entitled, *Report of Investigations, Chicago O'Hare International Airport, O'Hare Modernization Program, MARS, Inc., Archaeological Survey Work, December 13, 2002*. This document was prepared by a contractor for the City of Chicago (Midwest Archaeological Research Services Inc.) and has been reviewed by our Third Party Contractor (Archaeological Research Inc.) for submittal to you for your review and comment.

We request that you consider this report draft. It is FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document.

If you have any questions, please feel free to call me at 847-294-7354.

Sincerely,

A handwritten signature in cursive script that reads "Amy B. Hanson".

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

Various Counties

Bensenville

O'Hare Modernization Program, Archaeological Survey

Sects. 1, 12, 13, T40N/R11E; Sects. 7, 17, 18, T40N/R12E, Cook and DuPage

Counties

IHPA Log #010110504

November 23, 2004

Amy Hanson

U.S. Department of Transportation

Federal Aviation Administration

Chicago Airports District Office

2300 East Devon Avenue

Des Plaines, IL 60018



Dear Ms. Hanson:

We have reviewed the documentation submitted for the referenced project(s) in accordance with 36 CFR Part 800.4. Based upon the information provided, no historic properties are affected. We, therefore, have no objection to the undertaking proceeding as planned.

Please retain this letter in your files as evidence of compliance with section 106 of the National Historic Preservation Act of 1966, as amended. This clearance remains in effect for two years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).

If you have any further questions, please contact Cody Wright, Cultural Resources Manager, Illinois Historic Preservation Agency, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker

Anne E. Haaker

Deputy State Historic

Preservation Officer

AEH

ATTACHMENT M-3

**DRAFT RESULTS OF A PHASE I STANDING
STRUCTURE, BUILDING AND OBJECT
INVESTIGATION OF THE NW PARCEL OF THE
OMP-EIS**

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**Results of a Phase I Standing Structure, Building
and Object Investigation of the NW Parcel of the
O'Hare Modernization Program
Environmental Impact Statement,
Cook County, Illinois**

DRAFT

Prepared for:

Prepared for:

The Federal Aviation Administration

thru

Clean World Engineering,

and

Crawford, Murphy and Tilly

Prepared by:

Archaeological Research Incorporated

April 28, 2003

Archaeological Research, Inc.
1735 North Paulina Street Suite 113 Chicago, Illinois 60622

I. Executive Summary

Archaeological Research Incorporated conducted Phase I Standing Building, Structure and Object Investigations of the O'Hare Modernization Program NW Parcel from March 2003 through April 2003. A Phase I Standing Building, Structure and Object Investigation generally consists of identification of standing buildings, structures and objects that are fifty years or older or that meet an "exceptional" criterion. This investigation was completed by visual curb side inspection and photo documentation of all standing structures, buildings and objects within the NW parcel. Photo documentation included a front elevation of each building and structure on all the properties within the NW parcel. Prior to field investigations a background documents and literature search was conducted.

The approximate total area of survey was 160 acres or 647,520 square meters of private surface. All the standing buildings and structures in the survey area were evaluated. The majority are not older than fifty years old, all are considered to be non-significant and none are recommended eligible for listing to the National Register of Historic Places. No significant buildings and structures are known to exist in the area of potential effect (APE) of the proposed undertakings, and no further standing building and structure investigations are recommended for the proposed project within the NW parcel.

A Phase I prehistoric and historic archaeological assessment will be developed at a future date. A Phase I prehistoric and historic archaeological assessment typically is twofold. The first portion consists of an evaluation of historic land use, prehistoric to present. Portions of this are presented in this report in order to help evaluate standing buildings, structures and objects. The second portion develops a predictive ranking system of potential for archaeological resources, both prehistoric and historic, under areas not accessible during normal archaeological investigations (ex. paved parking lots or underneath extant standing buildings, structures or objects without basements).

II. Introduction and Purpose

The City of Chicago Department of Aviation (City) has proposed a program to modernize O'Hare International Airport. This program is known as the O'Hare Modernization Program (OMP) and if implemented would modernize O'Hare with airfield improvements, new runway construction, existing runway re-alignment, relocation/replacement of navigational aids, western access, additional terminal facilities, various roadway and rail line relocations. The OMP consists of two off-airport acquisition parcels, the NW and SW parcels (each parcel is composed of numerous individual parcels or properties, which the City of Chicago is in the process of acquiring), and on-Airport parcels which include two cemeteries.

The Federal Aviation Administration (FAA) is required by the National Environmental Policy Act to issue an Environmental Impact Statement (EIS) prior to implementing a major federal action. The OMP is considered a major federal action because, if it is approved, federal funds will be used and federal permits will be issued. An EIS is a

document that discloses and evaluates the impacts, both positive and negative, of a project with potential significant impacts on the environment (including impacts on historical, architectural, archaeological and cultural resources). The EIS must include an analysis of all reasonable alternatives to the OMP.

Archaeological Research Incorporated (ARI) is subcontracted to Clean World Engineering, a firm which is contracted to Crawford, Murphy and Tilly, the FAA's prime engineering consultant for the OMP EIS process. ARI is subcontracted to evaluate the all cultural resource components that will comprise the appropriate sections of the OMP EIS.

Applicable laws relevant to an analysis of historical, architectural, archaeological and cultural resources include the National Historic Preservation Act (NHPA) as amended in 1992, and its implementing regulations which were revised in 1999. The NHPA requires, among other things, that FAA consult with the State Historic Preservation Officer (SHPO). In Illinois, the SHPO is part of the Illinois Historic Preservation Agency (IHPA). The NHPA also requires that FAA gather information to determine which properties in a project's APE are listed on or eligible for the National Register of Historic Places.

The APE includes areas of reasonably anticipated direct impacts and indirect impacts and, thus, may extend beyond the area of direct physical impact for particular types of cultural resources. For instance, a view shed or vantage point for Native American religious or traditional cultural properties may extend farther than the APE. Auditory and vibration impacts may affect religious or traditional cultural properties or may affect standing structures. Other indirect impacts may also result from informal traffic, either pedestrian or vehicular, outside the designated area of construction. At this point and time, indirect auditory impacts for the entire noise contour area is not undertaken and is planned for the future.

This document will review all buildings and standing structures in the entire NW parcel direct APE that are listed on, or are potentially eligible for listing on the National Register of Historic Places. Specifically, this document will outline the methods used to gather information on the buildings and structures in the NW parcel direct APE, develop a context statement that provides information on the historic trends and events within which these structures were built, and provide final recommendations on these structures.

It should be noted that this is considered a Phase I Investigation. The goal of a Phase I Investigation is identification of historic properties.¹ Historic standing structures, building or features are evaluated for potential significance under the National Register of

¹ According to the regulations governing the Section 106 process: "*Historic property* means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places... the term *eligible for inclusion in the National Register* includes both properties formally determined as such in accordance with the regulations of the Secretary of the Interior and all other properties that meet the National Register Criteria." 36 CFR § 800.16(1)(1-2).

Historic Places Criteria.² Based upon the Phase I Investigation, historic standing structures, buildings or features are either determined not eligible or determined to need additional documentation. If a historic standing structure, building or feature is determined to need additional documentation, a Phase II Investigation is needed. The goal of a Phase II Investigation is to determine if the property is eligible for inclusion on the National Register of Historic Places. Often this process is referred to as a Determination of Eligibility (DOE). A DOE is an evaluation of the historic standing structure or an archaeological site formally applying the National Register Criteria for Evaluation.

Finally, the identification of National Register eligible and listed standing buildings, structures or objects in the NW parcel direct APE is conducted in consultation with the Illinois Historic Preservation Officer (SHPO). This insures that this Phase I documentation complies with the requirements under the authority of the Illinois State Agency Historic Preservation Act (20 ILCS 3420), which is the preferred presentation format of the Illinois SHPO.

III. Methodology

Archaeological Research Incorporated conducted a background documents and literature search in conjunction with field investigations and final report preparation from March 2003 through April 2003. Field investigations consisted of curbside visual inspection and photo documentation.

In compliance with the Illinois State Agency Historic Resources Protection Act implementing regulations, IHPA requires a set methodological procedure for Phase I documentations (17 Ill Adm Code 4180). These include background documentary and literature search, field investigations, and final report. These three components comprise the Phase I Standing Building, Structure and Object Investigation. The methodology employed is described in detail below.

Project Area and Area of Potential Effect

The project area consists of the NW parcel direct APE. The NW parcel direct APE contains fifty seven individual parcels and are keyed to an aerial photograph (ATTACHMENT 1) and address list (ATTACHMENT 2) provided by the City of

² National Register criteria for evaluation. The quality of significance in American history, architecture, archaeology, 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; (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 important in prehistory or history...”
60 C.F.R. Section 60.4

Chicago. The NW parcel was specifically delineated on a current U.S.G.S. topographic map (ATTACHMENT 3). The NW parcel consists of approximately 160 acres and 647,520 square meters. In general, the parcel is bounded by Mount Prospect Road on the east, Carmen Road on the west, Old Higgins Road/Route 72 on the north, and O'Hare Airport on the south. The NW parcel direct APE is located within the municipalities of Des Plaines and Elk Grove Village in Cook County, Illinois.

Background Documentary and Literature Search

The objective of the background documentary and literature search is to evaluate the existing data on standing buildings, structures or objects within the APE of the proposed study area and identify the potential impacts to these resources. For the purposes of this search, all structures, buildings, objects or districts that are listed on or eligible for state or national registers of historic places, or that are currently unevaluated, are considered to be significant historical properties. Objectives include assessment of the known standing buildings, structures and objects that are within the NW parcel direct APE and the evaluation of the adequacy of previous cultural resource investigations in the project area for planning and management. The background documentary and literature search does not entail fieldwork, but identifies the known standing buildings, structures and objects in the project area and evaluates the known gaps in the identification and evaluation of those resources. The background documentary and literature search also compiles resources to be utilized in the field during actual investigations (ex. historic USGS topographic maps).

The background documentary and literature search was compiled from a number of resources, including summaries of previous cultural resource investigations within the sections containing the APE.

Numerous sources were identified and consulted during the Phase I Investigation. These sources provide information that contributes to the historic context statement. The historic context statement is the compiled information upon which the standing buildings, structures and objects are evaluated. These numerous sources are outlined specifically in the bibliography and the highlighted resources include the following:

- Standing structure and archaeological compliance reports housed at the Illinois Historic Preservation Agency (IHPA) where the State Historic Preservation Office (SHPO) is maintained
- Illinois Archaeological Site Recording Forms housed at the Illinois State Museum (ISM)
- Archaeological Research Incorporated standing buildings, structures and objects resource files, Cook County literature
- 1975 County Landmark Survey housed at IHPA includes properties that IHPA surveyors thought had countywide historical significance, it is important to note that these are not county designated properties
- 1974-1975 Sprague Survey housed at IHPA focuses on historic resources primarily found in unincorporated communities, although occasional rural properties are noted

- IHPA historic site files are a collection of folders in which miscellaneous material about various historic properties are collected from over the years
- Historic Plats and Atlases housed at the Newberry Library in Chicago including Royce, Tanner and Government Land Office maps
- Albert Scharf maps and notes housed at the Chicago Historical Society, Special Collections
- Illinois Public Domain Land Tract Sales Database
- Elk Grove Village Public Library
- U.S. Army Corps of Engineers (USACE) Chicago District historic topographic maps
- The Illinois State Toll Highway Authority (ISTHA) historic topographic maps
- Papers of the Anthropology Department, Special Collections, University of Chicago Library
- National Register of Historic Places, National and State Listings
- Certified Local Governments consulted for recognized local community preservation groups and listings of locally recognized historic properties

Results of Background Documentary and Literature Search

The National Register of Historic Places State and National listings were checked for historic properties within the NW parcel direct APE. No historic properties were identified on the National Register of Historic Places or State Register of Historic Places. This may represent a lack of eligible standing buildings or structures or more probably represents a lack of systematic surveys for these resources.

The list of National Register of Historic Places does not preclude that other cultural resources may have formally been determined eligible without filing a National Register of Historic Places nomination. Alternatively, cultural resources may be identified, assigned a site number, but never evaluated in the context of National Register of Historic Places eligibility. As previously stated, for planning purposes all standing buildings and structures that are currently unevaluated are to be considered to be significant cultural resources.

IHPA initiated a program in 1992 that required a trinomial archaeological site number (using the Smithsonian Institution Trinomial System) be assigned to any evidence of human occupation over 50 years of age. The trinomial archaeological site number is assigned by the Site File Administrator at the Illinois State Museum. Farmsteads, homesteads and rural main street structures also may be assigned coded identification numbers as part of rural or county history surveys and block developer projects

The Certified Local Government Program (CLG) was established by the National Historic Preservation Amendments of 1980. The program allows municipal governments and counties the opportunity to participate in state and federal preservation activities. Participation is granted after they become "certified". To become certified, they must have a local preservation ordinance, a preservation review commission, have a local survey program to identify historic resources and provide for public participation. The

certified participants play a powerful role in historic preservations and the program supports their work with technical assistance, awarding the grants and coordinating networks of participating communities. Elk Grove is not listed as a certified local government as of the most recent update list as provided by IHPA in October 2002.

Previous Investigations and Previously Recorded Cultural Resources

A total of four archaeological surveys have been conducted within one mile of the NW parcel direct APE. These investigations were conducted in association with commercial and aviation development. As previously stated, archaeological sites include standing historic buildings, structures and objects that are fifty years old or older. IHPA considers these to be artifacts, i.e., objects of manmade manufacture, and need to be documented as such. These four archaeological surveys are detailed below:

TABLE 1: Previous Investigations within one mile of the NW Parcel Direct APE

COUNTY	YEAR	IHPA DOCUMENT NUMBER	AUTHOR	COVERAGE TYPE	REASON FOR RESEARCH	SITES IN PROJECT AREA
Cook	2000	#10865	MARS	Block	Aviation	0
Cook	2001	#11562	ARI	Block	Commercial	1
Cook	2001	#11646	MARS	Block	Aviation	0
Cook	2000	#11732	MARS	Block	Aviation	0

Although, the ARI survey lists an archaeological site, the site is located well outside the NW parcel direct APE. The results of the background documentary and literature search indicate that there are no previously identified archaeological sites within the NW parcel direct APE. Two archaeological sites, 11-Ck-95 and 11-Ck-970, are located within two miles of the NW parcel direct APE. These two archaeological sites are detailed below:

TABLE 2: Previously Recorded Archaeological Sites within Two Miles of the NW Parcel Direct APE

Site Number	Site Type	Site Recorder	Cultural Affiliation	SHPO Evaluation
11-Ck-95	Village	Scharf/MARS	Prehistoric	Not eligible
11-Ck-970	Community	ARI	Historic	Not eligible

The professional records of these investigations and archaeological sites are housed at the Illinois State Museum in Springfield, Illinois and at the State Historic Preservation Office maintained by the Illinois Historic Preservation Agency. These records are only accessible to qualified archaeologists.

A separate historic card database is also housed at IHPA. The historic database cards were compiled as a result of community historic or building surveys. No historic database cards were noted for the NW parcel direct APE.

IV. Affected Environment

It is necessary to understand the geomorphology and topography of the project area prior to conducting field investigations. Any such study necessitates a discussion of not only physiography, but also, soils, drainage systems, prehistoric and present land uses. These factors contribute to an understanding of what the prehistoric and historic landscape looked like at the time of site formation as compared to the present landscape. This section provides some insight as to how the study area has changed. Furthermore, this section is useful in predicting areas of high probability, i.e. settings that would have been attractive for prehistoric or historic settlement. This section is presented in this report as the high probability areas are intrinsically tied to standing buildings, structures and objects. In other words, areas attractive for prehistoric settlement also directly bear on the attractiveness of historic settlement and, thus, the placement of standing buildings, structures and objects.

Physical Setting

Nelson (1978: 55) divided Illinois into eleven major geologic regions. There are three basic physiographic features in northeast Illinois. These are: 1) the Lake Plain formed by Glacial Lake Chicago; 2) the morainic system formed by the advances and retreats of glacial ice during the Wisconsinan glacial epoch; and 3) the river and streams that drain these areas.

The NW parcel direct APE is located within the morainic system, Wheaton Morainal Country (**ATTACHMENT 4**). Wheaton Morainal Country moraine ridges run through northeastern Illinois including portions of Cook, DuPage, Kane and McHenry Counties. The Wheaton moraines and till plains are dissected by many outwash plains formed as a result of repeated fluctuations in the final retreat of the Wisconsinan ice sheet during the most recent Woodfordian glacial stage. The moraine consists mostly of till, with areas of stratified sand and gravel. This gravel generally consists of crushed local limestone and sandstone. It does include a small percentage of crystalline material, which can include chert. These materials have been transported glacially, and have on occasion included glacially transported Canadian diamonds, the largest which weighed over 15 carats. Exotic chert is encountered, but, generally the chert is local. The moraine typically obscures the underlying limestone, and may range in thickness from a few feet on hilltops to over 400 feet at the bottom of pre-glacial valleys. The surfaces covered by this moraine have a local relief of from 50 to approximately 200 feet in general, excepting terminal moraines and drumlins.

Along with a vast system of morainic ridges, the Wheaton Morainal Country exhibits several other features of recent glaciation including: kames, eskers, glacial lakes, basins, kettles, bogs and marshes. The topography of the area is characterized by broad, flat expanses punctuated by the steep to gently rolling terrain of the morainal ridges with frequent lake basins, marshes and bogs.

The glacial till covering the project area are underlain by Middle Silurian age Niagara limestone. The Niagara formation ranges from 450 to 800 feet thick and is a continuous and competent formation. A thin band of uplifted Devonian shale, from 200 to 500 feet

thick borders this limestone on the west. These surfaces are almost entirely obscured by drift.

In outwash plains, fluvial action eroded the newly deposited glacial sediments or covered them with a layer of sand and gravel. In these areas, soils developed in a parent material of alluvial silts and clays. During, or shortly after the cessation of glacial activity, the area was blanketed by a thin, discontinuous layer of Peorian loess. This loess deposit ranges from 2 to 3.5 feet in thickness, with the thickest deposits found in upland areas west of the Marango ridge. Loess within the study area is likely derived from local sources rather than the floodplains of major rivers.

Soils

The soils in the NW parcel direct APE consist of the Urban Land-Markham-Askum Association. This association is characterized as built up areas and deep, gently rolling to nearly level, moderately well drained and poorly drained soils that have clayey and silty subsoil, formed in glacial till. The Urban land part of the unit is covered by homes, light commercial or industrial development and pavements. The landscape has not been radically altered by cuts and fills, but the structures and pavement obscure the soil so that identification is not feasible.

Drainage

Drainage in the project area is provided primarily by the Des Plaines River. This waterway drains in a southerly direction into the Illinois River, and eventually the Mississippi River.

Potential for Deeply buried or deeply buried upland sites

Prehistoric or historic archaeological materials are intrinsically associated with the soil and sediment in which they are found. Because of this, artifacts are subjected to the same pedogenic processes of additions, transformations, removals and biological activity (Birkeland 1984; Buol et al 1973) as the soil solum and, consequently, artifacts frequently become buried. The method and manner by which archaeological materials become buried has been discussed in detail by: Bettis and Thompson 1982; Butzer 1982; Waters 1992; Wood and Johnson 1978 among others. Identification of landforms that are frequently subjected to processes of erosion and deposition can facilitate the discovery of buried archaeological materials.

The following discussion concentrates on the relevant factors of soil formation and disturbance as they pertain to the burial of archaeological sites for each of the landforms encountered.

The burial of archaeological deposits in upland settings has received relatively little attention in the archaeological literature. Burial by Holocene loess deposition (Abbott and Tiffany 1986; Hajic 1992) as well as developmental upbuilding (Artz 1992; Johnson

1985) are the processes most likely responsible for the incorporation of upland archaeological materials into the soil solum. Spatially, these processes along with eolian and colluvial deposition have the potential to cover large portions of the landscape, thereby masking the signature of an entire site. On a smaller scale, the processes of pedoturbation (Wood and Johnson 1978) significantly affect soil development and facilitate artifact burial. However, while it is not considered likely that processes such as frost heaving and rodent activity would consume an entire site, they certainly have a negative affect on contextual integrity (Artz 1992; Bocek 1986). Recent work in western Illinois by Van Nest (1992) has shown that developmental upbuilding in the form of in situ soil development as well as additions of eolian dust accumulates at a rate of 0.08mm/yr. This level of sedimentary deposition would result in the burial of artifacts to a depth of 20 cm in 2,500 years and 30 cm in 3,700 years (Van Nest 1992: 287). While these figures demonstrate the potential for upland site burial, modern land use practices, particularly intensive mechanized agriculture as well as the thickness of Holocene loess in northeastern Illinois have significantly lessened the affects of airborne sedimentary accumulation particles.

Therefore, while upland sites buried to a depth at – or just below – the typical plowzone are possible, deeply buried upland sites are not considered likely to occur. All subsurface tests in upland areas will be excavated through the A and B soil horizons when a Phase I prehistoric and historic archaeological assessment is performed at a future date a depth below which cultural materials are not likely. Consequently, both prehistoric and historic archaeological materials are potentially likely to occur within the A and B soil horizons.

Land Use

This section develops a historic context statement for the historic period through the present. The historic context statement sets forth overarching themes, periods of significance and an approach for identifying post-contact cultural resources during the course of standing buildings and structure investigations.

Historic Period

During the historic period, the Chicago region was occupied primarily by various bands of the Potawatomi nation who likely migrated there from the Green Bay region sometime early in the 18th century (Bluhm 1959: 54; Temple 1966:128). In addition, the area was sporadically inhabited by successive waves of refugee people from the east. Some of these groups included the Mahicans, the Miami, the Kickapoo, and the Mascouten (Tanner 1987:2).

According to early Jesuit accounts, the Potawatomi were living along the shores of Green Bay as early as 1669 (Temple 1966:127). Because of pressure from more powerful tribes encroaching on their lands from the north and east, they began to migrate southward until by 1700 a band of Potawatomi inhabited the southeastern tip of Lake Michigan. Sometime during the mid 18th century the Potawatomi migrated to the Chicago region where they displaced the Wea (Temple 1966:129). At this time, there were reportedly at

least three bands of Potawatomi living within the Greater Chicago vicinity: 1) on the Milwaukee River one mile upstream from Lake Michigan, 2) another located at the mouth of the Chicago River, and 3) a final village 6.6 miles up the St. Joseph River. The hunting territory of these bands extended down the Des Plaines, Kankakee and Illinois Rivers (Temple 1966: 130). Temple also reports that in 1790 the Potawatomi were located at the mouth of the Des Plaines and Kankakee Rivers, and around 1820 were farther up the Des Plaines River.

Beginning in 1816 the Federal government began its efforts to relocate all Indians west of the Mississippi River. By the end of 1818, the Delaware, the Wea, the Kickapoo, and the Miami had all been relocated (Morre 1959:35). The Potawatomi were the last to relinquish their holdings to the Federal government. In 1826 they negotiated the Treaty of Mississinewa which according to Charles Royce (1896-97), ceded land from

...a point on Lake Michigan, ten miles due north of the southern extreme thereof; running thence due east to the land ceded by the Indians to the United States by the Treaty of Chicago (1821); thence south with the boundary thereof, ten miles; thence west to the southern extreme of Lake Michigan; thence with the shore thereof to the place of the beginning (Royce 1896-97: 716).

This treaty, later known as the "Ten Mile Purchase", was followed by the 1832 Treaty of Tippecanoe in which the Potawatomi gave up the majority of their remaining land. This treaty stipulated that the Potawatomi would move to reservations west of the Mississippi by 1838 (Smith 1948:395). Except for a few stragglers, the Potawatomi were all removed from the area by 1838 (Patterson 1934:51).

Historic Euro-American

The Chicago region was not of immediate interest to the early Euro-American settlers of Illinois. The area was viewed as swampland with little potential when compared to the rich farmland of the southern part of the territory. Louis Jolliet and Father Jacques Marquette were the first Europeans to enter the Chicago region when they passed through on their return from exploring the Mississippi River (Nelson 1978:112). This early exploration eventually led to the construction of several French forts such as Fort Creve Coeur in 1680 and Fort Saint Louis in 1682 (Nelson 1978:112). These forts were designed to assist the French in the exploitation of fur resources along the territories' waterways. Aside from the forts Creve Coeur and Saint Louis, the majority of French settlement was concentrated in the southern part of the state along the Mississippi and Ohio Rivers. French colonization of what would eventually become Illinois was primarily limited to fur traders and forts interspersed with a few settlements (Nelson 1978:114). Official French control of the area ended in 1763 with the Treaty of Paris, which transferred title of the Illinois Country to England.

After the war of 1812, Euro-American occupation of the Illinois Country slowly began to intensify with settlers arriving via major

waterways such as the Ohio River. This major east-west waterway facilitated settlement of the southern portion of the state while the north remained largely ignored. It would not be until after 1830, when navigation of the Great Lakes was made possible, that the northern portions of the territory would begin to be settled (Nelson 1978:117).

Chicago area settlement was characterized by the fur industry. As previously mentioned, Marquette and Jolliet were the first Europeans to visit the area. Their visit, however, was merely the first in a string of transient visitors, which included Father Claude Allouez in 1677 and Robert Cavalier Sieur de La Salle (Pierce 1937:8). During this time, Chicago was not a destination; rather it was a place of portage between settlements to the south, and Fort Michilimackinac. As the Chicago portage grew in importance, a series of missions were established along its route, including one by Father Pinet in 1696, and another by St. Cosme (Pierce 1937:9-10). The importance of the budding Chicago portage area diminished significantly during the ensuing colonial war years as attention was drawn away from the western frontier (Pierce 1937:11). The eventual English victory resulted in a shift in colonial settlement philosophy. Whereas the French were more interested in exploiting the Illinois country for its resources, the English were intent on colonization. In keeping with this desire, Jean Baptiste Point duSable was sent around 1779 to establish a trading post, presumably near the mouth of the Chicago River (Crowe et al. 1976:13).

The region remained largely unpopulated, with settlement revolving around the fur trade until 1803, when Fort Dearborn was established (Pierce 1937:16). Fort Dearborn was a small outpost designed to keep local Indian population in check, a task that culminated with the Black Hawk War of 1832 (Pierce 1937:36). Early written histories indicate that the area was largely unsettled by white settlers until 1834. While towns in the southern third of the state were flourishing by 1830, the Town of Chicago had just been surveyed and platted by James Thompson (Pierce 1937:3). In 1831, Cook County was established with Chicago named as the county seat (Pierce 1937:33). Following the defeat of Chief Black Hawk, northern Illinois enjoyed a period of prosperity and population growth as a result of the great westward movement of the 1840's. Chicago would eventually become a transportation hub of this westward movement, first with canals and waterways, and later with railroads.

Irrespective of late twentieth century geopolitical and economic disparities, the late historic Native American occupational histories and early Euro-American settlement histories share some commonalities, especially in the antebellum period, prior to the emergence of large industry and mono-crop agricultural production. Two themes emerge between 1830 and 1900, and these are 1) commercial and manufacturing linkages to the Midwest Hinterland and 2) the rise of rail transportation as transformative phenomena, responsible in large part for the creation of many nucleated towns as well as the assimilation of small autochthonous economic units into a more distant and larger economy.

Cook and DuPage Counties, Illinois experienced rapid urbanization shortly after their respective incorporation and for whom their significance derived from the commercial and manufacturing linkages to the Midwest Hinterland. Alternatively stated, the nineteenth century landscape of these two counties supported the urban core and even where the land was put into production, more often than not, land use included small truck farms, orchards, nurseries, mills and quarrying operations for who contact with the urban core was frequent. This is in contrast to the surrounding counties whose primary activity was dairying which produced cheese and butter for distant markets.

The development of Elk Grove civil township fits this paradigm well. A cursory review of historic maps and plats illustrate that Township 41 North, Range 11 East was largely prairie, timber and creek with nominal fields in 1841 and 1842 (**ATTACHMENTS 5 and 6**). Andreas describes the area as rolling prairie watered by Salt Creek and two small branches of the Des Plaines River (Andreas 1884:856). He estimated that the township consisted of thirteen hundred acres of timber; white, red, burr oak, maple, hickory and basswood (Andreas 1884:856). In fact, all the early settlers purchased land in the prairie zone of the township. Early settlers in Section 36 are summarized below:

TABLE 3: Summary of Land Sales in Section 36, T41N, R11E Cook County, Illinois

NAME OF PURCHASER	LEGAL DESCRIPTION	DATE PURCHASED	NUMBER OF ACRES	PRICE PER ACRE	TOTAL PRICE	TYPE OF SALE
Brand Alexander	NENE	09/18/1845	40	\$3.00	\$120.00	State
Brown Thomas	E2SE	07/19/1845	80	\$3.00	\$240.00	State
Curtiss Joseph	SWNE	07/19/1845	40	\$3.00	\$120.00	State
Curtiss Joseph	SWSE	07/19/1845	40	\$3.00	\$120.00	State
Farmer Marcellus	W2SW	01/15/1846	40	\$3.00	\$120.00	State
Farmer Marcellus	NWSE	01/15/1846	20	\$3.00	\$60.00	State
Farmer Marcellus	E2SW	01/15/1846	40	\$3.00	\$120.00	State
Fleming Thomas	NWNW	10/01/1845	40	\$3.00	\$120.00	State
Harrison Thomas	E2NW	06/05/1844	80	\$3.00	\$240.00	State
Hoard Samuel	NWNE	03/21/1846	40	\$3.00	\$120.00	State
Hoard Samuel	SWNW	03/21/1846	40	\$3.00	\$120.00	State
Midles Columbus	SENE	04/15/1845	40	\$3.00	\$120.00	State

White Horace	NWSE	01/15/1846	20	\$3.00	\$60.00	State
White Horace	W2SW	01/15/1846	40	\$3.00	\$120.00	State
White Horace	E2SW	01/15/1846	40	\$3.00	\$120.00	State

Elk Grove civil township was formally established on April 2, 1850 (Andreas 1884: 856). At that time, approximately three hundred and fifty settlers inhabited the area (Andreas: 856). The settlers largely farmed the area. Only two of the above mentioned residents, Joseph Curtiss and Thomas Harrison are located in Section 36 by 1851, of which only Harrison appears to be directly within the project area (**ATTACHMENT 7**). Andreas' mentions that J.H. Curtiss served as township collector in 1864, township constable in 1861-62 and 1866, and served as township's last postmaster until the post office was removed from the township (Andreas 1884:857). One tavern, G.H. Pratt's and one other residence, J. Fluent, are also located within Section 36 and the project area in 1851. One additional tavern, the Widow Bowman's is located within Section 31, adjacent to Section 36; it is unclear whether the NW parcel direct APE extends into Section 31. Harrison remains in the same location through 1870 (**ATTACHMENTS 8 and 9**). Andreas mentions many of the prominent citizens of the area devoted to farming and this trend appears to continue through the early 1900s (**ATTACHMENTS 10, 11 and 12**).

By 1927 and 1934, the area seemingly is largely devoid of occupation within the project area with minor exceptions (**ATTACHMENT 13**). The federal government purchased 1,000 acres surrounding the small Orchard Place Airport in order to establish the Douglas Aircraft Company factory (AIA 1993: 262). The need to replace Midway Airport led to the Douglas Aircraft Company site. The federal government gave the site to the City while retaining acreage for the Army Air Force. The City accepted the site despite the nineteen miles between the site and the northwest loop and the fact that the area was developed with an existing infrastructure (AIA 1993: 262). The Chicago and Northwestern Railroad was either rerouted in response to the development of O'Hare International Airport or developed a spur to the project area by 1953 to address some of the industrial needs. Certainly, by 1953 city money funded rerouting of railroads and highways (AIA 1993: 262) and this is clear from the historic maps. A residential neighborhood also develops within the same area by 1953 (**ATTACHMENT 14**). An explosion of growth, largely commercial and industrial, occurred by 1963 and certainly by 1973 (**ATTACHMENT 15**).

According to the American Institute of Architects (AIA), the Chicago Chapter identifies a most significant postwar employment change from the preponderance of manufacturing to service sector jobs (AIA 1993:22). This shift is described as the emergence of a service economy (AIA 1993:22). The AIA indicates that blue-collar jobs dropped by 77 percent between 1947 and 1982. More employment dollars were earned in non-manufacturing employment than in industry (AIA 1993:22). The American Institute of Architects, Chicago Chapter, specifically characterizes the predominant character of the NW parcel direct APE as a hub for the development of a service economy (AIA 1993: 22-23). The

growth of this area as a hub is attributed the proximity of O'Hare International Airport and its steady growth. The growth of O'Hare attracted corporate and research facilities. This spearheaded competition between the City and the periphery for buildings, especially between 1970 and the mid 1990s. The lure of quick access by expressways and lower taxes, combined with available acreage to build horizontally oriented office parks, generated a new wave of exurban construction (AIA: 23). This was enhanced by the increased mobility of the non-industrial development of the area

V. Fieldwork Methodology/Investigation Techniques

Photographs of all standing buildings, structures or objects were taken regardless of age in order to illustrate adequate documentation. The investigation consisted of a front elevation photograph of all standing buildings, structures or objects and keyed to aerial maps provided by the City. However, a secondary approach was designed to target those that meet the age criterion to be eligible to the National Register of Historic Places. The minimum age requirement for National Register of Historic Places eligibility is fifty years old, although there are age criterion exceptions that are discussed below. See 36 C.F.R. § 60.4 ("Criteria considerations"). Historic United States Geological Survey (USGS) topographic maps dating to 1953 were compiled of the project study area and compared to USGS topographic maps dating to 1963 photorevised 1973. Buildings, structures, objects or neighborhoods that appear on the 1953 USGS topographic maps meet the minimum age criteria for nomination to the National Register of Historic Places. If buildings, structures, objects or neighborhoods were depicted on the 1953 topographic maps, these were targeted for intensive field reconnaissance surveys.

The actual intensive field reconnaissance survey was threefold. First, the building, structure, object or neighborhood needed to be ground truthed, in other words, were they still extant. Second, if they were extant, architectural styles were examined to substantiate the apparent age of the property. High architectural styles are characterized by excessive detailing and may be stylistically dated. Modern architectural styles (ca. 1935 to 1960) or buildings of the recent past are generally less detailed and yet distinctive in and of themselves, and each was individually evaluated. Third, modern architectural styles or buildings of the recent past that are not fifty years old or older were evaluation targeted for individual and as neighborhood districts, in accordance with the exception to the fifty-year rule, described briefly below.

Properties that have achieved significance within the last fifty years may be listed on the National Register of Historic Places, according to the National Register Criterion for Evaluation, Bulletin 22,

Only if they are of "exceptional importance" or if they are integral parts of districts that are eligible for listing in the Register. This principal safeguards against listing properties that are only contemporary, faddish value. Properties that have achieved significance within the last fifty years are not eligible for listing because the Register is intrinsically a compilation of

the Nation's *historic* resources that are worthy of preservation. The National Register does not include properties important solely for their contemporary impact and visibility and rarely is it possible to evaluate historical impact, role or relative value immediately after an event occurs or a building is constructed. The passage of time is necessary in order to apply the adjective "historic" and to ensure adequate perspective. The passage of time allows perceptions to be influenced by education, the judgment of previous decades and the dispassion of distance.

The National Register Criteria for Evaluation encourages nomination of recently significant properties if they are of exceptional importance to a community, a State, a region or the Nation. See 36 CFR § 60.4 at (g). Criteria considerations do not describe exceptional, and as the Bulletin states, "nor should they". Exceptional, by its own definition, is unique and does not conform to normal rules.

VI. Survey Limitations

There were no limitations constricting the ability to photo document any of the standing buildings or structures within the NW parcel direct APE.

No archaeological investigations were conducted at this time. Phase I Archaeological will take into account both historic and prehistoric archaeological sites. The Phase I Archaeological documentation will be a companion to this Phase I structure documentation. It will be provided under separate cover at a later date.

VII. Evaluation of Alternatives

No evaluation of alternatives is proposed as no standing building, structure or object are known to exist or were identified within the NW parcel direct APE that is eligible to or potentially eligible to the National Register of Historic Places.

VIII. Results of Field Investigations

Standing building, structure and object investigation of the NW parcel direct APE was conducted in February 2003 by Karen Poulson, Archaeological Research Incorporated's Project Manager for the OMP EIS and Steve Parrish, Staff Archaeologist. Photographs of each parcel were keyed to a master address list which in turn was keyed to aerial photographs. The accuracy of each was verified and field truthed, inaccuracies were corrected to the extent possible.

Photographs were imported into a Microsoft Access database program designed by Dr. David Keene, Archaeological Research Incorporated's Project Principal for the OMP EIS. The database was designed to provide a digital report in high quality format to the client as well as to provide a well organized report to IHPA. The database was also designed to key each entry page to a Parcel Identification Number, address and owner.

Each entry page contains a photograph, a comments section and potentially eligibility field.

Properties Not Fifty Years of Age

The NW parcel direct APE is dominated by the horizontally oriented office park, exemplified by Parcels 53-57. A review of the USGS topographic maps indicate that these were constructed between 1963 and 1973. A second explosion of growth in the east part of the NW parcel direct APE occurred between 1973 and 1993. None of these buildings or structures are over fifty years old.

The commercial and industrial buildings were therefore examined to determine whether any of the businesses meet the "exceptional" criteria for nomination to the National Register of Historic Places. No prominent modern architect or unusual architectural style was within the NW parcel direct APE, therefore none of these buildings appear to meet this criteria and no further work is recommended for the individual buildings.

Properties Fifty Years of Age or Older

Individual property parcels numbered 15, 16, 17, 18, 21, 23 and 35 contain predominately residential houses, which are fifty years of age or older identified within the NW parcel direct APE and are predominately described as Modern. Four architectural styles dominated American house design in the Modern time period: Minimal Traditional, Ranch, Split-Level and Contemporary (McAlester 1984: 477-85). The majority of the houses fall within the Minimal Traditional category. No buildings, structures, or objects that are fifty years old or older were noted that were individually distinctive to warrant listing on the National Register of Historic Places. No further work is recommended for the individual buildings.

The fieldwork also included reviewing the houses in the context of a neighborhood. Neighborhoods that meet the age criterion may qualify as districts for National Register of Historic Places eligibility. The houses are not distinct individually are part of a district and were part of a neighborhood in 1953. As such they may be potentially significant as examples of architecture in working class neighborhoods. However, the infill of industrial and commercial industry in the 1970's, 1980's and 1990's diminishes the cohesiveness of the working class neighborhood. The neighborhood is distinctive in the here and now as an industrial and commercial area. In other words, the neighborhood lacks integrity as the sense of time and space is interrupted by industry. No further work is recommended on this neighborhood enclave.

One building, that is not distinctive, that is over fifty years old and may date to the early settlement of the area is located on Parcel 7. This building is a residence that is heavily modified with siding obscuring original wood cladding and addition of aluminum windows. The building does not retain a sense of time or place and does not appear to be eligible to the National Register of Historic Places. No further work is recommended for this building.

IX. Mitigation

No standing buildings or structures were encountered within the NW parcel direct APE that are eligible to or potentially eligible to the National Register of Historic Places. Therefore, standing building, structure or object mitigation is recommended.

X. Discussion/Recommendation

The majority of the standing buildings and structures are from the recent past and do not warrant further investigation. All the standing buildings and structures over fifty years old were evaluated under National Register Criteria for Evaluation. The quality of significance in American architecture present in these standing buildings and structures was evaluated in conjunction with their integrity of location, design, setting, materials, workmanship, feeling and association. None of the standing buildings or structures was found to embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master. Additionally, none of the properties were found to meet the "exceptional" criterion for nomination. None of the standing buildings and structures are listed on or recommended to be eligible to the National Register of Historic Places and thus, none of the properties are recommended for further evaluation.

Field investigations were intensive and methodology was appropriate for documentation. Archaeological investigations and a historical archaeological assessment will be provided at a future date.

ATTACHMENT M-4

**5/16/2003 IHPA COMMENTS ON PHASE I
STANDING STRUCTURE REPORT FOR THE
NORTHWEST PARCEL**

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**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

Cook County

Various Locations

Results of Phase I Standing Structure, Building & Object Investigation of the NW Parcel of the O'Hare Modernization Program EIS

See Pages 2-5

CMT-02100-01-00

IHPA Log #003051303

May 16, 2003

Laura Kramer
Crawford, Murphy & Tilly, Inc.
Three First National Plaza
70 W. Madison, Suite 460
Chicago, IL 60602

Dear Ms. Kramer:

We have reviewed the draft report you have provided concerning the above referenced project.

In our opinion, the surveyed structures lack sufficient significance for listing on the National Register of Historic Places.

This letter does not constitute a State Historic Preservation "Sign-off" on the project for the purposes of Section 106 of the National Historic Preservation Act of 1966, as amended.

If you have any further questions, please contact Cody Wright, Cultural Resource Manager, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer
AEH

TOTAL P.01

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ATTACHMENT M-5

**DRAFT RESULTS OF A PHASE I STANDING
STRUCTURE, BUILDING AND OBJECT
INVESTIGATION OF THE SOUTHWEST PARCEL
OF THE OMP-EIS**

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**Results of a Phase I Standing Structure, Building
and Object Investigation of the SW Parcel of the
O'Hare Modernization Program
Environmental Impact Statement,
Cook County, Illinois**

DRAFT

Prepared for:

The Federal Aviation Administration

through

Clean World Engineering,

and

Crawford, Murphy and Tilly

Prepared by:

Archaeological Research Incorporated

July 7, 2004

**Archaeological Research, Inc.
1735 North Paulina Street Suite 113 Chicago, Illinois 60622**

I. Executive Summary

Archaeological Research Incorporated conducted Phase I Standing Building, Structure and Object Investigations of the O'Hare Modernization Southwest (SW) Parcel from February 2003 through October 2003. A Phase I Standing Building, Structure and Object Investigation generally consists of identification of standing buildings, structures and objects that are fifty years or older. This investigation was completed by visual curbside inspection and photo documentation of all standing structures, buildings and objects within the SW parcel. Photo documentation included a front elevation of each building and structure on all the properties within the SW parcel. Prior to field investigations a background documents and literature search was conducted. A secondary survey was conducted in May 2004 to photo document empty, vacant or parking lots per a Federal Aviation Administration request.

The approximate total area of survey was approximately 320 acres or 1,295,040 square meters of private surface. All the standing buildings and structures in the survey area were evaluated. One potential historic district and four individual buildings properties were identified as potentially significant within the area of potential effect (APE) of the proposed undertakings. Further investigations are recommended for the one potential historic district and the four individual buildings within the SW parcel. These further investigations will be a formal determination of eligibility to evaluate the significance and integrity in the context of National Register of Historic Places criterion. The remaining parcels are all considered to be non-significant and none are recommended as eligible for listing to the National Register of Historic Places.

A full Phase I prehistoric and historic archaeological assessment will be developed at a future date when direct access to the parcels is granted. The actual field investigation based on this prehistoric and historic archaeological assessment will also be conducted when direct access to the parcels is granted. A Phase I prehistoric and historic archaeological assessment typically is threefold. The first portion consists of an evaluation of historic land use, prehistoric to present. The historic land use portion of this is presented in this report in order to help evaluate standing buildings, structures and objects. The second portion develops a predictive ranking system of potential for archaeological resources, both prehistoric and historic, under areas not accessible during normal archaeological investigations (ex. paved parking lots or underneath extant standing buildings, structures or objects without basements). The third portion is to conduct actual fieldwork which may consist of pedestrian survey, shovel testing or post holing and mechanized machinery stripping, all at regular predetermined intervals. It is possible that the first two portions may be developed prior to implementation of actual field investigations.

II. Introduction and Purpose

The City of Chicago Department of Aviation (City) has proposed a program to modernize O'Hare International Airport. This program is known as the O'Hare Modernization (OMP) and if implemented would modernize O'Hare with airfield improvements, new

runway construction, existing runway re-alignment, relocation or replacement of navigational aids, western access, additional terminal facilities and various roadway and rail line relocations. The OMP consists of two off-airport acquisition parcels, the NW and SW parcels (each parcel is composed of numerous individual parcels or properties, which the City of Chicago is in the process of acquiring), and on-Airport parcels which include two cemeteries.

The Federal Aviation Administration (FAA) is required by the National Environmental Policy Act (NEPA) to issue an Environmental Impact Statement (EIS) prior to implementing a major federal action. The OMP is considered a major federal action because, if it is approved, federal funds will be used and federal permits and approvals would be issued. An EIS is a document that discloses and evaluates the impacts, both positive and negative, of a project with potential significant impacts on the environment (including impacts on historical, architectural, archaeological and cultural resources).

Applicable laws relevant to an analysis of historical, architectural, archaeological and cultural resources include the National Historic Preservation Act (NHPA) as amended in 1992, and its implementing regulations which were revised in 1999. The NHPA requires, among other things, that FAA consult with the State Historic Preservation Officer (SHPO). In Illinois, the SHPO is part of the Illinois Historic Preservation Agency (IHPA). The NHPA also requires that FAA gather information to determine which properties in a project's APE are listed on or eligible for the National Register of Historic Places.

The APE includes areas of reasonably anticipated direct impacts and indirect impacts and, thus, may extend beyond the area of direct physical impact for particular types of cultural resources. For instance, a view shed or vantage point for Native American religious or traditional cultural properties may extend farther than the APE. Auditory and vibration impacts may affect religious or traditional cultural properties or may affect standing structures. Other indirect impacts may also result from informal traffic, either pedestrian or vehicular, outside the designated area of construction. At this point and time, indirect auditory impacts for the entire noise contour area have not been evaluated but will be assessed at a later time as part of the EIS process.

This document will review only standing buildings, structures and objects in the entire SW parcel direct APE. Specifically, this document will outline the methods used to gather information on the standing buildings, structures and objects in the SW parcel direct APE, develop a context statement that provides information on the historic trends and events within which these were built, and provide recommendations. This approach is designed to facilitate the NEPA and Section 106 review.

It should be noted that this is considered a Phase I Investigation. The goal of a Phase I Investigation is identification or discovery of potential historic properties. The regulations governing the Section 106 process stipulate that a historic property is defined as a prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in, the National Register of Historic Places. The term eligible for

inclusion in the National Register of Historic Places includes both properties formally determined as such in accordance with the regulations of the Secretary of the Interior and all other properties that meet the National Register Criteria [36 CFR § 800.16(1)(1-2)].

Standing structures, buildings or objects are evaluated for potential significance under the National Register of Historic Places Criteria: (a) that are associated with events that have made a significant contribution to the broad patterns of our history; (b) that are associated with the lives of persons significant in our past; (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 important in prehistory or history.

Concurrently the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association (60 C.F.R. Section 60.4). One of the best measures of integrity is subjective; does the standing building or structure evoke a sense of time and place. In other words, a standing structure or building may be significant and not retain integrity. The opposite is true as well; a standing structure or building may retain integrity but not be significant. A standing structure or building must meet one of the criteria and the preponderance of historic qualities of integrity.

Certain categories of properties are not usually considered for listing on the National Register: a) religious properties, b) moved properties, c) birthplaces and graves, d) cemeteries, e) reconstructed properties, f) commemorative properties, and g) properties achieving significance within the past fifty years. However, these categories of properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or,
- b. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or,
- c. a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
- d. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events; or,
- e. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration plan, and when no other building or structure with the same association has survived; or,
- f. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

- g. a property achieving significance within the past fifty years if it is of exceptional importance.

Based upon the Phase I Investigation, historic standing structures, buildings or objects are either determined not eligible or determined to need additional documentation. If a historic standing structure, building or object is determined to need additional documentation, a Phase II Investigation is needed. The goal of a Phase II Investigation is to determine if the property is eligible for inclusion on the National Register of Historic Places. This process is often referred to as a Determination of Eligibility (DOE). A DOE is an evaluation of the historic standing structure, buildings, objects or districts by formally applying the National Register Criteria for Evaluation.

Finally, the identification of National Register eligible and listed standing buildings, structures or objects in the SW parcel direct APE was conducted in consultation with the Illinois Historic Preservation Officer (SHPO). This insures that this Phase I documentation complies with the requirements under the authority of the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420), which is the preferred presentation format of the Illinois SHPO.

III. Methodology

A background documents and literature search was conducted in conjunction with field investigations and final report preparation from February 2003 through October 2003. Field investigations consisted of curbside visual inspection and photo documentation. Discrepancies between the City of Chicago provided address list, aerial photography and field investigation address verification were attempted to be resolved between October 2003 and May 2004. While all standing structures, buildings and objects were photo documented, there are still discrepancies between the provided address list linking to the aerial and results of address listings from the field. In addition, a secondary survey was conducted in May 2004 to photo document empty, vacant or parking lots per a Federal Aviation Administration request.

In compliance with the Illinois State Agency Historic Resources Protection Act implementing regulations, IHPA requires a set methodological procedure for Phase I documentations (17 Ill Adm Code 4180). These include background documentary and literature search, field investigations, and final report. These three components comprise the Phase I Standing Building, Structure and Object Investigation. The methodology employed is described in detail below.

Project Area and Area of Potential Effect

The project area consists of the SW parcel direct APE. The SW parcel direct APE was labeled as containing parcels 301-920 or 619 individual parcels. Although it should be noted that parcels 416, 417 and 908-911, and 914 do not appear on the aerial, thus it appears that there are actually 612 parcels. There are also parcels that are dead, parking lots and vacant lots, i.e. not every parcel contained a standing structure, building or

object. Each parcel is keyed to an aerial photograph (**ATTACHMENT 1**) and address list (**ATTACHMENT 2**) provided by the City of Chicago. In addition, there were discrepancies between aerial photograph labeled parcels and the address list as compared to architectural field investigations. It should be stipulated that despite these address discrepancies, **all standing buildings, structures and objects within the SW parcel direct APE were photo documented without exception.**

The SW parcel was specifically delineated on a current U.S.G.S. topographic map (**ATTACHMENT 3**). The SW parcel consists of approximately 320 acres or 1,295,040 square meters. In general, the parcel is bounded by the Chicago and Northwestern Railroad on the east, York Road on the west, City of Chicago Corporate Boundary on the north, and Green Street on the south. The SW parcel direct APE is located mostly within the municipality of Bensenville, DuPage County, Illinois.

Background Documentary and Literature Search

The objective of the background documentary and literature search is to evaluate the existing data on standing buildings, structures or objects within the APE of the proposed study area and identify the potential impacts to these resources. For the purposes of this search, all structures, buildings, objects or districts that are listed on or eligible for state or national registers of historic places, or that are currently unevaluated, are considered to be significant historical properties. Objectives include assessment of the known standing buildings, structures and objects that are within the SW parcel direct APE and the evaluation of the adequacy of previous cultural resource investigations in the project area for planning and management. The background documentary and literature search does not entail fieldwork, but identifies the known standing buildings, structures and objects in the project area and evaluates the known gaps in the identification and evaluation of those resources. The background documentary and literature search also compiles resources to be utilized in the field during actual investigations (ex. historic USGS topographic maps).

The background documentary and literature search was compiled from a number of resources, including summaries of previous cultural resource investigations within the sections containing the APE.

Numerous sources were identified and consulted during the Phase I Investigation. These sources provide information that contributes to the historic context statement. The historic context statement is the compiled information upon which the standing buildings, structures and objects are evaluated. These numerous sources are outlined specifically in the bibliography and the highlighted resources include the following:

- Standing structure and archaeological compliance reports housed at the Illinois Historic Preservation Agency (IHPA) where the State Historic Preservation Office (SHPO) is maintained
- Illinois Archaeological Site Recording Forms housed at the Illinois State Museum (ISM)

- Archaeological Research Incorporated standing buildings, structures and objects resource files, DuPage County literature
- 1971-1975 County Landmark Survey housed at IHPA includes properties that IHPA surveyors thought had countywide historical significance (It is important to note that these are not county designated properties)
- 1974-1975 Sprague Survey housed at IHPA focuses on historic resources primarily found in unincorporated communities, although occasional rural properties are noted
- IHPA historic site files are a collection of folders in which miscellaneous material about various historic properties are collected from over the years
- Historic Plats and Atlases housed at the Newberry Library in Chicago including Royce, Tanner and Government Land Office maps
- Albert Scharf maps and notes housed at the Chicago Historical Society, Special Collections
- Illinois Public Domain Land Tract Sales Database
- Bensenville Public Library
- U.S. Army Corps of Engineers (USACE) Chicago District historic topographic maps
- The Illinois State Toll Highway Authority (ISTHA) historic topographic maps
- National Register of Historic Places, National and State Listings
- Weston Solutions Inc. Historical Aerial Photographs and topographic maps
- Certified Local Governments consulted for recognized local community preservation groups and listings of locally recognized historic properties

Results of Background Documentary and Literature Search

The National Register of Historic Places National and State listings were checked for historic properties near or within the SW parcel direct APE. One historic property was identified on the National Register of Historic Places near, but not within, the SW parcel direct APE.

TABLE 1: National Register of Historic Places Listed Property

County/ City	Location	Name	Other Name	Area of Significance	Period of Significance	Date NR Listed
DuPage, Bensenville	3N 784 Church Road	Churchville School	Fisher School	Education	1846-1930	02/1999

No State National Register of Historic Places listings were identified near or within the SW parcel direct APE. This may represent a lack of eligible standing buildings or structures or more probably represents a lack of systematic surveys for these resources.

The list of National Register of Historic Places does not preclude that other cultural resources may have formally been determined eligible without filing a National Register

of Historic Places nomination. Alternatively, cultural resources may be identified, assigned an identification number, but never evaluated in the context of National Register of Historic Places eligibility. Thus, local, county and state surveys were consulted to determine if any standing buildings, structures or objects were identified. A total of eighteen properties of these properties were identified near or within the SW parcel direct APE. Specifically, three properties are within the SW parcel direct APE. All are listed below and the three properties are BOLDED within the Table.

TABLE 2: Local, County and State Identified Properties

County/ City	Location	Name	Current Function	Architectural Classification	Survey Type	SHPO Evaluation
DuPage, Bensenville	17 N. Central	N/A	Domestic dwelling; Commerce/ Trade	N/A	1971- 1975	P
DuPage, Bensenville	437 S. Addison	N/A	Domestic single dwelling	N/A	1971- 1975	HD
DuPage, Bensenville	164 S. Center	N/A	Domestic single dwelling	Craftsman	1971- 1975	HD
DuPage, Bensenville	9 S. Center	N/A	Commerce/ Trade	N/A	1971- 1975	HD
DuPage, Bensenville	28 S. Center	N/A	Domestic single dwelling	N/A	1971- 1975	HD
*DuPage, Bensenville	N. Side of Green, E. of May	Bensenville School	Education/ School	N/A	1971- 1975	HD
DuPage, Bensenville	103 Main	N/A	Domestic dwelling; Commerce/Tra de	N/A	1971- 1975	HD
DuPage, Bensenville	214 Park Street	N/A	Domestic single dwelling	N/A	1971- 1975	HD
DuPage, Bensenville	14 S. York Rd.	N/A	Domestic single dwelling	Queen Anne	1971- 1975	HD
DuPage, Bensenville	165 S. York Rd.	N/A	Domestic single dwelling	Queen Anne	1971- 1975	HD
DuPage, Bensenville	E. side of York, S. of 1 st Ave.	Lutheran Old People's Home	Health Care Sanitariu m	N/A	1971- 1975	HD
DuPage, Bensenville	240 S. Center	N/A	Domestic single dwelling	Colonial Revival	1971- 1975	O
DuPage, Bensenville	118 N. Church Rd.	N/A	Domestic single dwelling	N/A Log construction	1971- 1975	O

Phase I Standing Structure Review
OMP SW Off-Airport Parcel
Page 8

County/ City	Location	Name	Current Function	Architectural Classification	Survey Type	SHPO Evaluation
*DuPage, Bensenville	[311] Irving Park Rd.	N/A	Commerce/ Trade	Other: gas station; Gothic Revival	1971- 1975	O
DuPage, Bensenville	180 S. York Rd.	N/A	N/A	Tudor Revival	1971- 1975	O
DuPage, Bensenville	W. side of York, N. of Main	N/A	N/A	N/A	1971- 1975	O
DuPage, Bensenville	3N 784 Church Rd.	Churchville School/ Fischer School	Vacant	Greek Revival	HD	Listed on the NR 12/21/98
DuPage, Bensenville	Church Rd., S. of Wood Ave.	Recreation and Culture- Monument/ marker	Franzen Mill Memorial	Object	N/A	N/A
DuPage, Bensenville	514 E. Pine	Korthauer House	Domestic Dwelling	N/A	BHCP	N/A
DuPage, Bensenville	14 S. York Rd.	Livingston House	Domestic Dwelling	Victorian	BHCP	N/A
*DuPage, Bensenville	131 Lincoln	Wimsett House	Domestic Dwelling	N/A	BHCP	N/A

1. P = those potentially significant enough to be included in the NR
 2. HD = those probably not of sufficient quality to be listed alone, but likely to qualify as contributing structures in an NR historic district
 3. O = those of marginal architectural interest or significance
 4. BHCP = Applications for Bensenville Historical Commission Plaques
 5. NR = Listed on the National Register of Historic Places
 6. NA = Not available
- *. Starred and Bolded items appear directly within the SW parcel.

As previously stated, for planning purposes all standing buildings and structures that are currently unevaluated are to be considered to be significant cultural resources.

IHPA initiated a program in 1992 that required a trinomial archaeological site number (using the Smithsonian Institution Trinomial System) be assigned to any evidence of human occupation over 50 years of age. The trinomial archaeological site number is assigned by the Site File Administrator at the Illinois State Museum. Farmsteads,

homesteads and rural main street structures also may be assigned coded identification numbers as part of rural or county history surveys and block developer projects

The Certified Local Government Program (CLG) was established by the National Historic Preservation Amendments of 1980. The program allows municipal governments and counties the opportunity to participate in state and federal preservation activities. Participation is granted after they become "certified". To become certified, they must have a local preservation ordinance, a preservation review commission, have a local survey program to identify historic resources and provide for public participation. The certified participants play a powerful role in historic preservations and the program supports their work with technical assistance, awarding the grants and coordinating networks of participating communities. Bensenville is not listed as a certified local government as of the most recent updated list as provided by IHPA in October 2002.

Previous Investigations and Previously Recorded Cultural Resources

A total of eight archaeological surveys have been conducted within one mile of the SW parcel direct APE. These investigations were conducted in association with commercial and aviation development. As previously stated, archaeological sites include standing historic buildings, structures and objects that are fifty years old or older. IHPA considers these to be artifacts, i.e., objects of manmade manufacture, and need to be documented as such. These archaeological surveys are detailed below:

TABLE 2: Previous Investigations within one mile of the SW Parcel Direct APE

COUNTY	YEAR	IHPA DOCUMENT NUMBER	AUTHOR	COVERAGE TYPE	REASON FOR RESEARCH	SITES IN PROJECT AREA
DuPage and Cook	1987	#962	Markman and Mansberger	Corridor	Highway	2
DuPage	1988	#2040	ARI	Block	Commercial/Recreational	0
DuPage	1988	#2523	RIP	Corridor	Channel Improvement	0
DuPage	1992	#4572	RIP	Corridor	Channel Modification	0
DuPage	1996	#7075	ARI	Corridor	Highway	0
DuPage	1997	#7886	ARI	Block	Developer	0
DuPage	1998	#8821	ARI	Corridor	Highway	0
DuPage	2001	#11645	MARS	Block	Highway	1 isolated find

The results of the background documentary and literature search indicate that there are no previously identified archaeological sites within the SW parcel direct APE. Two cemeteries, Resthaven and St. Johannes along with three archaeological sites, 11-DU-71, 11-DU-74 and 11-DU-471, and one isolated find are located within one mile of the SW

parcel direct APE. These resources which include the three archaeological sites and one isolated find are detailed below:

TABLE 3: Previously Recorded Archaeological Sites and cultural resources within Two Miles of the SW Parcel Direct APE

Site Number	Site Type	Site Recorder	Cultural Affiliation	SHPO Evaluation
Resthaven Cemetery	Cemetery	MARS	Historic	Not evaluated
St. Johannes	Cemetery	MARS	Historic	Not evaluated
11-Du-71	Lithic Scatter	Markman	Prehistoric	Unknown
11-Du-74	House	Markman	Historic	Avoidance recommended; Not evaluated
11-Du-471	Historic	MARS	House	Not evaluated
Isolated Find	Isolated Find	MARS	Prehistoric	Not eligible

The professional records of these investigations and archaeological sites are housed at the Illinois State Museum in Springfield, Illinois and at the State Historic Preservation Office maintained by the Illinois Historic Preservation Agency. These records are only accessible to qualified archaeologists.

IV. Affected Environment

It is necessary to understand the geomorphology and topography of the project area prior to conducting field investigations. Any such study necessitates a discussion of not only physiography, but also, soils, drainage systems, and prehistoric and historic land uses. These factors contribute to an understanding of what the prehistoric and historic landscape looked like at the time of site formation as compared to the present landscape. This section provides some insight as to how the study area has changed. Furthermore, this section is useful in predicting areas of high probability, i.e. settings that would have been attractive for prehistoric or historic settlement. This section is presented in this report as the high probability areas are intrinsically tied to standing buildings, structures and objects. In other words, areas attractive for prehistoric settlement also directly bear on the attractiveness of historic settlement and, thus, the placement of standing buildings, structures and objects.

Physical Setting

Nelson (1978: 55) divided Illinois into eleven major geologic regions. There are three basic physiographic features in northeast Illinois. These are: 1) the Lake Plain formed by Glacial Lake Chicago; 2) the morainic system formed by the advances and retreats of glacial ice during the Wisconsinan glacial epoch; and 3) the river and streams that drain these areas.

The SW parcel direct APE is located within the morainic system, Wheaton Morainal Country (SEE ATTACHMENT 4). Wheaton Morainal Country moraine ridges run through northeastern Illinois including portions of Cook, DuPage, Kane and McHenry Counties. The Wheaton moraines and till plains are dissected by many outwash plains formed as a result of repeated fluctuations in the final retreat of the Wisconsin ice sheet during the most recent Woodfordian glacial stage. The moraine consists mostly of till, with areas of stratified sand and gravel. This gravel generally consists of crushed local limestone and sandstone. It does include a small percentage of crystalline material, which can include chert. These materials have been transported glacially, and have on occasion included glacially transported Canadian diamonds, the largest that weighed over 15 carats. Exotic chert is encountered, but generally the chert is local. The moraine typically obscures the underlying limestone, and may range in thickness from a few feet on hilltops to over 400 feet at the bottom of pre-glacial valleys. The surfaces covered by this moraine have a local relief of from 50 to approximately 200 feet in general, excepting terminal moraines and drumlins.

Along with a vast system of morainic ridges, the Wheaton Morainal Country exhibits several other features of recent glaciation including: kames, eskers, glacial lakes, basins, kettles, bogs and marshes. The topography of the area is characterized by broad, flat expanses punctuated by the steep to gently rolling terrain of the morainal ridges with frequent lake basins, marshes and bogs.

The glacial till covering the project area are underlain by Middle Silurian age Niagara limestone. The Niagara formation ranges from 450 to 800 feet thick and is a continuous and competent formation. A thin band of uplifted Devonian shale, from 200 to 500 feet thick borders this limestone on the west. These surfaces are almost entirely obscured by drift.

In outwash plains, fluvial action eroded the newly deposited glacial sediments or covered them with a layer of sand and gravel. In these areas, soils developed in a parent material of alluvial silts and clays. During, or shortly after the cessation of glacial activity, the area was blanketed by a thin, discontinuous layer of Peorian loess. This loess deposit ranges from 2 to 3.5 feet in thickness, with the thickest deposits found in upland areas west of the Marango ridge. Loess within the study area is likely derived from local sources rather than the floodplains of major rivers.

Soils

The soils in the SW parcel direct APE consist of the Urban Land-Markham-Askum Association. This association is characterized as built up areas and deep, gently rolling to nearly level, moderately well drained and poorly drained soils that have clayey and silty subsoil, formed in glacial till. The Urban land part of the unit is covered by homes, light commercial or industrial development and pavements. The landscape has not been radically altered by cuts and fills, but the structures and pavement obscure the soil so that identification is not feasible.

Drainage

Drainage in the project area is provided primarily by the Des Plaines River. This waterway drains in a southerly direction into the Illinois River, and eventually the Mississippi River.

Potential for Deeply buried or deeply buried upland sites

Prehistoric or historic archaeological materials are intrinsically associated with the soil and sediment in which they are found. Because of this, artifacts are subjected to the same pedogenic processes of additions, transformations, removals and biological activity (Birkeland 1984; Buol et al 1973) as the soil solum and, consequently, artifacts frequently become buried. The method and manner by which archaeological materials become buried has been discussed in detail by: Bettis and Thompson 1982; Butzer 1982; Waters 1992; Wood and Johnson 1978 among others. Identification of landforms that are frequently subjected to processes of erosion and deposition can facilitate the discovery of buried archaeological materials.

The following discussion concentrates on the relevant factors of soil formation and disturbance as they pertain to the burial of archaeological sites for each of the landforms encountered.

The burial of archaeological deposits in upland settings has received relatively little attention in the archaeological literature. Burial by Holocene loess deposition (Abbott and Tiffany 1986; Hajic 1992) as well as developmental upbuilding (Artz 1992; Johnson 1985) are the processes most likely responsible for the incorporation of upland archaeological materials into the soil solum. Spatially, these processes along with eolian and colluvial deposition have the potential to cover large portions of the landscape, thereby masking the signature of an entire site. On a smaller scale, the processes of pedoturbation (Wood and Johnson 1978) significantly affect soil development and facilitate artifact burial. However, while it is not considered likely that processes such as frost heaving and rodent activity would consume an entire site, they certainly have a negative affect on contextual integrity (Artz 1992; Bocek 1986). Recent work in western Illinois by Van Nest (1992) has shown that developmental upbuilding in the form of in situ soil development as well as additions of eolian dust accumulates at a rate of 0.08mm/yr. This level of sedimentary deposition would result in the burial of artifacts to a depth of 20 cm in 2,500 years and 30 cm in 3,700 years (Van Nest 1992: 287). While these figures demonstrate the potential for upland site burial, modern land use practices, particularly intensive mechanized agriculture as well as the thickness of Holocene loess in northeastern Illinois have significantly lessened the affects of airborne sedimentary accumulation particles.

Therefore, while upland sites buried to a depth at, or just below, the typical plowzone are possible, deeply buried upland sites are not considered likely to occur. All subsurface tests in upland areas will be excavated through the A and B soil horizons when a Phase I prehistoric and historic archaeological assessment is performed at a future date a depth

below which cultural materials are not likely. Consequently, both prehistoric and historic archaeological materials are potentially likely to occur within the A and B soil horizons.

Land Use

Specifically, this section develops a historic context statement for the historic period through the present. The historic context statement sets forth overarching themes, periods of significance and an approach for identifying post-contact cultural resources during the course of standing buildings and structure investigations. The prehistoric context statement will be provided at a later date within the prehistoric archaeological assessment document.

Historic Period

During the historic period, the Chicago region was occupied primarily by various bands of the Potawatomi nation who likely migrated there from the Green Bay region sometime early in the 18th century (Bluhm 1959: 54; Temple 1966:128). In addition, the area was sporadically inhabited by successive waves of refugee people from the east. Some of these groups included the Mahicans, the Miami, the Kickapoo, and the Mascouten (Tanner 1987:2).

According to early Jesuit accounts, the Potawatomi were living along the shores of Green Bay as early as 1669 (Temple 1966:127). Because of pressure from more powerful tribes encroaching on their lands from the north and east, they began to migrate southward until by 1700 a band of Potawatomi inhabited the southeastern tip of Lake Michigan. Sometime during the mid 18th century the Potawatomi migrated to the Chicago region where they displaced the Wea (Temple 1966:129). At this time, there were reportedly at least three bands of Potawatomi living within the Greater Chicago vicinity: 1) on the Milwaukee River one mile upstream from Lake Michigan, 2) another located at the mouth of the Chicago River, and 3) a final village 6.6 miles up the St. Joseph River. The hunting territory of these bands extended down the Des Plaines, Kankakee and Illinois Rivers (Temple 1966: 130). Temple also reports that in 1790 the Potawatomi were located at the mouth of the Des Plaines and Kankakee Rivers, and around 1820 were farther up the Des Plaines River.

Beginning in 1816 the Federal government began its efforts to relocate all Indians west of the Mississippi River. By the end of 1818, the Delaware, the Wea, the Kickapoo, and the Miami had all been relocated (Morre 1959:35). The Potawatomi were the last to relinquish their holdings to the Federal government. In 1826 they negotiated the Treaty of Mississinewa which according to Charles Royce (1896-97), ceded land from

... a point on Lake Michigan, ten miles due north of the southern extreme thereof; running thence due east to the land ceded by the Indians to the United States by the Treaty of Chicago (1821); thence south with the boundary thereof, ten miles; thence west to

the southern extreme of Lake Michigan; thence with the shore thereof to the place of the beginning (Royce 1896-97: 716).

This treaty, later known as the "Ten Mile Purchase", was followed by the 1832 Treaty of Tippecanoe in which the Potawatomi gave up the majority of their remaining land. This treaty stipulated that the Potawatomi would move to reservations west of the Mississippi by 1838 (Smith 1948:395). Except for a few stragglers, the Potawatomi were all removed from the area by 1838 (Patterson 1934:51).

Historic Euro-American

The Chicago region was not of immediate interest to the early Euro-American settlers of Illinois. The area was viewed as swampland with little potential when compared to the rich farmland of the southern part of the territory. Louis Jolliet and Father Jacques Marquette were the first Europeans to enter the Chicago region when they passed through on their return from exploring the Mississippi River (Nelson 1978:112). This early exploration eventually led to the construction of several French forts such as Fort Creve Coeur in 1680 and Fort Saint Louis in 1682 (Nelson 1978:112). These forts were designed to assist the French in the exploitation of fur resources along the territories' waterways. Aside from the forts Creve Coeur and Saint Louis, the majority of French settlement was concentrated in the southern part of the state along the Mississippi and Ohio Rivers. French colonization of what would eventually become Illinois was primarily limited to fur traders and forts interspersed with a few settlements (Nelson 1978:114). Official French control of the area ended in 1763 with the Treaty of Paris, which transferred title of the Illinois Country to England.

After the war of 1812, Euro-American occupation of the Illinois Country slowly began to intensify with settlers arriving via major waterways such as the Ohio River. This major east-west waterway facilitated settlement of the southern portion of the state while the north remained largely ignored. It would not be until after 1830, when navigation of the Great Lakes was made possible, that the northern portions of the territory would begin to be settled (Nelson 1978:117).

Chicago area settlement was characterized by the fur industry. As previously mentioned, Marquette and Jolliet were the first Europeans to visit the area. Their visit, however, was merely the first in a string of transient visitors, which included Father Claude Allouez in 1677 and Robert Cavalier Sieur de La Salle (Pierce 1937:8). During this time, Chicago was not a destination; rather it was a place of portage between settlements to the south, and Fort Michilimackinac. As the Chicago portage grew in importance, a series of missions were established along its route, including one by Father Pinet in 1696, and another by St. Cosme (Pierce 1937:9-10). The importance of the budding Chicago portage area diminished significantly during the ensuing colonial war years as attention was drawn away from the western frontier (Pierce 1937:11). The eventual English victory resulted in a shift in colonial settlement philosophy. Whereas the French were more

interested in exploiting the Illinois country for its resources, the English were intent on colonization. In keeping with this desire, Jean Baptiste Point duSable was sent around 1779 to establish a trading post, presumably near the mouth of the Chicago River (Crowe et al. 1976:13).

The region remained largely unpopulated, with settlement revolving around the fur trade until 1803, when Fort Dearborn was established (Pierce 1937:16). Fort Dearborn was a small outpost designed to keep local Indian population in check, a task that culminated with the Black Hawk War of 1832 (Pierce 1937:36). Early written histories indicate that the area was largely unsettled by white settlers until 1834. While towns in the southern third of the state were flourishing by 1830, the Town of Chicago had just been surveyed and platted by James Thompson (Pierce 1937:3). In 1831, Cook County was established with Chicago named as the county seat (Pierce 1937:33). Following the defeat of Chief Black Hawk, northern Illinois enjoyed a period of prosperity and population growth as a result of the great westward movement of the 1840's. Chicago would eventually become a transportation hub of this westward movement, first with canals and waterways, and later with railroads.

Irrespective of late twentieth century geopolitical and economic disparities, the late historic Native American occupational histories and early Euro-American settlement histories share some commonalities, especially in the antebellum period, prior to the emergence of large industry and mono-crop agricultural production. Two themes emerge between 1830 and 1900, and these are 1) commercial and manufacturing linkages to the Midwest Hinterland and 2) the rise of rail transportation as transformative phenomena, responsible in large part for the creation of many nucleated towns as well as the assimilation of small autochthonous economic units into a more distant and larger economy.

Cook and DuPage Counties, Illinois experienced rapid urbanization shortly after their respective incorporation and for whom their significance derived from the commercial and manufacturing linkages to the Midwest Hinterland. Alternatively stated, the nineteenth century landscape of these two counties supported the urban core and even where the land was put into production, more often than not, land use included small truck farms, orchards, nurseries, mills and quarrying operations for which contact with the urban core was frequent. This is in contrast to the surrounding counties whose primary activity was dairying which produced cheese and butter for distant markets.

The development of Addison civil township fits this paradigm well. A cursory review of historic maps and plats illustrate that Township 40 North, Range 11 East was largely prairie, timber and marshes with established fields in 1842 (**ATTACHMENTS 5 and 6**). Notably there were also two groves and an established Rockford to Chicago Road in 1842.

Andreas describes the area as rolling prairie watered by Salt Creek and two small branches of the Des Plaines River (Andreas 1884:856). He estimated that the township

consisted of thirteen hundred acres of timber; white, red, burr oak, maple, hickory and basswood (Andreas 1884:856)

Early settlers in Section 13 are summarized below:

TABLE 3: Summary of Land Sales in Sections 13, T40N, R11E DuPage County, Illinois

NAME OF PURCHASER	LEGAL DESCRIPTION	DATE PURCHASED	NUMBER OF ACRES	PRICE PER ACRE	TOTAL PRICE	TYPE OF SALE
*Cogswell, William F.	W2SE	02/10/1843	80	\$1.25	\$100.00	Federal
Cogswell, William F.	SENE	10/11/1844	40	\$1.25	\$50.00	Federal
*Cogswell, William F.	NESE	10/11/1844	40	\$1.25	\$50.00	Federal
Cogswell, William F.	NENE	12/05/1845	40	\$1.25	\$50.00	Federal
*Dierks, John H.	W2NW	03/23/1843	80	\$1.25	\$100.00	Federal
*Francis, John H.	SW	05/20/1842	160	\$1.25	\$200.00	Federal
Schwertfeger, Charles	E2NW	07/08/1842	80	\$1.25	\$100.00	Federal
*Schwertfeger, Charles	W2NE	07/08/1842	80	\$1.25	\$100.00	Federal
Smith, Abial	SESE	02/22/1845	40	\$1.25	\$50.00	Federal

*Bolded appears to be the settlers that occupied portions of areas directly within the SW Parcel.

Biographical sketches of DuPage County indicate that William Cogswell was a native of Concord, New Hampshire who came to the township in 1842 and purchased a claim on Section 13. William Cogswell married Annie Franzen on August 26, 1843. She was born in Prussia and her parents immigrated to Addison Township in 1843. Her father died June 23, 1869 having been a member of the Evangelical Church for twenty years. William and Annie had ten children of whom George, a farmer owned the family homestead in 1887 (History of DuPage County 1877:229).

John Henry Dierks came to America with his wife Dorathy (Preusner) and young son Louis from Neustadt Amt Rodewald in the Province of Hanover in 1841. John Henry located his farmstead within Section 13 in a log house with minimal improvements (History of DuPage County 1877:231).

J.H. Franzen (Francis?) was a farmer who was born in Prussia in October 1813. The family immigrated to the United States in 1834 and came to DuPage County in 1837. He actively engaged in managing an oil mill as well as farming (History of DuPage County 1877:235).

Finally, Charles Schwertfeger was born in the Province of Hanover on February 13, 1813 and immigrated to the United States in 1833. They moved to Dearborn County, Indiana and relocated to Addison Township around 1840. His son by 1877 owned 125 acres of prairie and sixteen of timber. Charles married Catherine Franzen, a native of Prussia (History of DuPage County 1877:246). The Schwertfeger original farmstead, 11-Du-74, is located within the on-airport portion of the OMP EIS and is not directly part of the SW parcel.

Additionally, a small portion of Section 12, T40N, R11E is included within the SW Parcel. Early settlers in Section 12 are detailed below:

TABLE 4: Summary of Land Sales in Section 12, T40N, R11E DuPage County, Illinois

NAME OF PURCHASER	LEGAL DESCRIPTION	DATE PURCHASED	NUMBER OF ACRES	PRICE PER ACRE	TOTAL PRICE	TYPE OF SALE
Adsit, James M.	NWSEPA	02/23/1846	40	\$3.50	\$140.00	State
Dunlap, M. L.	SESEPA	05/20/1846	40	\$3.50	\$140.00	State
Franzen, John	NW	12/20/1842	160.00	\$1.25	\$200.00	Federal
Hoard, Samuel	NESEPA	08/28/1846	40	\$3.50	\$140.00	State
*Hoppenstadt, Henry	W2SW	02/10/1843	80	\$1.25	\$100.00	Federal
Landmear, John G.	E2SW	02/10/1843	80	\$1.25	\$100.00	Federal
Landmear, John Garret	SWSEPA	09/16/1845	40	\$3.50	\$140.00	State
Volberding, Henry	W2NEPA	02/23/1846	80	\$3.50	\$280.00	State
Volberding, Henry	E2NEPA	02/23/1846	80	\$3.50	\$280.00	State

* Henry Hoppenstadt appears to be the only settler that occupied the area directly within the SW Parcel. He is not mentioned in the 1877 county history.

Finally, a small portion of Section 18, T40N, R12E is contained within the SW Parcel direct APE. The early settlers of Section 18 are detailed below:

TABLE 5: Summary of Land Sales in Section 18, T40N, R12E Cook County, Illinois

NAME OF PURCHASER	LEGAL DESCRIPTION	DATE PURCHASED	NUMBER OF ACRES	PRICE PER ACRE	TOTAL PRICE	TYPE OF SALE
Bailey, Erastus	NWNE	10/16/1846	40	\$1.25	\$50.00	Federal
Dunlap, Mathias L.	N2NWFR	05/06/1846	45.59	\$1.25	\$56.99	Federal
Dunlap, Mathias L.	E2SE	01/03/1845	80	\$1.25	\$100.00	Federal

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NAME OF PURCHASER	LEGAL DESCRIPTION	DATE PURCHASE D	NUMBER OF ACRES	PRICE PER ACRE	TOTAL PRICE	TYPE OF SALE
Dunlap, Mathias L.	S2NWFR	05/25/1842	45.67	\$1.25	\$57.09	Federal
Dunlap, Mathias L.	SWNE	10/02/1841	40	\$1.25	\$50.00	Federal
*Dunlap, Mathias L.	SWFR	02/13/1841	91.08	\$1.25	\$113.85	Federal
Dunlap, Menzo	NWSE	09/23/1846	40	\$1.25	\$50.00	Federal
Long, James	E2NE	10/26/1847	80	\$0.00	Warrant	Federal

*Mathias L. Dunlap appears to be the only settler that occupied the area directly within the SW Parcel. He is not mentioned in the 1877 county history.

Sections 12 and 13, T40N, R11E were partially settled in 1842 according to the Government Land Office maps (SEE ATTACHMENT 5). A field and Cuyler's Grove are noted on the maps. Section 18, T40N, R12E is only partially subdivided by 1842 (SEE ATTACHMENT 6). Addison civil township was formally established in 1849. The first established settlers were Hezekiah Dunklee from Hillsborough, New Hampshire and Mason Smith from Potsdam, New York (History of DuPage County 1877:286). They arrived in Chicago on September 3, 1833 via Detroit, Michigan. Traveling northwest on a trail blazed by General Winfield Scott's army, they arrived at a large grove of trees and chose to settle on the north end of the grove. Bernhard Joachim Koehler and the Friedrich Graue families settled south of the grove. These two families were the first of a large influx of German settlers, specifically Hanoverians, Prussians and Pomeranians, began to arrive in the area. The common roots formed solidarity held together by a common language, Plattdeutsch, low German (DuPage 1985:112). The Plattdeutsch Guild Hall was built and served as a central meeting place, families mingled and intermarried, creating a tight knit German community. Many farmed and by 1837 there were thirty families living in the area, by 1844 there were almost two hundred people living in the vicinity. The 1851 Rees map illustrates the existence of the Western Plank Road running northwest in Section 13 and the significance of the road in relationship to cultural resources is discussed in the results section (SEE ATTACHMENT 7). The Dierkling family occupies portions of the SW ¼ of Section 18 in 1861 and 1870 according to the Mendel and J. Van Vetchen maps (SEE ATTACHMENT 8). The Heidemann Mill was constructed in Addison in 1867, the mill allowed settlers to have grain ground in the vicinity rather than traveling to other localities.

The German population formed the German United Reformed Lutheran Congregation church in 1838. This church included Lutherans from Hanover and Reformed members from Prussia. By 1848 the church group split and the Reformed members left the congregation to form St. John's Church, north of Irving Park Road. The Evangelical Lutheran Teachers' Seminary was built in Addison to train teachers for the Lutheran school system in 1864. By 1874 the Evangelical Lutheran Orphan home was created. The school mission was to raise, train and educate orphans, half orphans and other children

entrusted to its care (DuPage Roots 1985:106). The boys were trained to work on truck farms, farms or greenhouses (DuPage Roots 1985:106).

Bensenville was purchased in 1872 by Dedrich Struckmann, T.R. Dobbins and Col. Roselle M. Hough and John Lemarche. Not long after, Frederick Hener and Henry Korthauer purchased Hough's ¼ interest. This ¼ was further subdivided in 1874 approximately one year after Bensenville was incorporated as a village. The Chicago & Pacific Railroad was two years old and a post office, run by Henry A. Glos as postmaster was located in Bensenville. The 1874, 1890 and 1898 Thompson Brothers and Burr's and Snyder's maps indicates that some of the early settlers are still occupying the area; Cogswell, Schwertfeger, Dierks, Brettman, Struckman and Korthaeur (SEE ATTACHMENTS 9, 10 and 11).

The agricultural bent of Bensenville changed between 1860 and 1880 from diversified subsistence farming to specialized cash crops, then to commercial dairy farming (DuPage Roots 1985:114). Science replaced German in the school system in 1906 and those who wished to learn German were encouraged to do so in summer school. This corresponds to a movement in the Catholic Church where German was abandoned in favor of English around 1906.

The roundhouse of the Milwaukee Railroad was constructed in 1916 and dramatically increased job opportunities employing over three hundred people. The German ethnicity of Bensenville was eclipsed by the Mexican ethnic community. The influx of Mexican workers created tension between the two ethnic communities and by 1919 Mexican railroad workers were living on railroad property. Still by World War I the German ethnic community was strong in Bensenville and many illustrated patriotism. Independent dairy farms were replaced by large dairies in Chicago that distributed pasteurized milk in the Depression (DuPage Roots 1985).

By 1928, the Garden Orchard Subdivision appears on the USGS topographic maps for the project area. Partial portions of the Irving Park, Bretman, Pershing and Hamilton subdivision are also present. These portions remain consistent on the 1946 and 1953 topographic maps. Certainly by 1963, the entire layout plat for the Irving Park subdivision was present (SEE ATTACHMENTS 12, 13, 14 and 15).

V. Fieldwork Methodology/Investigation Techniques

Photographs of all standing buildings, structures or objects were taken regardless of age in order to illustrate adequate documentation. The investigation consisted of a front elevation photograph of all standing buildings, structures or objects which are keyed to aerial maps provided by the City. However, a secondary approach was designed to target those that meet the age criterion to be eligible to the National Register of Historic Places. The minimum age requirement for National Register of Historic Places eligibility is fifty years old, although there are age criterion exceptions that are discussed below. See 36 C.F.R. § 60.4 ("Criteria considerations"). Historic United States Geological Survey (USGS) topographic maps dating to 1953 were compiled of the project study area and

compared to USGS topographic maps dating to 1963 photorevised 1973. Buildings, structures, objects or neighborhoods that appear on the 1953 USGS topographic maps meet the minimum age criteria for nomination to the National Register of Historic Places. If buildings, structures, objects or neighborhoods were depicted on the 1953 topographic maps, these were targeted for intensive field reconnaissance surveys.

The actual intensive field reconnaissance survey was threefold. First, the building, structure, object or neighborhood needed to be ground truthed to determine if they were still extant. Second, if they were extant, architectural styles were examined to substantiate the apparent age of the property. High architectural styles are characterized by excessive detailing and may be stylistically dated. Modern architectural styles (ca. 1935 to 1960) or buildings of the recent past are generally less detailed and yet distinctive in and of themselves, and each was individually evaluated. Third, modern architectural styles or buildings of the recent past that are not fifty years old or older were evaluation targeted for individual and as neighborhood districts, in accordance with the exception to the fifty-year rule, described briefly below.

Properties that have achieved significance within the last fifty years may be listed on the National Register of Historic Places, according to the National Register Criterion for Evaluation, Bulletin 22: 2-3,

Only if they are of "exceptional importance" or if they are integral parts of districts that are eligible for listing in the Register. This principal safeguards against listing properties that are only contemporary, faddish value. Properties that have achieved significance within the last fifty years are not eligible for listing because the Register is intrinsically a compilation of the Nation's *historic* resources that are worthy of preservation. The National Register does not include properties important solely for their contemporary impact and visibility and rarely is it possible to evaluate historical impact, role or relative value immediately after an event occurs or a building is constructed. The passage of time is necessary in order to apply the adjective "historic" and to ensure adequate perspective. The passage of time allows perceptions to be influenced by education, the judgment of previous decades and the dispassion of distance.

The National Register Criteria for Evaluation encourages nomination of these properties that have achieved significance within the past fifty years only if they are of exceptional importance to a community, a State, a region or the Nation. See 36 CFR § 60.4 at (g)). Criteria considerations do not describe exceptional, and as the Bulletin states, "nor should they". Exceptional, by its own definition, is unique and does not conform to normal rules.

VI. Survey Limitations

There were no limitations constricting the ability to photo document any of the standing buildings or structures within the SW parcel direct APE.

A full Phase I prehistoric and historic archaeological assessment will be developed at a future date. No archaeological investigations were conducted at this time as the majority of the land is covered in parking lots or contain standing structures, thus necessitating the prehistoric and archaeological assessment. The Phase I prehistoric and historic archaeological assessment will take into account both historic and prehistoric archaeological sites. This documentation will be provided under separate cover at a later date.

VII. Evaluation of Alternatives

No evaluation of alternatives is proposed at this time. Phase II Investigations are proposed for four individual structures and one district to determine if these properties are eligible to or potentially eligible to the National Register of Historic Places.

VIII. Results of Standing Structure, Building and Object Field Investigations

Standing building, structure and object investigation of the SW parcel direct APE was conducted in February 2003. A secondary survey was conducted in May 2004 to photo document empty, vacant or parking lots per a Federal Aviation Administration request. Photographs of each parcel were keyed to a master address and parcel number list which in turn was keyed to aerial photographs. The accuracy of each was verified and field truthed, inaccuracies were corrected to the extent possible.

Photographs were imported into a Microsoft Access database program. The database was designed to provide a digital report in high quality format to the client as well as to provide a well-organized report to IHPA. The database was also designed to key each entry page to a Parcel Identification Number, address and owner. Each entry page contains a photograph, a comments section and potentially eligibility field.

Properties Not Fifty Years of Age

A small portion of the SW parcel direct APE is occupied by the horizontally oriented office park in the NE $\frac{1}{4}$, SE $\frac{1}{4}$ of Section 18 and the N $\frac{1}{2}$, NW $\frac{1}{4}$, SE $\frac{1}{4}$ and the W $\frac{1}{2}$, SW $\frac{1}{4}$, NE $\frac{1}{4}$ of Section 13. Typical buildings are exemplified by Parcels 857, 856, 894, 895, 898. A review of the USGS topographic maps indicates that these were constructed between 1971, 1980, and 1993. A second explosion of growth in the east part of the SW parcel direct APE occurred between 1973 and 1993. None of these buildings or structures is over fifty years old.

The commercial and industrial buildings were therefore examined to determine whether any of the businesses meet the "exceptional" criteria for nomination to the National

Register of Historic Places. No prominent modern architect or unusual architectural style was identified within the SW parcel direct APE, therefore none of these buildings appears to meet these criteria and no further work is recommended for the individual buildings.

Properties Fifty Years of Age or Older

Individual property parcels along Garden Avenue, Hillside Drive and Orchard Avenue, north of Irving Park Road, identified by MARS as the Garden Orchard Subdivision, exemplified by parcels 305 and 306, contain predominately residential houses, some of which are fifty years of age or older identified within the SW parcel direct APE and others that are modern. The fifty years and older are predominately described as Modern. Four architectural styles dominated American house design in the Modern time period: Minimal Traditional, Ranch, Split-Level and Contemporary (McAlester 1984: 477-85). The majority of the houses fall within the Minimal Traditional category. No buildings, structures, or objects that are fifty years old or older were noted that were individually distinctive to warrant listing on the National Register of Historic Places. No further work is recommended for the individual buildings within Garden Orchard Subdivision.

Individual property parcels bordered between Irving Park, Bretman Avenue, Pershing Avenue, and Hamilton Street, exemplified by 523-631, also contain predominately residential houses which are fifty years or older. No buildings, structures, or objects that are fifty years old or older were noted that were individually distinctive to warrant listing on the National Register of Historic Places.

Individual property parcels along Lincoln Avenue, Parcels 866-874, 881-885, were examined as a district as well as individually. Many are older than fifty years old with inclusions of modern buildings. The modern buildings detract from the sense of time and place for the district. Individually, the buildings probably date between 1880 and 1910 representing the American Four Square and Two Story Cube. It is possible that extensive modifications removed decorative details rendering a Queen Anne, an American Four Square. Parcel 873 in particular was targeted by the Bensenville Historical Commission for a plaque. None of the individual buildings retains enough integrity to warrant listing on the National Register of Historic Places.

The fieldwork also included reviewing the houses in the context of a neighborhood. Neighborhoods that meet the age criterion may qualify as districts for National Register of Historic Places eligibility. The houses are not distinct individually, are part of a district, and were part of a neighborhood in 1953. Garden Orchard Subdivision, the neighborhood bordered by Garden Avenue, Hillside Drive and Orchard Avenue¹, is interspersed with houses fifty years or older and modern houses. As a group, however, the integrity of the neighborhood is lost, in other words, the sense of time and place is compromised. However, the Irving Park, Bretman Avenue, Pershing Avenue, and Hamilton Street² neighborhood may be potentially significant as an example of

¹ The Garden Orchard Subdivision consists of Parcels 304-320, 327-345, 348-371, 378-397.

² The Irving Park Road, Bretman Avenue, Pershing Avenue and Hamilton Street subdivision consists of Parcels 404-631.

architecture in working class neighborhoods. The individual houses are not architecturally significant; these buildings are common vernacular architecture. Yet, as a district, a sense of time and place is evident. As Joseph Bigott discusses, "One house does not provide sufficient evidence to tell a story. Common houses acquire historical value collectively and in sequence. When placed in a larger context, they form a linked series of events that demonstrates how builders respond to problems over time. (Bigott 2001:19). This neighborhood may be significant under Criterion C. A Phase II Architectural Investigation, Determination of Eligibility is recommended for this district.

Field investigations targeted four individual buildings as potentially significant and are recommended for further investigations. These resources include one gas station, one roadside resource (lumped as one property), one school building and a Geodesic Dome. Each is individually discussed below.

The Bensenville school building, Parcel 880, is over fifty years old and was recorded in the IHPA 1971-1975 Sprague survey. The building is potentially significant under the theme of education, Criterion A and architecture, Criterion C. According to county histories, the brick building was constructed in 1917 with four teachers and the principal, Leo Fredericks (Jones 1976:78).

Field investigations noted a gas station located at 309 Irving Park Road, Parcel 376. The IHPA 1971-1975 also targeted this resource, although the address is noted as [311] Irving Park Road. Irving Park Road is an old plank road which appears to be the early Western Plank Road. The Western Plank Road existed as early as 1851 as noted on the early Rees maps (Rees 1851:Jefferson, Lyden and Addison Townships). The Western Plank Road was one of the radial spokes linking the early city of Chicago to the outlying portions of Cook County and counties beyond. The lifetime and long-term success of the plank roads was relatively short lived (Quaife 1923:137). By 1916, the Western Plank Road is known as Illinois Route 19/Irving Park Road, which continues to be a major radial route from the City of Chicago. The Illinois State Highway Department annual report for 1916 indicates that at least portions of the roadway are constructed in brick and concrete (Illinois State Highway Department 1916:Insert E). The gas station thus is targeted as potentially significant under the theme of commerce, trade and transportation, Criterion B. The gas station is a good example of a road side resource built in the Gothic Revival Style, Criterion C. This station probably dates between 1920 and 1940. During this time period, petroleum companies leaned toward the familiar, as in the house format. The house format was acceptable and often added value in the sense that restrictive zoning and construction bans were often eased (Witzel 1994:19). Gas stations in this format could be placed in any road side lot including within residential areas (Witzel 1994) such as Parcel 376. The decades encompassing 1920 to 1940 is considered the "Golden Era" of the gas station (Margolies 1993:44).

Adjacent to the gas station, Parcel 377, is another small building that may be potentially significant under commerce or transportation, Criterion A. The building is brick and currently functions as a commercial car dealership. The original function of the building is unclear as the sense of time and place are no longer apparent. It is possible that the

building functioned as a small diner or restaurant along Irving Park Road. This resource is considered along with the adjacent gas station although they may not be related.

Lastly, one building that is distinctive, that is not over fifty years old is located on Parcel 339. This building is a Geodesic dome which may be significant under Criterion C, architecture, with at least four visible heavy wood doors; if the pattern is followed there are probably four additional doors. Additional work is needed to obtain interior photographs and develop a context statement for this particular building. A Phase II Investigation is recommended for this building.

IX. Mitigation

Mitigation is not warranted at this point in time. Mitigation is only required if standing buildings or structures are encountered within the SW parcel direct APE that are eligible to or potentially eligible to the National Register of Historic Places. Mitigation may be discussed after the results of the Determinations of Eligibility.

X. Discussion/Recommendation

The majority of the standing buildings and structures are from the recent past and do not warrant further investigation. All the standing buildings and structures over fifty years old were evaluated under National Register Criteria for Evaluation. The quality of significance in American architecture present in these standing buildings and structures was evaluated in conjunction with their integrity of location, design, setting, materials, workmanship, feeling and association. None of the individual standing buildings or structures was found to embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master (**SEE ATTACHMENT 16 for photo documentation**).

One property, the Geodesic Dome (Parcel 880), may meet the "exceptional" criterion for nomination and may be potentially significant under Criterion C and perhaps Criterion A. A Determination of Eligibility is recommended to provide a wholistic historic context statement and evaluation of integrity (**SEE ATTACHMENT 17 for photo documentation**).

Two commerce, trade and transportation buildings (Parcels 376 and 377) are recommended for further investigations for potential significance under Criterion A and/or C. One building (Parcel 339) may be potentially significant under the theme of education, the Bensenville School and Criterion B and/or C architecture. All of these properties are recommended for formal Determinations of Eligibility (**SEE ATTACHMENT 17 for photo documentation**).

Finally, one potential district, Parcels 404-631, bounded by Irving Park, Bretman, Pershing and Hamilton may be potentially significant under Criterion C as an example of vernacular 20th century worker houses (**SEE ATTACHMENT 18 for photo**

documentation). A Determination of Eligibility is recommended to evaluate the potential district.

Field investigations were intensive and methodology was appropriate for standing structure, building and object photo documentation. A prehistoric and a historical archaeological assessment will be provided at a future date. Indirect auditory impacts for the entire noise contour area have not been evaluated but will also be assessed at a later time as part of the EIS process.

ATTACHMENT M-6

9/20/2004 IHPA COMMENT LETTER ON THE PHASE I STANDING STRUCTURE REPORT FOR THE SOUTHWEST PARCEL

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Illinois Historic
Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

Cook County
Chicago

Results of Phase I Standing Structure Investigation of S.W. Parcel of the O'Hare
Modernization Program, Environmental Impact Statement
S.W. of Existing O'Hare International Airport, Bensenville

FAA

IHPA Log #017071504

September 20, 2004

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

Thank you for requesting comments from our office regarding the above referenced submittal. We have reviewed the extensive documentation provided by Archaeological Research, Inc. on behalf of your agency. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

At this time, it is our opinion that three of the properties identified in the referenced Environmental Impact Statement (EIS) warrant further investigation to determine whether they may be eligible for listing on the National Register of Historic Places. We cannot adequately complete our review of this EIS until the following properties are evaluated for National Register eligibility:

1. 225 N. Garden Avenue - Geodesic Dome property
2. 309 E. Irving Park Road - Former Gas Station (?)
3. 115-119 Green Street - School

In your reply, please refer to IHPA Log #017071504. If you have any further questions, please contact Cody Wright, Cultural Resource Manager, Illinois Historic Preservation Agency, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

AEH

Cc: David Keene, Archaeological Research, Inc.

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ATTACHMENT M-7

**DRAFT PREHISTORIC AND HISTORIC
ARCHAEOLOGICAL PREDICTIVE MODEL OF
THE NORTHWEST PARCEL OF THE OM EIS**

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**Prehistoric and Historic
Archaeological Predictive Model
Of the Northwest Parcel of the
O'Hare Modernization
Environmental Impact Statement,
Cook County, Illinois**

DRAFT

Prepared for:

The Federal Aviation Administration

Thru

Clean World Engineering,

And

Crawford, Murphy and Tilly

Prepared by:

Archaeological Research Incorporated

September 24, 2004

**Archaeological Research, Inc.
1735 North Paulina Street Suite 113 Chicago, Illinois 60622**

I. Executive Summary

Archaeological Research Incorporated conducted a Phase I Standing Building, Structure and Object Investigations of the O'Hare Modernization Northwest (NW) Parcel from March 2003 through April 2003. At that time, the document stipulated that a Phase I prehistoric and historic archaeological assessment would be developed at a future date.

This document is that Phase I prehistoric and historic archaeological assessment. This assessment was for the entire NW Parcel. In general, the parcel is bounded by Mount Prospect Road on the east, Carmen Road on the west, Old Higgins Road/Route 72 on the north, and O'Hare Airport on the south. The NW parcel direct area of potential effect (APE) is located within the municipalities of the City of Des Plaines and Elk Grove Village in Cook County, Illinois. The approximate total area of potential effect was 160 acres or 647,520 square meters of property.

A Phase I prehistoric and historic archaeological assessment typically is twofold. The first portion consists of an evaluation of historic land use, prehistoric to present. Portions of this are presented in this report in order to help evaluate standing buildings, structures and objects. The second portion develops a predictive ranking system of potential for archaeological resources, both prehistoric and historic, under areas not accessible during normal archaeological investigations (ex. paved parking lots or underneath extant standing buildings, structures or objects without basements).

In summary, no areas are targeted for potential prehistoric archaeological investigations. The following areas are, however, targeted for historic archaeological investigations: Parcels 7, 24, 27 and 28. The archaeological predictive model that targets these parcels is outlined in the following report.

II. Introduction and Purpose

The City of Chicago Department of Aviation (City) has proposed a program to modernize O'Hare International Airport. This program is known as the O'Hare Modernization Program (OMP) and if implemented would modernize O'Hare with airfield improvements, new runway construction, existing runway re-alignment, relocation/replacement of navigational aids, western access, additional terminal facilities, various roadway and rail line relocations. The OMP consists of two off-airport acquisition parcels, the NW and Southwest (SW) parcels (each parcel is composed of numerous individual parcels or properties), on-Airport parcels and two cemeteries.

Archaeological Research Incorporated (ARI) is subcontracted to Clean World Engineering, a firm which is contracted to Crawford, Murphy and Tilly, the FAA's third party contractor responsible for preparing the O'Hare Modernization Environmental Impact Statement (OM EIS). ARI is subcontracted to evaluate the cultural resource components that will be included in the appropriate sections of the OM EIS.

Applicable laws relevant to an analysis of historical, architectural, archaeological and cultural resources include the National Historic Preservation Act (NHPA) as amended in 1992 and most recently amended in 2004¹, and its implementing regulations with revisions which became effective January 11, 2001². The NHPA requires, among other things, that FAA consult with the State Historic Preservation Officer (SHPO). In Illinois, the SHPO is part of the Illinois Historic Preservation Agency (IHPA). The NHPA also requires that FAA gather information to determine which properties in a project's APE are listed on or eligible for the National Register of Historic Places.

The APE includes areas of reasonably anticipated direct impacts and indirect impacts and, thus, may extend beyond the area of direct physical impact for particular types of cultural resources. For instance, a view shed or vantage point for Native American religious or traditional cultural properties may extend farther than the APE. Auditory and vibration impacts may affect religious or traditional cultural properties or may affect standing structures. Other indirect impacts may also result from informal traffic, either pedestrian or vehicular, outside the designated area of construction. At this point and time, indirect auditory impacts for the entire noise contour area is not undertaken and is planned for the future.

This document provides a prehistoric and historic archaeological assessment of the NW Parcel. Specifically, this document will outline the methods used to gather information to develop a model to predict the likelihood of prehistoric and historic archaeological sites in the NW parcel direct APE, develop a prehistoric and historic context statement that provides information on the known trends and events that might target areas for high archaeological probability.

It should be reiterated that this is considered an archaeological predictive model for a future Phase I Investigation. The future Phase I Investigation will be completed after concurrence from IHPA on this model and future potential land acquisition. The goal of a Phase I Investigation is identification of historic properties.³ Prehistoric or historic archaeological sites are evaluated for potential significance under the National Register of Historic Places Criteria.⁴ Based upon the Phase I Investigation, prehistoric or historic

¹ Amendments to the regulations governing Section 106 of the NHPA were published July 6, 2004 in the Federal Register. The amendments became effective August 5, 2004.

² As noted on the ACHP web page, <http://www.achp.gov/106summary.html>.

³ According to the regulations governing the Section 106 process: "Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places... the term *eligible for inclusion in the National Register* includes both properties formally determined as such in accordance with the regulations of the Secretary of the Interior and all other properties that meet the National Register Criteria." 36 CFR § 800.16(1)(1-2).

⁴ National Register criteria for evaluation. The quality of significance in American history, architecture, archaeology, 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;

archaeological sites are either determined not eligible or determined to need additional documentation. If a prehistoric or historic archaeological site is determined to need additional documentation, a Phase II Investigation is needed. The goal of a Phase II Investigation is to determine if the property is eligible for inclusion on the National Register of Historic Places. This process is often referred to as a Determination of Eligibility (DOE). A DOE is an evaluation of an archaeological site formally applying the National Register Criteria for Evaluation.

Finally, the application or use of the predictive archaeological model in the NW parcel direct APE would be conducted in consultation with the Illinois Historic Preservation Officer (SHPO). This consultation would occur after concurrence from SHPO on this model and after future potential land acquisition. This insures that this Phase I documentation complies with the requirements under the authority of the Illinois State Agency Historic Preservation Act (20 ILCS 3420), which is the preferred presentation format of the Illinois SHPO.

III. Methodology

Archaeological Research Incorporated conducted a background documents and literature search in conjunction with standing structure evaluation from March 2003 through April 2003. The results of the background documents and literature search are presented within this document.

In compliance with the Illinois State Agency Historic Resources Protection Act implementing regulations, IHPA requires a set methodological procedure for any archaeological documentation (17 Ill Adm Code 4180). The methodology employed is described in detail below.

Project Area and Area of Potential Effect

The project area consists of the NW parcel direct APE. The NW parcel direct APE contains fifty seven individual parcels and are keyed to an aerial photograph (**ATTACHMENT 1**) and address list (**ATTACHMENT 2**) provided by the City of Chicago. The NW parcel was specifically delineated on a current United States Geological Survey topographic map (**ATTACHMENT 3**). The NW parcel consists of approximately 160 acres and 647,520 square meters.

Background Documentary and Literature Search

(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 important in prehistory or history..."
60 C.F.R. Section 60.4

The objective of the background documentary and literature search is to evaluate the existing data on standing buildings, structures or objects within the APE of the proposed study area and identify the potential impacts to these resources. For the purposes of this search, all structures, buildings, objects or districts that are listed on or eligible for state or national registers of historic places, or that are currently unevaluated, are considered to be significant historical properties. Objectives include assessment of the known standing buildings, structures and objects that are within the NW parcel direct APE and the evaluation of the adequacy of previous cultural resource investigations in the project area for planning and management. The background documentary and literature search is an integral phase that assists in developing a predictive archaeological model for areas that potentially contain subsurface objects (features). The background documentary and literature search does not entail fieldwork, but identifies the known standing buildings, structures and objects in the project area and evaluates the known gaps in the identification and evaluation of those resources. The background documentary and literature search also compiles resources to be utilized in the field during actual investigations (ex. historic United States Geological Survey topographic maps).

The background documentary and literature search was compiled from a number of resources, including summaries of previous cultural resource investigations within the sections containing the APE.

Numerous sources were identified and consulted during the Phase I Investigation. These sources provide information that contributes to the historic context statement. The historic context statement is the compiled information upon which the standing buildings, structures and objects are evaluated. These numerous sources are outlined specifically in the bibliography and the highlighted resources include the following:

- Archaeological compliance reports housed at the Illinois Historic Preservation Agency (IHPA) where the State Historic Preservation Office (SHPO) is maintained
- Illinois Archaeological Site Recording Forms housed at the Illinois State Museum (ISM)
- Archaeological Research Incorporated archaeological research files, Cook County literature
- IHPA historic site files are a collection of folders in which miscellaneous material about various historic properties are collected from over the years
- Historic Plats and Atlases housed at the Newberry Library in Chicago including Royce, Tanner and Government Land Office maps
- Albert Scharf maps and notes housed at the Chicago Historical Society, Special Collections
- Illinois Public Domain Land Tract Sales Database
- Elk Grove Village Public Library
- U.S. Army Corps of Engineers (USACE) Chicago District historic topographic maps
- The Illinois State Toll Highway Authority (ISTHA) historic topographic maps

- Papers of the Anthropology Department, Special Collections, University of Chicago Library
- National Register of Historic Places, National and State Listings
- Certified Local Governments consulted for recognized local community preservation groups and listings of locally recognized historic properties

Results of Background Documentary and Literature Search

The National Register of Historic Places State and National listings were checked for historic properties within the NW parcel direct APE. No historic properties were identified on the National Register of Historic Places or State Register of Historic Places. This may represent a lack of eligible archaeological sites or more probably represents a lack of systematic surveys for these resources.

The list of National Register of Historic Places does not preclude that other cultural resources may have formally been determined eligible without filing a National Register of Historic Places nomination. Alternatively, cultural resources may be identified, assigned a site number, but never evaluated in the context of National Register of Historic Places eligibility. As previously stated, for planning purposes all standing buildings and structures that are currently unevaluated are to be considered to be significant cultural resources.

IHPA initiated a program in 1992 that required a trinomial archaeological site number (using the Smithsonian Institution Trinomial System) be assigned to any evidence of human occupation over 50 years of age. The trinomial archaeological site number is assigned by the Site File Administrator at the Illinois State Museum. Farmsteads, homesteads and rural main street structures also may be assigned coded identification numbers as part of rural or county history surveys and block developer projects. Archaeological site numbers are not systematically assigned to all standing structures, buildings or objects.

The Certified Local Government Program (CLG) was established by the National Historic Preservation Amendments of 1980. The program allows municipal governments and counties the opportunity to participate in state and federal preservation activities. Participation is granted after they become "certified". To become certified, they must have a local preservation ordinance, a preservation review commission, have a local survey program to identify historic resources and provide for public participation. The certified participants play a powerful role in historic preservations and the program supports their work with technical assistance, awarding the grants and coordinating networks of participating communities. The municipalities of Elk Grove or Des Plaines and Cook County are not listed as a certified local governments as of the most recent update list as provided by IHPA in March 2004.

Previous Investigations and Previously Recorded Cultural Resources

A total of four archaeological surveys have been conducted within one mile of the NW parcel direct APE. These investigations were conducted in association with commercial and aviation development. As previously stated, archaeological sites include standing historic buildings, structures and objects that are fifty years old or older. IHPA considers these to be artifacts, i.e., objects of manmade manufacture, and need to be documented as such. These four archaeological surveys are detailed below:

TABLE 1: Previous Investigations within one mile of the NW Parcel Direct APE

COUNTY	YEAR	IHPA DOCUMENT NUMBER	AUTHOR	COVERAGE TYPE	REASON FOR RESEARCH	SITES IN PROJECT AREA
Cook	2000	#10865	MARS	Block	Aviation	0
Cook	2001	#11562	ARI	Block	Commercial	1
Cook	2001	#11646	MARS	Block	Aviation	0
Cook	2000	#11732	MARS	Block	Aviation	0

Although, the ARI survey lists an archaeological site, the site is located well outside the NW parcel direct APE. The results of the background documentary and literature search indicate that there are no previously identified archaeological sites within the NW parcel direct APE. Two archaeological sites, 11-Ck-95 and 11-Ck-970, are located within two miles of the NW parcel direct APE. These two archaeological sites are detailed below:

TABLE 2: Previously Recorded Archaeological Sites within Two Miles of the NW Parcel Direct APE

Site Number	Site Type	Site Recorder	Cultural Affiliation	SHPO Evaluation
11-Ck-95	Village	Scharf/MARS	Prehistoric	Not eligible
11-Ck-970	Community	ARI	Historic	Not eligible

The professional records of these investigations and archaeological sites are housed at the Illinois State Museum in Springfield, Illinois and at the State Historic Preservation Office maintained by the Illinois Historic Preservation Agency. These records are only accessible to qualified archaeologists.

IV. Affected Environment

It is necessary to understand the geomorphology and topography of the project area prior to conducting field investigations. Any such study necessitates a discussion of not only physiography, but also, soils, drainage systems, prehistoric and present land uses. These factors contribute to an understanding of what the prehistoric and historic landscape looked like at the time of site formation as compared to the present landscape. This section provides some insight as to how the study area has changed. Furthermore, this section is useful in predicting areas of high probability, i.e. settings that would have been attractive for prehistoric or historic settlement. Areas attractive for prehistoric settlement also directly bear on the attractiveness of historic settlement and, thus, the placement of standing buildings, structures and objects.

Physical Setting

Nelson (1978: 55) divided Illinois into eleven major geologic regions. There are three basic physiographic features in northeast Illinois. These are: 1) the Lake Plain formed by Glacial Lake Chicago; 2) the morainic system formed by the advances and retreats of glacial ice during the Wisconsinan glacial epoch; and 3) the river and streams that drain these areas.

The NW parcel direct APE is located within the morainic system, Wheaton Morainal Country (ATTACHMENT 4). Wheaton Morainal Country moraine ridges run through northeastern Illinois including portions of Cook, DuPage, Kane and McHenry Counties. The Wheaton moraines and till plains are dissected by many outwash plains formed as a result of repeated fluctuations in the final retreat of the Wisconsinan ice sheet during the most recent Woodfordian glacial stage. The moraine consists mostly of till, with areas of stratified sand and gravel. This gravel generally consists of crushed local limestone and sandstone. It does include a small percentage of crystalline material, which can include chert. These materials have been transported glacially, and have on occasion included glacially transported Canadian diamonds, the largest which weighed over 15 carats. Exotic chert is encountered, but, generally the chert is local. The moraine typically obscures the underlying limestone, and may range in thickness from a few feet on hilltops to over 400 feet at the bottom of pre-glacial valleys. The surfaces covered by this moraine have a local relief of from 50 to approximately 200 feet in general, excepting terminal moraines and drumlins.

Along with a vast system of morainic ridges, the Wheaton Morainal Country exhibits several other features of recent glaciation including: kames, eskers, glacial lakes, basins, kettles, bogs and marshes. The topography of the area is characterized by broad, flat expanses punctuated by the steep to gently rolling terrain of the morainal ridges with frequent lake basins, marshes and bogs.

The glacial till covering the project area are underlain by Middle Silurian age Niagara limestone. The Niagara formation ranges from 450 to 800 feet thick and is a continuous and competent formation. A thin band of uplifted Devonian shale, from 200 to 500 feet thick borders this limestone on the west. These surfaces are almost entirely obscured by drift.

In outwash plains, fluvial action eroded the newly deposited glacial sediments or covered them with a layer of sand and gravel. In these areas, soils developed in a parent material of alluvial silts and clays. During, or shortly after the cessation of glacial activity, the area was blanketed by a thin, discontinuous layer of Peorian loess. This loess deposit ranges from 2 to 3.5 feet in thickness, with the thickest deposits found in upland areas west of the Marango ridge. Loess within the study area is likely derived from local sources rather than the floodplains of major rivers.

Prehistoric High Probability Model

During the assessment of cultural resources, a prehistoric high probability model, developed by the Illinois State Museum, was utilized to predict the potential for undiscovered archaeological resources within the project study area. The model is based on the statewide distribution of documented archaeological resources, and for purposes of the project area of potential impact, includes 300 yards of the adjoining bluff line crest of all rivers. Archaeological sites are known to cluster along beach ridges that may run between or cut by these rivers or also may exist along the rivers themselves. The Des Plaines River constitutes the nearest high probability area, an area three miles to the east and outside the NW parcel direct APE. No high probability area exist within the NW parcel direct APE.

Soils

The soils in the NW parcel direct APE consist of the Urban Land-Markham-Askum Association. This association is characterized as built up areas and deep, gently rolling to nearly level, moderately well drained and poorly drained soils that have clayey and silty subsoil, formed in glacial till. The Urban land part of the unit is covered by homes, light commercial or industrial development and pavements. The landscape has not been radically altered by cuts and fills, but the structures and pavement obscure the soil so that identification is not feasible.

Drainage

Drainage in the project area is provided primarily by the Des Plaines River. This waterway drains in a southerly direction into the Illinois River, and eventually the Mississippi River.

Potential for deeply buried or deeply buried upland sites

The previously outlined prehistoric high probability model was not developed to model for deeply buried or deeply buried upland sites. The potential for deeply buried or deeply buried upland sites, therefore must be discussed. The following discussion concentrates on the relevant factors of soil formation and disturbance as they pertain to the burial of archaeological sites for each of the landforms encountered.

Prehistoric or historic archaeological materials are intrinsically associated with the soil and sediment in which they are found. Because of this, artifacts are subjected to the same pedogenic processes of additions, transformations, removals and biological activity (Birkeland 1984; Buol et al 1973) as the soil solum and, consequently, artifacts frequently become buried. The method and manner by which archaeological materials become buried has been discussed in detail by: Bettis and Thompson 1982; Butzer 1982; Waters 1992; Wood and Johnson 1978 among others. Identification of landforms that are frequently subjected to processes of erosion and deposition can facilitate the discovery of buried archaeological materials.

The burial of archaeological deposits in upland settings has received relatively little attention in the archaeological literature. Burial by Holocene loess deposition (Abbott and Tiffany 1986; Hajic 1992) as well as developmental upbuilding (Artz 1992; Johnson 1985) are the processes most likely responsible for the incorporation of upland archaeological materials into the soil solum. Spatially, these processes along with eolian and colluvial deposition have the potential to cover large portions of the landscape, thereby masking the signature of an entire site. On a smaller scale, the processes of pedoturbation (Wood and Johnson 1978) significantly affect soil development and facilitate artifact burial. However, while it is not considered likely that processes such as frost heaving and rodent activity would consume an entire site, they certainly have a negative affect on contextual integrity (Artz 1992; Bocek 1986). Recent work in western Illinois by Van Nest (1992) has shown that developmental upbuilding in the form of in situ soil development as well as additions of eolian dust accumulates at a rate of 0.08mm/yr. This level of sedimentary deposition would result in the burial of artifacts to a depth of 20 cm in 2,500 years and 30 cm in 3,700 years (Van Nest 1992: 287). While these figures demonstrate the potential for upland site burial, modern land use practices, particularly intensive mechanized agriculture as well as the thickness of Holocene loess in northeastern Illinois have significantly lessened the affects of airborne sedimentary accumulation particles.

Therefore, while upland sites buried to a depth at – or just below – the typical plowzone or under parking lots are possible, deeply buried upland sites are not considered likely to occur. All subsurface tests in upland areas will be excavated through the A and B soil horizons when a Phase I prehistoric and historic archaeological assessment is performed at a future date a depth below which cultural materials are not likely. Consequently, both prehistoric and historic archaeological materials are potentially likely to occur within the A and B soil horizons within the entire NW parcel APE.

Land Use

This section develops a prehistoric and historic context statement for the paleoindian period through the present. These context statements set forth overarching themes, periods of significance and an approach for identifying the probability for encountering prehistoric or historic archaeological cultural resources under extant buildings and structures.

Paleoindian

The initial occupation of northern Illinois likely occurred following the retreat of Wisconsinan glacial ice between 10,000 and 12,000 years ago, and lasted until roughly 9,000 B.P. Prior to that time, the advance of the Wisconsinan ice sheet made the region inhospitable to human settlement. Paleoindian occupation in this area is evidenced by surface finds of diagnostic Clovis and Folsom fluted points. While surface finds are relatively common, substantial artifact assemblages are reported from only two sites: The Lincoln site in Jersey County, Illinois (Koldehoff 1983; Wiant and Winters 1991) and the Bostrom site in St. Clair County, Illinois. The Bostrom site is the only site in Illinois

where Paleoindian artifacts have been observed in situ (Wiant 1993:108). Paleoindian peoples were likely organized into small, highly mobile family groups that wandered the landscape in search of subsistence that centered on foraging and large game (Mammoth) hunting. Site distribution analysis conducted by Wiant (1993) suggests that paleoindians within the Wisconsin landscape of Illinois were primarily oriented toward upland areas (36 of 51 sites) where large game could be found (Wiant 1993:115). Whether or not this distribution is representative of cultural biases toward site location, or reflects differential preservation or survey bias, is currently unknown.

The Schaefer site located in southeastern Wisconsin deserves special attention as it is located in a similar environment to the northern portion of the pipeline environment. This site is exceptional and does not fit the norm for Paleoindian sites. This locality has become world renowned over the last year for having the oldest evidence for human behavior in North America. Dates obtained from the Schaefer mammoth kill site suggest that humans were living and hunting mammoth in what is now Kenosha County, Wisconsin as early as 12,480 \pm 130 (BETA-62824). The BETA data is considerably older than previously dated Clovis sites, and, is therefore, controversial. Thus, to remain conservative the Early Paleoindian range dates given are the commonly accepted dates. The Schaefer and Hebior sites are at the geographical "heart" what is being called the Chesrow Complex (Mason 1997; Overstreet 1993). The lithic industry of the Chesrow Complex is unlike any previously defined Paleoindian assemblage and represents a unique and clearly important development in the populating of the New World.

Another lesser known Clovis site, Hawk's Nest, in Northeastern Illinois is located in Lake County on a hillside overlooking a wetland near the Fox River. Limited excavations and repeated surface collections yielded over 150 stone tools which include the distinctive fluted points, performs, end and side scrapers (Lurie 2000:19).

Archaic

The Archaic period begins in Illinois around 9,000 B.P. and represents a period of climatic change that resulted in a shift in available flora and fauna, from large game animals to smaller species adapted to the prevailing mild climate. This change in climate and available resources caused human populations to adjust their subsistence strategy and material culture in order to exploit a new suite of resources. The Archaic period in Illinois has been divided into three parts, Early, Middle and Late culminating in the end of the period which is generally considered to be 2,500 years before present.

The **Early Archaic** period lasts from roughly 9,000-8,000 B.P. (Jeske 1988:7), and is characterized by the absence of earlier fluted point forms, as well as the emergence of several new point forms. New types include Dalton, Hardin Barbed, Dovetail, Kirk, Scotsbluff, Thebes as well as Agate Basin (Markman 1991:49). As with points from the Paleoindian period, Early Archaic points are represented in surface collections from across the state, although systematic excavation of Early Archaic sites is extremely rare. The spatial distribution of Early Archaic sites is poorly understood due to the small sample size of excavated sites. However, based on available evidence, it appears that Early Archaic settlement patterns were roughly similar to those of the Paleoindian period,

with subsistence orientation directed towards large, migratory game located primarily in upland and interfluvial areas (Markman 1991:50).

The **Middle Archaic** period begins around 8,000 B.P. and lasts until roughly 5,000 years before present. Middle Archaic peoples are differentiated from earlier groups by their exploitation of a smaller area for resource procurement, as well as increasing population density. This change in spatial orientation was accompanied by a shift in subsistence strategy from large to smaller game animals, in addition to an increase in plant utilization, if not preliminary cultivation. As the use of plant and animal resources proliferated and diversified, Middle Archaic hunters began to make and use a variety of new stone tools. Some of these new forms include drills, ground stone axes as well as atlatl weights (Markman 1991:55). Typical projectile points from this period in northeastern Illinois are Table Rock points which are large, side notched dart points (Markman 1991:55).

Lasting from roughly 5,000 to 2,500 B.P., the **Late Archaic** period is a transitional one between "traditional" archaic life ways and the emerging Woodland tradition. Many of the trends exhibited during the Middle Archaic such as increased population density, decreased mobility as well as the cultivation of plant resources continue during the Late Archaic. Late Archaic groups are characterized by the development of increasingly specialized adaptation to regionally specific environments resulting seasonal aggregation and dispersion in order to maximize the resource availability of a particular region (Ahler et al. 1992:6). Other developments occurring during the Late Archaic include increased reliance on aquatic resources such as freshwater mollusks as well as interregional trade networks (Bender 1985; Goad 1980). These trade networks are evidenced at the Morrow site, a Late Archaic manifestation in northwestern Indiana. Items recovered include Turkey Tail points as well as copper awls and beads diagnostic of the Red Ocher Culture (Faulkner 1962:1). The Red Ocher Culture or Mortuary Complex (Overstreet et al. 1996; Ritenthaler and Quimby 1962; Stoltman 1986), is a transitional Late Archaic- Early Woodland manifestation distributed throughout the Great Lakes, and as far west as northeastern Iowa (Stoltman 1986:229). In the Chicago area, Markman (1991) reports that many of the recorded Late Archaic sites are clustered along ancient beach ridges that would have been among the only dry areas on the landscape within the expanded Chicago Lake Plain. These sites exhibit typical Late Archaic projectile points such as Raddatz, Godar as well as Pomranky points (Markman 1991:55). Furthermore, Keene suggests that many Archaic sites may be located on these ancient beach ridges deeply buried beneath the beach ridges that subsequently formed (Keene 1989:146).

Woodland

The term Woodland, is a general one used to describe cultural developments that occurred roughly between 2,500-950 years before present. The transition from Late Archaic to Woodland is time transgressive, occurring earlier in some areas, and later in others. As with the Archaic, the Woodland period is divided into Early, Middle and Late and is traditionally defined by the initial appearance of pottery, burial mound construction and plant cultivation.

The **Early Woodland** period has traditionally been differentiated from the preceding

Late Archaic period by the appearance of pottery. It should be emphasized, however, that there exists no clear demarcation between the two periods. Rather, this period should be viewed as one of gradual transition. The Early Woodland period in Illinois lasts from roughly 2,500-2,100 B.P. Early Woodland sites are poorly represented in the archaeological record of northeastern Illinois in general and Lake County in particular. Despite this record, Marion Thick as well as Black Sand ceramics have been identified from such sites as Bowmanville (Markman 1991:62). In addition to these ceramic types, Early Woodland manifestations often exhibit medium-sized points with long straight stems classified as Kramer points.

The **Middle Woodland** period begins around 2,100 years B.P. and lasts until roughly 1,600 B.P. This period is characterized by the emergence of the Hopewell Interaction Sphere. Hopewell is often characterized by exotic trade items, as well as the presence of rectangular log tombs in the center of burial mounds. Individuals within these tombs are often accompanied by such items as: sharks teeth and marine shell from the Gulf Coast, copper and cut mica from northern Michigan and Appalachia. Aside from participation in the Hopewell Interaction Sphere, Middle Woodland groups experienced an increase in population and relied increasingly on agriculture for their subsistence (Salzer 1986:263). It is possible that the serpent mound located along the Des Plaines River belongs to this period. However, the cultural framework of this feature has never been adequately established (Jeske 1988:9).

Two mound groups in McHenry County were identified by Albert Scharf in 1919. These two groups have not been verified by professional archaeologists and may have been destroyed. However, these are likely conical mounds and probably are not effigy mounds.

During the **Late Woodland** period, the Hopewell Interaction Sphere ceases to exist causing groups in Illinois to rely increasingly on local resources. This transition occurs roughly around 1,600 years before present triggering the Late Woodland, and lasts until roughly 950 B.P. One potential effect of the collapse of the Hopewell Interaction Sphere is a change in settlement pattern as noted by Green (1993). Late Woodland sites tend to be located in upland areas near major valleys whereas Middle Woodland sites are generally located adjacent to rivers on the floodplain or lower terraces. Although, not fitting this pattern, the Loeff site in the Fox River floodplain, preliminarily is interpreted as a Late Woodland site. Phase II investigations revealed a multi component site, including an archaic component. This site is near the pipeline corridor. The material culture of Late Woodland groups is characterized by grit-tempered pottery, as well as much smaller, triangular projectile points associated with the newly introduced bow and arrow. Although not as significant in the Chicago area, maize agriculture was incorporated into the subsistence strategy during this period. In addition to maize, the construction of Effigy mounds begins. The Chicago metropolitan area marks the easternmost penetration of this cultural phenomenon (Markman 1991:69-71).

Mississippian

Following the Woodland period, developments in the American Bottom region of Illinois

triggered a new cultural expression that has been termed Mississippian. Mississippian culture is best represented at the site of Cahokia, the seat of Mississippian culture, which developed sometime between 800 and 1000 A.D (Green 1998; Smith 1990). Griffin (1985) has defined Mississippian as referring to those cultures that participated in a broad network of interaction that spanned much of the eastern Woodlands. This interaction network was centered in the American Bottom region of Illinois at the Cahokia site.

During the Mississippian period, population, social complexity and cultural expression reached levels that surpassed those attained by earlier Illinois groups. This cultural zenith was in part facilitated by the addition of intensive maize cultivation to traditional subsistence practices. The wholesale adoption of maize production enabled Mississippian society to achieve large population levels settled in permanent villages. Villages were organized around central plazas that were dominated by large, flat-topped temple mounds from which rulers organized and conducted the political, religious, economic and ceremonial business of the village and surrounding settlements (Markman 1991:73). From Cahokia, these rulers controlled a vast network of exchange that extended all the way from the Mitchell site in South Dakota, to the Juntunen site in northern Michigan (Green 1998:202).

While Mississippian society was centered in the American Bottom region, numerous groups from such places as northern Illinois, Minnesota as well as Wisconsin exhibit evidence of some form of interaction with Cahokia. These northern expressions of Mississippian culture have been termed "Upper Mississippian" which includes Oneota in addition to other late prehistoric cultural expressions (Green 1998:202).

There are no Upper Mississippian sites in northeastern Illinois that exhibit the large temple mound architecture seen at sites such as Cahokia and Aztalan in Wisconsin. However, Markman (1991) records several sites in the Chicago area that exhibit Mississippian artifacts. Some of these sites include Cook in extreme northwestern Cook County, Bowmanville, and Forest Glen on the north branch of the Chicago River, as well as Kennicott Mounds and the Serpent Effigy on the Des Plaines River (Markman 1991:74). Many of these sites have yielded characteristic pottery with trailed design motifs as well as small, triangular side-notched points. Upper Mississippian sites in the Chicago region tend to be oriented towards wetlands and bottom lands particularly the Chicago Lake Plain which provided prime land for agriculture (Markman 1991:75).

Hoxie Farm is the most recently excavated example of an Upper Mississippian site located in the Chicago Lake Plain in south suburban Chicago. Professional excavations were begun in the early 1950's by Elaine Blumm Harold and continued sporadically by the Forest Preserve District of Cook County personnel and Northwestern University. The site consists of a "western" and "eastern" zone. Over 2,400 pits, postmolds, hearths, structures and fortification features were excavated. The western zone investigations revealed concentrations of superimposed pit features, an artifact rich midden and three longhouse structures. Separating the eastern and western zone is a densely occupied village. The village was fortified as evidenced by 4 ditches and a palisade surrounding the occupation area. Approximately eighty small, basin structures and hundreds of pit and

hearth features were excavated. Multiple researchers are conducting faunal, lithic, ceramic and archaeobotanical analysis as well as running radiocarbon analysis (Jackson 2004: IAS Current Research).

Meanwhile by approximately 1400 (Fowler 1997:1), the decline of Cahokia had begun. Mississippian influence in artifact styles, however, continued in the hinterlands well into the historic period.

Historic Period

During the historic period, the Chicago region was occupied primarily by various bands of the Potawatomi nation who likely migrated there from the Green Bay region sometime early in the 18th century (Bluhm 1959: 54; Temple 1966:128). In addition, the area was sporadically inhabited by successive waves of refugee people from the east. Some of these groups included the Mahicans, the Miami, the Kickapoo, and the Mascouten (Tanner 1987:2).

In the Chicago region, the New Lenox site is a newly discovered site that contains significant information on the transition between the prehistoric and early historic period in Northeastern Illinois. An Oneota long house and a semi-subterranean burned structure with post molds and an enclosure (hypothesized to have a ceremonial function) were encountered. European trade goods, an array of ceramics indicate an intermingling not only with Europeans but also multiple Native American groups. Well preserved corn, squash, beans, native grasses, mammal and aquatic remains indicate a diverse Mississippian diet (Lurie 2000:19).

According to early Jesuit accounts, the Potawatomi were living along the shores of Green Bay as early as 1669 (Temple 1966:127). Because of pressure from more powerful tribes encroaching on their lands from the north and east, they began to migrate southward until by 1700 a band of Potawatomi inhabited the southeastern tip of Lake Michigan. Sometime during the mid 18th century the Potawatomi migrated to the Chicago region where they displaced the Wea (Temple 1966:129). At this time, there were reportedly at least three bands of Potawatomi living within the Greater Chicago vicinity: 1) on the Milwaukee River one mile upstream from Lake Michigan, 2) another located at the mouth of the Chicago River, and 3) a final village 6.6 miles up the St. Joseph River. The hunting territory of these bands extended down the Des Plaines, Kankakee and Illinois Rivers (Temple 1966: 130). Temple also reports that in 1790 the Potawatomi were located at the mouth of the Des Plaines and Kankakee Rivers, and around 1820 were farther up the Des Plaines River.

Beginning in 1816 the Federal government began its efforts to relocate all Indians west of the Mississippi River. By the end of 1818, the Delaware, the Wea, the Kickapoo, and the Miami had all been relocated (Morre 1959:35). The Potawatomi were the last to relinquish their holdings to the Federal government. In 1826 they negotiated the Treaty of Mississinewa which according to Charles Royce (1896-97), ceded land from

...a point on Lake Michigan, ten miles due north of the southern extreme thereof; running thence due east to the land ceded by the Indians to the United States by the Treaty of Chicago (1821); thence south with the boundary thereof, ten miles; thence west to the southern extreme of Lake Michigan; thence with the shore thereof to the place of the beginning (Royce 1896-97: 716).

This treaty, later known as the "Ten Mile Purchase", was followed by the 1832 Treaty of Tippecanoe in which the Potawatomi gave up the majority of their remaining land. This treaty stipulated that the Potawatomi would move to reservations west of the Mississippi by 1838 (Smith 1948:395). Except for a few stragglers, the Potawatomi were all removed from the area by 1838 (Patterson 1934:51).

Historic Euro-American

The Chicago region was not of immediate interest to the early Euro-American settlers of Illinois. The area was viewed as swampland with little potential when compared to the rich farmland of the southern part of the territory. Louis Jolliet and Father Jacques Marquette were the first Europeans to enter the Chicago region when they passed through on their return from exploring the Mississippi River (Nelson 1978:112). This early exploration eventually led to the construction of several French forts such as Fort Creve Coeur in 1680 and Fort Saint Louis in 1682 (Nelson 1978:112). These forts were designed to assist the French in the exploitation of fur resources along the territories' waterways. Aside from the forts Creve Coeur and Saint Louis, the majority of French settlement was concentrated in the southern part of the state along the Mississippi and Ohio Rivers. French colonization of what would eventually become Illinois was primarily limited to fur traders and forts interspersed with a few settlements (Nelson 1978:114). Official French control of the area ended in 1763 with the Treaty of Paris, which transferred title of the Illinois Country to England.

After the war of 1812, Euro-American occupation of the Illinois Country slowly began to intensify with settlers arriving via major waterways such as the Ohio River. This major east-west waterway facilitated settlement of the southern portion of the state while the north remained largely ignored. It would not be until after 1830, when navigation of the Great Lakes was made possible, that the northern portions of the territory would begin to be settled (Nelson 1978:117).

Chicago area settlement was characterized by the fur industry. As previously mentioned, Marquette and Jolliet were the first Europeans to visit the area. Their visit, however, was merely the first in a string of transient visitors, which included Father Claude Allouez in 1677 and Robert Cavalier Sieur de La Salle (Pierce 1937:8). During this time, Chicago was not a destination; rather it was a place of portage between settlements to the south, and Fort Michilimackinac. As the Chicago portage grew in importance, a series of missions were established along its route, including one by Father Pinet in 1696, and

another by St. Cosme (Pierce 1937:9-10). The importance of the budding Chicago portage area diminished significantly during the ensuing colonial war years as attention was drawn away from the western frontier (Pierce 1937:11). The eventual English victory resulted in a shift in colonial settlement philosophy. Whereas the French were more interested in exploiting the Illinois country for its resources, the English were intent on colonization. In keeping with this desire, Jean Baptiste Point duSable was sent around 1779 to establish a trading post, presumably near the mouth of the Chicago River (Crowe et al. 1976:13).

The region remained largely unpopulated, with settlement revolving around the fur trade until 1803, when Fort Dearborn was established (Pierce 1937:16). Fort Dearborn was a small outpost designed to keep local Indian population in check, a task that culminated with the Black Hawk War of 1832 (Pierce 1937:36). Early written histories indicate that the area was largely unsettled by white settlers until 1834. While towns in the southern third of the state were flourishing by 1830, the Town of Chicago had just been surveyed and platted by James Thompson (Pierce 1937:3). In 1831, Cook County was established with Chicago named as the county seat (Pierce 1937:33). Following the defeat of Chief Black Hawk, northern Illinois enjoyed a period of prosperity and population growth as a result of the great westward movement of the 1840's. Chicago would eventually become a transportation hub of this westward movement, first with canals and waterways, and later with railroads.

Irrespective of late twentieth century geopolitical and economic disparities, the late historic Native American occupational histories and early Euro-American settlement histories share some commonalities, especially in the antebellum period, prior to the emergence of large industry and mono-crop agricultural production. Two themes emerge between 1830 and 1900, and these are 1) commercial and manufacturing linkages to the Midwest Hinterland and 2) the rise of rail transportation as transformative phenomena, responsible in large part for the creation of many nucleated towns as well as the assimilation of small autochthonous economic units into a more distant and larger economy.

Cook and DuPage Counties, Illinois experienced rapid urbanization shortly after their respective incorporation and for whom their significance derived from the commercial and manufacturing linkages to the Midwest Hinterland. Alternatively stated, the nineteenth century landscape of these two counties supported the urban core and even where the land was put into production, more often than not, land use included small truck farms, orchards, nurseries, mills and quarrying operations for who contact with the urban core was frequent. This is in contrast to the surrounding counties whose primary activity was dairying which produced cheese and butter for distant markets.

The development of Elk Grove civil township fits this paradigm well. A review of historic maps and plats illustrate that Township 41 North, Range 11 East was largely prairie, timber and creek with nominal fields in 1841 and 1842 (**ATTACHMENTS 5 and 6**). Andreas describes the area as rolling prairie watered by Salt Creek and two small branches of the Des Plaines River (Andreas 1884:856). He estimated that the township

consisted of thirteen hundred acres of timber; white, red, burr oak, maple, hickory and basswood (Andreas 1884:856). In fact, all the early settlers purchased land in the prairie zone of the township. Early settlers in Section 36 are summarized below:

TABLE 3: Summary of Land Sales in Section 36, T41N, R11E Cook County, Illinois

NAME OF PURCHASER	LEGAL DESCRIPTION	DATE PURCHASED	NUMBER OF ACRES	PRICE PER ACRE	TOTAL PRICE	TYPE OF SALE
Brand Alexander	NENE	09/18/1845	40	\$3.00	\$120.00	State
Brown Thomas	E2SE	07/19/1845	80	\$3.00	\$240.00	State
Curtiss Joseph	SWNE	07/19/1845	40	\$3.00	\$120.00	State
Curtiss Joseph	SWSE	07/19/1845	40	\$3.00	\$120.00	State
Farmer Marcellus	W2SW	01/15/1846	40	\$3.00	\$120.00	State
Farmer Marcellus	NWSE	01/15/1846	20	\$3.00	\$60.00	State
Farmer Marcellus	E2SW	01/15/1846	40	\$3.00	\$120.00	State
Fleming Thomas	NWNW	10/01/1845	40	\$3.00	\$120.00	State
Harrison Thomas	E2NW	06/05/1844	80	\$3.00	\$240.00	State
Hoard Samuel	NWNE	03/21/1846	40	\$3.00	\$120.00	State
Hoard Samuel	SWNW	03/21/1846	40	\$3.00	\$120.00	State
Midles Columbus	SENE	04/15/1845	40	\$3.00	\$120.00	State
White Horace	NWSE	01/15/1846	20	\$3.00	\$60.00	State
White Horace	W2SW	01/15/1846	40	\$3.00	\$120.00	State
White Horace	E2SW	01/15/1846	40	\$3.00	\$120.00	State

This discussion of early settlers in relationship to location identifies areas occupied by early settlers and assists in targeting potential locations for historic archaeological sites to exist. Elk Grove civil township was formally established on April 2, 1850 (Andreas 1884: 856). At that time, approximately three hundred and fifty settlers inhabited the area (Andreas: 856). The settlers largely farmed the area. Only two of the above mentioned residents, Joseph Curtiss and Thomas Harrison are located in Section 36 by 1851, of which only Harrison appears to be directly within the project area (ATTACHMENT 7).

Andreas' mentions that J.H. Curtiss served as township collector in 1864, township constable in 1861-62 and 1866, and served as township's last postmaster until the post office was removed from the township (Andreas 1884:857). One tavern, G.H. Pratt's and one other residence, J. Fluent, are also located within Section 36 and the project area in 1851. Harrison remains in the same location through 1870 (**ATTACHMENTS 8 and 9**). Andreas mentions many of the prominent citizens of the area devoted to farming and this trend appears to continue through the early 1900s (**ATTACHMENTS 10, 11 and 12**).

By 1927 and 1934, the area seemingly is largely devoid of occupation within the project area with minor exceptions (**ATTACHMENT 13**). The federal government purchased 1,000 acres surrounding the small Orchard Place Airport in order to establish the Douglas Aircraft Company factory (AIA 1993: 262). The need to replace Midway Airport led to the Douglas Aircraft Company site. The federal government gave the site to the City while retaining acreage for the Army Air Force. The City accepted the site despite the nineteen miles between the site and the northwest loop and the fact that the area was developed with an existing infrastructure (AIA 1993: 262). The Chicago and Northwestern Railroad was either rerouted in response to the development of O'Hare International Airport or developed a spur to the project area by 1953 to address some of the industrial needs. Certainly, by 1953 city money funded rerouting of railroads and highways (AIA 1993: 262) and this is clear from the historic maps. A residential neighborhood also develops within the same area by 1953 (**ATTACHMENT 14**). An explosion of growth, largely commercial and industrial, occurred by 1963 and certainly by 1973 (**ATTACHMENT 15**).

According to the American Institute of Architects (AIA), the Chicago Chapter identifies a most significant postwar employment change from the preponderance of manufacturing to service sector jobs (AIA 1993:22). This shift is described as the emergence of a service economy (AIA 1993:22). The AIA indicates that blue-collar jobs dropped by 77 percent between 1947 and 1982. More employment dollars were earned in non-manufacturing employment than in industry (AIA 1993:22). The American Institute of Architects, Chicago Chapter, specifically characterizes the predominant character of the NW parcel direct APE as a hub for the development of a service economy (AIA 1993: 22-23). The growth of this area as a hub is attributed the proximity of O'Hare International Airport and its steady growth. The growth of O'Hare attracted corporate and research facilities. This spearheaded competition between the City and the periphery for buildings, especially between 1970 and the mid 1990s. The lure of quick access by expressways and lower taxes, combined with available acreage to build horizontally oriented office parks, generated a new wave of exurban construction (AIA: 23). This was enhanced by the increased mobility of the non-industrial development of the area.

VI. Survey Limitations

The majority of the natural ground surface is covered and characterized Urban Land. Urban land is covered by homes, light commercial or industrial development and pavements. The density of light commercial, industrial and residential development is clearly depicted on the aerial photograph (ATTACHMENT 1). Pedestrian, auguring, or shovel testing archaeological survey methods are not possible in this environment. Thus, this prehistoric and historic archaeological predictive model was developed to target potential areas to subsurface test in the future.

VII. Evaluation of Alternatives

No evaluation of alternatives is proposed at this time.

VIII. Future Targeted Field Investigations Areas

The majority of the NW parcel direct APE is covered with standing buildings, structures, paved parking lots, gravel lots, railroad tracks and roads. Permission to subsurface test will not be possible until potential land acquisition occurs and standing buildings or structures are demolished.

The prehistoric archaeological model developed by the Illinois State Museum indicates that no high prehistoric probability area exists within the NW parcel direct APE. Construction of homes, commercial and light industrial developments suggests that basements, cement slabs, parking lots severely disturbed the natural ground surface. In addition, Andreas mentions many of the prominent citizens of the area devoted to farming and this trend appears to continue through the early 1900s. This suggests that the natural ground surface was deflated prior to construction of the homes, commercial and light industrial developments. Prehistoric archaeological sites are considered highly unlikely.

Only one early settler was located in Section 36 in 1851, Thomas Harrison (NW Parcel #7). One tavern, G.H. Pratt's (NW Parcel #27 or 28) and one other residence, J. Fluent (NW Parcel #24), are also located within Section 36 and the project area in 1851. Harrison remains in the same location through 1870. Between 1898 and 1935 only three structures remain along Higgins Road of which Harrison may be one. A review of historic United States Geological Survey topographic maps illustrates that by 1953 the area is more densely populated with the majority of the development of the area occurring between 1973 and 2004.

IX. Mitigation

Mitigation is not warranted at this time. No archaeological sites are known to exist within the NW parcel direct APE that are eligible to or potentially eligible to the National Register of Historic Places. The probability for subsurface prehistoric archaeological features to exist is considered highly unlikely. Only three areas, Parcels 7, 24, and 27/28, were identified to potentially contain historic archaeological subsurface features.

X. Discussion/Recommendation

Given the method of construction, it is highly unlikely that intact prehistoric archaeological sites exist within the NW Parcel direct APE. There are no areas targeted for prehistoric potential testing.

Only three areas are targeted for historic archaeological testing: Thomas Harrison (NW Parcel #7), G.H. Pratt's tavern (NW Parcel #27 or 28) and J. Fluent (NW Parcel # 24). Parcels #24, 27 and 28 are covered with standing structures or buildings of the recent past and parking lots, developed for the service economy. There is a potential for intact subsurface historic archaeological features to exist in these areas.

The most likely area is the Thomas Harrison NW Parcel #7 to target for potential archaeological testing, as the extant historic standing structure is a structure over fifty years old, probably dating to the late 1800s. The standing structure on Parcel #7 does not retain any integrity and was not recommended for further architectural evaluations.

XI. Summary

This prehistoric archaeological predictive model suggests that it is highly unlikely that intact archaeological features exist within the NW Parcel direct APE. Based on the high probability model, no further prehistoric archaeological testing is recommended.

In addition, the historic archaeological predictive model suggests that it is highly unlikely that historic archaeological sites are located in the majority of the Urban Land. Only three areas are potentially targeted for future historic archaeological investigations, the Thomas Harrison Parcel #7, G.H. Pratt's tavern (NW Parcel #27 or 28) and J. Fluent (NW Parcel # 24). Historic archaeological investigations on these parcels will be conducted when permission to access these parcels is granted.

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ATTACHMENT M-8

**DRAFT PREHISTORIC AND HISTORIC
ARCHAEOLOGICAL PREDICTIVE MODEL OF
THE SOUTHWEST PARCEL OF THE OM EIS**

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**Prehistoric and Historic
Archaeological Predictive Model
Of the Southwest Parcel of the
O'Hare Modernization
Environmental Impact Statement,
Cook County, Illinois**

DRAFT

Prepared for:

The Federal Aviation Administration

through

Clean World Engineering,

and

Crawford, Murphy and Tilly

Prepared by:

Archaeological Research Incorporated

October 5, 2004

**Archaeological Research, Inc.
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I. Executive Summary

Archaeological Research Incorporated conducted a Phase I Standing Building, Structure and Object Investigations of the O'Hare Modernization Southwest (SW) Parcel from February 2003 through October 2003. A secondary survey was conducted in May 2004 to photo document empty, vacant or parking lots per a Federal Aviation Administration request. A draft of that report was submitted to the Illinois Historic Preservation Agency in July 2004. At that time, the document stipulated that a Phase I prehistoric and historic archaeological assessment would be developed at a future date.

This document is that prehistoric and historic archaeological assessment. This assessment was for the entire SW Parcel. In general, the parcel is bounded by the Chicago and Northwestern Railroad on the east, York Road on the west, City of Chicago Corporate Boundary on the north, and Green Street on the south. The SW parcel direct area of potential effect (APE) is located within the municipality of the Village of Bensenville in DuPage County, Illinois. The approximate total area of potential effect was approximately 320 acres or 1,295,040 square meters of property.

A full Phase I prehistoric and historic archaeological assessment will be developed at a future date when direct access to the parcels is granted. The actual field investigation based on this prehistoric and historic archaeological assessment will also be conducted when direct access to the parcels is granted. A Phase I prehistoric and historic archaeological assessment typically is twofold. The first portion consists of an evaluation of historic land use, prehistoric to present. The historic land use portion of this is presented in this report in order to help evaluate standing buildings, structures and objects. The second portion develops a predictive ranking system of potential for archaeological resources, both prehistoric and historic, under areas not accessible during normal archaeological investigations (ex. paved parking lots or underneath extant standing buildings, structures or objects without basements).

In summary, no areas are targeted for potential prehistoric archaeological investigations. Only one early settler may have maintained a residential structure within the SW parcel direct APE, according to the historic archaeological predictive model. The area targeted for historic archaeological investigations is Parcel #420.

II. Introduction and Purpose

The City of Chicago Department of Aviation (City) has proposed a program to modernize O'Hare International Airport. This program is known as the O'Hare Modernization Program (OMP) and if implemented would modernize O'Hare with airfield improvements, new runway construction, existing runway re-alignment, relocation or replacement of navigational aids, western access, additional terminal facilities and various roadway and rail line relocations. The OMP consists of two off-airport acquisition parcels, the Northwest (NW) and Southwest (SW) parcels (each parcel is composed of numerous individual parcels or properties), on-Airport parcels and two cemeteries.

Applicable laws relevant to an analysis of historical, architectural, archaeological and cultural resources include the National Historic Preservation Act (NHPA) as amended in 1992 and most recently amended in 2004¹, and its implementing regulations with revisions which became effective January 11, 2001². The NHPA requires, among other things, that FAA consult with the State Historic Preservation Officer (SHPO). In Illinois, the SHPO is part of the Illinois Historic Preservation Agency (IHPA). The NHPA also requires that FAA gather information to determine which properties in a project's APE are listed on or eligible for the National Register of Historic Places.

The APE includes areas of reasonably anticipated direct impacts and indirect impacts and, thus, may extend beyond the area of direct physical impact for particular types of cultural resources. For instance, a view shed or vantage point for Native American religious or traditional cultural properties may extend farther than the APE. Auditory and vibration impacts may affect religious or traditional cultural properties or may affect standing structures. Other indirect impacts may also result from informal traffic, either pedestrian or vehicular, outside the designated area of construction. At this point and time, indirect auditory impacts for the entire noise contour area have not been evaluated but will be assessed at a later time as part of the EIS process.

This document provides a prehistoric and historic archaeological assessment of the SW parcel direct APE. Specifically, this document will outline the methods used to gather information to develop a model to predict the likelihood of prehistoric and historic archaeological sites in the SW parcel direct APE, develop a prehistoric and historic context statement that provides information on the known trends and events that might target areas for high archaeological probability. This approach is designed to facilitate the NEPA and Section 106 review.

It should be reiterated that this is considered an archaeological predictive model for a future Phase I Investigation. The future Phase I Investigation will be completed after concurrence from IHPA on this model and future potential land acquisition. The goal of a Phase I Investigation is identification or discovery of potential historic properties³.

¹ Amendments to the regulations concerning Section 106 of the NHPA were published July 6, 2004 in the *Federal Register*. The amendments became effective August 5, 2004.

² As noted on the Advisory Council on Historic Preservation web page, <http://www.achp.gov/106summary.html>.

³ The regulations governing the Section 106 process stipulate that a historic property is defined as a prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in, the National Register of Historic Places. The term eligible for inclusion in the National Register of Historic Places includes both properties formally determined as such in accordance with the regulations of the Secretary of the Interior and all other properties that meet the National Register Criteria [36 CFR § 800.16(l)(1-2)].

Prehistoric or historic archaeological sites are evaluated for potential significance under the National Register of Historic Places Criteria⁴.

It should be noted that certain categories of properties are not usually considered for listing on the National Register: a) religious properties, b) moved properties, c) birthplaces and graves, d) cemeteries, e) reconstructed properties, f) commemorative properties, and g) properties achieving significance within the past fifty years. However, these categories of properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within certain criterion exceptions⁵.

Based upon the Phase I Investigation, prehistoric or historic archaeological sites are either determined not eligible or determined to need additional documentation. If an archaeological site or district is determined to need additional documentation, a Phase II Investigation is needed. The goal of a Phase II Investigation is to determine if the property is eligible for inclusion on the National Register of Historic Places. This process is often referred to as a Determination of Eligibility (DOE). A DOE is an evaluation of the archaeological sites by formally applying the National Register Criteria for Evaluation.

⁴ National Register criteria for evaluation. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects. The specific criterion are as follows (a) that are associated with events that have made a significant contribution to the broad patterns of our history; (b) that are associated with the lives of persons significant in our past; (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 important in prehistory or history. In general, the classical method of determining archaeological significance is evaluating significance under Criterion D.

Concurrently the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association (60 C.F.R. Section 60.4). In other words, an archaeological site may be significant and not retain integrity. The opposite is true as well; an archaeological site may retain integrity but not be significant.

⁵ A) religious property deriving primary significance from architectural or artistic distinction or historical importance; or
B) a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
C) a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or,
D) a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events; or,
E) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration plan, and when no other building or structure with the same association has survived; or,
F) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
G) a property achieving significance within the past fifty years if it is of exceptional importance.

Finally, the predictive archaeological model in the SW parcel direct APE was conducted in consultation with the Illinois Historic Preservation Officer (SHPO). This insures that this Phase I documentation complies with the requirements under the authority of the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420), which is the preferred presentation format of the Illinois SHPO.

III. Methodology

A background documents and literature search was conducted in conjunction with standing structure evaluation from February 2003 through October 2003. The results of the background documents and literature search are presented within this document. The results of the background documents and literature for standing structures is important to include in this archaeological predictive model, as it assists in developing a context statement that targets potential areas for archaeological investigations (ex. a standing building whose construction predates plumbing has the potential to have the subsurface remnants or features of a privy affiliated with the farmstead).

In compliance with the Illinois State Agency Historic Resources Protection Act implementing regulations, IHPA requires a set methodological procedure for Phase I documentations (17 Ill Adm Code 4180). The methodology employed is described in detail below.

Project Area and Area of Potential Effect

The project area consists of the SW parcel direct APE. The SW parcel direct APE was labeled as containing parcels 301-920. There are also parcels that are dead, parking lots and vacant lots, i.e. not every parcel contained a standing structure, building or object. Each parcel was keyed to an aerial photograph (**ATTACHMENT 1**) and address list (**ATTACHMENT 2**) provided by the City of Chicago. The SW parcel was specifically delineated on a current United States Geological Survey topographic map (**ATTACHMENT 3**).

Background Documentary and Literature Search

The objective of the background documentary and literature search is to evaluate the existing data on archaeological sites, standing buildings, structures or objects within the APE of the proposed study area and identify the potential impacts to these resources. For the purposes of this search, all archaeological sites, structures, buildings, objects or districts that are listed on or eligible for state or national registers of historic places, or that are currently unevaluated, are considered to be significant historical properties. Objectives include assessment of the known archaeological sites, standing buildings, structures and objects that are within the SW parcel direct APE and the evaluation of the adequacy of previous cultural resource investigations in the project area for planning and management. The background documentary and literature search does not entail fieldwork, but identifies the known archaeological sites, standing buildings, structures

and objects in the project area and evaluates the known gaps in the identification and evaluation of those resources. The background documentary and literature search also compiles resources to be utilized in the field during actual investigations (ex. historic United States Geological Survey topographic maps).

The background documentary and literature search was compiled from a number of resources, including summaries of previous cultural resource investigations within the sections containing the APE.

Numerous sources were identified and consulted during the Phase I Investigation. These sources provide information that contributes to the historic context statement. The context statement is the compiled information upon which the archaeological sites, standing buildings, structures and objects are evaluated. These numerous sources are outlined specifically in the bibliography and the highlighted resources include the following:

- Standing structure and archaeological compliance reports housed at the Illinois Historic Preservation Agency (IHPA) where the State Historic Preservation Office (SHPO) is maintained
- Illinois Archaeological Site Recording Forms housed at the Illinois State Museum (ISM)
- Archaeological Research Incorporated standing buildings, structures and objects resource files, DuPage County literature
- 1971-1975 County Landmark Survey housed at IHPA includes properties that IHPA surveyors thought had countywide historical significance (It is important to note that these are not county designated properties)
- 1974-1975 Sprague Survey housed at IHPA focuses on historic resources primarily found in unincorporated communities, although occasional rural properties are noted
- IHPA historic site files are a collection of folders in which miscellaneous material about various historic properties are collected from over the years
- Historic Plats and Atlases housed at the Newberry Library in Chicago including Royce, Tanner and Government Land Office maps
- Albert Scharf maps and notes housed at the Chicago Historical Society, Special Collections
- Illinois Public Domain Land Tract Sales Database
- Bensenville Public Library
- U.S. Army Corps of Engineers (USACE) Chicago District historic topographic maps
- The Illinois State Toll Highway Authority (ISTHA) historic topographic maps
- National Register of Historic Places, National and State Listings
- Weston Solutions Inc. Historical Aerial Photographs and topographic maps
- Certified Local Governments consulted for recognized local community preservation groups and listings of locally recognized historic properties

Results of Background Documentary and Literature Search

The National Register of Historic Places National and State listings were checked for historic properties near or within the SW parcel direct APE. One historic property was identified on the National Register of Historic Places near, but not within, the SW parcel direct APE.

TABLE 1: National Register of Historic Places Listed Property

County/ City	Location	Name	Other Name	Area of Significance	Period of Significance	Date NR Listed
DuPage, Bensenville	3N 784 Church Road	Churchville School	Fisher School	Education	1846-1930	02/1999

No State National Register of Historic Places listings were identified near or within the SW parcel direct APE. This may represent a lack of eligible standing buildings or structures or more probably represents a lack of systematic surveys for these resources.

The list of National Register of Historic Places does not preclude that other cultural resources may have formally been determined eligible without filing a National Register of Historic Places nomination. Alternatively, cultural resources may be identified, assigned an identification number, but never evaluated in the context of National Register of Historic Places eligibility. Thus, local, county and state surveys were consulted to determine if any archaeological sites, standing buildings, structures or objects were identified. A total of eighteen properties, all standing buildings (no archaeological sites), were identified near or within the SW parcel direct APE. Specifically, three properties are within the SW parcel direct APE. All are listed below and the three properties are BOLDED within the Table.

TABLE 2: Local, County and State Identified Properties

County/ City	Location	Name	Current Function	Architectural Classification	Survey Type	SHPO Evaluation
DuPage, Bensenville	17 N. Central	N/A	Domestic dwelling; Commerce/ Trade	N/A	1971- 1975	P
DuPage, Bensenville	437 S. Addison	N/A	Domestic single dwelling	N/A	1971- 1975	HD
DuPage, Bensenville	164 S. Center	N/A	Domestic single dwelling	Craftsman	1971- 1975	HD
DuPage, Bensenville	9 S. Center	N/A	Commerce/ Trade	N/A	1971- 1975	HD
DuPage, Bensenville	28 S. Center	N/A	Domestic single dwelling	N/A	1971- 1975	HD
*DuPage,	N. Side of Green, E. of	Bensenville School	Education/ School	N/A	1971-	HD

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County/ City	Location	Name	Current Function	Architectural Classification	Survey Type	SHPO Evaluation
Bensenville	May				1975	
DuPage, Bensenville	103 Main	N/A	Domestic dwelling; Commerce/Trade	N/A	1971- 1975	HD
DuPage, Bensenville	214 Park Street	N/A	Domestic single dwelling	N/A	1971- 1975	HD
DuPage, Bensenville	14 S. York Rd.	N/A	Domestic single dwelling	Queen Anne	1971- 1975	HD
DuPage, Bensenville	165 S. York Rd.	N/A	Domestic single dwelling	Queen Anne	1971- 1975	HD
DuPage, Bensenville	E. side of York, S. of 1 st Ave.	Lutheran Old People's Home	Health Care Sanitarium	N/A	1971- 1975	HD
DuPage, Bensenville	240 S. Center	N/A	Domestic single dwelling	Colonial Revival	1971- 1975	O
DuPage, Bensenville	118 N. Church Rd.	N/A	Domestic single dwelling	N/A Log construction	1971- 1975	O
*DuPage, Bensenville	[311] Irving Park Rd.	N/A	Commerce/ Trade	Other: gas station; Gothic Revival	1971- 1975	O
DuPage, Bensenville	180 S. York Rd.	N/A	N/A	Tudor Revival	1971- 1975	O
DuPage, Bensenville	W. side of York, N. of Main	N/A	N/A	N/A	1971- 1975	O
DuPage, Bensenville	3N 784 Church Rd.	Churchville School/ Fischer School	Vacant	Greek Revival	HD	Listed on the NR 12/21/98
DuPage, Bensenville	Church Rd., S. of Wood Ave.	Recreation and Culture- Monument/ marker	Franzen Mill Memorial	Object	N/A	N/A
DuPage,	514 E.	Korthauer	Domestic	N/A	BHCP	N/A

County/ City	Location	Name	Current Function	Architectural Classification	Survey Type	SHPO Evaluation
Bensenville	Pine	House	Dwelling			
DuPage, Bensenville	14 S. York Rd.	Livingston House	Domestic Dwelling	Victorian	BHCP	N/A
*DuPage, Bensenville	131 Lincoln	Wimsett House	Domestic Dwelling	N/A	BHCP	N/A

1. P = those potentially significant enough to be included in the NR
 2. HD = those probably not of sufficient quality to be listed alone, but likely to qualify as contributing structures in an NR historic district
 3. O = those of marginal architectural interest or significance
 4. BHCP = Applications for Bensenville Historical Commission Plaques
 5. NR = Listed on the National Register of Historic Places
 6. NA = Not available
- *. Starred and Bolded items appear directly within the SW parcel.

As previously stated, for planning purposes all standing buildings and structures that are currently unevaluated are to be considered to be significant cultural resources. It should be noted that of the three within the SW parcel direct APE, two are in the process of determinations of eligibility for the OM EIS: The Bensenville School (Green Street School) and the Gothic Revival Gas Station.

IHPA initiated a program in 1992 that required a trinomial archaeological site number (using the Smithsonian Institution Trinomial System) be assigned to any evidence of human occupation over 50 years of age. The trinomial archaeological site number is assigned by the Site File Administrator at the Illinois State Museum. Farmsteads, homesteads and rural main street structures also may be assigned coded identification numbers as part of rural or county history surveys and block developer projects. Archaeological site numbers are not systematically assigned to all standing structures, buildings or objects.

The Certified Local Government Program (CLG) was established by the National Historic Preservation Amendments of 1980. The program allows municipal governments and counties the opportunity to participate in state and federal preservation activities. Participation is granted after they become "certified". To become certified, they must have a local preservation ordinance, a preservation review commission, have a local survey program to identify historic resources and provide for public participation. The certified participants play a powerful role in historic preservations and the program supports their work with technical assistance, awarding the grants and coordinating networks of participating communities. Bensenville, the only municipality within the direct SW parcel, is not listed as a certified local government as of the most recent updated list as provided by IHPA in March 2004.

Previous Investigations and Previously Recorded Cultural Resources

A total of eight archaeological surveys have been conducted within one mile of the SW parcel direct APE. These investigations were conducted in association with commercial and aviation development. As previously stated, archaeological sites include standing historic buildings, structures and objects that are fifty years old or older. IHPA considers these to be artifacts, i.e., objects of manmade manufacture, and need to be documented as such. These archaeological surveys are detailed below:

TABLE 2: Previous Investigations within one mile of the SW Parcel Direct APE

COUNTY	YEAR	IHPA DOCUMENT NUMBER	AUTHOR	COVERAGE TYPE	REASON FOR RESEARCH	SITES IN PROJECT AREA
DuPage and Cook	1987	#962	Markman and Mansberger	Corridor	Highway	2
DuPage	1988	#2040	ARI	Block	Commercial/Recreational	0
DuPage	1988	#2523	RIP	Corridor	Channel Improvement	0
DuPage	1992	#4572	RIP	Corridor	Channel Modification	0
DuPage	1996	#7075	ARI	Corridor	Highway	0
DuPage	1997	#7886	ARI	Block	Developer	0
DuPage	1998	#8821	ARI	Corridor	Highway	0
DuPage	2001	#11645	MARS	Block	Highway	1 isolated find
DuPage	2002	No #	MARS	Block	Airport	1

The results of the background documentary and literature search indicate that there are no previously identified archaeological sites within the SW parcel direct APE. Two cemeteries, Rest Haven and St. Johannes along with three archaeological sites, 11-DU-71, 11-DU-74 and 11-DU-471, and one isolated find are located within one mile of the SW parcel direct APE. These resources which include the three archaeological sites and one isolated find are detailed below:

TABLE 3: Previously Recorded Archaeological Sites and cultural resources within Two Miles of the SW Parcel Direct APE

Site Number	Site Type	Site Recorder	Cultural Affiliation	SHPO Evaluation
Rest Haven Cemetery	Cemetery	MARS	Historic	Not evaluated
St. Johannes	Cemetery	MARS	Historic	Not evaluated
11-Du-71	Lithic Scatter	Markman	Prehistoric	Unknown
11-Du-74	House	Markman	Historic	Avoidance

Site Number	Site Type	Site Recorder	Cultural Affiliation	SHPO Evaluation
				recommended
11-Du-471	Historic	MARS	House	Not evaluated
Isolated Find	Isolated Find	MARS	Prehistoric	Not eligible

The professional records of these investigations and archaeological sites are housed at the Illinois State Museum in Springfield, Illinois and at the State Historic Preservation Office maintained by the Illinois Historic Preservation Agency. These records are only accessible to qualified archaeologists.

IV. Affected Environment

It is necessary to understand the geomorphology and topography of the project area prior to conducting field investigations. Any such study necessitates a discussion of not only physiography, but also, soils, drainage systems, and prehistoric and historic land uses. These factors contribute to an understanding of what the prehistoric and historic landscape looked like at the time of site formation as compared to the present landscape. This section provides some insight as to how the study area has changed. Furthermore, this section is useful in predicting areas of high probability, i.e. settings that would have been attractive for prehistoric or historic settlement. This section is presented in this report as the high probability areas are intrinsically tied to standing buildings, structures and objects. In other words, areas attractive for prehistoric settlement also directly bear on the attractiveness of historic settlement and, thus, the placement of standing buildings, structures and objects.

Physical Setting

Nelson (1978: 55) divided Illinois into eleven major geologic regions. There are three basic physiographic features in northeast Illinois. These are: 1) the Lake Plain formed by Glacial Lake Chicago; 2) the morainic system formed by the advances and retreats of glacial ice during the Wisconsinan glacial epoch; and 3) the river and streams that drain these areas.

The SW parcel direct APE is located within the morainic system, Wheaton Morainal Country (SEE ATTACHMENT 4). Wheaton Morainal Country moraine ridges run through northeastern Illinois including portions of Cook, DuPage, Kane and McHenry Counties. The Wheaton moraines and till plains are dissected by many outwash plains formed as a result of repeated fluctuations in the final retreat of the Wisconsinan ice sheet during the most recent Woodfordian glacial stage. The moraine consists mostly of till, with areas of stratified sand and gravel. This gravel generally consists of crushed local limestone and sandstone. It does include a small percentage of crystalline material, which can include chert. These materials have been transported glacially, and have on occasion included glacially transported Canadian diamonds, the largest weighing over 15 carats. Exotic chert is encountered, but generally the chert is local. The moraine typically obscures the underlying limestone, and may range in thickness from a few feet

on hilltops to over 400 feet at the bottom of pre-glacial valleys. The surfaces covered by this moraine have a local relief of from 50 to approximately 200 feet in general, excepting terminal moraines and drumlins.

Along with a vast system of morainic ridges, the Wheaton Morainal Country exhibits several other features of recent glaciation including: kames, eskers, glacial lakes, basins, kettles, bogs and marshes. The topography of the area is characterized by broad, flat expanses punctuated by the steep to gently rolling terrain of the morainal ridges with frequent lake basins, marshes and bogs.

The glacial till covering the project area are underlain by Middle Silurian age Niagara limestone. The Niagara formation ranges from 450 to 800 feet thick and is a continuous and competent formation. A thin band of uplifted Devonian shale, from 200 to 500 feet thick borders this limestone on the west. These surfaces are almost entirely obscured by drift.

In outwash plains, fluvial action eroded the newly deposited glacial sediments or covered them with a layer of sand and gravel. In these areas, soils developed in a parent material of alluvial silts and clays. During, or shortly after the cessation of glacial activity, the area was blanketed by a thin, discontinuous layer of Peorian loess. This loess deposit ranges from 2 to 3.5 feet in thickness, with the thickest deposits found in upland areas west of the Marango ridge. Loess within the study area is likely derived from local sources rather than the floodplains of major rivers.

Prehistoric High Probability Model

During the assessment of cultural resources, a prehistoric high probability model, developed by the Illinois State Museum, was utilized to predict the potential for undiscovered archaeological resources within the project study area. The model is based on the statewide distribution of documented archaeological resources, and for the purposes of the project area of potential impact, includes 300 yards of the adjoining bluff line crest of all rivers. Archaeological sites are known to cluster along beach ridges that may run between or cut by these rivers or also may exist along the rivers themselves. The Des Plaines River constitutes the nearest high probability area, an area approximately three miles to the east and outside the SW parcel direct APE. No high probability areas exist within the SW parcel direct APE.

Soils

The soils in the SW parcel direct APE consist of the Urban Land-Markham-Ashkum Association. This association is characterized as built up areas and deep, gently rolling to nearly level, moderately well drained and poorly drained soils that have clayey and silty subsoil, formed in glacial till. The Urban land part of the unit is covered by homes, light commercial or industrial development and pavements. The landscape has not been radically altered by cuts and fills, but the structures and pavement obscure the soil so that identification is not feasible.

Drainage

Drainage in the project area is provided primarily by the Des Plaines River. This waterway drains in a southerly direction into the Illinois River, and eventually the Mississippi River.

Potential for deeply buried or deeply buried upland sites

The previously outlined prehistoric high probability was not developed to model for deeply buried sites or deeply buried upland sites. The potential for deeply buried or deeply buried upland sites, therefore must be discussed. The following discussion concentrates on the relevant factors of soil formation and disturbance as they pertain to the burial of archaeological sites for each of the landforms encountered.

Prehistoric or historic archaeological materials are intrinsically associated with the soil and sediment in which they are found. Because of this, artifacts are subjected to the same pedogenic processes of additions, transformations, removals and biological activity (Birkeland 1984; Buol et al 1973) as the soil solum and, consequently, artifacts frequently become buried. The method and manner by which archaeological materials become buried has been discussed in detail by: Bettis and Thompson 1982; Butzer 1982; Waters 1992; Wood and Johnson 1978 among others. Identification of landforms that are frequently subjected to processes of erosion and deposition can facilitate the discovery of buried archaeological materials.

The burial of archaeological deposits in upland settings has received relatively little attention in the archaeological literature. Burial by Holocene loess deposition (Abbott and Tiffany 1986; Hajic 1992) as well as developmental upbuilding (Artz 1992; Johnson 1985) are the processes most likely responsible for the incorporation of upland archaeological materials into the soil solum. Spatially, these processes along with eolian and colluvial deposition have the potential to cover large portions of the landscape, thereby masking the signature of an entire site. On a smaller scale, the processes of pedoturbation (Wood and Johnson 1978) significantly affect soil development and facilitate artifact burial. However, while it is not considered likely that processes such as frost heaving and rodent activity would consume an entire site, they certainly have a negative affect on contextual integrity (Artz 1992; Bocek 1986). Recent work in western Illinois by Van Nest (1992) has shown that developmental upbuilding in the form of in situ soil development as well as additions of eolian dust accumulates at a rate of 0.08mm/yr. This level of sedimentary deposition would result in the burial of artifacts to a depth of 20 cm in 2,500 years and 30 cm in 3,700 years (Van Nest 1992: 287). While these figures demonstrate the potential for upland site burial, modern land use practices, particularly intensive mechanized agriculture as well as the thickness of Holocene loess in northeastern Illinois have significantly lessened the affects of airborne sedimentary accumulation particles.

Therefore, while upland sites buried to a depth at, or just below, the typical plow zone are possible, deeply buried upland sites are not considered likely to occur. Consequently, both prehistoric and historic archaeological materials are potentially likely to occur within the A and B soil horizons within the entire SW parcel APE.

Land Use

Specifically, this section develops a historic context statement for the historic period through the present. The historic context statement sets forth overarching themes, periods of significance and an approach for identifying the probability for encountering prehistoric or historic archaeological cultural resources under extant buildings and structures.

Paleoindian

The initial occupation of northern Illinois likely occurred following the retreat of Wisconsinan glacial ice between 10,000 and 12,000 years ago, and lasted until roughly 9,000 B.P. Prior to that time, the advance of the Wisconsinan ice sheet made the region inhospitable to human settlement. Paleoindian occupation in this area is evidenced by surface finds of diagnostic Clovis and Folsom fluted points. While surface finds are relatively common, substantial artifact assemblages are reported from only two sites: The Lincoln site in Jersey County, Illinois (Koldehoff 1983; Wiant and Winters 1991) and the Bostrom site in St. Clair County, Illinois. The Bostrom site is the only site in Illinois where Paleoindian artifacts have been observed in situ (Wiant 1993:108). Paleoindian peoples were likely organized into small, highly mobile family groups that wandered the landscape in search of subsistence that centered on foraging and large game (Mammoth) hunting. Site distribution analysis conducted by Wiant (1993) suggests that Paleoindians within the Wisconsinan landscape of Illinois were primarily oriented toward upland areas (36 of 51 sites) where large game could be found (Wiant 1993:115). Whether or not this distribution is representative of cultural biases toward site location, or reflects differential preservation or survey bias, is currently unknown.

The Schaefer site located in southeastern Wisconsin deserves special attention as it is located in a similar environment to the northern portion of the pipeline environment. This site is exceptional and does not fit the norm for Paleoindian sites. This locality has become world renowned over the last year for having the oldest evidence for human behavior in North America. Dates obtained from the Schaefer mammoth kill site suggest that humans were living and hunting mammoth in what is now Kenosha County, Wisconsin as early as 12,480 \pm 130 (BETA-62824). The BETA data is considerably older than previously dated Clovis sites, and, is therefore, controversial. Thus, to remain conservative the Early Paleoindian range dates given are the commonly accepted dates. The Schaefer and Hebior sites are at the geographical "heart" what is being called the Chesrow Complex (Mason 1997; Overstreet 1993). The lithic industry of the Chesrow Complex is unlike any previously defined Paleoindian assemblage and represents a unique and clearly important development in the populating of the New World.

Another lesser known Clovis site, Hawk's Nest, in Northeastern Illinois is located in Lake County on a hillside overlooking a wetland near the Fox River. Limited excavations and repeated surface collections yielded over 150 stone tools which include the distinctive fluted points, performs, end and side scrapers (Lurie 2000:19).

Archaic

The Archaic period begins in Illinois around 9,000 B.P. and represents a period of climatic change that resulted in a shift in available flora and fauna, from large game animals to smaller species adapted to the prevailing mild climate. This change in climate and available resources caused human populations to adjust their subsistence strategy and material culture in order to exploit a new suite of resources. The Archaic period in Illinois has been divided into three parts, Early, Middle and Late culminating in the end of the period which is generally considered to be 2,500 years before present.

The **Early Archaic** period lasts from roughly 9,000-8,000 B.P. (Jeske 1988:7), and is characterized by the absence of earlier fluted point forms, as well as the emergence of several new point forms. New types include Dalton, Hardin Barbed, Dovetail, Kirk, Scotsbluff, Thebes as well as Agate Basin (Markman 1991:49). As with points from the Paleoindian period, Early Archaic points are represented in surface collections from across the state, although systematic excavation of Early Archaic sites is extremely rare. The spatial distribution of Early Archaic sites is poorly understood due to the small sample size of excavated sites. However, based on available evidence, it appears that Early Archaic settlement patterns were roughly similar to those of the Paleoindian period, with subsistence orientation directed towards large, migratory game located primarily in upland and interfluvial areas (Markman 1991:50).

The **Middle Archaic** period begins around 8,000 B.P. and lasts until roughly 5,000 years before present. Middle Archaic peoples are differentiated from earlier groups by their exploitation of a smaller area for resource procurement, as well as increasing population density. This change in spatial orientation was accompanied by a shift in subsistence strategy from large to smaller game animals, in addition to an increase in plant utilization, if not preliminary cultivation. As the use of plant and animal resources proliferated and diversified, Middle Archaic hunters began to make and use a variety of new stone tools. Some of these new forms include drills, ground stone axes as well as atlatl weights (Markman 1991:55). Typical projectile points from this period in northeastern Illinois are Table Rock points which are large, side notched dart points (Markman 1991:55).

Lasting from roughly 5,000 to 2,500 B.P., the **Late Archaic** period is a transitional one between "traditional" archaic life ways and the emerging Woodland tradition. Many of the trends exhibited during the Middle Archaic such as increased population density, decreased mobility as well as the cultivation of plant resources continue during the Late Archaic. Late Archaic groups are characterized by the development of increasingly specialized adaptation to regionally specific environments resulting seasonal aggregation and dispersion in order to maximize the resource availability of a particular region (Ahler et al. 1992:6). Other developments occurring during the Late Archaic include increased reliance on aquatic resources such as freshwater mollusks as well as interregional trade

networks (Bender 1985; Goad 1980). These trade networks are evidenced at the Morrow site, a Late Archaic manifestation in northwestern Indiana. Items recovered include Turkey Tail points as well as copper awls and beads diagnostic of the Red Ocher Culture (Faulkner 1962:1). The Red Ocher Culture or Mortuary Complex (Overstreet et al. 1996; Ritenthaler and Quimby 1962; Stoltman 1986), is a transitional Late Archaic- Early Woodland manifestation distributed throughout the Great Lakes, and as far west as northeastern Iowa (Stoltman 1986:229). In the Chicago area, Markman (1991) reports that many of the recorded Late Archaic sites are clustered along ancient beach ridges that would have been among the only dry areas on the landscape within the expanded Chicago Lake Plain. These sites exhibit typical Late Archaic projectile points such as Raddatz, Godar as well as Pomranky points (Markman 1991:55). Furthermore, Keene suggests that many archaic sites may be located on these ancient beach ridges deeply buried beneath the beach ridges that subsequently formed (Keene 1989:146).

Woodland

The term Woodland, is a general one used to describe cultural developments that occurred roughly between 2,500-950 years before present. The transition from Late Archaic to Woodland is time transgressive, occurring earlier in some areas, and later in others. As with the Archaic, the Woodland period is divided into Early, Middle and Late and is traditionally defined by the initial appearance of pottery, burial mound construction and plant cultivation.

The **Early Woodland** period has traditionally been differentiated from the preceding Late Archaic period by the appearance of pottery. It should be emphasized, however, that there exists no clear demarcation between the two periods. Rather, this period should be viewed as one of gradual transition. The Early Woodland period in Illinois lasts from roughly 2,500-2,100 B.P. Early Woodland sites are poorly represented in the archaeological record of northeastern Illinois in general and Lake County in particular. Despite this record, Marion Thick as well as Black Sand ceramics have been identified from such sites as Bowmanville (Markman 1991:62). In addition to these ceramic types, Early Woodland manifestations often exhibit medium-sized points with long straight stems classified as Kramer points.

The **Middle Woodland** period begins around 2,100 years B.P. and lasts until roughly, 600 B.P. This period is characterized by the emergence of the Hopewell Interaction Sphere. Hopewell is often characterized by exotic trade items, as well as the presence of rectangular log tombs in the center of burial mounds. Individuals within these tombs are often accompanied by such items as shark teeth and marine shell from the Gulf Coast, and copper and cut mica from northern Michigan and Appalachia. Aside from participation in the Hopewell Interaction Sphere, Middle Woodland groups experienced an increase in population and relied increasingly on agriculture for their subsistence (Salzer 1986:263). It is possible that the serpent mound located along the Des Plaines River belongs to this period. However, the cultural framework of this feature has never been adequately established (Jeske 1988:9).

Two mound groups in McHenry County were identified by Albert Scharf in 1919. These

two groups have not been verified by professional archaeologists and may have been destroyed. However, these are likely conical mounds and probably are not effigy mounds.

During the **Late Woodland** period, the Hopewell Interaction Sphere ceases to exist causing groups in Illinois to rely increasingly on local resources. This transition occurs roughly around 1,600 years before present triggering the Late Woodland, and lasts until roughly 950 B.P. One potential effect of the collapse of the Hopewell Interaction Sphere is a change in settlement pattern as noted by Green (1993). Late Woodland sites tend to be located in upland areas near major valleys whereas Middle Woodland sites are generally located adjacent to rivers on the floodplain or lower terraces. The Loeff site in the Fox River floodplain preliminarily is interpreted as a Late Woodland site, although it does not fit the predominant pattern. Phase II investigations revealed a multi component site, including an archaic component. This site is near the pipeline corridor. The material culture of Late Woodland groups is characterized by grit-tempered pottery, as well as much smaller, triangular projectile points associated with the newly introduced bow and arrow. Although not as significant in the Chicago area, maize agriculture was incorporated into the subsistence strategy during this period. In addition to maize, the construction of Effigy mounds begins. The Chicago metropolitan area marks the easternmost penetration of this cultural phenomenon (Markman 1991:69-71).

Mississippian

Following the Woodland period, developments in the American Bottom region of Illinois triggered a new cultural expression that has been termed Mississippian. Mississippian culture is best represented at the site of Cahokia, the seat of Mississippian culture, which developed sometime between 800 and 1000 A.D (Green 1998; Smith 1990). Griffin (1985) has defined Mississippian as referring to those cultures that participated in a broad network of interaction that spanned much of the eastern Woodlands. This interaction network was centered in the American Bottom region of Illinois at the Cahokia site.

During the Mississippian period, population, social complexity and cultural expression reached levels that surpassed those attained by earlier Illinois groups. This cultural zenith was in part facilitated by the addition of intensive maize cultivation to traditional subsistence practices. The wholesale adoption of maize production enabled Mississippian society to achieve large population levels settled in permanent villages. Villages were organized around central plazas that were dominated by large, flat-topped temple mounds from which rulers organized and conducted the political, religious, economic and ceremonial business of the village and surrounding settlements (Markman 1991:73). From Cahokia, these rulers controlled a vast network of exchange that extended all the way from the Mitchell site in South Dakota, to the Juntunen site in northern Michigan (Green 1998:202).

While Mississippian society was centered in the American Bottom region, numerous groups from such places as northern Illinois, Minnesota and Wisconsin exhibit evidence of some form of interaction with Cahokia. These northern expressions of Mississippian culture have been termed "Upper Mississippian" which includes Oneota in addition to

other late prehistoric cultural expressions (Green 1998:202).

There are no Upper Mississippian sites in northeastern Illinois that exhibit the large temple mound architecture seen at sites such as Cahokia and Aztalan in Wisconsin. However, Markman (1991) records several sites in the Chicago area that exhibit Mississippian artifacts. Some of these sites include Cook in extreme northwestern Cook County, Bowmanville, and Forest Glen on the north branch of the Chicago River, as well as Kennicott Mounds and the Serpent Effigy on the Des Plaines River (Markman 1991:74). Many of these sites have yielded characteristic pottery with trailed design motifs as well as small, triangular side-notched points. Upper Mississippian sites in the Chicago region tend to be oriented towards wetlands and bottom lands, particularly the Chicago Lake Plain which provided prime land for agriculture (Markman 1991:75).

Hoxie Farm is the most recently excavated example of an Upper Mississippian site located in the Chicago Lake Plain in south suburban Chicago. Professional excavations were begun in the early 1950's by Elaine Blum Harold and continued sporadically by the Forest Preserve District of Cook County personnel and Northwestern University. The site consists of a "western" and "eastern" zone. Over 2,400 pits, postmolds, hearths, structures and fortification features were excavated. The western zone investigations revealed concentrations of superimposed pit features, an artifact rich midden and three longhouse structures. Separating the eastern and western zone is a densely occupied village. The village was fortified as evidenced by 4 ditches and a palisade surrounding the occupation area. Approximately eighty small, basin structures and hundreds of pit and hearth features were excavated. Multiple researchers are conducting faunal, lithic, ceramic and archaeobotanical analysis as well as running radiocarbon analysis (Jackson 2004: IAS Current Research).

Meanwhile by approximately 1400 (Fowler 1997:1), the decline of Cahokia had begun. Mississippian influence in artifact styles, however, continued in the hinterlands well into the historic period.

Historic Period

During the historic period, the Chicago region was occupied primarily by various bands of the Potawatomi nation who likely migrated there from the Green Bay region sometime early in the 18th century (Bluhm 1959: 54; Temple 1966:128). In addition, the area was sporadically inhabited by successive waves of refugee people from the east. Some of these groups included the Mahicans, the Miami, the Kickapoo, and the Mascouten (Tanner 1987:2).

According to early Jesuit accounts, the Potawatomi were living along the shores of Green Bay as early as 1669 (Temple 1966:127). Because of pressure from more powerful tribes encroaching on their lands from the north and east, they began to migrate southward until by 1700 a band of Potawatomi inhabited the southeastern tip of Lake Michigan. Sometime during the mid 18th century the Potawatomi migrated to the Chicago region where they displaced the Wea (Temple 1966:129). At this time, there were reportedly at

least three bands of Potawatomi living within the Greater Chicago vicinity: 1) on the Milwaukee River one mile upstream from Lake Michigan, 2) another located at the mouth of the Chicago River, and 3) a final village 6.6 miles up the St. Joseph River. The hunting territory of these bands extended down the Des Plaines, Kankakee and Illinois Rivers (Temple 1966: 130). Temple also reports that in 1790 the Potawatomi were located at the mouth of the Des Plaines and Kankakee Rivers, and around 1820 were farther up the Des Plaines River.

Beginning in 1816 the Federal government began its efforts to relocate all Indians west of the Mississippi River. By the end of 1818, the Delaware, the Wea, the Kickapoo, and the Miami had all been relocated (Morre 1959:35). The Potawatomi were the last to relinquish their holdings to the Federal government. In 1826 they negotiated the Treaty of Mississinewa which according to Charles Royce (1896-97), ceded land from

...a point on Lake Michigan, ten miles due north of the southern extreme thereof; running thence due east to the land ceded by the Indians to the United States by the Treaty of Chicago (1821); thence south with the boundary thereof, ten miles; thence west to the southern extreme of Lake Michigan; thence with the shore thereof to the place of the beginning (Royce 1896-97: 716).

This treaty, later known as the "Ten Mile Purchase", was followed by the 1832 Treaty of Tippecanoe in which the Potawatomi gave up the majority of their remaining land. This treaty stipulated that the Potawatomi would move to reservations west of the Mississippi by 1838 (Smith 1948:395). Except for a few stragglers, the Potawatomi were all removed from the area by 1838 (Patterson 1934:51). The only exception were federal grants of land were made to several members of the Chippewa, Ottawa and Potawatomi. This includes a land grant made to Alexander Robinson, for himself and his children two sections on the Rivere Aux Pleins. Robinson's Reserve is located along the Des Plaines outside of the SW parcel direct APE.

Historic Euro-American

The Chicago region was not of immediate interest to the early Euro-American settlers of Illinois. The area was viewed as swampland with little potential when compared to the rich farmland of the southern part of the territory. Louis Jolliet and Father Jacques Marquette were the first Europeans to enter the Chicago region when they passed through on their return from exploring the Mississippi River (Nelson 1978:112). This early exploration eventually led to the construction of several French forts such as Fort Creve Coeur in 1680 and Fort Saint Louis in 1682 (Nelson 1978:112). These forts were designed to assist the French in the exploitation of fur resources along the territories' waterways. Aside from the forts Creve Coeur and Saint Louis, the majority of French settlement was concentrated in the southern part of the state along the Mississippi and Ohio Rivers. French colonization of what would eventually become Illinois was primarily limited to fur traders and forts interspersed with a few settlements (Nelson 1978:114).

Official French control of the area ended in 1763 with the Treaty of Paris, which transferred title of the Illinois Country to England.

After the war of 1812, Euro-American occupation of the Illinois Country slowly began to intensify with settlers arriving via major waterways such as the Ohio River. This major east-west waterway facilitated settlement of the southern portion of the state while the north remained largely ignored. It would not be until after 1830, when navigation of the Great Lakes was made possible, that the northern portions of the territory would begin to be settled (Nelson 1978:117).

Chicago area settlement was characterized by the fur industry. As previously mentioned, Marquette and Jolliet were the first Europeans to visit the area. Their visit, however, was merely the first in a string of transient visitors, which included Father Claude Allouez in 1677 and Robert Cavalier Sieur de La Salle (Pierce 1937:8). During this time, Chicago was not a destination; rather it was a place of portage between settlements to the south, and Fort Michilimackinac. As the Chicago portage grew in importance, a series of missions were established along its route, including one by Father Pinet in 1696, and another by St. Cosme (Pierce 1937:9-10). The importance of the budding Chicago portage area diminished significantly during the ensuing colonial war years as attention was drawn away from the western frontier (Pierce 1937:11). The eventual English victory resulted in a shift in colonial settlement philosophy. Whereas the French were more interested in exploiting the Illinois country for its resources, the English were intent on colonization. In keeping with this desire, Jean Baptiste Point duSable was sent around 1779 to establish a trading post, presumably near the mouth of the Chicago River (Crowe et al. 1976:13).

The region remained largely unpopulated, with settlement revolving around the fur trade until 1803, when Fort Dearborn was established (Pierce 1937:16). Fort Dearborn was a small outpost designed to keep local Indian population in check, a task that culminated with the Black Hawk War of 1832 (Pierce 1937:36). Early written histories indicate that the area was largely unsettled by white settlers until 1834. While towns in the southern third of the state were flourishing by 1830, the Town of Chicago had just been surveyed and platted by James Thompson (Pierce 1937:3). In 1831, Cook County was established with Chicago named as the county seat (Pierce 1937:33). Following the defeat of Chief Black Hawk, northern Illinois enjoyed a period of prosperity and population growth as a result of the great westward movement of the 1840's. Chicago would eventually become a transportation hub of this westward movement, first with canals and waterways, and later with railroads.

Irrespective of late twentieth century geopolitical and economic disparities, the late historic Native American occupational histories and early Euro-American settlement histories share some commonalities, especially in the antebellum period, prior to the emergence of large industry and mono-crop agricultural production. Two themes emerge between 1830 and 1900, and these are 1) commercial and manufacturing linkages to the

Midwest Hinterland and 2) the rise of rail transportation as transformative phenomena, responsible in large part for the creation of many nucleated towns as well as the assimilation of small autochthonous economic units into a more distant and larger economy.

Cook and DuPage Counties, Illinois experienced rapid urbanization shortly after their respective incorporation and for whom their significance derived from the commercial and manufacturing linkages to the Midwest Hinterland. Alternatively stated, the nineteenth century landscape of these two counties supported the urban core and even where the land was put into production, more often than not, land use included small truck farms, orchards, nurseries, mills and quarrying operations for which contact with the urban core was frequent. This is in contrast to the surrounding counties whose primary activity was dairying which produced cheese and butter for distant markets.

The development of Addison civil township fits this paradigm well. A cursory review of historic maps and plats illustrate that Township 40 North, Range 11 East was largely prairie, timber and marshes with established fields in 1842 (ATTACHMENTS 5 and 6). Notably there were also two groves and an established Rockford to Chicago Road in 1842.

Andreas describes the area as rolling prairie watered by Salt Creek and two small branches of the Des Plaines River (Andreas 1884:856). He estimated that the township consisted of thirteen hundred acres of timber; white, red, burr oak, maple, hickory and basswood (Andreas 1884:856)

A discussion of early settlers in relationship to location targets potential areas for historic archaeological sites to exist. Early settlers in Section 13 are summarized below:

TABLE 3: Summary of Land Sales in Sections 13, T40N, R11E DuPage County, Illinois

NAME OF PURCHASER	LEGAL DESCRIPTION	DATE PURCHASED	NUMBER OF ACRES	PRICE PER ACRE	TOTAL PRICE	TYPE OF SALE
*Cogswell, William F.	W2SE	02/10/1843	80	\$1.25	\$100.00	Federal
Cogswell, William F.	SENE	10/11/1844	40	\$1.25	\$50.00	Federal
*Cogswell, William F.	NESE	10/11/1844	40	\$1.25	\$50.00	Federal
Cogswell, William F.	NENE	12/05/1845	40	\$1.25	\$50.00	Federal
*Dierks, John H.	W2NW	03/23/1843	80	\$1.25	\$100.00	Federal
*Francis, John H.	SW	05/20/1842	160	\$1.25	\$200.00	Federal
Schwertfeger, Charles	E2NW	07/08/1842	80	\$1.25	\$100.00	Federal

*Schwertfeger, Charles	W2NE	07/08/1842	80	\$1.25	\$100.00	Federal
Smith, Abial	SESE	02/22/1845	40	\$1.25	\$50.00	Federal

***Bolded** appears to be the settlers that occupied portions of areas directly within Section 13, T40N, R11E of the SW Parcel.

Biographical sketches of DuPage County indicate that William Cogswell was a native of Concord, New Hampshire who came to the township in 1842 and purchased a claim on Section 13. William Cogswell married Annie Franzen on August 26, 1843. She was born in Prussia and her parents immigrated to Addison Township in 1843. Her father died June 23, 1869 having been a member of the Evangelical Church for twenty years. William and Annie had ten children of whom George, a farmer, owned the family homestead in 1887 (History of DuPage County 1877:229).

John Henry Dierks came to America with his wife Dorothy (Preusner) and young son Louis from Neustadt Amt Rodewald in the Province of Hanover in 1841. John Henry located his farmstead within Section 13 in a log house with minimal improvements (History of DuPage County 1877:231).

J.H. Franzen (Francis?) was a farmer who was born in Prussia in October 1813. The family immigrated to the United States in 1834 and came to DuPage County in 1837. He actively engaged in managing an oil mill as well as farming (History of DuPage County 1877:235).

Finally, Charles Schwertfeger was born in the Province of Hanover on February 13, 1813 and immigrated to the United States in 1833. They moved to Dearborn County, Indiana and relocated to Addison Township around 1840. His son by 1877 owned 125 acres of prairie and sixteen of timber. Charles married Catherine Franzen, a native of Prussia (History of DuPage County 1877:246). The Schwertfeger original farmstead, 11-Du-74, is located within the on-airport portion of the OM EIS and is not directly part of the SW parcel.

Additionally, a small portion of Section 12, T40N, R11E is included within the SW Parcel. Early settlers in Section 12 are detailed below:

TABLE 4: Summary of Land Sales in Section 12, T40N, R11E DuPage County, Illinois

NAME OF PURCHASER	LEGAL DESCRIPTION	DATE PURCHASED	NUMBER OF ACRES	PRICE PER ACRE	TOTAL PRICE	TYPE OF SALE
Adsit, James M.	NWSEPRA	02/23/1846	40	\$3.50	\$140.00	State
Dunlap, M. L.	SESEPRA	05/20/1846	40	\$3.50	\$140.00	State
Franzen, John	NW	12/20/1842	160.00	\$1.25	\$200.00	Federal
Hoard, Samuel	NESEPRA	08/28/1846	40	\$3.50	\$140.00	State
*Hoppenstadt, Henry	W2SW	02/10/1843	80	\$1.25	\$100.00	Federal

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NAME OF PURCHASER	LEGAL DESCRIPTION	DATE PURCHASED	NUMBER OF ACRES	PRICE PER ACRE	TOTAL PRICE	TYPE OF SALE
Landmear, John G.	E2SW	02/10/1843	80	\$1.25	\$100.00	Federal
Landmear, John Garret	SWSEPPRA	09/16/1845	40	\$3.50	\$140.00	State
Volberding, Henry	W2NEPRA	02/23/1846	80	\$3.50	\$280.00	State
Volberding, Henry	E2NEPRA	02/23/1846	80	\$3.50	\$280.00	State

* Henry Hoppenstadt appears to be the only settler that occupied the area directly within Section 12, T40N, R11E of the SW Parcel. He is not mentioned in the 1877 county history.

Finally, a small portion of Section 18, T40N, R12E is contained within the SW Parcel direct APE. The early settlers of Section 18 are detailed below:

TABLE 5: Summary of Land Sales in Section 18, T40N, R12E Cook County, Illinois

NAME OF PURCHASER	LEGAL DESCRIPTION	DATE PURCHASED	NUMBER OF ACRES	PRICE PER ACRE	TOTAL PRICE	TYPE OF SALE
Bailey, Erastus	NWNE	10/16/1846	40	\$1.25	\$50.00	Federal
Dunlap, Mathias L.	N2NWFR	05/06/1846	45.59	\$1.25	\$56.99	Federal
Dunlap, Mathias L.	E2SE	01/03/1845	80	\$1.25	\$100.00	Federal
Dunlap, Mathias L.	S2NWFR	05/25/1842	45.67	\$1.25	\$57.09	Federal
Dunlap, Mathias L.	SWNE	10/02/1841	40	\$1.25	\$50.00	Federal
*Dunlap, Mathias L.	SWFR	02/13/1841	91.08	\$1.25	\$113.85	Federal
Dunlap, Menzo	NWSE	09/23/1846	40	\$1.25	\$50.00	Federal
Long, James	E2NE	10/26/1847	80	\$0.00	Warrant	Federal
Robinson, Alexander	Sections 10, 14, 15, 22, 23	1842	1280	N/A	Reserve	Reserve

*Mathias L. Dunlap appears to be the only settler that occupied the area directly within Section 18, T40N, R12E of the SW Parcel.

Mathias Lane Dunlap settled in Cook County for a short time yet left an indelible mark. He purchased land in western Cook County between 1841 and 1846. He became interested in horticulture by 1845 and built up one of the most extensive nurseries in the West. Politically he was chosen as a Representative in the Nineteenth General Assembly from Cook County and was an ardent anti-slavery democrat. According to the 1905 Historical Encyclopedia of Illinois, his house was one of the depots of the Underground

Railroad (1905:142). His final years were spent near Champaign, Illinois writing under the nom de plume of "Rural" as the agricultural correspondent for "The Chicago Democratic Press" and later of the "Tribune".

Sections 12 and 13, T40N, R11E were partially settled in 1842 according to the Government Land Office maps (SEE ATTACHMENT 5). A field and Cuyler's Grove are noted on the maps. Section 18, T40N, R12E is only partially subdivided by 1842 (SEE ATTACHMENT 6). Addison civil township was formally established in 1849. The first established settlers were Hezekiah Dunklee from Hillsborough, New Hampshire and Mason Smith from Potsdam, New York (History of DuPage County 1877:286). They arrived in Chicago on September 3, 1833 via Detroit, Michigan. Traveling northwest on a trail blazed by General Winfield Scott's army, they arrived at a large grove of trees and chose to settle on the north end of the grove. Bernhard Joachim Koehler and the Friedrich Graue families settled south of the grove. These two families were the first of a large influx of German settlers, specifically Hanoverians, Prussians and Pomeranians, to arrive in the area. The common roots formed solidarity held together by a common language, Plattdeutsch, low German (DuPage 1985:112). The Plattdeutsch Guild Hall was built and served as a central meeting place, families mingled and intermarried, creating a tight knit German community. Many farmed and by 1837 there were thirty families living in the area, by 1844 there were almost two hundred people living in the vicinity. The 1851 Rees map illustrates the existence of the Western Plank Road running northwest in Section 13 and the significance of the road (SEE ATTACHMENT 7). The Dierking family occupies portions of the SE ¼ of Section 18 in 1861 and 1870 according to the Mendel and J. Van Vetchen maps (SEE ATTACHMENT 8 and 9). The Heidemann Mill was constructed in Addison in 1867. The mill allowed settlers to have grain ground in the vicinity rather than traveling to other localities.

The German population formed the German United Reformed Lutheran Congregation church in 1838. This church included Lutherans from Hanover and Reformed members from Prussia. By 1848 the church group split and the Reformed members left the congregation to form St. John's Church, north of Irving Park Road. The Evangelical Lutheran Teachers' Seminary was built in Addison to train teachers for the Lutheran school system in 1864. By 1874 the Evangelical Lutheran Orphan home was created. The school mission was to raise, train and educate orphans, half orphans and other children entrusted to its care (DuPage Roots 1985:106). The boys were trained to work on truck farms, farms or greenhouses (DuPage Roots 1985:106).

Bensenville was purchased in 1872 by Dedrich Struckmann, T.R. Dobbins, Col. Roselle M. Hough and John Lemarche. Not long after, Frederick Hener and Henry Korthauer purchased Hough's ¼ interest. This ¼ was further subdivided in 1874 approximately one year after Bensenville was incorporated as a village. The Chicago & Pacific Railroad was two years old and a post office, run by Henry A. Glos as postmaster was located in Bensenville. The 1874, 1890 and 1898 Thompson Brothers and Burr's and Snyder's maps indicates that some of the early settlers are still occupying the area; Cogswell,

Schwertfeger, Dierks, Brettman, Struckman and Korthaer (SEE ATTACHMENTS 10, 11 and 12).

The agricultural bent of Bensenville changed between 1860 and 1880 from diversified subsistence farming to specialized cash crops, then to commercial dairy farming (DuPage Roots 1985:114). Science replaced German in the school system in 1906 and those who wished to learn German were encouraged to do so in summer school. This corresponds to a movement in the Catholic Church where German was abandoned in favor of English around 1906.

The roundhouse of the Milwaukee Railroad was constructed in 1916 and dramatically increased job opportunities employing over three hundred people. The German ethnicity of Bensenville was eclipsed by the Mexican ethnic community. The influx of Mexican workers created tension between the two ethnic communities and by 1919 Mexican railroad workers were living on railroad property. Still by World War I the German ethnic community was strong in Bensenville and many illustrated patriotism. Independent dairy farms were replaced by large dairies in Chicago that distributed pasteurized milk in the Depression (DuPage Roots 1985).

By 1928, the Garden Orchard Subdivision appears on the USGS topographic maps for the project area. Partial portions of the Irving Park, Bretman, Pershing and Hamilton subdivision are also present. These portions remain consistent on the 1946 and 1953 topographic maps. Certainly by 1963, the entire layout plat for the Irving Park subdivision was present (SEE ATTACHMENTS 13, 14, 15 and 16).

V. Survey Limitations

The majority of the natural ground surface is covered and characterized as Urban Land. Urban land is covered by homes, light commercial or industrial development and pavements. The density of light commercial, industrial and residential development is clearly depicted on the aerial photograph. Additionally, the majority of the area was extensively farmed for high yield trunk farming, suggesting that the A and B horizons are deflated. Pedestrian, auguring or shovel testing archaeological survey methods are not possible in this environment. Thus, this prehistoric and historic predictive model was developed to target potential areas to subsurface test in the future.

VI. Evaluation of Alternatives

No evaluation of alternatives is proposed at this time.

VII. Future Targeted Field Investigations Areas

The majority of the SW parcel direct APE is covered with standing buildings, structures, paved parking lots, gravel lots, railroad tracks and roads. Permission to subsurface test will not be possible until potential land acquisition occurs and standing buildings or structures are demolished.

The prehistoric archaeological model developed by the Illinois State Museum indicates that no high probability area exists within the SW parcel direct APE. Construction of homes, commercial and light industrial developments suggests that basements, cement slabs and parking lots severely disturbed the natural ground surface. In addition, Andreas notes that many of the prominent citizens of the area were devoted to farming and this trend appears to continue through the early 1900s. This suggests that the natural ground surface was deflated prior to construction of the homes, commercial and light industrial developments. In addition, the probability of deeply buried sites is low. Prehistoric archaeological sites are considered highly unlikely. The only area potentially targeted is the DuPage County Forest Preserve, Bensenville Ditch, Parcel 301, as portions of these parcels contain older trees suggesting that disturbance appears minimal. Subsurface investigations are recommended for Parcel 301 when land access is granted.

Early settlers in Section 12 and 13, T40N, R11E, DuPage County and Section 18, T40N, R12E, Cook County that appear to be within the SW parcel direct APE are summarized in the table below in relationship to the City of Chicago Parcel Identification Numbers.

TABLE 6: Early Settlers in Conjunction with the OM EIS SW Parcel ID

NAME OF PURCHASER	LEGAL DESCRIPTION	OMP EIS PARCEL ID	COMMENTS
Henry Hoppenstadt	S12, W2SW T40N, R11E 80 acres	300	The parcel contains a large modern building, set back into an earthwork berm. According to the 1862 and 1874 plats the structures were located in the middle of the W2SW, outside the SW parcel direct APE.
William F. Cogswell	S13, W2SE T40N, R11E 80 acres	N/A	The legal location indicated by the GLOs is confusing in relationship to the historic maps. Historic maps all indicate that the Cogswell property is west of the St. Johannes and Resthaven cemetery access road, n/o and s/o Irving Park Road. Structures were located n/o and s/o Irving Park Road. These are not within the SW parcel direct APE, it is an outlot.
William F. Cogswell	S13, NESE T40N, R11E 40 acres	N/A	Historic maps all indicate that the Cogswell property is west of the cemetery access road to the north. This area is not within the SW parcel direct APE, it is an outlot.
*John H. Dierks	S13, W2NW T40N, R11E 80 acres	418-423	By 1862 L. Durks (sic) appears to own property n/o and s/o Irving Park Road, the structure is located s/o Irving Park Road. The rest of the 80 acres appears to be farmland.

NAME OF PURCHASER	LEGAL DESCRIPTION	OMP EIS PARCEL ID	COMMENTS
John H. Francis	S13, SW T40N, R11E 160 acres	531-534, 541-547, 554-560, 567-573, 580-586, 593-599, 606-612, 616-618, 626-632, 861-893,	J.H. Franzen purchased the SW1/4 of Section 13 in 1842. He first appears on the 1874 plat w/ structures in Section 14 outside the OMP EIS APE. All the parcels w/in the SW parcel direct APE appear to be farmland.
Charles Schwertfeger	S13, W2NE T40N, R11E 80 acres	856, 857, 858 [101-107, 800-802 O'Leary]	Schwertfeger owned land n/o and s/o Irving Park Rd. The extant Schwertfeger farmstead is located on-airport, outside the SW parcel direct APE.
Mathias L. Dunlap	S18, SWFR T40N, R12E 91.8 acres	896,897,916, 917, 920	Dunlap was a fractional section purchase, the general location of which appears to be the Prologis Business Park. According to the 1851 plat the structures were located n/o Irving Park Rd., outside the SW parcel direct APE.

***BOLDED** targeted for historic archaeological investigations.

VIII. Mitigation

Mitigation is not warranted at this point in time. No archaeological sites are known to exist within the SW parcel direct APE that are eligible or potentially eligible to the National Register of Historic Places. The probability for subsurface prehistoric archaeological features to exist is considered highly unlikely.

IX. Discussion/Recommendation

The method of industrial, commercial and residential construction, the low potential for deeply buried archaeological sites and the lack of high probability archaeological areas, suggest that it is highly unlikely that intact prehistoric archaeological sites exist within the SW parcel direct APE. The only relatively undisturbed areas may be within the DuPage County Forest Preserve District, Parcel 301. While portions of the DuPage County Forest Preserve District contain the Bensenville Ditch, a graded channelized body of water, portions are wooded. Prehistoric archaeological investigations are recommended for Parcel 301, the DuPage County Forest Preserve District.

Six early settlers owned property in the SW parcel direct APE, purchasing from a span of six years, 1841 to 1847. The structures according to historic plats affiliated with these six land owners, however, are located outside the SW parcel direct APE. The land within the

SW parcel direct APE was farmland. Therefore, only one area is targeted for historic archaeological testing; the John H. Dierks property, Parcels 418-423. Parcels #418-423 are covered with standing structures or buildings of the recent past and parking lots. The most likely area is SW Parcel #420 to target for potential archaeological testing, as the extant historic standing structure is a structure over fifty years old. The standing structure on this parcel does not retain any integrity and was not recommended for further architectural evaluations.

X. Summary

This prehistoric archaeological predictive model suggests that it is highly unlikely that intact prehistoric archaeological features exist within the SW Parcel direct APE. No further prehistoric investigations are recommended except for within the DuPage County Forest Preserve District (Parcel 301). Prehistoric archaeological investigations will be conducted when permission to access this parcel is granted.

Only one early settler may have maintained a residential structure within the SW parcel direct APE, according to the historic archaeological predictive model. The area targeted for Phase I historic archaeological investigations is Parcel #420. No further historic archaeological investigations are recommended for underneath any of the standing structures or buildings post-demolition.

ATTACHMENT M-9

11/5/04 IHPA RESPONSE LETTER TO NORTHWEST AND SOUTHWEST HISTORIC ARCHAEOLOGICAL PREDICTIVE MODELS

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**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

Cook County

PLEASE REFER TO: IHPA LOG #021100704

DesPlaines/Elk Grove Village

NW PARCEL: Mount Prospect Road; Carmen Road; Old Higgins Road/Route 72 & OHare Airport

SW PARCEL: Chicago & Northwestern Railroad; York Road; City of Chicago Corporate Boundary & Green Str
Archaeological Predictive Model of NW & SW Parcels/O'Hare Modernization

November 5, 2004

Amy Hanson

U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the documentation submitted for the referenced project(s) in accordance with 36 CFR Part 800.4. Based upon the information provided, no archaeological properties are affected. We, therefore, have no objection to the undertaking proceeding as planned.

Please retain this letter in your files as evidence of compliance with section 106 of the National Historic Preservation Act of 1966, as amended. This clearance remains in effect for two (2) years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).

If you are an applicant, please submit a copy of this letter to the state or federal agency from which you obtain any permit, license, grant, or other assistance.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

AEH

cc: Terry Schaddel, IDOT, Division of Aeronautics
John Walthall, IDOT

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ATTACHMENT M-10

DRAFT 4(f) PROPERTIES OF NATIONAL, STATE AND LOCAL HISTORIC INTEREST WITHIN THE AREA OF POTENTIAL EFFECT FOR THE O'HARE MODERNIZATION ENVIRONMENTAL IMPACT STATEMENT, COOK COUNTY, ILLINOIS

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Introduction

The Federal Aviation Administration (FAA) is considering Federal actions requested to support a proposal by the City of Chicago (City) to modernize Chicago O'Hare International Airport (O'Hare). In order to look at and disclose potential environmental impacts of the City's proposal and reasonable alternatives pursuant to Department of Transportation Section 4(f) and other applicable Federal Environmental Laws, the FAA's Third Party Contractor (TPC) examined National, State, county, municipal, and local records pertaining to properties of historic significance within the select Project Area. The FAA identified the Project Area which includes municipalities that may experience indirect auditory impacts with changes in noise contours due to the proposed project.

The area of potential effect (APE) includes areas of reasonably anticipated direct impacts and indirect impacts and, thus, may extend beyond the area of direct physical impact for particular types of cultural resources. Of particular concern around airports are potential indirect auditory impacts associated with changes in noise contours that extend beyond the direct APE. Auditory and vibration impacts may affect religious or traditional cultural properties or may affect standing structures. Other indirect impacts may also result from informal traffic, either pedestrian or vehicular, outside the designated area of construction.

The TPC studied the area of potential direct or indirect impact surrounding O'Hare Airport. This Project Area includes part or all of the following municipalities: Addison, Arlington Heights, Bensenville, Chicago, Des Plaines, Elk Grove Village, Elmhurst, Franklin Park, Harwood Heights, Itasca, Mount Prospect, Norridge, Northlake, Park Ridge, River Grove, Rolling Meadows, Rosemont, Schaumburg, Schiller Park and Wood Dale.

Background Documents and Literature Search Methodology

A methodology was designed to identify all sites of historic interest at National, State and local levels. This methodology section describes the identification of the Area of Potential Effect, Illinois Historic Preservation Agency (IHPA) consultation on the Area of Potential Effect, and identification of Sites of Historic Interest within the Project Area.

Identification of the Area of Potential Effect

FAA Order 1050.1E, Appendix A, Section 11.2c notes that it is the FAA's responsibility to determine the project's area of potential effect (APE). Based on the proposed Build Alternatives, the APE was defined in four components and is comprised of the areas on **Exhibit 5.9-1** of the main body of the EIS:

- **On-Airport Direct Impact Area**– These are areas on existing Airport property where historic resources would be removed or relocated.
- **On-Airport Indirect Impact Area**– These are areas on the existing Airport where facilities would remain undisturbed.
- **Off-Airport Direct Impact Area**– These are areas where land acquisition is proposed. For the purposes of this analysis, the acquisition areas are those areas to be acquired to enable construction of Build Alternatives. These consist of the Northwest Parcel and the

Southwest Parcel as depicted in Exhibit 5.9-1. The Southwest Parcel is slightly different under Alternatives D and G, with less land being required. Within the Off-Airport Direct Impact Areas for each of the Build Alternatives, all buildings in the related acquisition areas are assumed to be demolished upon acquisition.

- **Off-Airport Indirect Area**– These are areas off existing Airport property and outside of the acquisition areas, but within the overall areas potentially bound by the 65 DNL noise contour areas for each of the alternatives under consideration for each phase of analysis.

Consultation

The National Historic Preservation Act (NHPA) requires that the Lead Federal agency, FAA, consult with the IHPA. As such, consultation was initiated on November 7, 2002 with the IHPA to inform them of the scope of the undertaking and to provide ongoing opportunities for informal and formal review of the project's potential effect on historic resources. A follow-up meeting was conducted with the IHPA and the FAA's TPC on December 19, 2002. These reviews included discussion of the proposed acquisition areas, on-airport properties (including on-Airport buildings and archaeology), two cemeteries, and two predictive archaeological models where properties are not accessible.

The TPC reviewed resources at the local, municipal, county, state and national level to determine Sites of Historic Interest. Once the Sites of Historic Interest were determined, the TPC verified building name, location, significance level and the listing source of each property located within the Project Area. These resources were cross-referenced with one another to assure a thorough and non-repeating database.

Research previously conducted by Midwest Archaeological Research Services, Inc. (MARS) was provided to the TPC in the prepared document entitled, Report of Investigations: "Chicago O'Hare International Airport O'Hare Modernization: Investigations within the DNL 65 Noise Impact Area Surrounding O'Hare International Airport." – 2002. This document provided information regarding the Sites of Historic Interest survey completed by MARS, INC. that was conducted in part utilizing data contained in the World Gateway Program Environmental Assessment (WGP-EA). While these reports were initially referenced, these reports encompassed a different project area as well as crucial differences in evaluation criteria. Therefore, these reports were utilized by the TPC solely as a reference.

A background documents and literature search was conducted from June 2004 through August 2004. This search was conducted on historical, architectural and cultural properties for the entire Project Area. This existing data was reviewed in conjunction with field photograph reconnaissance.

The background documentary and literature search was compiled from a number of resources. These sources include:

- National Historic Landmarks
- National Register of Historic Places
- Illinois - State Register of Historic Places

- Certified Local Governments consulted for recognized local community preservation groups and listings of locally recognized historic properties
- 1971-1975 County Landmark Survey housed at IHPA includes properties that IHPA surveyors thought had countywide historical significance (It is important to note that these are not county designated properties)
- 1974-1975 Sprague Survey housed at IHPA
- IHPA historic site files (a collection of folders in which miscellaneous material about various historic properties are collected from over the years).
- Local municipal historical societies were contacted to obtain lists of locally recognized significant sites of historic interest.
- Review of on-airport and off-airport direct impact areas
- Supplemental data submitted by representatives of St. John's United Church of Christ, Rest Haven Cemetery Association, Village of Bensenville, and Elk Grove Village. See Appendix L.

An inventory of properties listed as National Historic Landmarks throughout the entire state of Illinois was obtained on the National Historic Landmarks website - tps.cr.nps.gov/nhl/. An inventory of properties listed on or eligible to be listed on the National Register of Historic Places in the State of Illinois was obtained on the National Register Information System which was obtained on the National Register website - cr.nps.gov/nr. This list was examined to determine the listed and eligible National Register Properties within the Project Area. An inventory of properties listed on the State Register of Historic Places was provided by the Illinois Historic Preservation Agency.

The Certified Local Government (CLG) Program was established by the National Historic Preservation Amendments of 1980. The program allows municipal governments and counties the opportunity to participate in state and federal preservation activities. Participation is granted after they become "certified". To become certified, they must have a local preservation ordinance, a preservation review commission, have a local survey program to identify sites of historic interest and provide for public participation. The certified participants play a powerful role in historic preservation and the program supports their work with technical assistance, awarding the grants and coordinating networks of participating communities. The IHPA Certified Local Governments list dated March of 2004 was reviewed to determine the local government status of each of the municipalities within the project area.

The Illinois Historic Preservation Agency, in 1974, conducted surveys in both Cook and DuPage Counties, within which the appropriate municipalities are located. As a result, an Inventory of Historic Landmarks in DuPage County and an Inventory of Historic Landmarks in Cook County were prepared by the IHPA. The TPC examined the contents for potential Sites of Historic Interest.

During the years of 1971-1975, the State Historic Preservation Office survey director Paul Sprague and staff surveyors reviewed all towns and cities in the State of Illinois with a population greater than 500. As part of this survey historically significant structures built prior

to World War II were located, photographed and cataloged. Data collected during this project was classified into three categories: P = those potentially significant enough to be included on the National Register of Historic Places; HD = those probably not of sufficient quality to be listed individually, but likely to qualify as contributing structures within a National Register of Historic Places District; and O = those of marginal architectural interest or significance. The TPC examined the Sprague survey for potential Sites of Historic Interest.

Historical commissions and societies of the potentially effected municipalities were contacted via fax and telephone regarding the project between June and August 2004. In the event that a local historical commission or society was nonexistent or unavailable, the local library, local government officials or the chamber of commerce was contacted as appropriate.

The TPC conducted internet research²⁰ to corroborate obtained information as well as supplement contact information for local municipalities' historic specialists. Applicable websites were utilized to attain the necessary information for the communities of Addison, Arlington Heights, Bensenville, Chicago, Des Plaines, Elk Grove Village, Elmhurst, Franklin Park, Harwood Heights, Itasca, Mount Prospect, Norridge, Northlake, Park Ridge, River Grove, Rolling Meadows, Rosemont, Schaumburg, Schiller Park and Wood Dale.

Research of the OM EIS direct acquisition area revealed previously unrecognized Sites of Historic Interest that warrant further inquiry regarding their eligibility for the National Register of Historic Places. The formal process of this higher level of investigation within the acquisition area is entitled a Determination of Eligibility. Sites of Historic Interest undergoing the Determination of Eligibility process were examined.

Sites of Historic Interest that are located outside of the direct acquisition area, but within the potential noise impact areas (65 DNL) will not be directly affected, that is they will not be demolished or destroyed. Auditory and vibrational impacts may indirectly affect standing structures. Other indirect impacts to standing structures may also result from informal traffic, either pedestrian or vehicular, outside the designated area of construction. Potential archaeological sites within the project area that are outside of the designated area of construction are not considered to be directly impacted. Additionally, there are no known Traditional Cultural Properties within the project area that are considered to be indirectly impacted related to noise.

²⁰ **National Register** - state.il.us/hpa/ps/nrill.htm and cr.nps.gov/nr/; **National Historic Landmark** tps.cr.nps.gov/nhl/; **IHPA Historic Architectural and Archaeological Resources Geographic Information System (HAARGIS)** - state.il.us/hpa/PS/haargis.htm; **Illinois Museums** - museumusa.org/data/museums/IL/; **Commission on Chicago Landmarks** - ci.chi.il.us/; **Chicago** - cityofchicago.org/; **DuPage County** - co.dupage.il.us/museum/; **Addison** - addisonadvantage.org/history/; **Arlington Heights** - ahmuseum.org/; **Bensenville** - history.bensenville.lib.il.us and villageprofile.com/illinois/Bensenville/; **Des Plaines** - desplaines.org/community/history.htm; **Elmhurst** - elmhurst.org/history/; **Franklin Park** - franklinparklibrary.org/localhistory/; **Harwood Heights** - harwoodheights.org/history.htm; **Itasca** - villageprofile.com/illinois/Itasca and itasca.k12.il.us/admin/history/index.htm; **Mount Prospect** - mphist.org/; **Norridge** - norridge.net/history/; **Northlake** - villageprofile.com/illinois/norhtlake/main.html; **Park Ridge** - parkridgehistoricalsociety.com and parkridge.il.us/prcity/history.html; **River Grove** - vorg.us/org/his/com.htm and villageofrivergrove.org/; **Rolling Meadows** - ci.rolling-meadows.il.us/historical_museum.htm; **Schaumburg** - ci.schaumburg.il.us/vos.nsf/schaumburg/DKET-585BGS; **Schiller Park** - villageprofile.com/illinois/schillerpark/schillerpark.html; **Wood Dale** - mywooddale.com/public/time.asp

Identification of Sites of Historic Interest

Of the initially recognized Sites of Historic Interest, 13 are either listed in or considered eligible for listing in the National Register of Historic Places, or listed by the Commission on Chicago Landmarks as a local landmark within the city of Chicago. These 13 properties are referred to as Historic Properties (HP). The remaining 151 Sites of Historic Interest that are not listed in or considered eligible for listing in the National Register of Historic Places, or listed by the Commission on Chicago Landmarks are referred to as Local Sites (LS). Local Sites are recognized as having historical significance on a State, county or local level.

Of the 151 Local Sites, 17 were found as: 1) sites that had been demolished since publication of the source, 2) duplicates of other sites, and 3) incorrect address (sites could not be located). This list was then narrowed to 134 possible locally important sites. Of the 134 sites, these lands consist of:

- 2 churches (Peace Church LS-57 and St. John's United Church of Christ LS-62)
- 2 schools (Tioga School LS-79 and Chippewa School LS-88)
- 3 museum-related uses (Bensenville's railroad monument LS-66 in Veteran's Park, Korthauer Log House LS-86, and Elk Grove Park District Farmhouse Museum LSS-3)
- 1 memorial (Franzen's Mill Memorial LS-91)
- 1 cemetery (Elk Grove Cemetery)
- 6 commercial/retail buildings (Theater/Stores LS-58, Pease Church Manse LS-63, Janker's Building LS-90, LS-249, LS-289, LS-461)
- 119 residences (57 residences in Bensenville, 53 in Park Ridge, 3 in Schiller Park, 2 in WoodDale, 1 representing the Durocraft homes in Harwood Heights, and 3 in Elk Grove Village)

Investigations revealed that of the 13 Historic Properties, four are listed on the National Register of Historic Places. Review of IHPA's Historic Architectural and Archaeological Resources Geographic Information System (HAARGIS) database revealed that one Historic Property is formally eligible for listing on the National Register of Historic Places. Determinations of Eligibility were conducted for the remaining properties and are being coordinated with the Illinois SHPO.

Of all of the municipalities located within the designated Project Area, only the City of Chicago is recognized as a Certified Local Government. The Commission on Chicago Landmarks has designated local landmarks as well as conducted a survey entitled the Historic Structures Survey, of Historic Properties in the city of Chicago. Two of the recognized Historic Properties are local landmarks of the city of Chicago which have been designated as such by the Commission on Chicago Landmarks.

For purposes of determining Local Sites within the Project Area, the TPC examined significance at the State, county and local levels and compiled a list of information from the following resources. The TPC examined the Inventory of Historic Landmarks in DuPage County and an

Inventory of Historic Landmarks in Cook County as prepared by the IHPA for potential Sites of Historic Interest. The TPC examined the DuPage County Cultural and Historical Inventory for potential Sites of Historic Interest located in DuPage County. An inventory of properties listed on the Illinois Historic Preservation Agency - Historic Architectural and Archaeology Resources Geographic Information System (HAARGIS) was collected from the HAARGIS website - state.il.us/hpa/PS/haargis.htm. Such database combines information gathered from the DuPage County Landmark Survey, Cook County Landmarks Survey, Sprague Survey, Cultural Resource Management Survey, Review and Compliance Determination of Eligibility ("R&C DOE"), and National Register Positive Preliminary Opinion ("NR PPO") provided by IHPA during the National Register listing process, as well as numerous other surveys conducted within the state of Illinois.

In order to determine potential Sites of Historic Interest at the local community level, the TPC distributed a letter via fax to the historical commissions and societies of the potentially effected municipalities requesting a list of all locally designated historical, cultural and architectural resources. In the event that a local historical commission or society was nonexistent or unavailable, the local library, local government officials or the chamber of commerce were contacted as appropriate. Of these municipalities, the communities of Addison, Bensenville, Elmhurst, Itasca, Park Ridge, Rolling Meadows, Schiller Park and Schaumburg responded either by providing a list of locally identified landmarks or to confirm that they had no additional information to contribute. The City of Chicago is a certified local government. Therefore, any designated Chicago local landmarks are deemed Historic Properties for purposes of this analysis. Chicago local landmarks are publicly designated and, therefore, information regarding them is available via the internet and public materials. The TPC obtained information regarding Chicago's local landmarks from these sources. The municipalities of Arlington Heights, Elk Grove Village, Franklin Park, Harwood Heights, Mount Prospect, Norridge, Northlake, River Grove, Rosemont and Wood Dale did not respond to any attempted correspondence. A detailed list of contact information as well as all related correspondence is included in **Appendix L**.

Upon completion of the above mentioned research, verification of existence of each Site of Historic Interest located within the Potential Noise Impact Area was accomplished by visiting each site and determining the presence or absence as well as the current use of each Site of Historic Interest. Photographs were taken of Historic Properties and additional photo-documentation was compiled for the Local Sites. This information can be found in **Appendix L**.

Summary and Recommendations

Initial research of the APE involved a background document and literature search, correspondence with select municipalities surrounding O'Hare airport, field photograph reconnaissance and the investigation of Sites of Historic Interest located within the Area of Potential Effect (APE). A total of 134 Local Sites of Historic Interest and 13 Historic Properties formally evaluated in connection with the National Register of Historic Places or recognized by a Certified Local Government were identified. These properties are subject to evaluation under Section 4(f) of the U.S. Department of Transportation Act of 1966, recodified at 49 U.S.C. Section 303(c).

ATTACHMENT M-11

**NOTIFICATION LETTERS TO VARIOUS NATIVE
AMERICAN TRIBES AND RESPONSES**

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Ron Froman, Chief
Peoria Indian Tribe of Oklahoma
P.O. Box 1527,
Miami, OK 74355

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Froman:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

By this letter, we are requesting your assistance in evaluating possible environmental and cultural impacts in relationship to the proposed development. Specific guidance that you could provide to FAA in identifying any areas of traditional concern or value by your tribe that might be potentially impacted by the proposed development would be helpful. A map of the project area is enclosed. I recognize and respect that the exact location and description of these areas may be restricted for traditional reasons. If you have concerns regarding a general area, please let us know and further detailed information and planned activities will be provided as it becomes available. Your participation in the planning of this project is welcomed and valued.

We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Ms. Nancy Bear, Chair
Kickapoo of Kansas Tribal Council
Route 1, Box 157,
Horton, KS 66439

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ms. Bear:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

By this letter, we are requesting your assistance in evaluating possible environmental and cultural impacts in relationship to the proposed development. Specific guidance that you could provide to FAA in identifying any areas of traditional concern or value by your tribe that might be potentially impacted by the proposed development would be helpful. A map of the project area is enclosed. I recognize and respect that the exact location and description of these areas may be restricted for traditional reasons. If you have concerns regarding a general area, please let us know and further detailed information and planned activities will be provided as it becomes available. Your participation in the planning of this project is welcomed and valued.

We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Kendall Scott, Chair
Kickapoo of Oklahoma Business Committee
P.O. Box 70,
McCloud, OK 74851

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Scott:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

By this letter, we are requesting your assistance in evaluating possible environmental and cultural impacts in relationship to the proposed development. Specific guidance that you could provide to FAA in identifying any areas of traditional concern or value by your tribe that might be potentially impacted by the proposed development would be helpful. A map of the project area is enclosed. I recognize and respect that the exact location and description of these areas may be restricted for traditional reasons. If you have concerns regarding a general area, please let us know and further detailed information and planned activities will be provided as it becomes available. Your participation in the planning of this project is welcomed and valued.

We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Raul Garza, Chair
Kickapoo Traditional Tribe of Texas
HC 1, P.O. Box 9700,
Eagle Pass, TX 78853

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Garza:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

By this letter, we are requesting your assistance in evaluating possible environmental and cultural impacts in relationship to the proposed development. Specific guidance that you could provide to FAA in identifying any areas of traditional concern or value by your tribe that might be potentially impacted by the proposed development would be helpful. A map of the project area is enclosed. I recognize and respect that the exact location and description of these areas may be restricted for traditional reasons. If you have concerns regarding a general area, please let us know and further detailed information and planned activities will be provided as it becomes available. Your participation in the planning of this project is welcomed and valued.

We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

A handwritten signature in cursive script, reading "Michael W. MacMullen".

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Jonathan Buffalo, Historic Preservation Coordinator
Sac & Fox Tribe of the Mississippi in Iowa
3137 F Avenue,
Tama, IA 52339

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Buffalo:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

By this letter, we are requesting your assistance in evaluating possible environmental and cultural impacts in relationship to the proposed development. Specific guidance that you could provide to FAA in identifying any areas of traditional concern or value by your tribe that might be potentially impacted by the proposed development would be helpful. A map of the project area is enclosed. I recognize and respect that the exact location and description of these areas may be restricted for traditional reasons. If you have concerns regarding a general area, please let us know and further detailed information and planned activities will be provided as it becomes available. Your participation in the planning of this project is welcomed and valued.

We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Corbin Saukshause, Chair
Sac & Fox of Nation of Missouri Tribal Council
RR 1, Box 60,
Reserve, KS 66434

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Saukshause:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

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We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael W. MacMullen".

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Don Abney,
Sac & Fox of Oklahoma Business Council
Route 2, Box 246,
Stroud, OK 74079

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Abney:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Jacob Lonetree, Chair
Wisconsin Winnebago Business Committee
P.O. Box 667,
Black River Falls, WI 54135

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Lonetree:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Kenneth Mallory, Chair
Winnebago Tribe of Nebrask
P.O. Box 687,
Winnebago, NE 68071

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Mallory:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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Great Lakes Region
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Ms. Mamie Rupnicki, Chair
Prairie Band Potawatomi Tribal Council
14880 K Road, P.O. Box 97
Mayetta, KS 66509

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ms. Rupnicki:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. John Barrett, Jr., Chair
Citizen Band Potawatomi Business Committee
1601 South Gordon Cooper Drive,
Shawnee, OK 74801

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Barrett, Jr.:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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Great Lakes Region
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Phillip Shapodock, Chair
Forest County Potawatomi Executive Council
P.O. Box 340,
Crandon, WI 54520

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Shapodock:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Kenneth Meshiguad, Chair
Hannahville Indian Community Council
N14911 Hannahville B1 Rd.,
Wilson, MI 49896

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Meshiguad:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Robert Moody, Chair
Pokagon Band of Potawatomi Indians of Michigan
Administration Building, 901 Spruce
Dowaglac, MI 49047

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Moody:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Paul Mackety, Director
Huron Potawatomi, Inc.
2221 One-And-A Half Mile Road,
Fulton, MI 49052

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Mackety:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
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Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Floyd Leonard, Chief
Miami Tribe of Oklahoma
P.O. Box 1326,
Miami, OK 74355

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Leonard:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
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Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Glen Brock, Chief
Eastern Shawnee Tribe of Oklahoma
P.O. Box 350,
Seneca, MO 64865

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Brock:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Larry Knuckles, Governor
Absentee-Shawnee Executive Committee
P.O. Box 1747,
Shawnee, OK 74801

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Knuckles:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
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Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Lawrence Snake, President
Delaware Executive Committee
P.O. Box 825,
Anadardo, OK 73005

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Snake:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Leon Campbell, Chairman
Iowa of Kansas Executive Committee
Route 1, Box 58A,
White Cloud, KS 66094

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Campbell:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Victor Roubidoux,
Cultural Resource Liaisons Iowa Tribe of Oklahoma
RR 1, Box 721,
Perkins, OK 74059

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Roubidoux:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

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We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael W. MacMullen".

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Richard Allen,
Cherokee Nation
P.O. Box 948,
Tahlequah, OK 74465

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Allen:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Charles Dawes, Chief
Ottawa Tribe of Oklahoma
P.O. Box 110,
Miami, OK 74355

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Dawes:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Joseph Raphael, Chair
Grand Traverse Tribal Council
2605 NW Bayshore Drive,
Suttons Bay, MI 49682

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Raphael:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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Great Lakes Region
Illinois, Indiana, Michigan,
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Frank Ettawageshik, President
Little Traverse Bay Bands of Odawa Indians
1345 US 31-N, P.O. Box 246,
Petoskey, MI 49770

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Ettawageshik:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Dan Bailey, Chair
Little River Band of Ottawa Indians
409 Water Street,
Manistee, MI 49660

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Bailey:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
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Ohio, South Dakota,
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Ms. Gail George, Chief
Saginaw Chippewa Tribe
7070 East Broadway Road,
Mt. Pleasant, MI 48858

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ms. George:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
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Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Jeffrey Parker, Chair
Bay Mills Executive Council
Route 1, Box 313,
Brimley, MI 49715

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Parker:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Dwight Teeple,
Sault Ste. Marie Tribe of Chippewa Indians
206 Greenough Street,
Sault Ste. Marie, MI 49783

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Teeple:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
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Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Frederick Dakota, Chair
Keweenaw Bay Tribal Council
Center Building, Route 1, P.O. Box 45
Baraga, MI 49908

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Dakota:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
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Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Ms. Kimberly Spedowski, NAGPRA Representative
Lac Vieux Desert Band of Lake Superior Chippewa Indians
P.O. Box 249, Choate Road,
Watersmeet, MI 49969

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ms. Spedowski:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
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Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Arlyn Ackley, Chair
Sokaogon Chippewa Community Mole Lake Band
Route 1, Box 625,
Crandon, WI 54520

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ackley:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Thomas Maulson, President
Lac du Flambeau Band of Lake Superior Chippewa Indians
P.O. Box 67,
Lac du Flambeau, WI 54538

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Maulson:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Richard Gurnoe, Chair
Red Cliff Band of Lake Superior Chippewa Indians
P.O. Box 529,
Bayfield, WI 54814

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Gurnoe:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Lewis Taylor, Chair
St. Croix Council
PO Box 287,
Hertel, WI 54845

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Taylor:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
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Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Robert Powless,
Bad River Band of Lake Superior Chippewa Indians
PO Box 39,
Odanah, WI 54861

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Powless:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

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We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael W. MacMullen".

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Norman DesChampe, Chair
Grand Portage Reservation Business Committee
PO Box 428,
Grand Portage, MN 55605

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. DesChampe:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
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December 17, 2003

Mr. Robert Peacock, Chair
Fond du Lac Reservation Business Committee
105 University Road,
Cloquet, MN 55720

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Peacock:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Gary Donald, Chair
Nett Lake Reservation Tribal Council
P.O. Box 16,
Nett Lake, MN 55772

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Donald:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

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Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Ms. Brenda Boyd, NAGPRA Officer
Mille Lacs Band of Chippewa Indians
HCR 67, Box 194
Onamia, MN 56359

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ms. Boyd:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
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December 17, 2003

Mr. Douglas Hodges, Director
White Earth Band of Minnesota Chippewa
Route 1, Box 270,
Ponsford, MN 56575

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Hodges:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Jack Seelye, District II Representative
Leech Lake Tribal Council
Route 3, Box 100,
Cass Lake, MN 56633

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Seelye:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Travis Annette, Special Projects Coordinator
Minnesota Chippewa Tribe
PO Box 217,
Cass Lake, MN 56633

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Annette:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Ms. Grace Goodeagle, Chair
Quapaw Tribal Business Committee
PO Box 765,
Quapaw, OK 74363

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ms. Goodeagle:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Dr. Rudi Mitchell, Chair
Omaha Tribal Council
PO Box 368,
Macy, NE 68039

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Dr. Mitchell:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
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December 17, 2003

Ms. Roberta Hayworth, Cultural Affairs Specialist
Ponca Tribe of Nebraska
PO Box 288,
Niobrara, NE 68760

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ms. Hayworth:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Ms. Genevieve Pollak, Chair
Ponca Business Committee
PO Box 2, White Eagle,
Ponca City, OK 74601

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ms. Pollak:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Ms. Kathryn Beaulieu, Director
Red Lake Nation Library & Archives
Tribal Information Center, PO Box 297
Red Lake, MN 56671

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ms. Beaulieu:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Richard LaFromboise, Chair
Turtle Mountain Tribal Council
PO Box 60,
Belcourt, ND 58316

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. LaFromboise:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



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2300 East Devon Avenue
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December 17, 2003

Ms. Wanda Stone, Chair
Kaw Business Committee
Drawer 50,
Kaw City, OK 74651

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Ms. Stone:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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By this letter, we are requesting your assistance in evaluating possible environmental and cultural impacts in relationship to the proposed development. Specific guidance that you could provide to FAA in identifying any areas of traditional concern or value by your tribe that might be potentially impacted by the proposed development would be helpful. A map of the project area is enclosed. I recognize and respect that the exact location and description of these areas may be restricted for traditional reasons. If you have concerns regarding a general area, please let us know and further detailed information and planned activities will be provided as it becomes available. Your participation in the planning of this project is welcomed and valued.

We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael W. MacMullen".

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. George Tallchief, President
Osage Nation of Oklahoma
Tribal Administration Building, Osage Agency Campus
Pawhuska, OK 74056

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Tallchief:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

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We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 17, 2003

Mr. Kenneth Black, Chairperson
Otoe-Missouria Tribal Council
PO Box 68,
Red Rock, OK 74651

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Black:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

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We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

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Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 29, 2003

Jerry Smith
Les Courte Orielles Governing Board (Chippewa)
13394 West Trepamia Road
Hayward, WI 54843

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Smith:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

The City of Chicago is proposing to realign some of the existing runways, construct one additional runway, a new west terminal, and other support facilities at the Chicago O'Hare International Airport to meet the existing and projected demand for air transportation facilities. Archaeological Research Incorporated (ARI) was recently subcontracted to assist the Federal Aviation Administration (FAA) in preparing the EIS for the proposed development at O'Hare. In this context, ARI is specifically responsible for evaluating the potential cultural impacts of the proposed expansion and redevelopment of O'Hare.

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We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 29, 2003

David Grignon
Menominee Indian Tribe of Wisconsin
Apesanahkat
P.O. Box 910
Keshena, WI 54135

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear Mr. Grignon:

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael W. MacMullen".

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 29, 2003

United Keetoowah Band of Cherokee Indian
Attn.: Cultural Resources
P.O. Box 948
Tahequah, OK 74464

*RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

Dear :

This letter is written to initiate consultation with your tribe under the revised regulations for Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470f (NHPA), concerning the preparation of an Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP).

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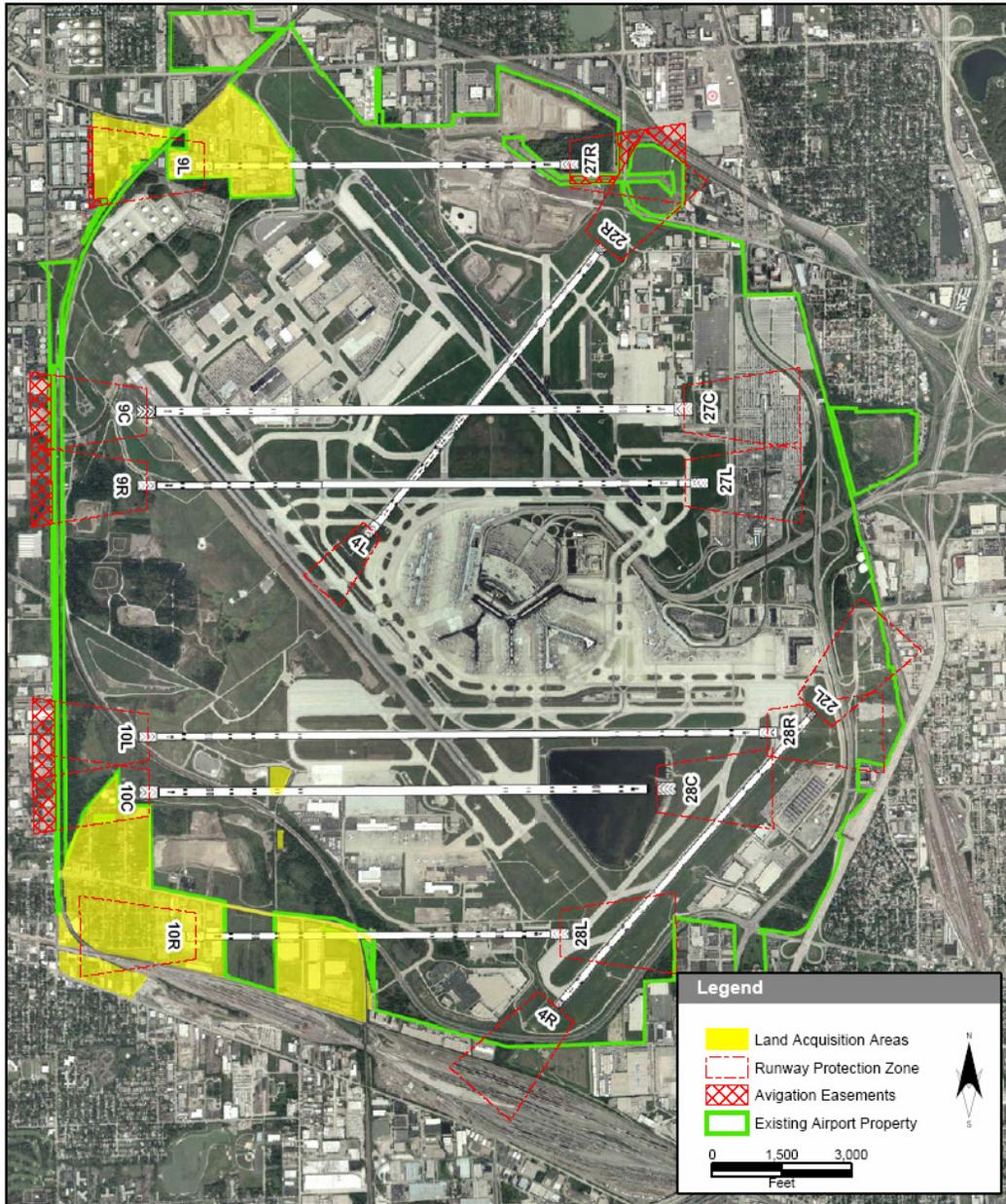
We look forward to working with you and please feel free to contact me at (847) 294-7522. Your prompt attention to this matter is very much appreciated.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael W. MacMullen".

Michael W. MacMullen
Environmental Protection Specialist

Enclosures: Project location map
Cc: Matthew C. McMillen, AEE-200



Source: Aerial; Aerial Express, September, 2000; OMP Land Acquisition Coverage; Ricondo ALP Drawing set, 2003.



Chicago O'Hare International Airport
Preliminary Draft
**O'Hare Modernization
Environmental Impact Statement**

Sponsor's Proposed Land Acquisition Areas

Delaware Nation NAGPRA Office

P.O. Box 825, Anadarko, OK 73005
Phone: (405) 247-2448
Fax: (405) 247-9898



30 January 2004

ATTN: Michael MacMullen
U.S. Department of Transportation
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: O'Hare Modernization Environmental Impact Statement Tribal Consultation

Dear Mr. MacMullen:

Thank you for contacting the Delaware Nation regarding the above referenced project. The Delaware Nation is committed to protecting archaeological sites that are important to tribal heritage, culture, and religion. Furthermore, the tribe is particularly concerned with archaeological sites that may contain human burial remains and associated funerary objects.

Given the location of the proposed project, we request that you conduct a file search in conjunction with the State Office of Historic Preservation and the state's Archaeological Survey. These state agencies will advise you of the potential for archaeological resources, particularly sites of significant cultural interest or sites that contain human remains. Should either of these agencies determine that there are potentially significant archaeological sites in the area and that these sites are related to the tribe's heritage, the Delaware Nation requests that you contact our offices. Together with the SHPO and State Archaeologist, we will develop a plan to best protect these archaeological resources.

Should either of these agencies recommend an archaeological survey or test excavation of the proposed construction site, we ask that the Delaware Nation be informed of the results of the survey. The Delaware Nation also requests copies of any accompanying site forms or reports.

Also, any changes to the above referenced project should be resubmitted to the NAGPRA Director of the Delaware Nation for review.

Should this project inadvertently uncover an archaeological site and/or human remains, even after an archaeological survey, we request that you immediately contact the appropriate state agencies, as well as the Delaware Nation. Also, we ask that you halt all construction activities until the tribe and these state agencies are consulted.

We appreciate your cooperation in contacting the Delaware Nation. Should you have any questions, feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Phyllis Wahahrockah-Tasi".

Phyllis Wahahrockah-Tasi M.H.R.
NAGPRA Director



Environmental Protection Department

P.O. Box 368
Macy, Nebraska 68039
(402) 837-5291
FAX (402) 837-5223

January 15, 2004

U.S. Department of Transportation
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018

RE: *O'Hare Modernization Environmental Impact Statement
Tribal Consultation*

To whom it may concern:

I am writing this letter in response to the Public Notice sent to this office. It is in regards to getting comments of this proposed project from the Omaha Tribe of Nebraska and Iowa. With National Policies set fourth by Congress, NEPA, NAGPRA, and NHPA ensures Cultural, Spiritual, and Sacredness of known/unknown Native American Sites throughout the United States and are well protected. It is documented throughout history that the Omaha 's occupied the area in question at one time or another. It is the consensus of the Omaha Tribe of Nebraska and Iowa that the proposed construction of said project has no immediate concerns of discovering any evidence of our occupation. However, should you or any other person(s) discover such evidence? Please contact our office immediately so that we may take proper steps in handling such discoveries. If you have any other questions, please feel free to contact me at your convenience. Thank you for your time and attention.

Sincerely,


Antoine A. Provost
Executive Director


Concur: Donald F. Grant, Chairman
Omaha Tribal Council
XC: Council (6), CTO, and Asset. CTO, file

JAN 26 2004



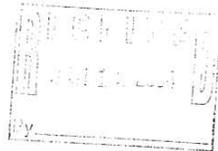


PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Joe Goforth



January 9, 2004

U.S. Department of Transportation
Great Lakes Region
Attn: Michael W. MacMullen
Environmental Protection Specialist
2300 East Devon Avenue
Des Plaines, Illinois 60018

RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation

Thank you for notice of the referenced projects. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

TREASURER
LeAnne Reeves

SECRETARY
Hank Downum

FIRST COUNCILMAN
Claude Landers

SECOND COUNCILMAN
Jenny Rampey

THIRD COUNCILMAN
Jason Dollarhide



**EASTERN SHAWNEE TRIBE
OF OKLAHOMA**

P.O. Box 350 · Seneca, MO 64865 · (918) 666-2435 · FAX (918) 666-2186

December 22, 2003



Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018
ATTN: Michael W. MacMullen

Re: O'Hare Modernization Environmental
Impact Statement Tribal Consultation

To Whom It May Concern:

Thank you for notice of the referenced project(s). The Eastern Shawnee Tribe of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Eastern Shawnee Tribe request notification and further consultation.

The Eastern Shawnee Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

Sincerely,


Charles Enyart, Chief
Eastern Shawnee Tribe of Oklahoma

JIM GRAY
Principal Chief

KENNETH H. BIGHORSE
Assistant Principal Chief



MEMBERS OF COUNCIL

MARK FREEMAN, Jr.
HARRY ROY RED EAGLE
CAMILLE W. PANGBURN
JODIE SATEPAUHOODLE
JERRY SHAW
PAUL R. STABLER
DUDLEY WHITEHORN
JOHN W. WILLIAMS

OSAGE TRIBAL COUNCIL

December 30, 2003

US Dept. of Transportation
Federal Aviation Administration
Attn: Michael MacMullen
2300 East Devon Avenue
Des Plaines, IL 60018

RE: *O'Hare Modernization Environmental Impact Statement Tribal Consultation*

Dear Mr. MacMullen:

The Osage Tribe of Oklahoma has evaluated the above reference sites, and we have determined that the site could have religious or cultural significance to the Osage Tribe being our former reservation & homeland. However, if construction activities should expose Osage archeological materials, such as bone, pottery, chipped stone, etc., we ask that construction activities cease, and this office be contacted so that an evaluation can be made

Should you have any questions, you can reach me at (918) 287-5446.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony P. Whitehorn".

Anthony P. Whitehorn
Tribal Enterprise Manager

Osage Tribal Council, P.O. Box 779, Pawhuska, OK 74056, (918) 287-1085, FAX (918) 287-2257



Leech Lake Band of Ojibwe

Peter D. White, Chairman

Arthur "Archie" La Rose, Secretary/Treasurer

District I Representative
Burton "Luke" Wilson

District II Representative
Lyman L. Losh

District III Representative
Richard Robinson, Jr.

December 23, 2003

Michael W. MacMullen
U.S.DOT, FAA
2300 East Devon Avenue
Des Plaines, IL 60018



RE: **O'Hare Modernization EIS**
LL-THPO Number: 03-144-NCRI

Dear Mr. MacMullen:

Thank you for the opportunity to comment on the above-referenced project. It has been reviewed pursuant to the responsibilities given the Tribal Historic Preservation Officer by the National Historic Preservation Act of 1966, as amended in 1992 and the Procedures of the Advisory Council on Historic Preservation (38CFR800).

I have reviewed the documentation; after careful consideration of our records, I have determined that the Leech Lake Band of Ojibwe does not have any concerns regarding sites of religious or cultural importance in this area.

Address your future requests appropriately to: Gerald White, Tribal Historic Preservation Office, 6530 Hwy 2 NW, Cass Lake, MN 56633, so that we may receive correspondence in a more timely manner.

Should any human remains or suspected human remains be encountered, all work shall cease and the following personnel should be notified immediately in this order: County Sheriff's Office and Office of the State Archaeologist.

You may contact me at (218) 335-2940 if you have questions regarding our review of this project. Please refer to the LL-THPO Number as stated above in all correspondence with this project.

Respectfully submitted,

Gina M. Pappasodora, Deputy Tribal Historic Preservation Officer
Leech Lake Band of Ojibwe

6530 U.S. 2 NW • Cass Lake, Minnesota 56633
(218) 335-8200 • Fax (218) 335-8309
Email: llpr@paulbunyan.net



THE MILLE LACS BAND OF
OJIBWE INDIANS
Executive Branch of Tribal Government



December 31, 2003

Michael W. MacMullen
Environmental Protection Specialist
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: Section 106 Consultation and Tribal Review NHPA: U.S. Department of Transportation, FAA: O'Hara Modernization Environmental Impact Statement, Realignment of existing runways, construction of a runway, a new West terminal; Chicago International Airport, Chicago, Illinois

Dear Mr. MacMullen,

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the Tribal Historic Preservation Office by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council of Historic Preservation (36CFR800).

Based on available information, we conclude there is no cultural significance to the Mille Lacs Band of Ojibwe in the area described.

Please contact Natalie Weyaus at 320-532-4181 extension 7450 if you have any questions regarding our review of this project.

Respectfully,

Natalie Weyaus
Natalie Weyaus
Tribal Historic Preservation Officer



DISTRICT I
43408 Oodena Drive • Onamia, MN 56359
(320) 532-4181 • Fax (320) 532-4209

DISTRICT II
36666 State Highway 65 • McGregor, MN 55760
(218) 768-3311 • Fax (218) 768-3903

DISTRICT III
Route 2 • Box 233-N • Sandstone, MN 55072
(320) 384-6240 • Fax (320) 384-6190



Iowa Tribe of Oklahoma

R.R. 1, Box 721
Perkins, Oklahoma 74059
(405) 547-2402
Fax: (405) 547-5294

January 5, 2004

Michael W. MacMullen, Environmental Protection Specialist
U.S. Department of Transportation, Federal Aviation Administration
Great Lakes Region
2300 East Devon Avenue
Des Plaines, IL 60018

Re: O'Hare International Airport Modernization, Chicago, Cook County, IL

Dear Mr. MacMullen,

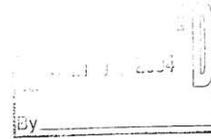
The Iowa Tribe of Oklahoma is in receipt of your letter of December 17, 2003 regarding the proposed modernization of O'Hare International Airport, including runway and terminal construction. The project does not fall within the historic lands of the Iowa Tribe, therefore, we will have no comment on the proposed project.

Thank you for contacting our office.

Sincerely,

Marianne Long, Director
Government Services

Little Traverse Bay Bands of Odawa Indians
Cultural Preservation Department
7500 Odawa Circle
Harbor Springs, Michigan 49740
(231) 242-1451
jmitchell@lbbodawa.org



02 January 2004

Mr. Michael W. MacMullen
Environmental Protection Specialist
U.S. Dept. of Transportation
Federal Aviation Administration
Great Lakes Region
2300 East Devon Avenue
Des Plaines, Illinois 60018

**RE: O'Hare Modernization Environmental Impact Statement
Tribal Consultation**

Dear Mr. MacMullen,

This letter is in response to the above-referenced project(s).

At this time, this office does not have any information concerning the presence of any Indian Traditional Cultural Properties, Sacred Sites or any other Significant Properties to the projected area(s). This is not to say that such sites may not exist, Just that this office does not have any available information of the area(s) at this time.

However, it is suggested that you contact the local resident Tribe(s) in the Chicago/Northern Illinois area. They, being located in the above-described area(s), would be better suited to answer your requests.

We thank you for including our Tribe in your plans.

Respectfully,

Leonard J. Mitchell
Cultural Preservation Coordinator
Little Traverse Bay Bands of Odawa Indians

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