

Cover Document
Grafton
Quarry Township
Jersey County
Illinois

IL HABS No. JY-1995-1

PHOTOGRAPHS,

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

COVER DOCUMENT FOR JY-1995-1-A THROUGH JY-1995-1-I

Illinois Historic American Buildings Survey
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

ILLINOIS HISTORIC AMERICAN BUILDINGS SURVEY

GRAFTON, ILLINOIS;

COVER DOCUMENT FOR

IL HABS No. JY-1995-1-A THROUGH JY-1995-1-I

Location: Grafton is located in Township 6 South, Range 11 West, southern Jersey County, Illinois. The community, which stretches for nearly two miles along Illinois Route 100, is located in the floodplain at the confluence of the Illinois and Mississippi Rivers approximately 37 miles northwest of St. Louis, Missouri.

Present Owner: Village of Grafton
Village Hall
Grafton, Illinois

Present Occupant: All buildings are unoccupied.

Present Use: All buildings are vacant.

Statement of Significance:

All buildings recorded by this research were determined eligible for the National Register of Historic Places by the Illinois State Historic Preservation Agency. Four of the buildings (the Goodwrith House, JY-1995-1-C, the Meysenberg House, JY-1995-1-D; the Allen House, JY-1995-1-E; and the Dempsey House, JY-1995-1-F) were nominated formally as part of the Grafton Historic District. Collectively, these buildings retained sufficient integrity of location, design, setting and materials to warrant their listing. Although many of these buildings were modest in character, they embody the distinctive characteristics of a type, method and period of construction and are eligible for the National Register of Historic Places as per Criterion C.

Part I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of Erection:

As with many vernacular buildings, the actual date of construction of the majority of these buildings is unknown. The earliest structures are the Stafford and

Allen Houses (JY-1995-1-A and JY-1995-1-E, respectively). Both houses date from the very late 1840s or early 1850s. The Meysenberg House (JY-1995-1-D) was constructed ca. 1872. The remaining dwellings were constructed during the very late nineteenth or early twentieth centuries, ca. 1890-1915. The Grafton Waterworks Building (JY-1995-1-I) was constructed in 1936. These dates for all but the Grafton Waterworks Building were determined based on an analysis of deed records, Sanborn Fire Insurance Maps, and a physical examination of the structures.

2. Architect:

Several of the buildings documented in Grafton were vernacular structures that were built by local contractors without the aid of a professionally trained architect. Although the Allen (JY-1995-1-E), Meysenberg (JY-1995-1-D), Dempsey (JY-1995-1-F) and Brainard (JY-1995-1-G) Houses exhibit elements of high style, they probably were not designs of local architects but originated from either pattern/plan books or from the repertoire of the local builder. In contrast, the public waterworks building was designed by Jacksonville engineering firm (Caldwell Engineering).

3. Builders, Contractors, and Suppliers:

Except for the Waterworks Building (JY-1995-1-I), no builders nor contractors were identified for any of the Grafton properties. The Waterworks building was constructed by the Alton firm of Thomas Kilgo and A. G. Fleming.

4. Original Plans:

Except for the Waterworks Building (JY-1995-1-I), no original plans exist for any of the Grafton properties.

5. Alterations and Additions:

None of the buildings documented in Grafton were as originally constructed, having been modified through the years to meet the changing demands of the families that occupied the buildings. These physical changes in the buildings' fabric document the changing social and physical needs of the families that occupied them. These changes through the years document patterns in

the evolution of both public (parlors, dining rooms) and private (bedrooms) spaces. Of particular interest is the patterns associated with the evolution of the food preparation space (kitchen, work porch, and pantries) as well as space devoted to the families hygiene (bathrooms).

B. Historical Context:

The following Historical Context was written by Alice Edwards, Preservation Planner with The Urbana Group, as part of the National Register of Historic Places Multiple Property Documentation Form Historic Resources of Grafton, Illinois, ca. 1830-1943. It has been taken from that document in its entirety.

Introduction: The City of Grafton is located thirty-seven miles northwest of St. Louis, north of the Mississippi River, along the north bank of the Illinois and Mississippi Rivers. North of St. Louis, the course of the Mississippi River changes to run east and west. At its confluence with the Illinois River, the Mississippi River turns to the southwest. Grafton is located at the confluence of the two rivers, with the city's six-block long business district being directly north of the confluence. The city extends approximately two miles along the two rivers. While the city would seem to end at the tall limestone bluff walls, its eastern half is largely undeveloped, extending along Illinois Route 100 for approximately half of the city's corporate limits. Therefore, most of the city's buildings are located in its platted western half. A recreational water park is at the eastern corporate limits of the city. Grafton was the first settlement in Jersey County, and occupies the southern part of Quarry Township. The township derives its name from the outcropping of the Niagara group of the Lower Silurian limestone which was quarried historically since the establishment of Grafton. The city's current population of 1,000 has fluctuated little over the last 150 years.

Grafton is linear in plan, nestled between the Illinois River and the steep hills which rise only three blocks north of the river. Main Street is the only continuous street which parallels the river. Also known as Illinois Route 100 and the Great River Road, Main Street is the main street of the city in the truest sense of the word, serving as the nexus for commercial, social, residential, and educational uses throughout the community. Water Street extends through several of the eastern most blocks of the city, between Main

Street and the river; it is in the flood plain. To the north of Main Street, Clinton and Washington streets are a few blocks long each. Elevation changes occur along Main Street throughout the length of the town, with a low area at the intersection of Route 3. The street rises substantially two blocks west of the intersection necessitating retaining walls at some properties.

Extending north up steep hills from Main Street are roads through the hollows, linking Grafton with farm lands and the Jersey County seat of Jerseyville, as well as back roads to the Mississippi River communities east of Grafton. From just east of the city through town to the western edge are six hollows. Simms Hollow, the eastern most, was named for an early land holder. Baby Hollow was purportedly named for the prolific characteristics of the families who lived there. Jerseyville Hollow was the principal route to Jerseyville, and now serves as Illinois Route 3. It was formerly known as "Cork Hollow," in honor of the many Irish who came from Cork County, Ireland and settled this section of the city. "Distillery Hollow" reflects an early Irish business and Mason Hollow was the location of Paris Mason's landing. Daggett Hollow is just inside the western city limits, and is only a couple of blocks long. Historically, the community's growth focused on Main Street, but also occurred throughout these hollows.

The Great River Road, completed in 1965, now links the river towns of Alton, Elsau, New Piasa Chautauqua, and Grafton. The road encompasses one of the most scenic stretches in the state as it is set between the Mississippi River and immense limestone bluffs. An accompanying bicycle path has been completed along much of the Great River Road.

Through a review of literature on Grafton, its themes are clear; river transportation, commerce and industry, and survival. While Grafton has been the focus of much news coverage during the Great Flood of 1993, in studying the city's history, the number of disasters which the city has survived historically, is overwhelming. Grafton's low-lying location and its proximity to two rivers has caused a tremendous amount of flooding over the years, including the flood of 1844, just eight years after the city's incorporation. Fires have swept the city's Main Street over the years and a cyclone in 1883 destroyed part of the city. That Grafton retains a fine array of historic resources representing nearly one hundred years of its history speaks as much for its people as it does for its buildings. While it is not an area of significance in terms of the National

Register of Historic Places, Grafton's greatest significance is the historic tenacity of its citizens.

Background: Noted Jesuit missionary/explorer Pere Jacques Marquette, together with expedition leader Louis Joliet and five guides, were the first to traverse the Kickapoo Indian grounds through what is now Grafton. Traveling the Mississippi River in 1673, the team of explorers hoped that the Mississippi would lead to the Vermilion Sea, and onto the Pacific and India. Joliet was assigned the task of pursuing and mapping the course of the Great River [Mississippi] for the French Governor of Quebec. The group passed the mouths of the Illinois, Missouri, and Ohio Rivers, and upon reaching the Arkansas River, were able to determine that the Mississippi would not lead them as they had hoped, but emptied instead into the Gulf of Mexico. The explorers returned upstream with the arduous task of struggling against the current. The group rested for several days at the mouth of the Illinois River, reportedly due to Marquette's ill health, and became the first Anglo-Europeans to enter the Native American lands, therefore leaving us with our first written record of history in the Grafton area. The supposed site of the group's entrance into the Illinois River to return to Lake Michigan is marked with a limestone cross just west of the city. The inscription reads, "At this place in the early August of 1673 Marquette, Joliet and five companions entered Illinois, dawn-heralds of Religion, Civil Government, and consecrated labor." The monument was dedicated by the Rt. Rev. James A. Griffin, D.D., Bishop of Springfield, Illinois on September 1, 1929.¹

Members of LaSalle's expedition were the next to discover the Grafton area. Father Hennepin, another priest/explorer and a member of LaSalle's party, departed from Fort Creve Coeur near Peoria in early March 1680 with the intention of exploring up the Mississippi River. Winter ice forced him to wait at the location which is now Grafton ten days until he was able to ascend the river. Two years later, LaSalle himself with another expedition party including several Native Americans encamped near Grafton, staying there a week until the Mississippi River became navigable.²

Over the next 130 years, only small numbers of settlers investigated the area which is now Grafton. The outbreak of the War of 1812 resulted in Ninian Edwards, Governor of the Illinois Territory, dispatching forces to this strategic location at the confluence of the Mississippi and Illinois Rivers.³ Captain John Whiteside was in charge of four block

houses built of logs and hewn planks; this was likely the first quasi-permanent Anglo-European settlement in what is now Jersey County.⁴ The rights to ten million acres of land, including the present counties of Greene and Jersey, were purchased from the Kickapoo Indians in 1817, thus opening the lands for Anglo-European settlement.⁵ However, this settlement was still slow to occur, as hostilities between Native Americans and Anglo-Europeans continued, and threats of raging prairie fires were common. In 1819, five veterans (George Finney, David Gilbert, Sanford Hughes, John Stafford, and a man whose last name was Copeland) of the U.S. Army settled in Quarry Township and erected several log cabins.⁶ Finney platted the town of Camden in 1821.

The Early River Era, ca. 1830-ca. 1865: The development of Grafton is inextricably linked to the Mississippi and Illinois Rivers, directly through transportation and indirectly through the commerce and industry which the proximity to the rivers (as a source of power and as a means of distribution) supported. In this respect, residential, commercial and industrial, and transportation themes in the city's founding are inseparable. The temporal boundaries of this associated historic context represent the initial land purchase by the city's founder, and the ending of the Civil War.

Despite earlier settlement, the community which is now Grafton did not develop until the early-mid 1830's. Key to Grafton's initial development was James Mason, who became the community's founder. In 1819, a land office was established in Edwardsville, Illinois, with Edward Coles appointed as receiver and James Mason appointed an officer. Coles and Mason boarded together while in Edwardsville, and Coles became one of Mason's numerous prominent connections. Coles was elected as the third Governor of Illinois, serving from 1822 to 1836. Among Mason's other connections was his wife Sarah's brother, Henry Von Phul, one of the most prominent businessmen in St. Louis. Mason's strategic position in the land office gave him an exceptional knowledge of better lands for sale; Mason made extensive entries of land in Bloomington, Quincy, Springfield (which he helped plat for a city), and Edwardsville.⁷

In a plan to assist St. Louis in overtaking its rival Alton in river trade, James Mason purchased the lands where Grafton is located to establish a ferry across the Mississippi which would facilitate trade with St. Louis. In 1832, Mason built four log cabins, and placed his brother Paris Mason in the community to take charge of the first

general store and other businesses. James Mason settled in the unnamed community, and initiated operation of a horse-drawn ferry at the confluence of the Mississippi and Illinois Rivers, the first ferry at Grafton. Another ferry operated across the Missouri River to provide direct access to St. Louis for the residents of what was then Greene County. (Jersey County was formed from part of Greene County in 1839.) The system of ferries greatly enhanced trade, with St. Louis just twenty miles via this route.⁸ Conducting business in St. Louis necessitated only one day's time.

In 1833, James Mason, Dr. Silas Hamilton, and other incorporated the Grafton Manufacturing Company, for the purpose of erecting grist, woolen, and cotton mills and conducting a general mercantile, manufacturing, trading, and shipping business in Grafton.⁹ James Mason died on July 5, 1834 at the age of thirty-one; Silas Hamilton died on November 28 of that year. Under the power of attorney from Sarah Mason, widow of James Mason and guardian of their only child Martha Marie Mason, Paris Mason took charge of the Mason enterprises in Grafton. Paris Mason surveyed, platted, and incorporated the city in 1836, with Sarah Mason naming the community Grafton in April 1836 in honor of her husband's birthplace--Grafton, Massachusetts.¹⁰ The first sale of lots occurred that year, and was so successful that in 1837 another sale of lots was conducted, with lots selling from \$400 to \$1,500 each.¹¹

The first year of Grafton's incorporation brought a short lived boom to the community. The wharf, later termed the "Old Wharf," was constructed of a raised earthen embankment, four or five feet above the ground level adjacent to the river; a frame pier extended out into the river and was covered with planks. The wharf was the focal point for the shipping business. The earliest construction in the city also included a large limestone two story warehouse and two large frame houses which were erected near the wharf, in addition to a large market house built on the west side of Market Street, between Main and Water streets. The market house was an open structure supported by eight stone piers, and was covered with a gable roof; it was open on all sides so wagons or carts could be driven through for loading and unloading.¹² (In contemporary terms, the location of the warehouse was about two blocks north of the wharf; the wharf was located at the end of the current Maple Street.)

The stone warehouse was erected by Thomas and Milton Tootle; their mother operated a hotel. The Tootles later went to

St. Joseph, Missouri to become involved in large warehouse operations there.¹³ John Keyes, who dealt in grain and pork, built a warehouse; he was also one of the first merchants to locate in Grafton.¹⁴ He built a house on the hill between Cedar and Vine streets, behind where William S. Dempsey later built the Valley House hotel. General stores were opened by John Armstrong, William B. Denby, and Lawson & Lucas. A blacksmith shop was established by Brook Stafford also in 1836.¹⁵ A store and saloon was owned by Ralph Andrews in the vicinity of the Illinois River ferry.¹⁶

While business enterprises opened rapidly in 1836 as a result of river trade, the increasing population had supplementary effects beyond the ensuing residential and commercial development. In 1837, a Methodist Church was built on the hill between Cedar and Vine streets behind the John Keyes home. A frame building, the church measured thirty by forty feet, and was the first church in Jersey County.¹⁷ Paris Mason, in addition to serving as operator of the ferry and as postmaster, published a newspaper in 1837, the first newspaper in Greene and Jersey Counties. The *Backwoodsmen* was edited by John Russell, noted for his stories in the old McGuffey Readers.¹⁸ Russell was visited by his friend Charles Dickens when Dickens stopped in Grafton during his tour of the United States in 1842. Two other writers--Edgar Allen Poe and Samuel Clemens--are said to have been in Grafton at times as well.¹⁹

Facilitating this earliest construction was a sawmill begun by A. W. Caverly of Carrollton, Illinois, and another established by W. E. Crandal farther up the river.²⁰ Moreover, as early as 1836, quarrying had begun at or near Grafton. In front of the bluffs east of Grafton were large caves complete with arched entrances and vaulted rooms running from 150 to 200 feet. Reputedly one entrance was sufficient in size for a large number of cattle or other livestock to find shelter.²¹ Development of the quarries resulted in the caves being quarried out near Grafton. In the earliest (1830-ca. 1855) the stone was used mostly locally for construction, and had not yet been developed as a broader industry. Some of the earliest houses and commercial buildings and structures were built of the native material, including numerous buildings along Main Street. Many building foundations also used the native material. One limestone bridge remains from this period--an arched bridge found in Daggett Hollow, just north of Illinois Route 100 and west of Daggett Hollow Road. In 1858, a stone school building was constructed at a cost of \$4,500, replacing the 1838 frame school. (An 1870 fire destroyed

that stone school and its library.)²² This initial prosperity, however, was quickly lost. The Panic of 1837 occurred nationally, and effect Grafton until around 1840, closing all of the stores which had been established in Grafton except for John Keyes' store. The once costly city lots had devaluated considerably.²³

In 1839, Jersey County separated from Greene County. James and Sarah Mason's daughter Martha Marie married William Allen in 1840, with Allen thereby gaining control of the Mason interests in Grafton and elsewhere. This shift in control caused Paris Mason to move west of Grafton where he built a house and warehouse. Mason's interests also included a store, and the area soon became a hub of business, becoming known as Mason's Landing and Mason Hollow, and later as Upper Grafton before becoming part of Grafton proper. The original landing, established by James Mason, continued to be the principal locale for steamboat trade. Paris Mason's Landing was at the foot of Springfield Street. The Cherokee Packet Company was the first shipping company to establish service in Grafton, operating as early as 1840 from the landing in Grafton.²⁴

The ice industry in Grafton likely dates to around 1840, and continued for a substantial number of years. When the river ice got to about ten inches thick, it would be marked off in squares. A trough would be cut into the river's ice leading from the squares to the river bank. The ice was sawn into cakes, floated through the troughs to the river bank, and loaded onto wagons destined for the ice houses. The ice houses were constructed of stone, some with rear walls at the bluff wall. A space between the walls and the stored ice would be filled with sawdust, acting as an insulator from the outside heat of the warmer months, and helping the ice from melting. Sawdust was also place on top of the ice. Apparently spontaneous combustion was a problem, and fire insurance companies would not insure the ice houses. One of the ice houses was located by an early saloon--the Green Trees--on Main Street, in the area of the wharf, ca. 1840.²⁵

In 1844, a great flood hit Grafton. The worst overflow of water since settlement on the Mississippi River, all of the lower bottoms of the city were flooded, driving merchants and residents from that part of the town or even driving some out of town. The shipping wharf was destroyed. Important to note in the discussion of the landings, wharf, and hollows in historic references, is that the banks of the Illinois and Mississippi Rivers have changed over the years.

At the time of the 1844 flood, the Illinois River flowed into the Mississippi River one-quarter mile above what was then Grafton, at the Camden Hollow area. The confluence of the two rivers would have therefore been slightly west of the foot of Springfield Street, near Paris Mason's Landing. (The confluence of the two rivers is now near the foot of Cherry Street.) The 1844 flood created a great depth of water between the areas still known as Distillery Hollow and Cork or Jerseyville Hollow, sufficient enough to allow steamboats to land far into the hollows. The area now known as "The Grove" was then a small island with many trees; as the river began to recede in later years, a bridge was built to connect the two hollows.²⁶

Following the flood, the Jersey County commissioners were pressured to use revenues, which the county had received from Greene County, to construct a road to Grafton. The road between Carrollton and Grafton was constructed, but was seen as a mistake, as it had the effect of actually diminishing travel and trade from the country to Grafton. The Carrollton-Grafton Road ran southwesterly to the top of the bluff about a half mile from the river front, then descended the side of the bluff for a considerable distance to where the limestone was quarried and blasted (an area known as Rock Hill), and onward. The worst part of the journey along this route was apparently the steep incline, estimated at 100 feet, before descending steeply along Rock and Dug hills. After the town of Elsah was established and the road down Askew Hollow was created, the detriment of the Carrollton-Grafton Road was confirmed.²⁷

By the spring of 1846, business enterprises were increasing substantially in numbers, with Nathaniel and B.B. Hamilton opening a store in the building formerly occupied by John Keyes at the corner of Cedar and Main streets. Across the street, on the site of the present Ruebel Hotel, W.B. and J.W. Slaten opened a store in a one story building. William Shephard located in Grafton in 1847, and opened a store. Shephard was interested in the contracts for building a new road to Grafton, and in completion of the wharf. The "New Wharf" was constructed from the stone quarried away to allow for the new road.²⁸ Shephard remained in business in Grafton until 1852 when he received contracts for construction of the Missouri Pacific Railroad; Shephard's business interests in Grafton were sold to his nephew George V. Gross who continued the store for a number of years.²⁹

In 1849, St. Louis had an immense fire, with the flames and smoke plainly seen from the bluffs north in Grafton. While

Grafton escaped that disaster, the Asiatic cholera which was epidemic among the river towns, did reach Grafton, causing many deaths. The disease was reputedly so virulent that it would strike and kill people within a day. A later epidemic of cholera in 1854 was not as severe in number of deaths caused.³⁰ Grafton responded to diseases as did other communities, by constructing a community facility for the ill. In Grafton, this facility was a one room log cabin built north into Baby Hollow. Known as the "Pest House," the ill would care for each other, with townspeople delivering supplies only half way up the Hollow. Hundreds of disease victims were buried in the hills of the Hollow.³¹

William Allen, William Shephard, and others purchased a stern-wheel steamboat called the Allegheny Mail, operating it for one season in 1849 between Grafton and St. Louis in an attempt to increase commercial communication. While that operation was not profitable, another steamer, the Adelia, was put into operation until 1862, when it was taken over by the U.S. Army, forcing a break in communication with Missouri.

Further using the shipping facilities offered by Grafton, the St. Louis and Keokuk Packet Company began having coal brought down the Illinois River in barges and delivered to their boats at Mason's Landing around 1852. The coal was unloaded in two and one-half bushel boxes with handles at both ends. About the same time, a large business was developed in cutting cord wood for shipment to St. Louis. Slaten, Brock & Company of Grafton were among the main operators in this field. Boats were floated down river with the cord wood, and were towed upstream by various steamers, including the Bon Acord, owned by brothers Thomas, Chettick, and John Mortland of Calhoun County.³²

The amount of river traffic during this time must have been staggering. The lack of railroads mandated the steamers, making them highly profitable. A daily line of boats operated from St. Louis to Keokuk to St. Paul on the Mississippi, also between St. Louis and Naples, and St. Louis and Peoria on the Illinois. Interspersed between the main lines were the "tramp" boats, moving grain, livestock, and produce between landings, including Mason's Landing and St. Louis. On the Mississippi River, the boats landed at West Point, Hastings, Beech's, Brussels, Dog Town, Fruitland, Winnieburg, Calhoun and Royal Landings, then Grafton, Jersey Landing (Elsah), and Riehl's Landing, loaded with fruit, grain, livestock, and fish, packed in ice or dried to sell in city markets.³³

The linkages of the waterways allowed canal boats from Chicago, by way of the Illinois and Michigan Canal, to come down the Illinois River to deliver their products along the river. The boats were towed back to Ottawa. Rafts of pine logs and lumber from Wisconsin forests floated down the Illinois and often waited at Grafton for long periods before continuing south. Realizing the importance of Grafton as a transportation hub, the Eagle Packet Company of St. Louis operated several boats in Grafton, including a smaller model of one of their well-known packets, the Spread Eagle. The Steckus Line, also operating in St. Louis and New Orleans, operating in St. Louis and New Orleans, operated in Grafton as well.³⁴

Grafton's prime location at the confluence of the two rivers supported not only shipping, but also necessitated a boat construction industry. By the late 1850s, the manufacture of dredge boats had become widespread, having begun as early as the mid-1830s.³⁵ The industry would continue to thrive in various forms into the early twentieth century.

As commercial growth continued, Henry Eastman and Jacob Godfrey formed a partnership and built a store in 1858 at the northeast corner of Main and Cedar streets. (The two story Greek Revival native limestone building was later used as a post office; it is extant today.) William Allen build the first grist mill at Grafton in 1854-55, using the same name of the incorporation issued to James Mason, his deceased father-in-law,³⁶ and Dr. Silas Hamilton--Grafton Manufacturing Company.³⁶ It produced a high grade flour called "Allen's Best," and shipped to locations as distant as Boston.³⁷ The mill was a large frame building 40 by 88 feet; it had a capacity of 125 barrels of flour per day. Operated by steam with patent roller machinery process, the mill reportedly cost about \$30,000.³⁸ The mill was operated by William Allen until 1869, when his son, James M. Allen, became manager. The mill was located on the south side of Main Street, between Cherry and Oak streets at the east end of town. A flour mill was established at Mason's Landing by Gregory McDaniel and "a man by the name of Schaff" about 1856 or 1857, but never operated with much success; it was demolished in the late nineteenth century.³⁹ A starch mill was begun in 1856 by a man identified only as "Spence."⁴⁰ Located two blocks up Market Street, the mill was supplied by a large spring northeast of the mill building. The operation was apparently quite successful.

Quarrying became increasingly lucrative during this era, with St. Louisans Silas Farrington and John Loler

establishing the largest quarry which opened at the east end of Main Street in 1857. This endeavor marked the first time Grafton limestone had been quarried for purposes other than local construction. The Grafton limestone was demonstrated to be well qualified for building purposes and extremely durable. The quarry was at a bluff over eighty feet high, with the stone being covered by a loess soil, some forty feet deep. The soil was washed off with high-pressure streams of water from steam pumps and the rock was drilled with steam drills and blown off by explosive charges, including black powder in the early days.⁴¹ In addition to the fine quality of the limestone, Grafton's location at the edge of the Mississippi River facilitated the transportation of the stone for construction use in St. Louis, including early buildings along Broadway, the Old Cathedral on the riverfront, and the old Lindell Hotel.

The increasing diversity in ethnicity in Grafton during this era brought noticeable changes. Founded mainly by New Englanders of English descent, Grafton attracted the Irish through the city's growing quarry industry. Germans also began to represent a distinctive component of the community's population. In 1855, Irishman James A. Dempsey came to Grafton from Philadelphia and built a distillery in an area which continues to be known as "Distillery Hollow." Completed in 1856 or 57, the distillery was not particularly successful, changing ownership in 1863 with C.B. Eaton acquiring the business.⁴²

The distillery burned in 1863, and Eaton replaced it with the River House, a two story limestone-faced building, constructed to house a saloon and hotel. The River House gained a reputation as a rough place during the late Civil War years and afterwards. Infamous outlaw Jesse James and his gang were known to have visited the River House repeatedly. Apparently the relatively short distance of the river's width between Missouri and Illinois was appealing to outlaws who found Grafton's vast wilderness of hills, islands, and caves appealing hide-outs. The number of murders and the reputed gatherings of robbers, horse thieves, and bushwhackers resulted in the River House more frequently being referred to as the "Bloody Bucket." Local Grafton historian Anna May Hopley reports in her 1967 local history entitled *Blood, Sweat, and Grafton*, that "Many senior citizens still remember seeing the blood stains about the building and the noose still hanging from the rafters upstairs." (The building was razed in the early 1900s.) The corruption in Grafton resulted in the formation of the Self-Protection Society on August 17, 1864; the Society was

organized for the "mutual protection of persons and property against any unauthorized raid, or threatened raid in said county, and against any thieves or lawless characters generally."⁴³

Following the Civil War, the citizens of Grafton could no longer tolerate the frequency of outlaws in town and the increasing number of horse thefts. In April 1866, local citizens formed a posse which took the law in their own hands. After four men were killed by the posse, some of the posse men were tried, but acquitted, for murder.⁴⁴

Expanded River Trade and the Railroad, ca. 1865-ca.1912: River traffic and trade, and the related commerce and industry continued to be the essence of the city's existence, but operations expanded. The transportation crucial to Grafton's commerce and industry would change during this time period with the introduction of the railroad to Grafton in 1882. Despite the new mode of transportation, this era is notable as the era of the steamboat, bring prosperity to the small community. Continuing past the turn of the century to the early twentieth century, this associated historic context ends ca. 1912 with yet another disaster in Grafton, a great fire along Main Street which destroyed some of its steamboat era landmarks and created a need for new construction for a new era.

Grafton's prime location at the confluence of the Illinois and Mississippi Rivers continued to be dominant in the activities of the community, both in transportation and commerce. The *Jersey County Democrat* visited Grafton in 1867 and reported,

We paid a visit to this pleasant, thriving, little town a few days ago and procured the following items which will surprise the people of [Jerseyville]. Grafton contains: Five stores, dry goods and groceries and things usually kept in a country store. Two blacksmith shops. One drugstore, one wagon shop, one butcher shop, meat for sale every day, two shoe shops, one harness makers shop, one tin shop, one watch maker and silversmith, two large flouring mills, one large mill for sawing rock by steam, three cooper shops, two physicians; hotel, none.⁴⁵

At that time, Grafton had a population of about one thousand people.

The peak years for the quarry industry in Grafton followed after the Civil War, with as many as five quarries operating in or near Grafton from 1866 to the late 1800s, employing 2,000 people at the industry's peak in 1866 and 1867.⁴⁶ Increasingly, the stone became used in other communities, particularly for public works. Captain James B. Eads thoroughly tested the Grafton stone before selecting it for use in the Illinois and St. Louis Bridge, later named the Eads Bridge, in St. Louis. Begun in 1867 and completed in 1874, the piers of the bridge are limestone faced in granite.⁴⁷ Among the other uses of Grafton stone are the Quincy Bridge, the St. Charles [Missouri] Bridge,⁴⁸ and a government building at the Rock Island Arsenal.⁴⁸ The Grafton stone, however, continued to be an important local building material. In 1874, the Grafton School was erected, complete with an 800 pound brass bell inscribed "Buck-eye Bell Foundry - Cincinnati 1851."⁴⁹ The massive two story rock-faced limestone building featured a steeply pitched truncated hip roof, a gable front pavilion, and tall, narrow Gothic arched windows. Demolished on August 5, 1967, the historic school was replaced by a modern brick version in 1969. The Rippley hardware store was a two story stone building, complete with stone quoins and keystones above the round arched entrance and flanking windows. The building was constructed in 1859, with Frank Rippley occupying it on August 1, 1881 with his partner William Allen. (The second story of the building was torn off in the 1960's; the remainder of the building is extant.) Herman Freiman, a native of Germany who came to the United States in 1856, worked for the Agne & Staley quarry, and was reportedly employed as the mason for many of the stone buildings in Grafton.⁵⁰

In 1869, the largest of the quarries, the Grafton Stone and Transportation Company, built a two story limestone headquarters building at a cost of \$14,000. The second floor of the building was known as Armory Hall, measuring 30 by 70 feet, and was used for public purposes.⁵¹ (The building remains extant on the southeast corner of Main and Cherry Streets.) Charles Brainard was appointed superintendent of the Grafton Stone and Transportation Company in 1866. A native of Rome, Oneida County, New York, Charles Brainard came to Grafton to work for the quarry, starting first as a clerk before becoming superintendent, a position which he occupied for thirty years. Brainard was also a stockholder in the company, and served as Mayor of Grafton for several terms. The company later changed to the Grafton Quarry Company, with James Black of St. Louis serving as president, and John S. Roper of Alton being

secretary. The quarry industry in Grafton has substantially declined in volume by the late nineteenth century. By 1885, the quarry industry employed only about one hundred people in Grafton.⁵² Within recent years, evidence of the quarry enterprises could reportedly be seen west of the Grafton School and on the west, lower bluff at Mason Hollow.⁵³ Lumber continued to be readily available in Grafton, with the George Slaten Lumber Yard located on the south side of Main Street, between Mulberry and Elm streets in the late nineteenth century.⁵⁴ W.L. Landon had a lumber yard on the southeast corner of Main and Oak streets at the turn of the century.⁵⁵

Commercially, the boat manufacturing industry grew significantly during the late nineteenth and early twentieth centuries. Captain A.D. Fleak established the Fleak Ship Company in 1867, constructing a great number of barges which were shipped all over the Midwest and East.⁵⁶

In 1890, Peter "Pete" Freiman developed and constructed the first of the fishing boats that would make his name a byword among fishermen.⁵⁷ Freiman's prototype boat was built at the River House in what was then still Camden Hollow, but Freiman moved to a new residence and workshop built for him and his family at the southwest corner of Main and Church streets the following year.⁵⁸ The "Freiman Skiff" of "Fisherman's Special" measured about twenty-four feet in length, and had a pointed bow and square stern. The bottom was flat and tapered on each side, no more than three feet at its widest; the acute flare of the sides afforded a width of nearly six feet at the stout oak gunwales. These and the framing ribs were made of the finest white oak, plentiful to the area. The sides of the skiffs were single pieces of clear cypress.⁵⁹ Known to every fishing colony from Keokuk, Iowa, to New Orleans, Louisiana, the skiff was sought in greater numbers than Freiman could furnish.⁶⁰ The skiff provided the capacity to transport a fisherman and a day's catch as easily and safely as possible.

Other smaller boat works constructed square-bowed flatboats known as "John Boats." While these were commonly employed, the majority of the local commercial fishermen whose livelihood and lives depended largely on the boat in which they spent their work days, preferred the Freiman Skiff. Copies of Freiman's skiff were attempted, but none was successful.⁶¹

The Rippley brothers--Frank, George, and Will--came to Grafton from Boonville, Missouri and opened a grocery store,

then a tin shop, and began to manufacture metal livestock feeders and feed cookers by 1890. The Rippley's metal works produced the "Rippley Roof," the locally prevalent standing seam metal roof which continues to be prominent in town. The hardware store in which Frank was a partner was located on the southeast corner of Main and Oak streets. Not to be outdone in other business concerns, the Ripleys incorporated the Rippley Boat Company located at the site of the Rippley Manufacturing Company, at the foot of Oak Street on the river. Their boat company would gain prominence in the World War I era.

The fishing industry in Grafton continued to be important for a number of years, with the industry becoming so extensive that Grafton became known as the "Gloucester of Illinois."⁶² For awhile in the late 1800s Grafton was purportedly the largest fresh water fishing port on the Mississippi River. At the wharf, the fishermen's catch would be placed in "holding tanks" created by nets in the river, keeping the fish alive until purchase.⁶³ The Jersey Fish Market was opened in 1910, having moved from Havana, Illinois. Most commonly, the market stocked carp, buffalo, and catfish. Later, a pond was constructed where small fish and turtles were kept; turtles were shipped to Boston and other eastern cities. (In 1917 and 1918, river ice was severe, reaching depths of twenty inches and destroying the Jersey Fish Market, and other markets.)⁶⁴

Around the early 1880s, Grafton discovered a demand for river mussel shells. The mussels were found in beds in gravel bars and scattered elsewhere along the rivers. Using crow foot bars (long bars with four-pronged hooks at the ends of moorlands) and short lengths of fishing cord (two feet long), standards of notched board would be set vertically in the boat to hold the bars. The bars were lowered into the water, attached to a long line by a triangular bridle. The mussels react by opening and closing when something such as a hook touches them. A change in weight would indicate when the bar was ready to be brought out of the water. Cloth covered sails propelled the boats or "mules." The shells were used to make buttons, in addition to pearls and "slugs" (imperfect pearls) being found.⁶⁵ The Grafton Button Factory, located in the vicinity of Main and Mulberry streets, was among the buyer of the shells. The pearls were reportedly sold for \$100 - \$150. Despite these supportive river occupations, the Illinois and Mississippi Rivers were still at least visually dominated by the steamboats which thrived during the middle and late nineteenth century in Grafton. Operating were the

Cherokee, Alton, Bald Eagle, Grey Eagle, Belle of Calhoun, Illinois, G.W. Hill Keystone State, Dubuque Hudson, Alabama, Providence, and the Mary Bleese, all of which docked at Grafton. The packet boats transported a great variety of merchandise including coffee, groceries, lamp oil, barrels of sugar, crackers, pickles, and spices. Clothing and cloth, toys, horse collars and materials for horse shoes, and wagon wheels and materials for wagon tongues were supplied to local merchants, as were china, furniture, iron stoves, and copper kettles.⁶⁶

While the shipment of new goods was no doubt a welcomed event locally, the showboats which traveled the rivers to Grafton probably drew the most excitement. Calliopes were played before entering a town to attract attention and reportedly the excitement was so great that merchants would lock their shops to join the quickly gathering crowds.⁶⁷ A famous calliope player known as "Calliope Red" once commented on the music:

I turn loose with a grand melody of patriotic
airs, march stuff and ragtime. They can't resist
it, and nobody could. It bring 'em out like the
sunshine bring flowers. I simply stand up here
like a big magnet and draw 'em to the boat.⁶⁸

Among the showboats landing in Grafton were The Cotton Blossom, French's New Sensation, Golden Rod, Prices Water Queen, and Columbia. Excursion boats, equally as popular, included the Majestic, Quincy, and Idlewild. Calliopes would continue to play for hours after the boat's arrival, before the evening play, and before the excursion took a run down river in the moonlight.⁶⁹

Irish immigration continued in Grafton, particularly during the mid-1800s as a result of the success of the quarries and continued employment opportunities. Grafton Quarry foreman Daniel Callahan served the quarry for over sixty years.⁷⁰ A number of the Irish immigrants became professional stone masons. Family names included Hayes, O'Keffee, Flannigan, Mulligan, Maley, McCubney, McHugh, O'Neil, and Shea.⁷¹ Many Irish located in Simms Hollow. In May 1883, a cyclone hit this area, destroying nearly everything but a few homes. A one hundred-room hotel where many of the quarry workers stayed was destroyed.⁷²

The Irish, together with the Germans, also changed the religious composition of Grafton, which had Methodist services as early as the 1830s. Over half of the city's

population during the peak of the quarry boom was Irish and Catholic. The majority of the German immigrants were also Catholic. Reportedly the Germans, who lived in Upper Grafton (Camden Hollow), wanted a church constructed in their neighborhood, but the Irish, who lived downtown, wanted the church constructed in their area. The result was a limestone church erected in "Upper Grafton" on the southwest corner of Clinton and Evans streets, and named "St. Patrick's," an apparent compromise to the disagreement. The first mass was celebrated at the church on December 8, 1871. Baptists had been among the earliest settlers in Grafton, but did not have a church building until 1898 when a former creamery in Distillery Hollow was converted to a church.⁷³

Commercial enterprises were an important part of the success of Grafton during the dominance of shipping and quarrying. Numerous merchants supplied goods on Main Street. One of the more prominent stores was Brainard, Marshall & Miller, located on the north side of Main Street, on the site of the present City Hall. Service operations such as blacksmiths also continued as part of Grafton business. Fred Steinman owned a carriage and wagon company begun in 1868, and operated the business well into the late nineteenth century.⁷⁴ Businesses further ranged from confectioneries to a cigar manufacturer on the south side of Main Street between Cedar and Vine (later Pine) streets.⁷⁵ William Allen and his son-in-law, Edward A. Pinero, opened the Bank of Grafton in October 1869 which operated under that partnership until ownership changed in 1873. Ernst A. Meysenburg came to Grafton in 1867, and became associated in partnership with Henry Eastman in the general store on Main Street. When Eastman retired, B.J. Smith entered the firm which then became Meysenburg & Smith. In 1876, the firm became Meysenburg & Stafford after Mr. Smith retired. Meysenburg sold his interest in the store to Stafford in 1883, entering the banking business with which he was associated for many years.⁷⁶ A number of the city's earlier businesses closed during this era. The Grafton Manufacturing Company (James Allen's flour mill) was closed by 1900.

The historic appearance of Main Street was mixed commercial and residential, with several of the more prominent merchants building fine homes interspersed among commercial buildings. On the north side of Main Street between Oak and Cedar, Henry Eastman built a large two story frame Queen Anne style residence. Eastman & Company was also on Main Street, in a gable front two story frame building with a

Ripley roof (standing seam metal) and a deep, full facade shed roof porch. Ernst Meysenburg's house was on the southwest corner of Main and Maple; the two story Italianate style house was constructed of brick and sported an excellent view of the Illinois River. Charles Brainard's house was located on the north side of Main Street at Brown Street at the eastern extent of the city lots in close proximity to the quarry. Queen Anne in style, Brainard's two story house continues to frame the eastern entrance into Grafton. Curiously, Brainard's house was built of brick. Dr. J. Tidball built a two story brick house next door to his drugstore. The house, located on the southwest corner of Main and Oak streets, was also Queen Anne in style. (The house remains in excellent condition today; the drugstore burned in the 1912 fire, and was located on the site now occupied by the historic Grafton Bank building.) To complement the variety of activities along Main Street, Grafton had a brass band which participated in the numerous parades along the street, adding to the hustle and bustle.⁷⁷

"Entertainment" was not limited to the showboats and brass bands. The saloon business was a highly profitable enterprise in Grafton during this era, with as many as twenty-six saloons operating during the middle and late nineteenth century. The Ruebel Hotel and Saloon, operated by Michael Ruebel, was reportedly the largest and finest in Jersey County; it was built in 1879. The Grafton House, operated by Martin Flannigan, and the Valley House (Brower Brothers Saloon), operated by William S. Dempsey, were also among the better known saloons, but a number of drinking establishments simply operated out of basements in houses.⁷⁸

While Grafton had no theater for movies or plays, the second floor of the Grafton Stone & Transportation Company was always used for public purposes. First called Armory Hall, the second floor was known as the Masonic Hall by the late nineteenth century. As early as 1914, the second floor space was showing "moving pictures" (early photo plays), continuing with actual motion pictures into the early-mid twentieth century.⁷⁹

Although the city had no large hotels just after the Civil War, it soon filled the void in the market. William Dempsey's Valley House was established in 1871, but was demolished and rebuilt in 1873. The two story frame building contained about twenty sleeping rooms, and was located on Main Street at the northwest corner at Cedar Street, at the opposite end of the block from the Methodist Church. Born in Ireland in 1844, and immigrating to America

with his parents in 1846, Dempsey came to Grafton in 1854 from eastern Pennsylvania. William Dempsey journeyed west in 1864; his brother James A. Dempsey had moved west to become an interpreter on the Snake River Indian Reservation. William did not return to Grafton until Fall 1867, opening a saloon the following year.⁸⁰ Another hotel called the Grafton House and an adjacent drugstore were located on the southeast corner of Main and Vine (later Pine) streets, with a livery to the rear. A corn crib was adjacent to the livery.⁸¹ By 1900, Grafton House was called Calhoun House.⁸²

The Ruebel Hotel was a two story brick Italianate style building with a stone foundations. Constructed in 1879, the original Ruebel Hotel was operated by Michael Ruebel, a native of Bavaria, Germany, born in 1834. Settling in Green Point, Long Island after immigrating to the United States when he was sixteen, Ruebel came to Grafton in 1863. After spending three years in the cooper's trade, he began a saloon before starting the hotel business.⁸³ The original hotel was located on the south side of Main Street, between Oak and Cedar streets. (The extant Ruebel Hotel was constructed on the site of the burned original hotel building.)

Three railroads operated in Grafton between 1882 and 1948: The Chicago, Peoria & St. Louis; the Wabash, St. Louis & Pacific; and the St. Louis Terminal. On January 1, 1880, the railroad later known as the Chicago, Peoria & St. Louis Railroad, began operation from Bates on the early Wabash railroad line west of Springfield, Illinois, to Elsah on the Mississippi River. Known as the "Shoofly," the train operated on a track constructed from the top of a high bluff with trestles down to the bank of the river. The railroad was later completed to Grafton under the bluff, and was operated until 1888, when the line was taken over by another company.⁸⁴ The St. Louis & Pacific Railroad, also known as the "Bluff Line," had a terminal on the river, east of the extant Boat Works building; the Eagle Packet Company was operating at the Boat Works site in the late nineteenth century.⁸⁵ The railroads facilitated transportation of goods for the new industrial employers of the community.

In December 1907, the Illinois Powder Manufacturing Company opened an explosives manufacturing plant in Babbs Hollow, one mile east of Grafton. Referred to locally as the "Powder Mill," no gun powder was actually made, rather the explosives consisted of ammonia nitrate, nitroglycerine, and dynamite. The company was adjacent to the Chicago, Peoria &

St. Louis Railroad, then operated by the Illinois Terminal, with the first products being shipped in boxcars.⁸⁶

In 1912, Grafton's most disastrous fire destroyed a drugstore, Stafford's Store, and the Ruebel Hotel.⁸⁷ Dr. J. Tidball's residence on the eastern corner of the block was spared. The opportunities for reconstruction allowed for "modernization" of Grafton's Main Street, and ushered Main Street and Grafton into a new era.

The Era of Modern Transportation, ca. 1913-ca. 1943: After the fire in December 1912, the Ruebel Hotel and Saloon was quick to rebuild, being open for business at least as early as 1913. Customers could get a room for \$1 per night, or for \$1.50, the best room; a mug of beer was ten cents. Weekly boarders were charged \$8, but the fee included three meals a day. The hotel would even pack lunches and take them to the boarder who worked at the powder company.⁸⁸ In the same year, the Grafton Bank constructed an up-to-date Classical Revival style building on the block with the Ruebel Hotel.

The years during and shortly after World War I were prosperous in Grafton. In 1919, the City of Grafton had a population of 1,200, with J.W. Newland serving as Mayor. Positions of city clerk, three Justices of the Peace, two constables, five Alderman, and township offices were also occupied. The Grafton Bank had deposits of \$200,000, and the Rippley Boat Company and Peter Freiman's skiff building enterprises were thriving. Commercial enterprises included two fish markets, (W. H. Shafer and Joseph Simmons), the Amburg & Staten meat market, J. M. Albrecht's feed mill, two drug stores, two confectioneries, two shoemakers, a harness maker (A. G. Wright), and the Ruebel Hotel. Stores or retailers included Stafford Mercantile Company; John J. Eastman & Company; Brainard, Marshall & Miller; and Aaron Politoskey. Two quarries-- the Grafton Stone Quarry Company and the C. M. Hanes Stone Quarry Company-- continued to operate in the early twentieth century, and the Grafton Lumber Company had been established with Henry Edwards Proprietor and manager. A stave and barrel factory operated by Charles Godar had also been established. Frank Rippley offered undertaking services and general merchandise, and his brother George Rippley joined him in the undertaking business. By 1919, the Grafton Telephone Exchange had also been established. The Eagle Packet Company continued to operate, with Mrs. Ella Allemang, agent. Additionally, the National Express Company and the Grafton Ferry continued boating operations into the early twentieth century.⁸⁹

Even as the era of the railroad and soon, the automobile, overtook the prominence of river transportation, the manufacturing of boats continued to be a prominent industry in Grafton. During World War I, the Rippley Boat Company produced 1,000 life boats (124 per month) for the U.S. Government, and employed 125 people.⁹⁰ The second generation of Ripples sold the boat company to a New York firm --the Shallow Water Boat Company-- around 1921. In 1923, the company was bought by the Midwest Boat and Barge Company, owned by Samuel Edwards, Reginald F. Purdy, and Captain Kileen. By 1924, the operation was named the Grafton Boat Works, and the current extant red brick (now painted) building was constructed. The company built yachts and tow boats, including the LaCrosse and the McIntyre models. The company made rowboats for Sears, Roebuck & Company from 1926-30. Co-owner Reginald Purdy also re-developed the steamer Admiral, installing the Algire rudderless drives to propel the boat. (The Admiral is now permanently docked in St. Louis.) A railway at the boat works facilitated the transportation of pleasure craft for repair, refinishing, and storage. The Works was closed from 1941-45 when the U. S. Coast Guard River Patrol occupied the yard.⁹¹

The Freiman Skiff was produced until around 1940. Production was halted when the clear cypress and white oak used in the construction of the skiffs could no longer be found.⁹² Pete Freiman constructed nearly 700 skiffs.

Infrastructure and public buildings were notably improved in the late 1920s into the 1940s. In 1927, a new gymnasium opened adjacent to the historic stone grade school and a second school building which had been built between 1900 and 1914.⁹³ The federal programs initiated during the Roosevelt administration largely contributed to Grafton's improvements during this time, providing much needed employment and income, in addition to improvements to the city. Water and sewer facilities were built in the 1930s. The water treatment plant building was completed in 1936; constructed of native limestone, the two story building is altered, but remains in its original use on the south side of Main Street in the western part of the city. Additionally, the state of Illinois passed its state parks law in 1925, and in May 1932 acquired 1,511 acres of land just northwest of Grafton for the largest of the state parks. Originally named New Piasa Bluff State Park, in 1933 the park was renamed Pere Marquette State Park. The Illinois Department of Public Works and Buildings used Civilian Construction Corps labor

to improve the park from 1933-39, including the construction of the massive native limestone lodge.⁹⁴

Just west of the Grafton city limits, Harry Hill Ferguson purchased 2,000 acres in Camden Hollow to construct Glencliffe Dairy Farm, begun in 1922. The complex included a large house, double barn, calving barn, and carriage house constructed of double stone thickness and crafted by Yugoslavian stone masons hired by Ferguson.⁹⁵ The state of Illinois purchased the complex and uses it as a juvenile correctional facility.

With the ensuing dominance of rail transportation, the steamboats ceased operation in the early 1930s. The railroads, however, made their last run in 1948.⁹⁶ Providing important regional transportation, a bus on railroad tracks, known as the "Dinky," operated between Alton and Grafton when tracks ran along where the Great River Road is now located.⁹⁷ The Dinky operated from 1936 to 1953.⁹⁸

In light of the near demise of the quarry industry and a depleting supply of the larger, better kinds of fish, the Illinois Powder Manufacturing Company played an increasingly vital role in sustaining the Grafton economy by providing one of the few sources of employment. The company continued to use the convenient rail transportation, although one instance of the company using barge transportation was recorded in 1922.⁹⁹ The company owned several houses in town of workers, chemists, and superintendents. The company later became known as the American Cyanamide Company. In the early 1940s, the company employed 115 men. The Keller Quarry, the last quarry to operate in Grafton, continued to carry the quarry traditions of the city into the 1940s.¹⁰⁰

The Equitable Powder Company operated a charcoal company for a time during the early twentieth century. Located just northeast of the Boat Works, the company had at least six brick arched charcoal kilns along the Illinois Terminal Railroad by 1936.¹⁰¹ An apple packing company was located due north of the Boat Works, between Front and Water streets.

A few of the early established retail businesses continued to operate through this era. The Eastman & Company store continued to advertise "Groceries, Dry Goods, & Hardware; shoes, clothing, furniture, paints, farming implements, flour and feed," into the 1940s.¹⁰² New businesses included a fish market, opened by Ed House prior to 1940. The market

was first located on a barge, and later in a new two story concrete block building with refrigeration facilities. The DeSherlia Fish Market was on Main Street.¹⁰³

Epilogue: In many ways, the composition of Grafton has not changed drastically over the years. Main Street continues to be the main thoroughfare through the city. Historic building dating from the city's establishment through the 1940s continue to exist throughout town, but modern gas stations, a modern City Hall, a new bank, a car wash, and other modern buildings are now interspersed.

Strangely, nothing remains evident from some of Grafton's major industries. The American Cyanamide Company closed in 1960, with Grafton losing another valuable source of employment. No evidence of the prominent company's grounds is evident. The Boat Works changed ownership in 1952, with Everette Fry expanding the floor space, and installing a new marine lift and dock with fuel pumps. Manufacturing ceased at the site in the early 1970s when ownership changed again, with speculation over barge fleeting being allowed.¹⁰⁴ The Grafton Boat Works building, which remains near the confluence of the two rivers, is intact; it was occupied by a restaurant and bar in recent years prior to the 1993 flood.

Flooding has continued to be part of the city's history; a flood in 1973 hit Grafton and was the worst on record since the 1844 flood. The Great Flood of 1993 has succeeded those disasters as the worst flood on record. Many of the community's oldest buildings continue to survive the water overflows as they have numerous times. Pete Freiman's skiff shop from 1891 survived the 1993 flood, and an estimated ninety floods before.¹⁰⁵

After the end of the railroads in 1948, easy access was not available from Grafton to the east (Elsah and Alton) and St. Louis until the completion of the Great River Road (Illinois Route 3). Dedicated on September 25, 1965, the Great River Road has been accompanied by an evolving bicycle path which has recently been completed north of Grafton to Pere Marquette State Park. The Road and adjacent bike path provide continuous scenic vistas from Alton to Grafton, between the Mississippi River and the steep bluffs of limestone. The scenery and historic character of the river communities--Alton, Elsay, New Piasa Chautauqua, and Grafton--are a major tourist attraction, with literally thousands of cars, bicycles, and motorcycles following the Great River Road on weekends and pouring through Grafton.

Today, casino boats and small recreational boats have replaced the steamboats which once crowded the rivers at Grafton. Tourist-related businesses such as bicycle rentals, candy shops, restaurants, and antique shops occupy some of the historic commercial and residential buildings which continue to display the city's historic development. Raging Rivers WaterPark has been developed in the bluffs of the city's eastern boundaries, and plans exist for modern housing developments on the bluffs near the WaterPark.

With flood waters invading the city from the Spring through October 1993, the city's building stock (historic and modern) and businesses have suffered tremendously. The Great Flood of 1993 has brought a new era, probably mandating some changes in the building patterns, but providing the city with opportunities to plan for its future while preserving its wealth of historic properties.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural Character:

During the late 1830s and early 1840s, Grafton was a frontier community with a character typical of river towns up and down the Illinois and Mississippi Rivers. During the early years of the community's settlement, the town's landscape was characterized by primitive log and frame houses. Upon initially arriving in this timber rich area, James Mason constructed four "split-log cabins". Although no log structures were documented in Grafton by this project, several nineteenth century log buildings are present within the surrounding countryside.¹⁰⁶

Shortly after the initial settlers began to arrive, and with the economic flurry of the middle 1830s, the first frame buildings began to appear. Frame construction was dependent on the availability of sawn lumber. Although hand-sawn (sometimes referred to as pit-sawn) lumber was available, it was generally used for furniture and more finished trim (and case) work. Frame building construction generally awaited the arrival of early sawmills. The first sawmill in the area was constructed near the mouth of the Illinois River sometime prior to 1840 by a man named Crandall. The first sawmill in Grafton was constructed during

these formative years by A. W. Caverly (who was from nearby Carrolton). Unfortunately, this early mill was destroyed by fire shortly after it was constructed. In 1845, William Allen constructed a sawmill which he operated for 12 years and which was instrumental in supplying sawn lumber to the growing community.¹⁰⁷

During those early years, sawmills predominately processed local woods, particularly oak and some softwoods (such as poplar, walnut and sycamore). By the middle 1830s, softwood saw logs (particularly white pine) from the Wisconsin pineries was being floated down the Mississippi River to be processed at local sawmills near the river-edge communities. As one historical source notes "In those early years large rafts of pine logs and pine lumber, were floated down the Mississippi River from the Wisconsin pineries and many of them were stopped at Grafton and remained for some months before they were taken to St. Louis, or further south".¹⁰⁸

Pre-Civil War frame houses are relatively rare in Grafton and the surrounding communities. Frame houses of this period, which were small compared to today's standards, were built using either timber-frame or balloon-frame construction techniques. Timber-frame technology used heavy timbers (often hand-hewn from the log) joined by mortise and tenon joints to create the house frame. The sawn studs placed within the wall were not load-bearing and functioned only to fill in between the load-bearing frame members. Often unsawn log sleepers were used for floor joists in these early frame dwellings. Such houses used a combination of locally acquired hardwoods as well as non-local softwoods. The Stafford House (JY-1995-1-A), constructed during the late 1840s or early 1850s, represents a timber-frame dwelling constructed for a fairly successful craftsman (blacksmith turned tinsmith) during the early years of his life. Although predominately a timber-frame structure, the Stafford House is a hybrid structure which also exhibits characteristics of balloon-frame construction (use of full-length wall studs with ledger supporting the upper story floor joists).

By the late 1840s and early 1850s, a new form of framing technology had swept across the Midwestern landscape. No longer using heavy, hand-hewn timbers, balloon-frame structures utilized dimensionally

uniform, sawn lumber and readily available machine-cut nails. The gable-front Allen House (JY-1995-1-E) is a relatively large, two-story, frame house constructed using the lighter, balloon-frame technology during the early to middle 1850s for the son-in-law of Grafton's founding father. By the early 1850s, Allen was a successful businessman in his own right.

During the early years of settlement, limestone construction was a sign of quality construction and permanence. Better quality housing and commercial buildings were constructed of locally quarried limestone through the middle nineteenth century. By the later nineteenth century, more fashionable houses were being constructed with different materials (particularly brick). None-the-less, many smaller houses, commercial buildings and outbuildings continued to be constructed with stone throughout much of the later nineteenth century. Similarly, stone construction for foundations, retaining walls, and culverts continued to be constructed throughout much of the early twentieth century --far past the traditional use of stone in other regions of the state. Fortunately, all stone dwellings identified by the post-flood surveys were not part of FEMA buyout program, and have been rehabilitated.¹⁰⁹

During the late 1860s and early 1870s, Grafton experienced a renewed economic prosperity. Although many fine frame dwellings were being constructed, the material of choice for the elite of the community during these years was brick, which contrasted with the wide range of stone buildings constructed a generation earlier. When Ernest Meysenberg, one of the more prominent local businessmen in the community at that time, constructed his new house in ca. 1872, he constructed it with brick. Although the Meysenberg House (JY-1995-1-D) had been dramatically altered over the years, it still retains sufficient integrity to convey the 1870s elegance that it once had.

The late 1890s through late 1910s were years of economic prosperity for many families, and during these years many new houses were constructed in communities such as Grafton. Small frame houses, still utilizing the now traditional technique of balloon-frame technology, were constructed for the working class. Dwellings such as the Goodrich House (JY-1995-1-C) and the Highfill House (JY-1995-1-B) are excellent examples

of late nineteenth and early twentieth century houses built for and occupied by traditional working class families during these years. Many single-story, 3-bay, side-gable houses predominate in Grafton and were occupied by the working class. In contrast, the frame Dempsey House (JY-1995-1-F) and the brick Brainard House (JY-1995-1-G), with their nearly identical floor plans, represent housing constructed for the more affluent professional class of citizens during these years. Similarly, the Rippley Apartments (JY-1995-1-H), which were constructed ca. 1910, represent a new class of multi-family, urban dwelling in Grafton aimed at the successful professional family.

With the early years of the twentieth century came many progressive movements that brought the nation into the modern era. Public utilities (such as public water distribution and sanitary waste water systems and electricity) in urban areas became common place during the early years of this century and helped transform the traditional nineteenth century city into the modern city we recognize today. The construction of the Grafton Waterworks Building (JY-1995-1-I) in the middle 1930s, using a relatively new form of construction for the community (reinforced poured concrete), was the first of several changes that was soon to alter the urban lifestyle and improve the sanitary conditions of the urban family.

2. Condition of Fabric:

One unifying trait of all the buildings documented by this project was their condition. All buildings had been dramatically impacted by the Flood of 1993. The lower stories of these buildings had been flooded and in many cases stripped of their plaster, lath, trim and doors. In many cases, the buildings were structurally unsound. Shortly after being documented by our research, these buildings were demolished.

B. Description of Exterior:

1. Overall Dimensions:

The earliest houses documented by this research were the Stafford (JY-1995-1-A), Allen (JY-1995-1-E), and Meysenberg (JY-1995-1-D) houses. Although the Stafford House was constructed for a relatively successful (albeit traditional) craftsman, the Allen and

Meysenberg Houses were constructed for successful businessmen. All three dwellings represent housing constructed for the more affluent families of Grafton, and the size of these houses reflect this status.

The original Stafford House, which was 1-1/2 stories in height with a small cellar, enclosed approximately 1,500 square feet (not counting the cellar). The large, exterior work porch on the rear of this house added considerably to the size of this house. In contrast, small frame and log dwellings occupied by less affluent households may have contained less than 800 square feet and not have contained a cellar. The more stylish Allen House enclosed 1,700 square feet and had a full basement as well as a large work porch. By the early 1870s, the affluent citizens of Grafton were building even larger dwellings. With its finished basement rooms, the Meysenberg House enclosed nearly 2,300 square feet. An addition constructed onto the house shortly after it was built, added another 600 square feet of space to the dwelling.

The housing associated with the late nineteenth and early twentieth century working class families was not much larger than the housing of their grandparents generation. The Goodrich House (JY-1995-1-C), when originally constructed, enclosed approximately 800 square feet (not counting the small cellar room). A later addition onto the rear of the house added another 450 square feet of space, bringing the house closer to 1,250 square feet of space. Similarly, the Highfill House (JY-1995-1-B) contained only 800 square feet of living space with a full (but unfinished) basement.

Contemporary early twentieth century houses for the more affluent professional families of Grafton were not as large as one might expect. These houses were compact, single story dwellings. While the frame Dempsey House (JY-1995-1-F) contained nearly 1,600 square feet, the brick Brainard House (JY-1995-1-G) contained only 1,200 square feet. Both houses had a full basement (with no exterior work porches) with accessible attics (for storage). The four units in the original Rippley Apartment Building (JY-1995-1-H) were spacious, containing over 1,500 square feet of living space on the two main floors. Additionally, the Rippley Apartments also had access to spacious basement and attic space.

2. Foundations:

With the local stone industry in Grafton, stone was a common building material for foundations throughout the nineteenth and well into the early twentieth centuries. All nineteenth century buildings documented in Grafton by this research had stone foundations. The dwellings of the more affluent households tended to have used more dimensional stone, while the dwellings of the less affluent tended to use more randomly sized stone. The use of the stone for foundation material extended well into the late 1910s and probably into the 1920s. The foundations of the Brainard (JY-1995-1-G), Goodwrigh (JY-1995-1-C) and Rippley Apartments (JY-1995-1-H) were all made of stone. With the construction of the Grafton Waterworks Building (JY-1995-1-I) in the middle 1930s, the contractors used poured concrete for the foundation construction.

3. Walls, Structural System, Framing:

As discussed in II.A.1 (above), the buildings in Grafton document the transition from heavy timber-frame (Stafford House, JY-1995-1-A) to balloon-frame (Allen House, JY-1995-1-E) construction. The late nineteenth century housing of the more affluent families was constructed of brick (Meysenberg House, JY-1995-1-D). The early twentieth century housing was predominately of balloon-frame construction (Goodwrigh House, JY-1995-1-C; Highfill House, JY-1995-1-B) with the housing of the more affluent families being of brick construction (Brainard House, JY-1995-1-G). The more recent commercial buildings were of brick construction (Rippley Apartment Building, JY-1995-1-H). The construction of the stone waterworks building (JY-1995-1-I) was unusual and nostalgic in character.

C. Description of Interior:

1. Floor Plans:

In Grafton, the earliest traditional housing documented by this research is characterized by the Stafford House (JY-1995-1-A) which has a two-room plan with shed-roofed kitchen extension. Within the front of the house are two rooms, one of which functioned as a multi-purpose parlor, sitting room, and dining room, while the other functioned as a downstairs bedroom. Lacking a central hallway, the house has a traditional

L-shaped stairway incorporated into one corner of the downstairs bedroom. The kitchen extension is associated with a large work porch, well, and pantry. The originally unpartitioned upstairs was used for children's sleeping quarters and storage. With the working class families of this community, this house form persisted through the early twentieth century. Both the Goodwrith and Highfill Houses (JY-1995-1-C and JY-1995-1-B, respectively) are variants on this same floor plan.

Less traditional, and more formal nineteenth century housing is represented by the Allen and Meysenberg Houses. The Allen House, with its gable-front plan, has been inspired by the Greek Revival style common during the pre-Civil War years. This house has a side-hall plan (with front entrance) typical of more successful urban families. The Meysenberg House also is inspired by more popular or high-style elements. This house has an unusual side entrance with a formal entrance hall, multiple upstairs bedrooms, and large basement kitchen. Later additions onto the house added yet more kitchen and bedroom space.

By the early twentieth century, the modern dwelling house of the professional urban dweller was a single story dwelling with modern convenience such as bathrooms. Both the Dempsey and Brainard Houses have nearly identical floor plans typical of this early form. Although the Dempsey House has Queen Anne elements to it and the Brainard House has an Arts and Crafts feel to it, both houses are early bungalow forms that become standard by the 1920s.

2. Stairways:

The common form of stairway during the early to middle nineteenth century in Grafton, whether associated with the working class or professional housing, are of the L-shaped variety. The less affluent households tend to have enclosed stairways (such as the original at the Stafford House, JY-1995-1-A) while the more affluent households had open stairways with turned newel posts and spindles (for example, the Meysenberg House, JY-1995-1-D). By the turn-of-the century, the traditional enclosed, L-shaped stairway was still being used to access attics in the Brainard and the Dempsey Houses (JY-1995-1-G and JY-1995-1-F, respectively). A

straight stairway was present in the Rippley Apartments (JY-1995-1-H).

3. Flooring:

All houses had tongue-and-groove, softwood flooring. By the middle 1930s, the Grafton Waterworks Building incorporated poured-concrete floors supported by concrete-encased steel beams.

4. Wall and Ceiling Finishes:

Lath and plaster finishes were used throughout the houses documented in Grafton. Although the early structures (such as the Stafford House, JY-1995-1-A) used riven lath, the other dwellings used circular-sawn lath. By the middle 1930s, composite wall boards such (such as the Insulite board used at the Grafton Waterworks Building) were beginning to make their way onto the market.

5. Openings:

a. Doorways and Doors:

The doors remaining in all the houses documented in Grafton by this research were machine-made, 4-panel doors. It is probable that the original doors at the Stafford House (JY-1995-1-A) may have been hand-manufactured, 4-panel doors. Unfortunately, none of these original doors were present at the time of our research.

b. Windows:

All dwellings documented by this research had double-hung sash windows. Early window sash in the upstairs windows of the Allen House (JY-1995-1-E) were extant and had double-hung sash with six-over-six lights. Similarly, early sash at the Meysenberg House (JY-1995-1-D) were double-hung with two-over-two lights. Many of the other dwellings documented by this research had their original window sash replaced with one-over-one lights. By the early twentieth century, dwellings such as the Brainard and Dempsey Houses (JY-1995-1-G and JY-1995-1-F, respectively) were fitted with double-hung sash

with one-over-one lights during the original construction.

6. Decorative Features and Trim:

Few of the houses documented by this research had much in the line of decorative detail. The Allen House (JY-1995-1-E), with its gable-front form and semi-lunate attic window, is reminiscent of the middle nineteenth century Greek Revival style (although it does lack the distinctive return cornices generally associated with this style). Similarly, the wide overhang, low-pitch roof, and general form of the Meysenberg House (JY-1995-1-D) is typical of the late nineteenth century Italianate style. The multi-gable roof, asymmetrical plan, colored glass windows, and decorative fireplaces at the Dempsey House (JY-1995-1-F) is attributed to the late nineteenth and early twentieth century Queen Anne style. Although difficult to assign to any one style, the decorative brick lintels at the Brainard House (JY-1995-1-G), combined with the general character of this brick house, give it an air of quality.

Due to the damage associated with the Flood of 1993, most of the properties investigated had their lower floors gutted, removing much of the extant trim and decorative details. As such, few of the properties documented have trim samples included with the descriptive text.

7. Hardware:

As with the trim, few of the buildings documented by this research had extant hardware. If the hardware had not been salvaged after the flood (which generally was the case), it consisted of early to middle twentieth replacements. Based on our field research, it appears that the majority of the nineteenth century houses had surface-mounted rim locks. By the early twentieth century, the more refined Dempsey and Brainard Houses (JY-1995-1-F and JY-1995-1-G, respectively) had recessed mortise locks, often with decorative surface-mounted escutcheons.

8. Mechanical Equipment:a. Heating, Air Conditioning, Ventilation:

The nineteenth century houses documented by these investigations were heated predominately with combination coal and wood burning stoves. By the late nineteenth century, the housing of the more affluent, although being heated with the more efficient cast iron stoves, often had a fireplace incorporated into the formal parlor. This was the case in the Meysenberg House (JY-1995-1-D), Brainard House (JY-1995-1-G) as well as the Dempsey House (JY-1995-1-F). Although these fireplaces also produced some heat, they were predominately for decorative purposes. By the early twentieth century, gravity coal burning furnaces were becoming common particularly in dwellings such as the Dempsey and Goodwrith Houses. These were later altered to forced air gas furnaces by the later twentieth century.

b. Lighting:

All the Grafton Houses exhibited signs of having been electrified during the early twentieth century. Dating the addition of electricity to these houses is difficult. It is interesting to note the presence of a small frame structure which housed a gasoline engine and dynamo on Lot 11 immediately behind the Meysenberg House (JY-1995-1-D) on the 1914 Sanborn Company fire insurance map. This dynamo may represent a private electrical generating station installed during the early twentieth century (prior to the electrification of the community) to supply electricity to a nearby residence (perhaps the Meysenbergs?).

c. Plumbing:

Although many houses were connected to a cistern and had a pump within the kitchen or on the exterior work porch, city supplied water was not available to residents of Grafton until after the completion of the Grafton Waterworks Building in 1936.

Most Grafton residents used exterior privies throughout the nineteenth and early twentieth centuries. Few exterior privies remain in the community. Although the sanitary sewer system came sometime after the installation of the waterworks building in 1936, many houses may have installed cesspools and interior bathrooms, prior to the availability of city water. Both the Brainard and Dempsey Houses (JY-1995-1-G and JY-1995-1-F) appear to have had interior bathrooms as an original feature of these houses (prior to 1915). Similarly, the Meysenberg House appears to have had the original bathroom installed sometime between 1900 and 1914. This clearly was a transitional period, as the Rippley Apartment Building does not appear to have had bathrooms installed during the original construction of the building. Otherwise, many of the bathrooms in the housing of the working class in Grafton appears to have been added after 1936.

PART III. SOURCES OF INFORMATION

- A. Original Architectural Drawings: None available.
- B. Early Views: None available.
- C. Interviews: None conducted.
- D. Bibliography:

1. Primary and Unpublished Sources:

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E. Likely Sources Not Yet Investigated:

Although extensive documentary research was conducted for this project, several additional avenues of research remain open for further work. One avenue of research that was not pursued thoroughly as part of this work is oral history. Although the number of individuals available to discuss the early history of Grafton (and the buildings documented here) is limited, their knowledge of the community is invaluable.

Similarly, the archaeological integrity of the subsurface resources in Grafton were not assessed. Grafton is a dynamic urban environment that has evolved over the years. Archaeological investigations in the house lots associated with the properties documented in this report could yield a wide range of information regarding these structures and activities that were associated with them. Additionally, subsurface resources (especially filled trash pits, privies, and adjacent middens) associated with these structures have the potential to contribute dramatically to our understanding of nineteenth and early twentieth century lifeways in such urban centers as Grafton. Particularly, these resources have the ability to compliment the housing data and help detail the quality of life differences between the social classes in this community. The comparison of trash deposits

(particularly nineteenth and early twentieth century privy pits) from housing occupied by lower and upper class families in Grafton would be fruitful. At present, the integrity of these resources is not known. It is suspected that they were impacted by post-flood cleanup activities (especially the demolition of structures).

PART IV. METHODOLOGY OF RESEARCH

A. Research Strategy:

This documentation project began with an architectural survey of flood damaged properties in Monroe County (including Valmeyer and Fults), Randolph County (including Evansville), and St. Clair County, as well as in Grafton (Jersey County). As a result of the Flood of 1993, over 830 buildings were documented in southwestern Illinois, along the Mississippi River Valley (See Table 1).

The architectural survey of Grafton was conducted during January 1994 by Ms. Alice Edwards, an employee of The URBANA Group under subcontract with Fever River Research (Springfield). This survey included a building by building inventory of every structure within the city limits that had been damaged by the flood waters and was over 50-years of age. Black and white 35mm photographs were taken of all buildings that pre-dated 1940. Select views of building types and street scenes were also documented using color slide film. While in the field, a survey form which documented such items as a building's address, construction materials, and integrity was completed for each of the pre-1940 buildings. Forms were numbered as prepared and keyed to the photographs of each building as well as maps of the community. A copy of each form and photograph of each building is included as an Appendix of the survey report. Although outbuildings were identified on each of the building inventory forms, they were not treated as individual buildings within the survey. Criteria used to evaluate the significance of the properties was based on standard National Register of Historic Places criteria. The results of this survey are detailed in the report "After the Great Flood of 1993: An Architectural Survey of Flood Damaged Grafton, Jersey County, Illinois" which was prepared by Floyd Mansberger and Alice

Table 1

Number of Buildings Documented during the
 Survey and Post-Survey Phases of this Project

	Survey	IL HABS Outline
Rural Randolph County	152	1
Evansville (Randolph County)	16	2
Rural Monroe County	270	10
Harrisonville (Monroe County)	34	6
Fults (Monroe County)	37	14
Valmeyer (Monroe County)	239	27
Grafton (Jersey County)	84	8
Hardin (Calhoun County)	<u>0</u>	<u>1</u>
Totals	832	69

Edwards. Previous to our survey, Ms. Edwards had prepared a National Register of Historic Places nomination form for a historic district and several individual properties in Grafton.

As part of the survey, several flood damaged properties were indentified as potentially being eligible to the National Register of Historic Places. Upon completion of the survey report, the Illinois Historic Preservation Agency identified several buildings as being eligible for the National Register of Historic Places. After a long wait, the participants in the Federal buyout programs were finally identified, and mitigation work was conducted in February and March 1995.

During the mitigation process, our intent was to select a sample of structures with sufficient integrity to document the range of variability in housing stock present in the community, particularly during the initial years of settlement.

B. Actual Research Process:

The mitigation process consisted of documenting the above ground remains of these buildings with line drawings and photographs. While in the field, measurements of the structures were taken, floor plan sketches drawn, and notes on structural details (including materials used, decorative details, alterations through time, etc) were transferred to a field form. All floor plan drawings (which generally included a basement, first floor, second floor, and roof plan) were drawn at a 1/4" scale. Additionally, 35mm photographs (black and white) were taken of both interior and exterior details.

The field work was hindered by the extremely deteriorated conditions of the housing. Nearly a year and a half had passed since the flood waters had receded and the majority of the buildings in Grafton had been cleaned out (down to the stud walls) in preparation of rebuilding.

In conjunction with the field documentation process, archival research was conducted in both local and regional repositories. This research was conducted to answer site specific questions about each structure and the family that occupied it, as well as to develop an historical context for these buildings.

Back in the Springfield office, the field drawings were digitized using Design-CAD software and printed with the aid of a laser printer. Additionally, the outline formats were written, a selection of photographs were chosen, and 5"x7" prints were made. The photographs were mounted on archival photo mount cards and the text printed on archival bond paper. Upon completion, a microfiche copy of the report was made and it, with the archival original, was submitted to the Illinois Historic Preservation Agency to be placed on file with the Illinois State Historical Library. All notes, and additional photographs (with negatives) are on file with the Illinois State Museum (an approved curational facility).

C. Archives and Repositories Used:

County records were consulted at the Jersey County Courthouse in Jerseyville. At that location, deed records in the Recorder of Deeds Office, tax assessors

records in the Treasurer's Office, and naturalization records, death records, as well as probate records in the Circuit Clerks Office were investigated. Of particular usefulness were the early twentieth century tax records which assisted with determining the sequence of ownership and potential construction dates of these structures. Additionally, resources in the Jerseyville public library were consulted.

In Springfield, resources at the Illinois State Library (Sanborn Fire Insurance Maps, county atlases, and published histories), Illinois State Historical Library, and the Illinois State Archives (Federal population, industrial and agricultural census returns, state census returns) were utilized. Additionally, the resources of the National Archives were used for researching the Grafton Waterworks Building.

D. Research Staff:

1. Primary Preparer:

These IL HABS forms were prepared by Mr. Christopher Stratton, Mr. Floyd Mansberger, and Cynthia Phillippe, all employees of Fever River Research, Springfield, Illinois. The "Historical Context" section of the cover document was written by Alice Edwards (The URBANA Group) as part of the National Register of Historic Places Multiple Property Documentation Form "Historic Resources of Grafton, Illinois, c. 1830-1943".

The fieldwork for this project was conducted during the months of October and November 1995 by Mr. Christopher Stratton, a research historian with Fever River Research, Springfield, Illinois. Mr. Stratton also prepared the bulk of the written outlines for each structure as well as portions of the cover document. Ms. Cynthia Phillippe, research historian and archaeologist with Fever River Research, researched the National Archives records and prepared much of the outline for the Grafton Waterworks Building. Mr. Floyd Mansberger, principal with Fever River Research, coordinated the field work, assisted with the written outline production and authored portions of the cover document. All aspects of this project were under the direct supervision of Mr. Floyd Mansberger, principal investigator, Fever

River Research, P.O. Box 5234, Springfield, Illinois, 62705.

2. Photographer:

All field photographs of Grafton were taken by Mr. Christopher Stratton, research historian with Fever River Research, Springfield. All photographs were processed by the Photographic Services Corporation, Springfield, Illinois.

3. Delineator:

Mr. Christopher Stratton prepared the individual site drawings. Mr. Stratton is a research historian with Fever River Research, Springfield, Illinois. These drawings were then digitized, using Design-CAD software, by Mr. Timothy Townsend (research historian with Fever River Research).

4. Additional Staff:

Additional typing and editing was conducted by Ms. Cynthia Phillippe, research historian with Fever River Research.

PART V. PROJECT INFORMATION

During the summer and early fall of 1993, the Mississippi River flooded its banks and devastated many communities and rural properties along its course. One historic Illinois community that was hit hard by the Flood of 1993 was Grafton which is located at the confluence of the Illinois and Mississippi Rivers in Jersey County. Recognized for its scenic beauty and older architecture, the Illinois Historic Preservation Agency (IHPA) sponsored the National Register of Historic Places nomination of the Grafton Historic District and five individually listed properties during the fall of 1993 in hopes of inspiring the community to save their historic properties in the wake of the flood. Additionally, federal grant money was made available, through the IHPA's 1993 Flood Relief Grant Program, for the owners of these properties. In addition, Fever River Research conducted a survey of all flood damaged properties not listed on the National Register during the fall/winter of 1993 in order to assess their potential National Register eligibility.

In response to the flood emergency, the Federal Emergency Management Agency (FEMA) assisted local residents with their immediate needs for food and shelter, as well as long term relief from the threat of flooding. The Federal government has two land acquisition and relocation programs designed to alleviate damage to families caused by flooding. The Hazard Mitigation Grant Program (HMGP) provides communities with cost-share funds to purchase flood damaged properties and convert them into open space. Section 1362 of the National Flood Insurance Program (NFIP) allows FEMA to purchase flood-damaged properties that carry flood insurance and convey them to a local community to be used as open space.¹¹⁰

The work described in this report was conducted by Fever River Research to assist the Federal Emergency Management Agency (FEMA) in complying with their responsibilities under Section 106 of the National Historic Preservation Act of 1966 (as amended) and for carrying out a Programmatic Agreement among FEMA, the Advisory Council for Historic Preservation (ACHP), the Illinois Emergency Management Agency (IEMA) and the Illinois Historic Preservation Agency (IHPA).

ENDNOTES

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- (2) Ibid, 7-8.
- (3) Slaten M. Bray, ed., Survival; Floods, Fires, Tornadoes, Wars: Grafton's Tenacity (Hardin, Illinois: The Calhoun News, 1986), 5.
- (4) Jersey County Democrat-News, 8.
- (5) Bray, 5.
- (6) Ibid, 5-6; Ruby Postlewait, project director, Jersey County History Sesquicentennial Edition (Dallas: Curtis Media Corporation, 1991), 111.
- (7) Anna M. Hopley, Blood, Sweat and Grafton (Grafton, Illinois: By the Author, 1967), 3-4.
- (8) Postlewait, 1967, 111.
- (9) Ibid, 112; Hopley, 1967, 4.
- (10) Postlewait, 1991, 112.
- (11) Hamilton, Oscar B. ed. History of Jersey County, Illinois, Illustrated (Chicago: Munsell Publishing Company, 1919), 459.
- (12) Ibid.
- (13) For more information on the Tootles in St. Joseph, Missouri see "Central/North Commercial Historic District," National Register of Historic Places Registration Form, and "Historic Resources of St. Joseph, Buchanan Co., Missouri; Queen City of the West: Commerce in St. Joseph, c.1865-1929," Multiple Property Documentation form and associated historic context.
- (14) Continental History Company. History of Greene and Jersey Counties, Illinois (Springfield, Illinois:1885); reprint edition (Evansville, Indiana: Unigraphic, Inc., 1980), 308.
- (15) Hamilton, 1919, 460.

- (16) Bray, 1986, 10.
- (17) Ibid.
- (18) Hopley, 1967, 14.
- (19) Alton Evening Telegraph, "Grafton packs a lot of history into 150 years," 25 July 1986.
- (20) Bray, 1986, 10.
- (21) Hamilton, 1919, 461.
- (22) Hopley, 1967, 14.
- (23) Continental History Company, 1885, 308.
- (24) Hopley, 1967, 5; 21.
- (25) Postlewait, 1991, 113; 117.
- (26) Hopley, 1967, 6.
- (27) Hamilton, 1919, 462.
- (28) Bray, 1986, 12-13.
- (29) Hamilton, 1919, 462.
- (30) Hamilton, 1919, 465.
- (31) Hopley, 1967, 26.
- (32) Bray, 1986, 14-15.
- (33) Ibid, 15-16.
- (34) Ibid, 16.
- (35) Postlewait, 1991, 113.
- (36) Hamilton, 1919, 466; Bray, 1986, 13.
- (37) Bray, 1986, 13.
- (38) Continental History Company, 1885, 322.
- (39) Hamilton, 1919, 467.
- (40) Bray, 1986, 18.

- (41) Bray, 1986, 14.
- (42) Hamilton, 1919, 467.
- (43) Hopley, 1967, 20.
- (44) Ibid.
- (45) Postlewait, 1991, 115.
- (46) Bray, 1986, 13.
- (47) "Eads Bridge," National Register of Historic Places Nomination form, 1975.
- (48) Hopley, 1967, 9.
- (49) Hopley, 1967, n.p.
- (50) Hamilton, 1919. 558.
- (51) Mary Ann Pitchford and Carol Stephens Wallace, Visions of the Past: Grafton, Illinois, (Grafton, Illinois: Grafton Bicentennial Committee, 1967), 9. Historically, the building was also known as the Grafton Show Hall, and later as the Masonic Hall.
- (52) Hamilton, 1919, 515.
- (53) Bray, 1986, 15.
- (54) Sanborn-Perris Map Company, Insurance Map of Grafton, Illinois, (New York, 1894).
- (55) Sanborn-Perris Map Company, Insurance Map of Grafton, Illinois, (New York, 1900).
- (56) Hopley, 1967, 8.
- (57) Ibid, 24.
- (58) Bray, 1986, 24. Freiman's house and workshop survived the Great Flood of 1993, but the workshop was severely damaged. Located one block from the Illinois River, Freiman's house and workshop has survived an estimated ninety floods.
- (59) Ibid.
- (60) Hopley, 1967, 8; Bray, 1986, 24.

- (61) Hopley, 1967, 25.
- (62) Ibid; 24.
- (63) Pitchford and Wallace, 1976, 14.
- (64) Postlewait, 1991, 118.
- (65) Bray, 1986, 21.
- (66) Hopley, 1967, 22-24.
- (67) Ibid, 23.
- (68) Ibid.
- (69) Ibid.
- (70) Hopley, 1967, 9-10.
- (71) Jersey County Democrat-News, 1941, 18.
- (72) Hopley, 1967, 10.
- (73) Ibid, 11-13.
- (74) Ibid, 8.
- (75) Sanborn-Perris, 1894.
- (76) Hamilton, 1919, 466.
- (77) Hopley, 1967, 14.
- (78) Ibid.
- (79) Sanborn, 1914; 1936.
- (80) Pitchford and Wallace, 1976, 15.
- (81) Sanborn, 1894.
- (82) Sanborn, 1900.
- (83) Pitchford and Wallace, 1976, 15.
- (84) Hamilton, 1919, 468.
- (85) Sanborn-Perris, 1894.

- (86) Bray, 1986, 27.
- (87) Sanborn-Perris, 1900. The Jersey County History, Sesquicentennial Edition notes that a bank was burned, however, the Sanborn-Perris Maps do not show a bank on the Ruebel Hotel block. The Grafton Bank was built on the site of a former drugstore after the fire.
- (88) Alton Evening Telegraph, July 25, 1986.
- (89) Hamilton, 1919, 468-69.
- (90) Hopley, 1967, 8.
- (91) Bray, 1986, 26-27.
- (92) Ibid, 24-25.
- (93) Jersey County Democrat-News, 1941, 11; Sanborn-Perris, 1900; Sanborn, 1914.
- (94) Pere Marquette State Park Lodge and Cabins, National Register of Historic Places Registration form, Illinois State Parks Lodges and Cabins Thematic Resources nomination, 1985.
- (95) Postlewait, 1991, 114.
- (96) Hopley, 1967, 24.
- (97) Bray, 1986, 1.
- (98) Tom Wright photo collection, Grafton City Hall.
- (99) Bray, 1986, 27.
- (100) Postlewait, 1991, 11-13.
- (101) Sanborn, 1936; Tom Wright photo collection.
- (102) Jersey County Democrat-News, 1941, 21.
- (103) Bray, 1986, 23.
- (104) Ibid, 27.
- (105) Ibid, 24.
- (106) See for example, Mansberger and Stratton 1995.

(107) Continental Historical Company, 1885, 322.

(108) Hamilton, 1919, 463.

(109) For a context of stone construction in Illinois, see Mansberger and Stratton, 1995.

(110) The Hazard Mitigation Grant Program (HMGP) is authorized by Section 404 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Public Law 93-288, as amended).

Final Environmental Assessment; Acquisition and Relocation of the Village of Valmeyer, Illinois. Federal Emergency Management Agency, Washington, D. C., April 1994.

Final Environmental Assessment; Acquisition of Flood-Damaged Properties in the Village of Fults, Illinois. Federal Emergency Management Agency, Washington, D. C., July 1994.

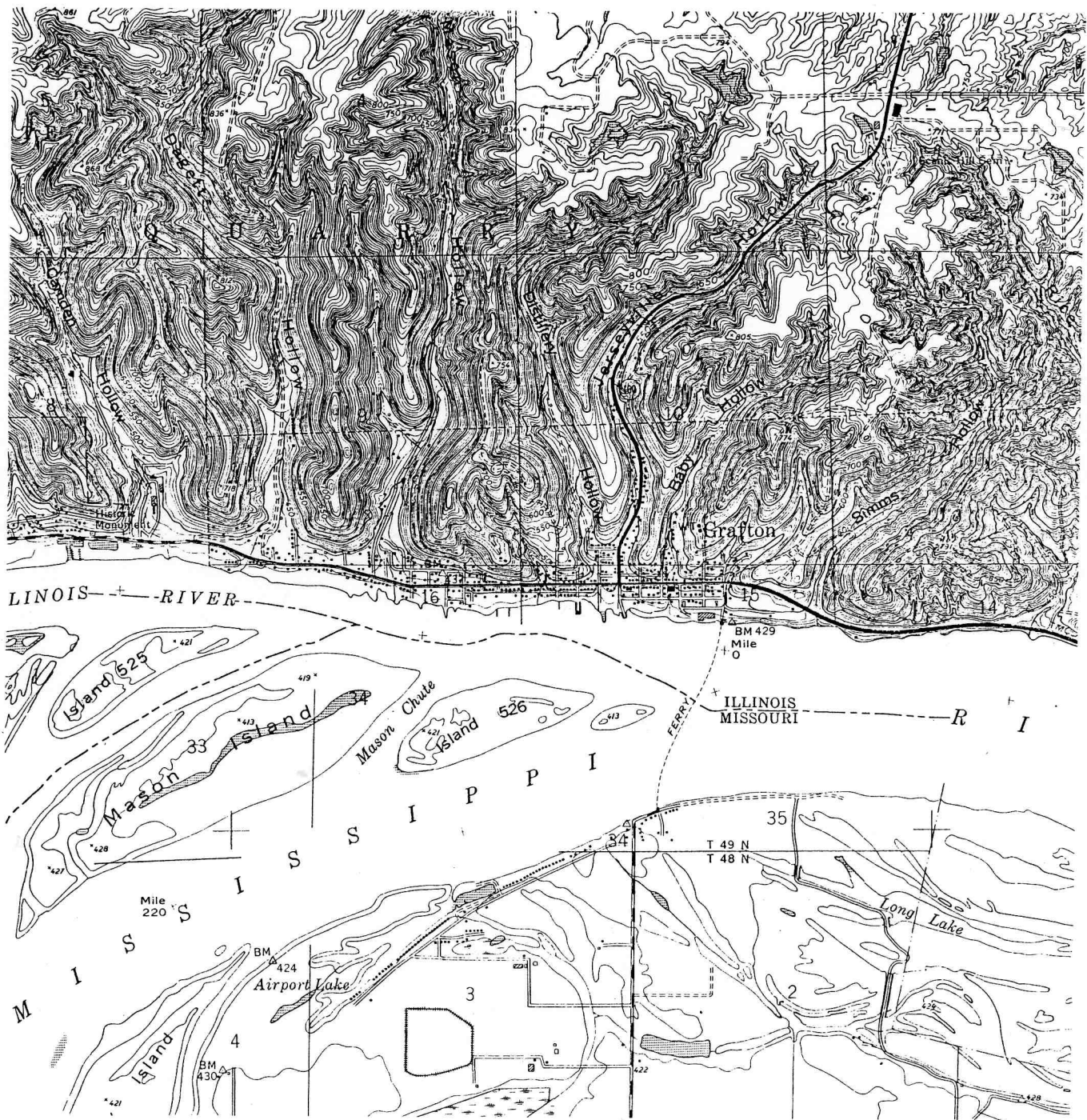


Figure 1. Location of Grafton, Illinois.

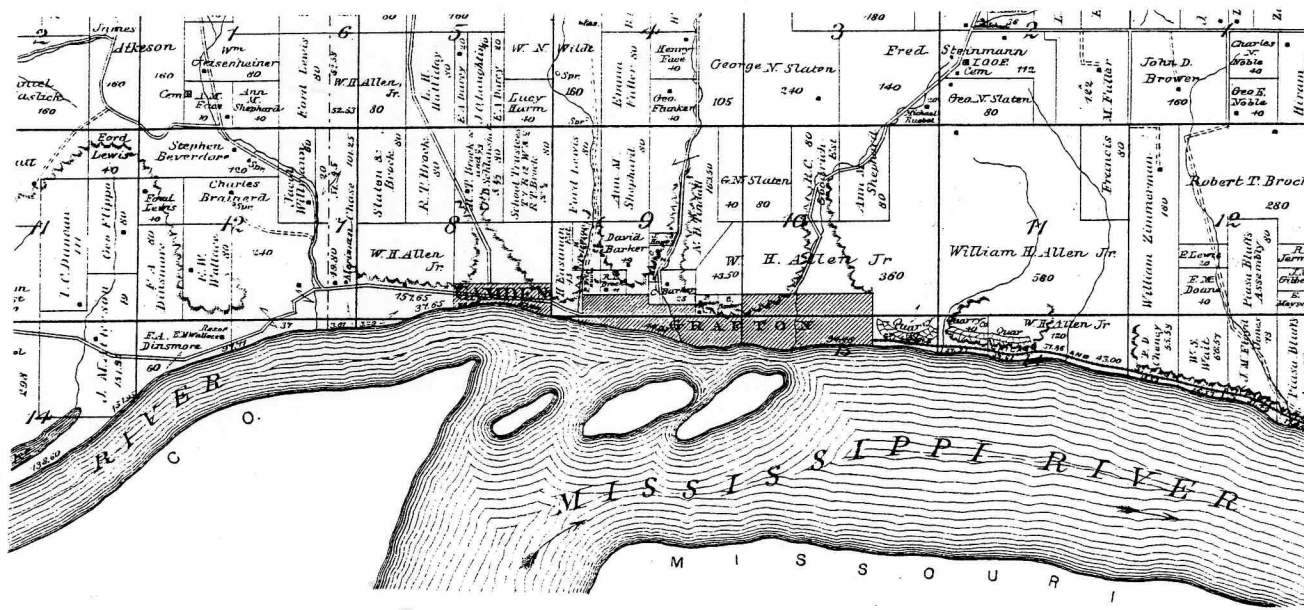


Figure 2. Grafton, Illinois in 1872 (Andreas, Lyter and Company, 1872).

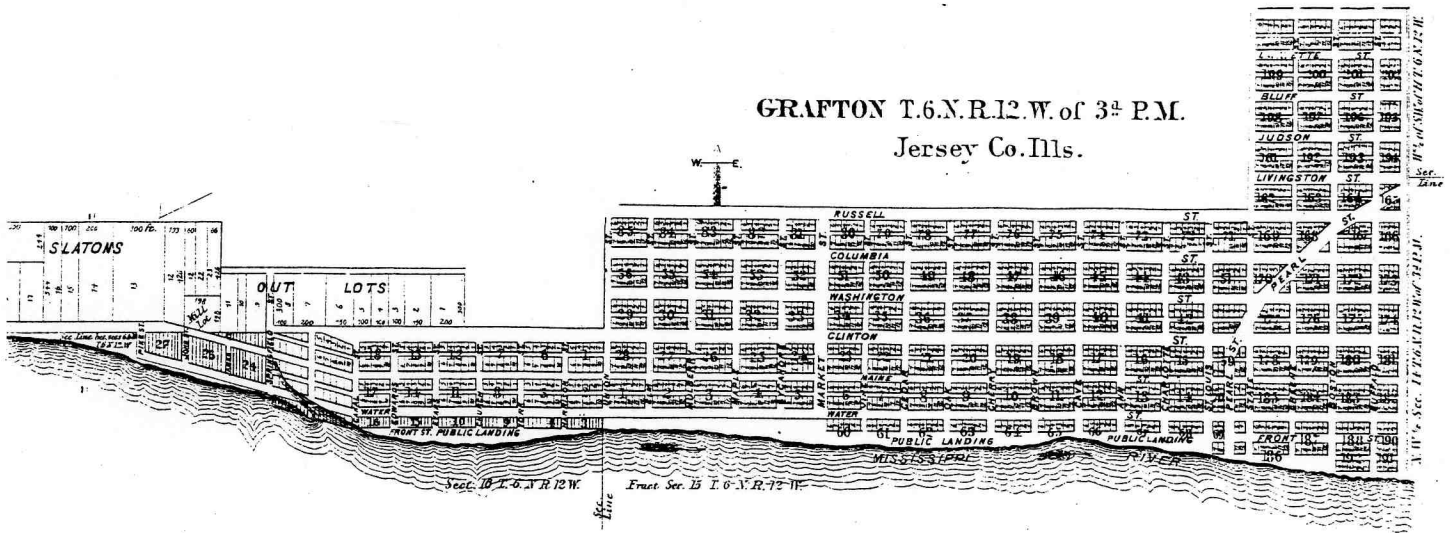


Figure 3. Grafton, Illinois and Quarry Township in 1893 (Ogle and Company, 1893).