

MARSEILLES HYDRO PLANT,
NORTH HEAD RACE, SOUTH HEAD RACE,
TAIL RACE, BOYCE PAPER MILL
AND HYDROELECTRIC PLANT
North Bank of the Illinois River
Marseilles
LaSalle County
Illinois

IL HAER No. LS-2013-1

IL HAER LEVEL III RECORDATION

WRITTEN HISTORICAL AND ARCHITECTURAL INFORMATION
PHOTOGRAPHIC DOCUMENTATION
SITE PLAN

ILLINOIS HISTORIC AMERICAN ENGINEERING RECORD (HAER)

MARSEILLES HYDRO PLANT, NORTH HEAD RACE, SOUTH HEAD RACE, TAIL RACE, BOYCE PAPER MILL AND HYDROELECTRIC PLANT

IL HAER No. LS-2013-1

- Location:** North bank of the Illinois River at Main Street
Marseilles, LaSalle County, Illinois
- Latitude: 41.326923, Longitude: -88.709387
- Present Owner:** North American Hydro, Neshkoro, WI – (Marseilles Hydro Plant, North Head Race and South Head Race)
- MTCO Development Co., with option and plans to purchase by Marseilles Land & Water Company, Las Vegas, NV – (Tail Race and the site of the former Boyce Paper Mill and Hydroelectric Plant)
- U.S. Army Corps of Engineers, Rock Island District – (head gates at the North Head Race and South Head Race)
- Present Use:** The Marseilles Hydro Plant remains intact, but is presently vacant. Only foundations remain of the Boyce Paper Mill and Hydroelectric Plant. The sites are presently unused and the raceways have been dewatered.
- Significance:** The Marseilles Hydro Plant was individually listed on the National Register of Historic Places in 1989 and was documented through the Historic American Engineering Record (HAER) in 1988. Built by the Northern Illinois Light and Traction Company in 1911, the plant supplied power to operate the first electric traction railway in Illinois. This rail line ran through towns within the Illinois River Valley and played an important role in the modern development and revitalization of this region, located along the abandoned Illinois & Michigan Canal. The Marseilles Hydro Plant is significant for its direct contribution to this development.¹
- The North Head Race, South Head Race and Tail Race are significant for their role in conveying water for the various industries that have located along their banks and historically made Marseilles a center of mills and manufacturing as early as 1867. Improvements to the water races in the early 1900s, and again in the early 1930s, were important in providing a reliable source of power to these industries. Furthermore, the head gates at the North and South Head Races are a contributing resource within the Marseilles Lock and Dam Historic District, which was listed on the National Register of Historic Places in 2004. Also documented through the Historic American Engineering Record (HAER) as part of the Illinois Waterway, Marseilles Lock and Dam, these head gates feature Tainter gates that are considerably longer than others from the same period. In

¹ NRHP, Marseilles Hydro Plant, (National Register #89000343).

particular, those at the South Head Race were twice as long as any that existed in 1933 and are thus important as a representation of evolving dam technology.²

The Boyce Paper Mill was operated ca.1900-1908, to produce paper for newspaper and magazine publisher, William Dickson Boyce. Boyce was an important figure in the publishing industry and his Chicago-based company, the W.D. Boyce Publishing Company, is important for its association with the history of communications in the United States.³ Boyce's also operated a hydroelectric plant from this site.

PART I HISTORICAL INFORMATION

A. Physical History

1. Date(s) of construction:

Marseilles Hydro Plant
1911

North Head Race, South Head Race, Tail Race
1867, with improvements ca. 1903-1906 and 1932-33

Boyce Paper Mill and Hydroelectric Plant
ca. 1890 – pulp mill and hydroelectric plant
1902 – pulp mill expansion and paper mill

2. Architect/Designer/Engineer:

Marseilles Hydro Plant
C.W. Humphrey, engineer

North Head Race, South Head Race, Tail Race
U.S. Army Corp of Engineers – head gates (1932-1933)

Boyce Paper Mill and Hydroelectric Plant
C.B. Pride, architect – pulp mill (1900)
N.F. Ambursen, architect – paper mill (1902)

3. Original and subsequent owners:

Marseilles Hydro Plant
Northern Illinois Light and Traction Company (1910-1999)
Succeeded by: Illinois Power & Light; Illinois Power

Marseilles Hydro Power, LLC / North American Hydro (1999-present)

² HAER, Illinois Waterway, Marseilles Lock and Dam, (HAER IL-164-E), 1, 4, 15.

³ NRHP, Boyce Building, (National Register #96000080), Sect.8, page 11.

North Head Race, South Head Race, Tail Race

Water Races

Marseilles Land and Water Power Company (1867-2005)

Succeeded by: Marseilles Land & Water Company

Marseilles Hydro Power, LLC / North American Hydro (2005-present)

Head Gates

U.S. Army Corps of Engineers (1932-present)

Boyce Paper Mill and Hydroelectric Plant

W.D. Boyce Paper Mills Company (1900-1908)

Consumers' Box Board Company (1908)

General Roofing Manufacturing Company (1908-1915)

Certain-teed Roofing Company (1915-1955)

MTCO Development Co. (present)

Marseilles Land & Water Company presently has the site under option and plans to purchase it this year.

4. Builder, contractor, suppliers:

Marseilles Hydro Plant

Unknown

North Head Race, South Head Race, Tail Race

M. Lassig – bridge over the North Head Race

Stevens Brothers and Miller-Hutchinson Company – head gates (1932-1933)

Other Contractors – Unknown

Boyce Paper Mill and Hydroelectric Plant

Expanded Metal Fireproofing Co., contractor for expanded metal concrete floors and roofs

Other Contractors – Unknown

5. Original plans and construction:

Marseilles Hydro Plant

Original plans and construction drawings have not been identified; however the building's original construction and changes over time have been well documented through HAER documentation and in the National Register Nomination for the building.⁴ The Marseilles Hydro Plant is also documented on Sanborn Fire Insurance Maps from 1913, 1929 and 1946.

North Head Race, South Head Race, Tail Race

Original plans and construction drawings have not been identified, however the historic layout of the raceways and changes over time have been traced through written

⁴ HAER, Illinois Power Company, Marseilles Hydro-Electric Plant, (HAER No. IL-93); and NRHP, Marseilles Hydro Plant, (National Register #89000343).

descriptions as well as Sanborn Fire Insurance Maps from 1889, 1892, 1898, 1907, 1913, 1929 and 1946.

The existing water races were built at the location of a natural slough. As described in *The Story of Marseilles* “the water of the river entered a slough at or near where the present head-gates are situated, forming a pond of the fore-bay just as now, and leaving an island, for the river in high water would overrun and go back to the main channel near the present tail-race.”⁵

The head races were first excavated ca. 1867 and formed a large, arched pond to the east of Main Street and separate channels to the west. Further improvements ca. 1903 consisted of widening the North Head Race west of Main Street and installing concrete retaining walls. Concrete head gates were also built at this time. New head gates composed of concrete dam structures with Tainter gates, were built in 1932-1933 as part of the Illinois Waterway.

Boyce Paper Mill and Hydroelectric Plant

Original drawings have not been located; however the original buildings and site are documented on Sanborn Fire Insurance Maps. This site was occupied by a wood pulp mill and an electric light plant as early as 1892, and by 1898, these two separate buildings were combined to create a single long building, bridging two water races and owned by the Marseilles Land & Water Power Co. In 1902, Boyce expanded the existing construction at this site with construction of a paper mill. As documented on a Sanborn Fire Insurance map from 1907, Boyce’s mill and plant site included a flume and a water race that were both fed by the North Head Race. Each the flume and race were covered with a concrete platform and were separated by a concrete platform with cellar below. Bridging the flume and race was a long, one-story structure that measured approximately 200’ by 40’. This structure contained six turbines at the water race and another six turbines at the flume. Four pulp grinders were also located adjacent to each set of turbines. At the west end of the structure was a 30’ by 40’ space designated for wood sawing. A generator room measuring approximately 50’ by 50’ was located at the east end, above the flume.

The paper mill portion of the plant extended to the east, with a two-story structure measuring approximately 65’ by 85’ and a larger one-story structure measuring approximately 150’ by 180’. The two-story structure contained stock vats and beaters for preparing pulp and storage while the adjacent one-story structure contained a drying room and a shipping room.

A railroad siding entered the site from the west, passed north of the pulp mill, and terminated at the shipping room of the paper mill. Wood was piled along this siding on the undeveloped land to the west.

6. Alterations and additions:

Marseilles Hydro Plant

The building remains largely as historically constructed, with the exception of only minor alterations.

⁵ Marseilles Bicentennial Commission, *The Story of Marseilles*, (Marseilles, IL, 1976), 6.

North Head Race, South Head Race, Tail Race

The north wall of the North Head Race was altered ca. 1930 by the Marseilles Land & Water Company for work on the adjacent Commercial Street, which runs parallel to the race. Portions of the concrete retaining wall were also repaired in the 1980s. The raceways were dewatered in 2000.

Boyce Paper Mill and Hydroelectric Plant

After the site was sold to the General Roofing Manufacturing Company in 1908, the original paper and pulp mill were significantly expanded with various one-story factory and warehouse additions built on to the east side of the original plant. These changes are documented on Sanborn Fire Insurance Maps from 1913, 1929 and 1946.

The site has been unoccupied for an extended period of time. Presently, all that remains at the site are: foundations of the original pulp mill and hydroelectric plant, including concrete platforms at the covered flume and race; and sediment tanks and other foundation remnants from later additions.

B. Historical Context

Settlement and Industrial Development of Marseilles, Illinois

Marseilles is located in LaSalle County, Illinois, within the townships of Rutland and Manlius. The city is located within the northern part of the state, approximately 90 miles southwest of Chicago. Sited on the north bank of the Illinois River, Marseilles is at the head of the river's only rapids, known as the "Grand Rapids." This site was historically the only location of natural water power along the Illinois River and was recognized early for the potential of generating power for industry.

The first, recorded, permanent settlers of Marseilles arrived in the late 1820s and early 1830s. Among these was a man named Ephraim Sprague who, with the help of William W. Richey, built a dam at the location of the present head races. At this site, water from the river entered a natural slough and formed a pond. An island that would flood during high water was left between the pond and the river.⁶ Sprague also built a saw mill at this location and his dam included a wing-dam that extended into the river to divert water into the slough.⁷

Early development of Marseilles was greatly impacted by the construction of the Illinois & Michigan Canal. Begun in 1836 and completed in 1848, construction and opening of the canal was an impetus of growth for Marseilles, as it was to many towns along its route. By providing a new route of transportation for both goods and passengers, the canal brought new industry and stimulated existing businesses. It also brought new residents as contractors working on the canal made Marseilles their permanent home.

The first plat of Marseilles was recorded in 1835, by Lovell Kimball of Watertown, New York.⁸ Laid out along the north bank of the river, Lovell named the settlement Marseilles, after the city in France, as he intended to develop the town into an important center of

⁶ Marseilles, *Story of Marseilles*, 6.

⁷ *History of Marseilles, Ills.* (ca. 1896 pamphlet), 7.

⁸ Marseilles, *Story of Marseilles*, 12.

industry. Kimball set up a ferry across the river and also erected a dam and saw mill. His new dam crossed the entire river, just west of Sprague's dam across the slough, and he effectively flooded Sprague's interest.⁹

In 1841, an impressive, 5-story grist mill was completed at the north end of the dam that spanned the river. Containing eight run of 52-inch stones (a "run" meaning a pair of working millstones) and nine water wheels, the mill is alleged to have been the largest in the country at that time.¹⁰ The mill however had only been in operation for nine months when it burned to the ground in 1842. Around the same time, the dam across the river was washed away.¹¹ Following these disasters, the water power at this site was hardly put to use until 1867.

Marseilles Land and Water Power Company and Further Industrial Development of Marseilles

The Marseilles Land and Water Power Company was formed in 1866 by Roderic Clark in association with Isaac Underhill and O.W. Young of Peoria.¹² The company was granted rights by the Illinois State Legislature in 1867 to build a dam across the Illinois River at Marseilles. The dam was completed that same year and other improvements included excavation of the head races and installation of machinery to provide power to adjacent industries.¹³ The first water power generated through the dam and raceways was leased to the Brown & Norton Paper Company and the William Rickard & Company Oat Meal Mill simultaneously in November of 1867.¹⁴

Roderic Clark convinced various manufacturers to locate in Marseilles and by 1888 this area was home to numerous manufacturers, paper mills, grain mills and other businesses that took advantage of the improved water races. Among these was the Marseilles Manufacturing Company. Founded in 1867 by Augustus Adams and his three sons, the company manufactured farm implements that were sold nationwide and beyond to Mexico and South America.¹⁵ The company is recognized as the first large industry in Marseilles and was estimated to employ 100 people in 1888.¹⁶ Its patents and equipment were later sold to the John Deere Company in 1912.¹⁷ Also of note is the Pitts Manufacturing Company, which manufactured threshing machines and other farm implements. Founded in Chicago in 1851, the company moved to Marseilles after its factories were destroyed in the Great Chicago Fire of 1871. By 1888, the company occupied 8 acres of land and employed an estimated 50 to 75 workers.¹⁸

Early attempts at harnessing the water power of the Illinois River were met with mixed success. The river proved to be unreliable as a power source because its water level would

⁹ Marseilles, *Story of Marseilles*, 11.

¹⁰ Marseilles, *Story of Marseilles*, 92.

¹¹ "Raised in the Valley: Marseilles and Her Advantages as a M'F'G Center," *Ottawa Free Trader*, (18 February 1888).

¹² Marseilles, *Story of Marseilles*, 76.

¹³ Marseilles, *Story of Marseilles*, 76.

¹⁴ *History of Marseilles, Ill.*, 13.

¹⁵ "Raised in the Valley."

¹⁶ Marseilles, *Story of Marseilles*, 12; and "Raised in the Valley."

¹⁷ Marseilles, *Story of Marseilles*, 12.

¹⁸ "Raised in the Valley."

fluctuate widely throughout the year. It would freeze in the winter and during the summer dry season it would dry up to a rivulet at the rapids. This changed, however, with the permanent reversal of the Chicago River in 1900. With completion of the Chicago Sanitary and Ship Canal, the water of Lake Michigan flowed into the Chicago River and down the new canal, which emptied into the Illinois River. As a result, the water flow of the Illinois River became more uniform and thus more reliable as a source for power generation.

After a series of various owners, receivership and assignment, the Marseilles Land and Water Power Company was acquired by William D. Boyce in 1903. At the time, thousands of horsepower was estimated to be going to waste because the existing dam and raceways were inadequate and the property was mired in litigation.¹⁹ Boyce quickly had a new concrete dam constructed across the river and also had the existing water races improved.²⁰ In 1906, a new concrete wall was completed at the south wall of the North Head Race, extending from an existing wall at the Main Street bridge, west to an existing wall at Boyce's mill property.²¹ Boyce completed extensive improvements to the north headrace between 1904 and 1906, despite a long court battle, which included an injunction to stop his work. By 1909, an estimated 8,000 horsepower was reportedly utilized by a number of industries, including four large paper mills, an agricultural works, publishing houses, and various other businesses. The city's success as a manufacturing center was attributed to both the influx of water from Lake Michigan through the Sanitary and Ship Canal as well as the improvements made by W.D. Boyce.²²

After Boyce's death in 1929, the Marseilles Land and Water Power Company continued to be held by his estate. Over time, the raceways have supplied water to various industries and utilities located along their banks. Most recently, the South Head Race served the Nabisco carton factory, formerly the National Biscuit Company. Located just west of Main Street, the present eight-story building was constructed in 1921 and was, at the time, the largest industrial building in Illinois, outside of Chicago.²³ The building is presently vacant. The North Head Race served the Marseilles Hydro Plant, and the adjacent Boyce Paper Mill and Hydroelectric Plant. The Boyce Mill site was purchased by the General Roofing Manufacturing Company in 1908, and in 1915, General Roofing was purchased by Certain-tyed Roofing Company. Certain-tyed left Marseilles in 1955.²⁴

W.D. Boyce Paper Mills Company

The W.D. Boyce Paper Mills Company was established in 1900 by Chicago publisher, William Dickson Boyce. An important figure in the publishing industry, Boyce founded the W.D. Boyce Publishing Company in the late 19th century. A humanitarian, W.D. Boyce is also recognized as the founder of the Boy Scouts of America, incorporated in 1910, and founder of the Lone Scouts of America in 1915.²⁵ The latter organization was formed to

¹⁹ "Bright Future for Marseilles," Marseilles Land & Water Company archives: clipping from unidentified paper, (19 June 1909).

²⁰ "Bright Future for Marseilles."

²¹ "Water Will Be Out of the North Raceway at Marseilles for the Next Six Weeks," *The Ottawa Free Trader*, (25 May 1906), 5.

²² "Bright Future for Marseilles."

²³ Marseilles, *Story of Marseilles*, 19.

²⁴ Marseilles, *Story of Marseilles*, 19.

²⁵ NRHP, Boyce Building, (National Register #96000080), Sect. 8, page 11.

reach out to rural and small town boys who were unable to join Boy Scout troops, and was later merged with the Boy Scouts in 1924.²⁶

Located in downtown Chicago, the W.D. Boyce Publishing Company published various newspapers and magazines throughout its history. At its peak, the company sold over 1,500,000 publications per week to readers in every state of the U.S., every province of Canada, the territories of Alaska and Hawaii and the islands of Cuba, Puerto Rico and the Philippines.²⁷ By the early 1900s, the company's success allowed for construction of a new building in downtown Chicago. Designed by D.H. Burnham and Company in 1911, this building was built in stages between 1912 and 1923. It housed the company's printing plant and business offices, with leased office space above after the upper floors were completed.²⁸ Boyce also maintained a penthouse apartment in the new building to use when he was in town on business. Chicago had been his primary residence, until 1903 when he purchased a country estate in Ottawa, Illinois, approximately eight miles west of Marseilles.

The foundation of Boyce's publishing "empire" was the *Saturday Blade* and the *Chicago Ledger*.²⁹ First published by Boyce in 1887, the *Saturday Blade* was an expansion on the "ready-print" concept, where pre-printed news pages were sold to small town newspapers. Boyce had previously established a "ready print" service in 1885, in partnership with Chicago printer R.R. Donnelley. However, rather than just sell content to small town papers, the *Saturday Blade* was a weekly newspaper sold directly to small town and rural readers. The papers were sold nationwide, through a network of local news agents organized by Boyce.³⁰ His success allowed him to purchase the *Chicago Ledger* in 1891. The *Chicago Ledger*, begun in 1872, was a weekly periodical intended for Sunday reading by families and was the most successful of this type of publication at the time.³¹

Boyce's interest in operating a paper mill was presumably to supplement his burgeoning publishing business in Chicago. He first acquired property in Marseilles for the purpose of producing paper in 1900 and in June of that year the W.D. Boyce Paper Mills Company was organized.³² His first paper mill was located at the south bank of the Tail Race, with a pulp mill on the north bank. After the paper mill was severely damaged by fire in 1901, Boyce abandoned that site and expanded his existing pulp mill on the north bank of the Tail Race. This second site, at the north bank of the Tail Race, is the location of the Boyce Paper Mill that is the subject of this documentation.

Boyce purchased his first mill site in April of 1900 from the American Strawboard Company.³³ Built in the 1880s and 1890s, the existing mill at this site was an impressive structure that was locally referred to as "The New Jerusalem."³⁴ The mill had previously been owned by Ferdinand Schumacher and operated as the Illinois River Paper Company

²⁶ NRHP, Boyce Building, (National Register #96000080), Sect. 8, pages 11 and 28.

²⁷ NRHP, Boyce Building, (National Register #96000080), Sect. 8, page 30.

²⁸ NRHP, Boyce Building, (National Register #96000080), Sect. 7, page 7.

²⁹ NRHP, Boyce Building, (National Register #96000080), Sect. 8, page 18.

³⁰ NRHP, Boyce Building, (National Register #96000080), Sect. 8, page 14.

³¹ NRHP, Boyce Building, (National Register #96000080), Sect. 8 page 15.

³² "Chicago Paper Men Visit the Boyce Mills," *The Paper Mill and Wood Pulp News* 23, no. 51, (22 December 1900), 18.

³³ "New Corporations," *The Paper Mill and Wood Pulp News* 23, no. 52, (29 December 1900), 4.

³⁴ *History of Marseilles, Ill.*, 13

Mill.³⁵ Boyce quickly improved and expanded the existing mill and also had a new pulp mill constructed. These improvements were designed by C.B. Pride, a prolific paper mill architect from Appleton, Wisconsin. The improved mill was started up in September of 1900 and was powered using water from the South Head Race, leased from the Marseilles Land and Water Power Company.³⁶ After the additions and installation of new equipment, the mill was reported to cover 5 acres of land and had a capacity of 50 tons of paper per day.³⁷ Wood for the mill was cut on Lake Superior and rafted through the lakes to Chicago, where it was loaded onto canal boats and transported via the Illinois & Michigan Canal. While the canal was largely abandoned by this time, boats still carried corn and other produce from central Illinois to Chicago.³⁸ Apparently satisfied with his new business venture, Boyce reportedly hosted 1,200 guests from Chicago, in December of 1900, for a tour of his new mill operation.³⁹ At this time, Marseilles had a population of approximately 3,000.

In the spring of 1901, Boyce's paper mill was significantly damaged by fire and by 1902 plans were underway for construction of a new paper mill at the opposite, north bank of the Tail Race, where his pulp mill already stood.⁴⁰ The site of Boyce's damaged mill was acquired by Howe & Davidson, a paper box manufacturer of both Chicago and New York. Boyce's existing pulp mill was described to have been in two sections. The west part, being 92' by 78', was to be raised to two stories and a 200' by 80' addition was to be built on to the west end. The mill would be equipped with two machines, one for print and the other for book paper.⁴¹ The precise completion date of the improved mill could not be identified; however in November of 1902, the paper mill was reported to be nearing completion while "considerable" work remained at the pulp mill.⁴² The facilities of the W.D. Boyce Paper Mills Company are described in *The Story of Marseilles* as "the dominant industry of the town for several years."⁴³

In March of 1908, the name of the W.D. Boyce Paper Mills Company was changed to the Consumers' Box Board Company.⁴⁴ Just a few months later, in June, the mill was reportedly closed and in October of 1908 Boyce sold his mill to the General Roofing Manufacturing Company of East St. Louis.⁴⁵ The sale included the paper mills, pulp mill and storehouses. The General Roofing Manufacturing Company was reported to be among the largest manufacturers of roofing papers in the world and to accommodate their operations they expanded the former Boyce mill at Marseilles.⁴⁶

³⁵ "New Corporations," 4.

³⁶ *The Paper Mill and Wood Pulp News*, 29 September 1900, page 14

³⁷ "Chicago Paper Men Visit the Boyce Mills," 18.

³⁸ "Cheap Pulp Wood Freight." *The Paper Mill and Wood Pulp News* 23, no.32, (11 August 1900), 3.

³⁹ "Chicago Paper Men Visit the Boyce Mills," 18.

⁴⁰ "Boyce Has Sold His Mill and Will Build Another," *The Paper Mill and Wood Pulp News* 15, no. 1, (4 January 1902), 10.

⁴¹ "Boyce Has Sold His Mill and Will Build Another," 10.

⁴² "Notes from the Mills," *Paper Mill and Wood Pulp News* 15, no. 46, (22 November 1902), 19.

⁴³ *The Story of Marseilles*, 77-78.

⁴⁴ "Boyce Mills Change Name," *The Paper Box Maker and American Bookbinder* 16, no. 5, (March 1908), 6.

⁴⁵ "Boyce Mills Sold," *The Paper Box Maker and American Bookbinder* 16, no. 12, (October 1908), 20; and "The Boyce Mill," *The Paper Box Maker and American Bookbinder* 16, no. 8, (June 1908), 18.

⁴⁶ "Boyce Mills Sold," 20.

Boyce Hydroelectric Plant

In addition to his paper and pulp mill, Boyce also operated a hydroelectric plant from this site. After selling his mill property, Boyce maintained control of the Marseilles Land and Water Power Company and in 1909, he was reportedly constructing a power line along the old canal tow path from Joliet to LaSalle.⁴⁷ By mid-1909 the power line was completed between Morris and Ottawa and electricity was supplied by a hydroelectric plant at Marseilles.

An archaeological investigation prepared for the Boyce Paper Mill and Hydroelectric Plant site in 2009 indicates that Boyce had a hydroelectric plant built in 1907.⁴⁸ This plant was either an improvement of his existing plant at the site of the Boyce Paper Mill, or this was a new plant built on an adjacent site, where the Marseilles Hydro Plant now stands. Evidence of the latter is suggested by an article in the *Electric Railway Journal* from 1910, indicating that the McKinley interests, which controlled the Illinois Traction System, had purchased a property from the Marseilles Water & Light Company and the Marseilles Land & Water Company. That site reportedly included a hydroelectric plant with capacity of 3,000 horsepower and transmission lines that extended from Marseilles to Ottawa.⁴⁹

The Marseilles Hydro Plant and the Illinois Traction System

The site of the Marseilles Hydro Plant was acquired from W.D. Boyce in 1910. Completed in 1911, the Marseilles Hydro Plant was built by the Northern Illinois Light and Traction Company to provide power for an electric, interurban rail line servicing towns in the Illinois River Valley. This interurban line followed the Illinois & Michigan canal for much of its route and is significant for its role in revitalizing the old canal towns along its route. Construction of the railway began in 1902-1903, initially extending from Ladd, south to Spring Valley and then east to LaSalle-Peru, Utica, Ottawa and Marseilles. The line was completed to Marseilles ca. 1905.⁵⁰ In 1911, the line was extended from Marseilles to Joliet, via Seneca, Morris and Minook.⁵¹

The Marseilles Hydro Plant was built to replace the steam plant in LaSalle that had previously powered the railway. The property for the Marseilles plant was acquired from W.D. Boyce in June of 1910.⁵² The existing plant may be an expansion of the Boyce Hydroelectric Plant that likely stood at this site. The Marseilles Hydro Plant generated power using the water of the North Head Race, leased from the Marseilles Land and Water Power Company.

In addition to powering the interurban line, the Marseilles Hydro Plant also generated power for city lighting.⁵³ The Hydro Plant was managed by the Illinois Power & Light Company,

⁴⁷ "Bright Future for Marseilles."

⁴⁸ Archaeological Research, Incorporated. "Results of a Phase I Archaeological Investigation of the Marseilles Lock & Dam Project, LaSalle County, Illinois." Prepared for the Marseilles Land & Water Company, Las Vegas, Nevada, October 2009.

⁴⁹ "Illinois Traction System, Champaign, Ill." *Electric Railway Journal* 35, no. 25, (18 June 1910), 1076.

⁵⁰ HAER, Illinois Power Company, Marseilles Hydro-Electric Plant, (HAER No. IL-93), 2.

⁵¹ HAER, Illinois Power Company, Marseilles Hydro-Electric Plant, (HAER No. IL-93) 2.

⁵² NRHP, Marseilles Hydro Plant, (National Register #89000343), Sect. 8.

⁵³ HAER, Illinois Power Company, Marseilles Hydro-Electric Plant, (HAER No. IL-93) 2.

and after interurban railway service ended in 1934, the plant continued to provide electricity to the city of Marseilles.⁵⁴ The Marseilles Hydro Plant was decommissioned in 1988.

The Illinois Waterway

Between 1929 and 1933, a new dam was constructed across the Illinois River at Marseilles. Designed and built by the U.S. Army Corps of Engineers, this new, taller dam was built to replace the existing dam, built by W.D. Boyce in 1904. In conjunction with the main dam across the river, new head gates were also designed and built at the North and South Head Races in 1932-1933.⁵⁵ Prior to building the new dam and head gates, the U.S. Army Corps of Engineers acquired the existing dam and head gates from the Marseilles Land and Water Power Company. While the Army Corps would own the new dam and head gates, the Marseilles Land and Water Power Company would be responsible for operation of the head gates.

The new dam was built as part of the Illinois Waterway Plan, which provided improved navigation between Lake Michigan and the Mississippi River, allowing waterway access to commercial barges and towboats.⁵⁶ The waterway project was proposed as early as 1905 and work was initially begun by the State of Illinois in 1921; however authority over the entire waterway was transferred to the federal government in 1930.⁵⁷ In addition to the new dam, work at Marseilles also included a 2.5 mile navigation channel and new lock at the south bank of the river to divert water traffic around the rapids here.

PART II ARCHITECTURAL INFORMATION

A. General Statement:

The documented site is located on the north bank of the Illinois River and consists of multiple adjacent properties and water races that extend across 10 acres. These properties consist of: 1) the Marseilles Hydro Plant; 2) the North Head Race, South Head Race and Tail Race; and 3) the Boyce Paper Mill and Hydroelectric Plant. The sites are presently unused and the raceways have been dewatered. While the Marseilles Hydro Plant remains intact, it is presently vacant. To the east, at the property of the former Boyce Paper Mill and Hydroelectric Plant, only foundations remain. Overall, the site is largely overgrown with brush and small trees. Tall grasses have overtaken portions of the water races.

B. Site:

1. General setting and orientation:

The site is located at the north bank of the Illinois River, immediately south of downtown Marseilles, and is bisected by Main Street, which crosses the river via a tall bridge. The Marseilles Dam is located just east of this bridge. The North Head Race creates a large arc at the north edge of the properties. Water enters the North Head Race from the Illinois River east of the Marseilles Dam. The North Head Race terminates at the

⁵⁴ HAER, Illinois Power Company, Marseilles Hydro-Electric Plant, (HAER No. IL-93) 2.

⁵⁵ HAER, Illinois Waterway, Marseilles Lock and Dam, (HAER IL-164-E), 2.

⁵⁶ HAER, Illinois Waterway, Marseilles Lock and Dam, (HAER IL-164-E), 1; and NRHP, Marseilles Lock and Dam Historic District, (National Register #04000165), Sect. 8, page 5.

⁵⁷ HAER, Illinois Waterway, Marseilles Lock and Dam, (HAER IL-164-E), 4.

Marseilles Hydro Plant, where water historically was diverted through the plant to generate power. Water was then discharged back into the Illinois River. The South Head Race and Tail Race together create a parallel arc. Water also enters the South Head Race from the Illinois River east of the Marseilles Dam and this race terminates at the former Nabisco Building just west of Main Street. Water diverted into the former Nabisco Plant was then discharged into the Tail Race to the west, which emptied into the Illinois River.

The site of the Boyce Paper Mill is located along the Illinois River, between the North Head Race and the Tail Race. Historically, water was diverted from the North Head Race to operate the mill. This water was then discharged into the Illinois River.

Remains of a rail line extend from the west end of the site, along the north side of the Marseilles Hydro Plant and to the south of the foundation remains of the Boyce Paper Mill.

C. Description of Exterior: Marseilles Hydro Plant

1. Over-all dimensions:

The building is one-story tall with an exposed foundation at the south, river facade. The building is rectangular in plan, with a central extension at the north, inland side. This central extension contained the switchboard and transformer room. The main rectangular section of the building measures approximately 230' long by 40' wide and the central extension is approximately 77' by 39'. The building is 26' tall.

A low, one-story rectangular section extends from the east facade of the building and measures approximately 10' by 20'. The roof of this extension is lower than the roof of the main building.

2. Foundations:

Foundations are of reinforced concrete and include an intake flume that conducted water into the plant from the forebay created at this end of the North Head Race. Since the water of the North Head Race and forebay has been drained, this flume is exposed at the north side of the building. At the south facade, which faces the Illinois River, the tall concrete foundation wall is also exposed and is slightly sloped.

3. Walls:

The main walls of the building are of a beige-pink colored brick, with a wide band of dark brown brick at the base. This dark brown brick is also used for a narrow belt course near the top of the walls.

4. Structural system, framing:

Above the reinforced concrete foundation, the structure of the main building is composed of riveted steel columns supporting steel roof trusses.

5. Openings:

a. Doorways and doors:

Limited door openings are located at the north facade. These contain wood paneled doors and consist of one single door and one double door.

b. Windows:

The north and south facades are lined with evenly spaced window openings, each containing a pair of triple-hung, wood windows with divided lights. The windows have concrete lintels.

c. Other:

At the north facade of the switchboard and transformer room, four sets of power cable ports are located near the top of the wall. Each grouping has three ports containing ceramic insulators.

6. Roof:

a. Shape, covering:

The building is covered with a hipped roof that is clad in red clay tile.

b. Cornice, eaves:

The roof overhangs the walls and simple wood rafters are exposed at the eaves.

7. Decorative features:

The building is Classical Revival in style; however it was also designed to be utilitarian in use. Decorative features are limited to a wide band of darker brickwork at the base and a belt course of the same darker brick near the eaves. The belt course curves around the circular ports at the north facade.

D. Description: North Head Race, South Head Race and Tail Race

The North Head Race and South Head Race open from the Illinois River and are located northeast of the main dam that crosses the river. These raceways are separated by a berm and each has a head gate at its mouth to control the inflow of water from the river. The active head gates were completed in 1933. An earlier set of head gates, marked with the date 1903, also remain.

The head gate at the North Head Race is a 144' long concrete dam composed of a fixed dam and a pier dam with two Tainter gates.⁵⁸ The head gate at the South Head Race is a concrete pier dam that is 76' long and has a single Tainter gate that measures approximately 17' high by 70' wide.⁵⁹ South of these head gates, built on top of the concrete head gates marked with the date 1903, is a causeway that provides access to the north end of the main dam that crosses the river.

The North Head Race is approximately 2,000' long and its width ranges from approximately 60' to 160' wide. The South Head Race is just over 1,000' long. Its width ranges from approximately 60' to 100' wide. The Tail Race is approximately 420' long and measures approximately 50' at its widest point.

⁵⁸ HAER, Illinois Waterway, Marseilles Lock and Dam, (HAER IL-164-E), 6.

⁵⁹ HAER, Illinois Waterway, Marseilles Lock and Dam, (HAER IL-164-E), 6.

The North and South Head Races have soil banks to the east of Main Street. This portion of the water races is largely overgrown with tall grasses. West of Main Street, the North Head Race is lined with concrete retaining walls. This channel widens at the north side of the Marseilles Hydro Plant creating a forebay that measures approximately 200' by 150' and is approximately 18' deep. A steel, pony-truss bridge crosses the North Head Race approximately midway between Main Street and the former Boyce Paper Mill to the west. A railroad track extends to this bridge at the south bank of the North Head Race. Portions of the South Head Race, near Main Street are also lined with concrete retaining walls. The Tail Race has a soil bank to the north and a stone retaining wall at the south bank.

E. Description: Boyce Paper Mill and Hydroelectric Plant

The site has been unoccupied for an extended period of time. Presently, all that remains at the site are foundations of the original pulp mill, generator building and sediment tanks and other foundation remnants from later additions by the roofing companies that occupied the site. The foundations of the original pulp mill and hydroelectric plant consist of concrete foundation walls with concrete platforms that cover a water race to the west and a flume to the east. These channels historically diverted water from the North Head Race to operate the mill and plant. The flume has arched openings at the North Head Race, and the platform above is supported by round, steel columns. The remaining foundations of the original mill and plant measure approximately 145' by 175'. The rest of the site is overgrown, and the area toward the river is cluttered with brick, concrete, steel and other debris from the buildings that once occupied the site.

PART III SOURCES OF INFORMATION

A. Original Architectural Drawings:

None located

B. Early Views:

Various historic views of the Marseilles manufacturing district along the river are held in the archives of the Marseilles Land & Water Company, Las Vegas, NV.

A view of the Marseilles Hydro Plant and former Boyce mill property from 1945 is accessible online through the Illinois & Michigan Canal Photo Collection, which is part of the Howard and Lois Adelman Regional History Collection at Lewis University, Romeoville, IL.
<http://www.lewisu.edu/imcanal/photoarchive/images.htm?id=406>

Views of the Marseilles Hydro Plant, and the adjacent Boyce Mill property were printed in an undated report prepared for Illinois Power and titled "Marseilles Hydroelectric Power Station: Generating Opportunities for the Future." These images are estimated to be from the early 1960s.

Selected early views have been reproduced for this documentation. See "Supplemental Material."

C. Interviews:

None

D. Bibliography:

1. Primary and unpublished sources:

“Boyce Has Sold His Mill and Will Build Another.” *The Paper Mill and Wood Pulp News* 15, no. 1, (4 January 1902), 10.

“The Boyce Mill.” *The Paper Box Maker and American Bookbinder* 16, no. 8, (June 1908), 18.

“Boyce Mills Change Name.” *The Paper Box Maker and American Bookbinder* 16, no. 5, (March 1908), 6.

“Boyce Mills Sold.” *The Paper Box Maker and American Bookbinder* 16, no. 12, (October 1908), 20.

“Boyce’s New Mill Running.” *The Paper Mill and Wood Pulp News* 23, no.43, (27 October 1900), 12.

“Bright Future for Marseilles.” Marseilles Land & Water Company archives: clipping from unidentified paper, 19 June 1909.

“Buys Marseilles Paper Mill.” *Chicago Daily Tribune*, 23 April 1900.

“Cheap Pulp Wood Freight.” *The Paper Mill and Wood Pulp News* 23, no.32, (11 August 1900), 3.

“Chicago Paper Men Visit the Boyce Mills.” *The Paper Mill and Wood Pulp News* 23, no. 51, (22 December 1900), 18.

“Death Closes Colorful Life of W.D. Boyce.” *Chicago Daily Tribune*, 12 June 1929.

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Historic American Engineering Record (HAER), Illinois Waterway, Marseilles Lock and Dam, Marseilles, LaSalle County, Illinois, HAER IL-164-E.

History of Marseilles, Ills. Undated (ca. 1896) pamphlet located in the archives of the Newberry Library.

“Hydroelectric Development at Marseilles, ILL.” *Electric Railway Journal* 43, no. 11, (14 March 1914), 586.

“Illinois Traction System, Champaign, Ill.” *Electric Railway Journal* 35, no. 25, (18 June 1910), 1076.

- Marseilles Land & Water Co. "Boyce Hydro – Marseilles Hydroelectric Project, Exhibit 4.3: Historic Marseilles Manufacturing District Map, Illinois River, Marseilles, Illinois," 20 May 2008.
- "Marseilles Mill Started." *The Paper Mill and Wood Pulp News* 23, no. 39, (29 September 1900), 14.
- National Register of Historic Places (NRHP), Boyce Building, Chicago, Cook County, Illinois, National Register #96000080.
- National Register of Historic Places (NRHP), Marseilles Hydro Plant, Marseilles, LaSalle County, Illinois, National Register #89000343.
- National Register of Historic Places (NRHP), Marseilles Lock and Dam Historic District, Lock and Dam 5, (Illinois Waterway Navigation System Facilities MPS), Marseilles, LaSalle County, Illinois, National Register #04000165.
- "Nearly Ready to Start Up." *The Paper Mill and Wood Pulp News* 23, no. 38, (22 September 1900), 10.
- "New Corporations." *The Paper Mill and Wood Pulp News* 23, no. 52, (29 December 1900), 4.
- "Notes from the Mills." *Paper Mill and Wood Pulp News* 15, no. 46, (22 November 1902), 19.
- Orbison & Orbison, Consulting Engineers "Map Showing Water Power at Marseilles, Illinois." 5 March 1932.
- "Raised in the Valley: Marseilles and Her Advantages as a M'F'G Center." *Ottawa Free Trader*, 18 February 1888.
- Sanborn Map Company. "Marseilles, Ill." Fire insurance maps: 1889, 1892, 1898, 1907, 1913, 1929, 1929 corrected to 1946.
- "Trouble for Boyce." *The Ottawa Free Trader* (13 May 1904), 3.
- United States of America, Federal Energy Regulatory Commission, Midwest Branch, Division of Hydropower Licensing, *Final Programmatic Agreement Among the Federal Energy Regulatory Commission, the Advisory Council on Historic Preservation and the Illinois State Historic Preservation Officer for Managing Historic Properties that may be Affected by Issuing an Original License to the Marseilles Land and Water Company for the Construction and Operation of the Marseilles Lock and Dam Hydropower Project in the city of Marseilles, LaSalle County, Illinois*. Project No. 13351-000, Illinois, 27 September 2011.
- United States of America, Federal Energy Regulatory Commission, *Order on Rehearing and Clarification: Marseilles Land and Water Company, Project No. 13351-002*, 137 FERC 61,120, issued 6 February 2012.

“Water Will Be Out of the North Raceway at Marseilles for the Next Six Weeks.” *The Ottawa Free Trader*, (25 May 1906), 5.

2. Secondary and published sources:

Archaeological Research, Incorporated. “Results of a Phase I Archaeological Investigation of the Marseilles Lock & Dam Project, LaSalle County, Illinois.” Prepared for the Marseilles Land & Water Company, Las Vegas, Nevada, October 2009.

The Book of Chicagoans: A Biographical Dictionary of Leading Living Men in the City of Chicago. Chicago: A.N. Marquis, 1905.

Illinois Power. “Marseilles Hydroelectric Power Station: Generating Opportunities for the Future.” Undated report providing recommendations for the future of the Marseilles Hydroelectric Power Plant.

Marseilles Bicentennial Commission. *The Story of Marseilles*. Marseilles, IL, 1976.

“Marseilles Power Suit Settled Out of Court.” *Engineering News-Record* 93, no. 8, (21 August 1924).

Whittier, Clarke B. *Cases on Common Law Pleading, Selected from Decisions of English and American Courts*. St. Paul: West Publishing Company, 1912.

E. Likely Sources Not Yet Investigated:

Howard and Lois Adelman Regional History Collection
Lewis University
Romeoville, IL

LaSalle County Historical Society & Museum
Utica, IL

F. Supplemental Material:

Selected historic illustrations, photographs and maps are appended. See Index to Supplemental Materials.

PART IV METHODOLOGY OF RESEARCH

A. Research Strategy

Adhering to IL HABS/HAER guidelines, document the subject properties through research of historic records, photographs and maps. Review material available at relevant archives and repositories. Use available research to document changes over time.

B. Actual Research Process

Reviewed documentation provided by the Marseilles Land & Water Company (client).

Contacted various archives and organizations to narrow down the best locations of information relevant to this project. Those contacted included: the Illinois Historic Preservation Agency, the Canal Corridor Association, a former staff member of the Illinois & Michigan Canal National Heritage Corridor Commission, and the Marseilles Public Library.

Gathered documentation already compiled for the Marseilles Hydro Plant and the Marseilles Lock and Dam, including National Register Nominations and HAER documentation.

Searched archives, local newspapers, relevant trade journals and Sanborn Fire Insurance maps to locate information about the physical history, ownership and development of the subject properties.

Conducted two site visits to photographically document the site and to take note of the existing site conditions and features.

Submitted 95% draft for review by Anne Haaker, Deputy State Historic Preservation Officer, Illinois Historic Preservation Agency (IHPA).

Prepared final HAER package per IHPA authorization letter dated November 19, 2013.

C. Archives and Repositories Used

Chicago Tribune Historical Archive

Google Books online archive (<http://books.google.com/>)

Illinois Historic Preservation Agency (IHPA), Springfield, IL

Lewis University, Romeoville, IL:

- "I&M Canal Photo Collection," online archives
(<http://www.lewisu.edu/imcanal/photoarchive/index.htm>)

Library of Congress online archives (<http://www.loc.gov/>):

- "Chronicling America: Historic American Newspapers"
- "American Memory: Built in America"

Marseilles Land & Water Company archives

The Newberry Library, Chicago, IL

Northwestern University Library, Evanston, IL

D. Research Staff

1. Primary Preparer:

Danielle Euer, Historic Preservation Specialist
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2. Photographer:

Leslie Schwartz
Leslie Schwartz Photography
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3. Delineator(s):

Ken Giordano
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Sarah Haas, Intern Architect
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Evanston, IL

PART V PROJECT INFORMATION STATEMENT

This IL HAER documentation project was undertaken to fulfill in part stipulations of the Programmatic Agreement (PA) among the Federal Energy Regulatory Commission, the Advisory Council on Historic Preservation and the Illinois State Historic Preservation Officer for managing historic properties that may be affected by issuing an original license to the Marseilles Land and Water Company for the construction and operation of the Marseilles Lock and Dam Hydropower Project in the city of Marseilles, LaSalle County, Illinois.

Preparation of this documentation was funded and assisted by the Marseilles Land and Water Company, San Diego, California and was undertaken by McGuire Igleski & Associates, Inc, Evanston, Illinois, under the direction of Anne McGuire, President. Photography was performed by Leslie Schwartz, Leslie Schwartz Photography, Chicago, Illinois.

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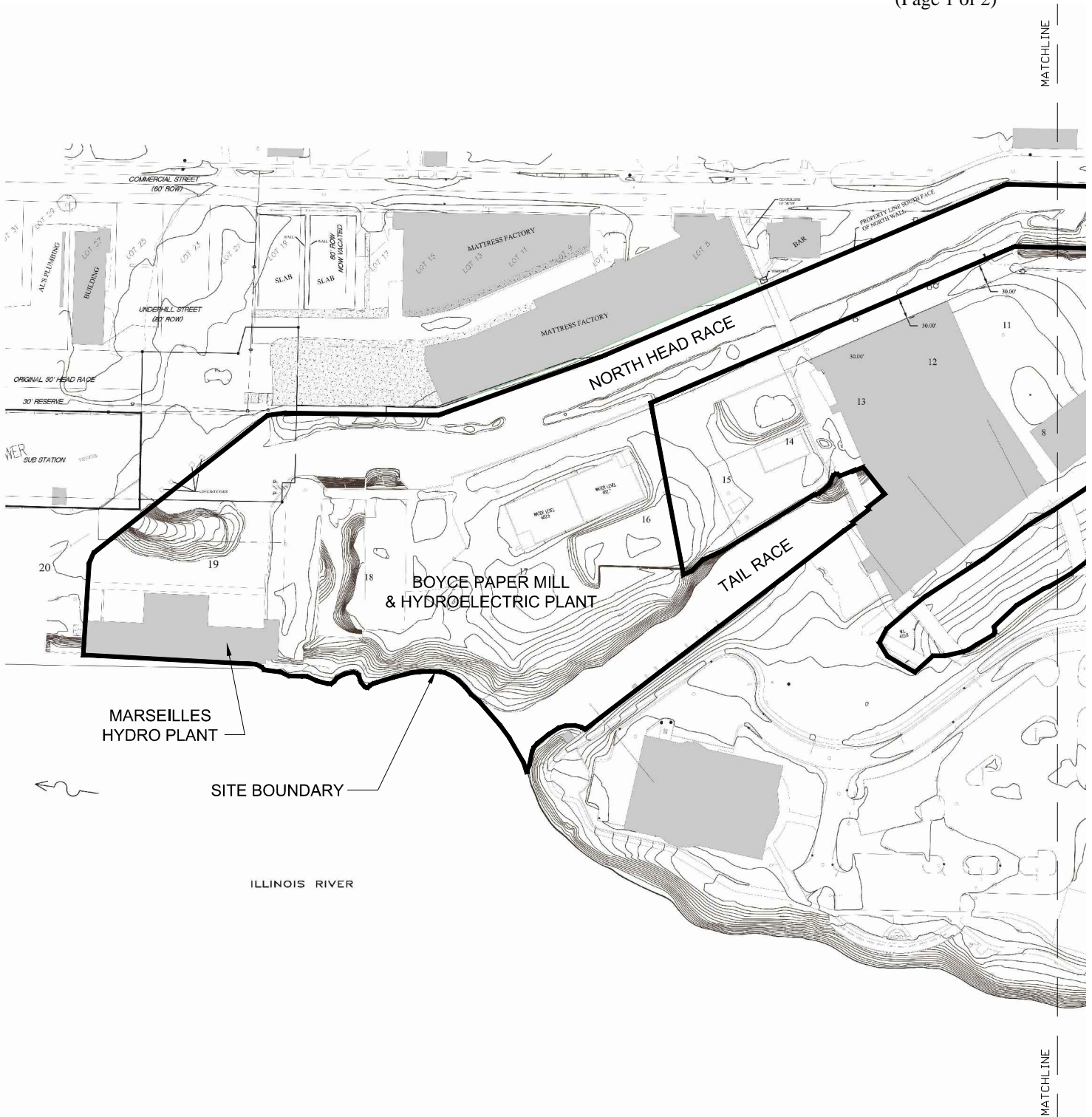
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Base drawing by Ken Giordano, Illinois Valley Surveying & Consultants, Inc.
Formatted for documentation by Sarah Haas, McGuire Iglesias & Associates, Inc.

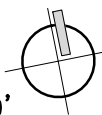
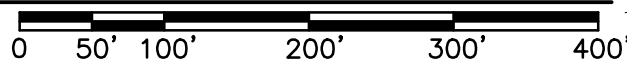
SITE PLANS

- Partial Site Plan – West
- Partial Site Plan – East

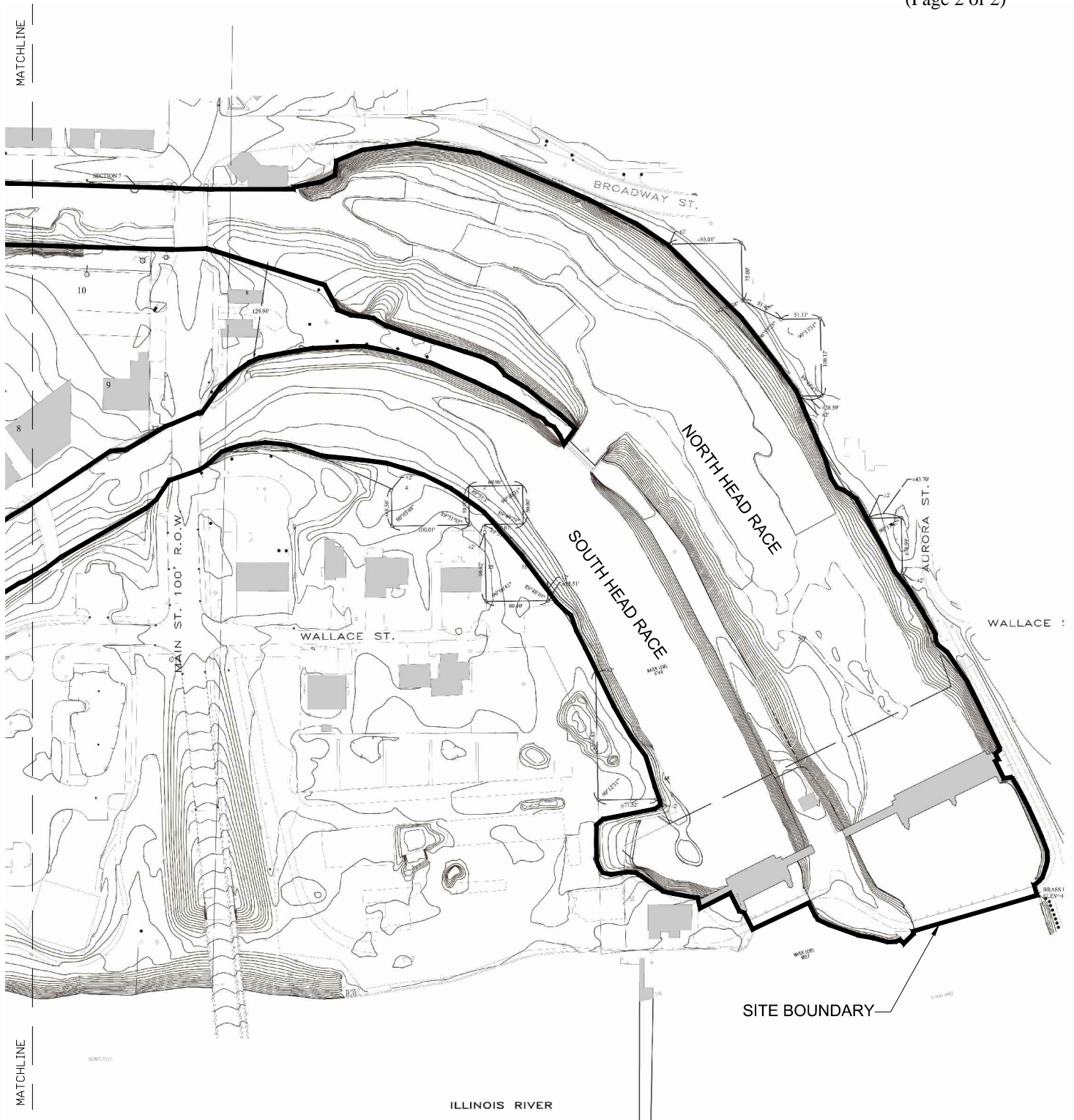
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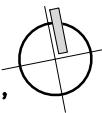
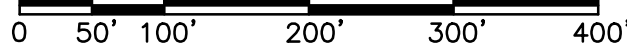
1 PARTIAL SITE PLAN – WEST



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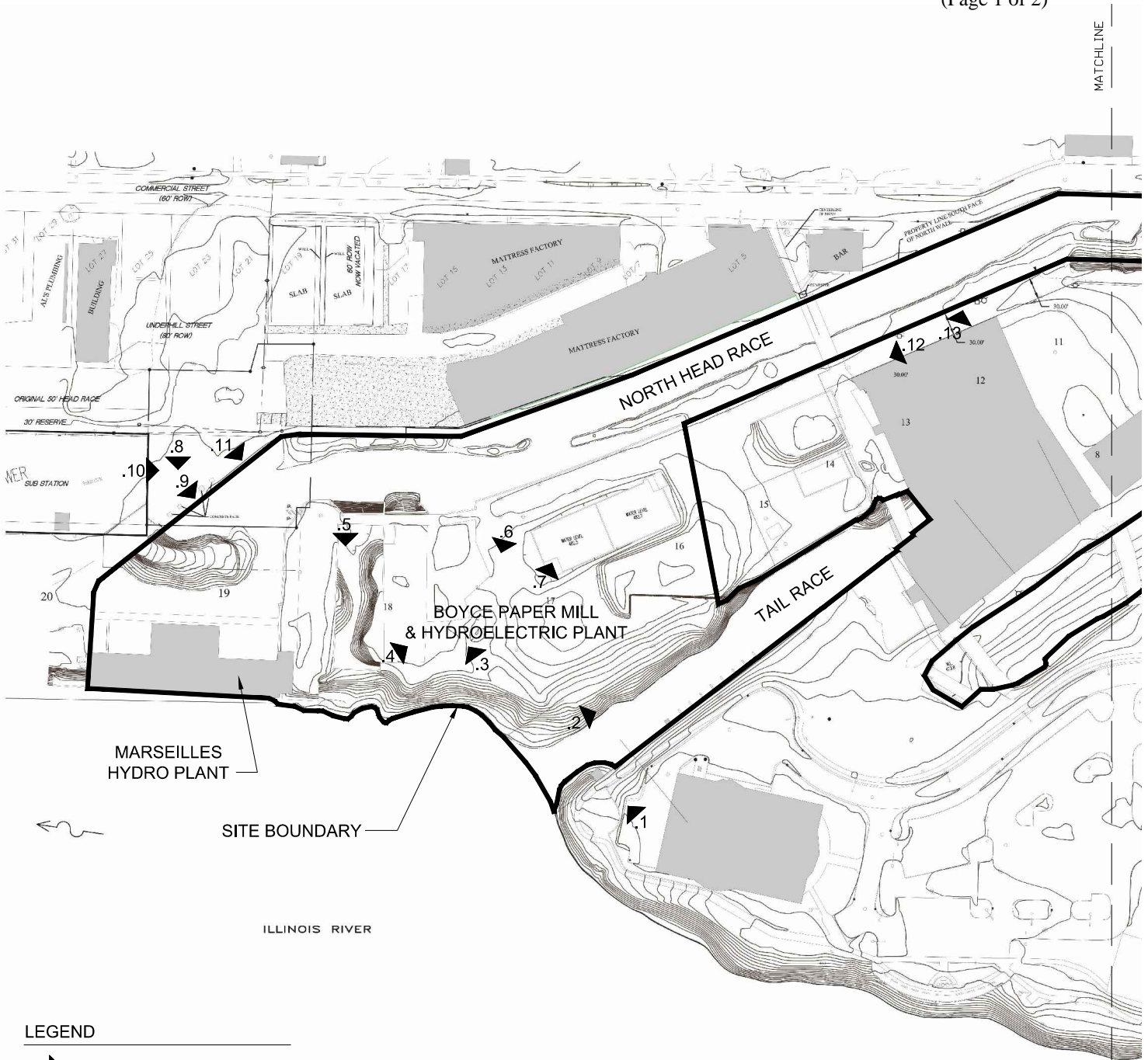
Leslie Schwartz, Photographer

May 2013

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|--------------------------|--|
| IL HAER No. LS-2013-1.1 | Marseilles Hydro Plant and Boyce Paper Mill Site:
view looking north from south bank of Tail Race |
| IL HAER No. LS-2013-1.2 | Tail Race: view looking northeast from north bank of
Tail Race |
| IL HAER No. LS-2013-1.3 | Boyce Paper Mill: foundation remnants |
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IL HAER No. LS-2013-1.13	North Head Race: view looking east, adjacent to Nabisco Building
IL HAER No. LS-2013-1.14	North Head Race: view looking east from Main Street
IL HAER No. LS-2013-1.15	South Head Race: view looking east from Main Street
IL HAER No. LS-2013-1.16	Head Gates: view looking west from bank of Illinois River with main dam in the background

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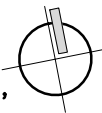


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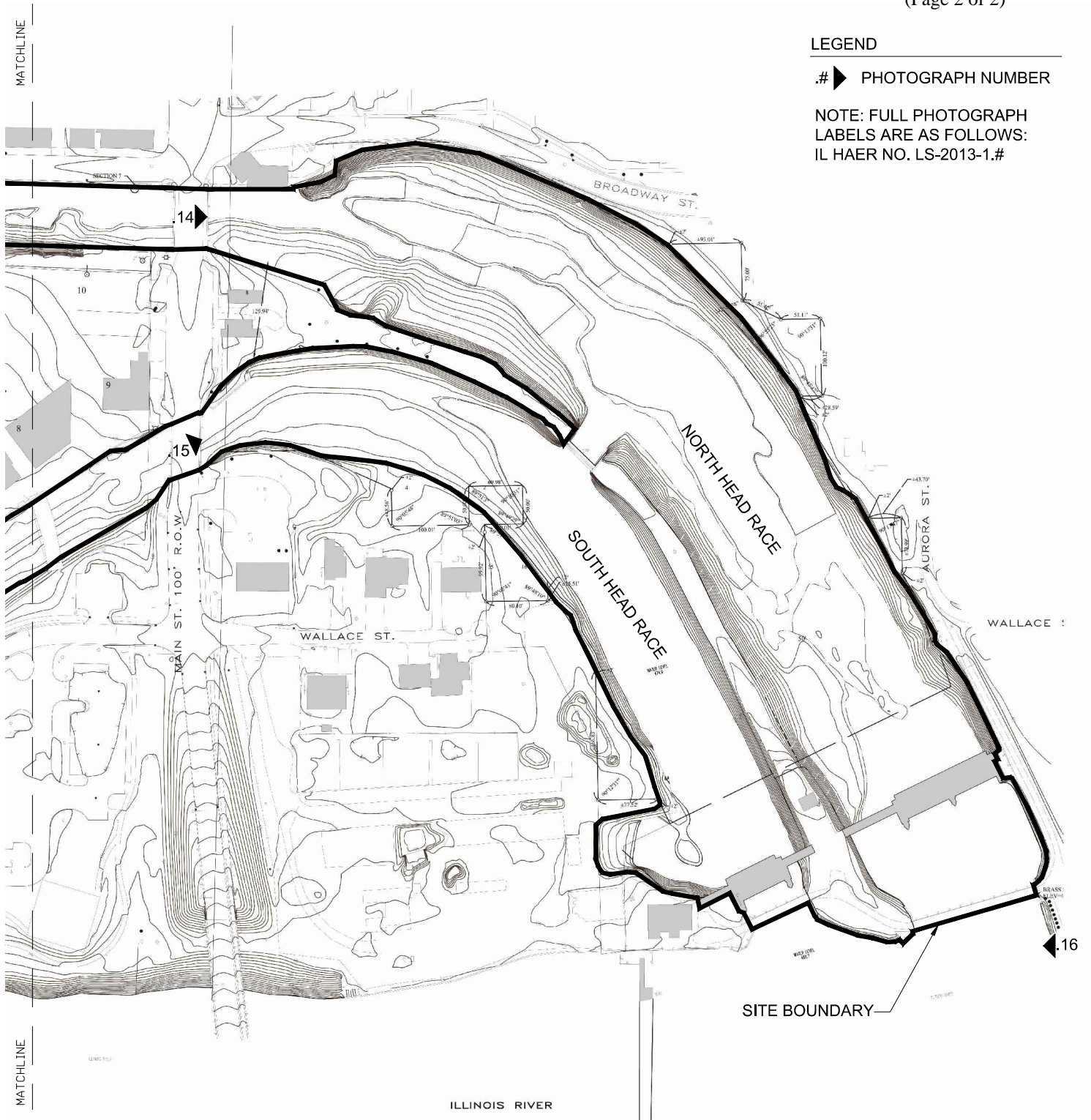


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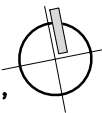
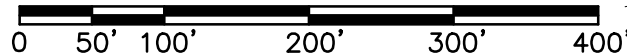
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1 PHOTO KEY: PARTIAL SITE PLAN – EAST



































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HISTORIC ILLUSTRATIONS AND PHOTOGRAPHS

- Figure 1. View of Marseilles' manufacturing district, looking southwest toward the Illinois River, ca. 1900. The four-story building at left side of photograph is the former Pitt's Manufacturing Company. The one-story building in the far background, on the river, appears to be the pulp mill and hydroelectric plant that existed by 1898 and was acquired and improved by W.D. Boyce ca.1900.
- Figure 2. View from south bank of North Head Race, looking west and showing excavation work at the North Head Race, ca.1904. Square tower in background is part of the former Pitt's Manufacturing Company building.
- Figure 3. View looking south toward the former Pitt's Manufacturing Company building, and showing construction work at the North Head Race, ca.1904
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- Figure 7. Illustration of mill owned by the W.D. Boyce Paper Mills Company. This is presumed to be the company's first mill, located opposite the documented site, on the south bank of the Tail Race.
- Figure 8. North Head Race: view looking east from the forebay of the Marseilles Hydro Plant, 1915
- Figure 9. Boyce Paper Mill Site (left) and Marseilles Hydro Plant (right): view looking south from the forebay of the Marseilles Hydro Plant, 1913

- Figure 10. Boyce Paper Mill Site: view looking southeast across forebay of the Marseilles Hydro Plant, 1915
- Figure 11. “Illinois Power Company Marseilles, IL.” Marseilles Hydro Plant and Boyce Paper Mill Site, view looking north from south bank of the Illinois River, 1945.
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- Figure 18. Sanborn Fire Insurance Map, Marseilles, 1889, Sheet 3, showing a portion of Marseilles’ manufacturing district at the Illinois River.
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- Figure 24. Sanborn Fire Insurance Map, Marseilles, 1898, Sheet 1, detail showing wood pulp mill (not in operation) and electric light plant.
- Figure 25. Sanborn Fire Insurance Map, Marseilles, 1907, Sheet 1, detail showing wood pulp mill with improvements by W.D. Boyce.
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Figure 27. Map of Manufacturing District, Marseilles, IL, 1904, revised 1910 and with notes from 2008

Figure 28. Map Showing Water Power at Marseilles Illinois, 1932

SITE VISIT PHOTOGRAPHS

Photographs taken by McGuire Iglesias & Associates, Inc. on 5/9/2013 (IMG_5003-5091) and 5/14/2013 (IMG_5107-5142)

- Photograph Key – 1 page
- Photographs – 10 pages



Figure 1.
View of Marseilles' manufacturing district, looking southwest toward the Illinois River, ca. 1900. The four-story building at left side of photograph is the former Pitt's Manufacturing Company. The one-story building in the far background, on the river, appears to be the pulp mill and hydroelectric plant that existed by 1898 and was acquired and improved by W.D. Boyce ca.1900.

From the archives of: Marseilles Land & Water Company



Figure 2.
View from south bank of North Head Race, looking west and showing excavation work at the North Head Race, ca.1904. Square tower in background is part of the former Pitt's Manufacturing Company building.

From the archives of: Marseilles Land & Water Company

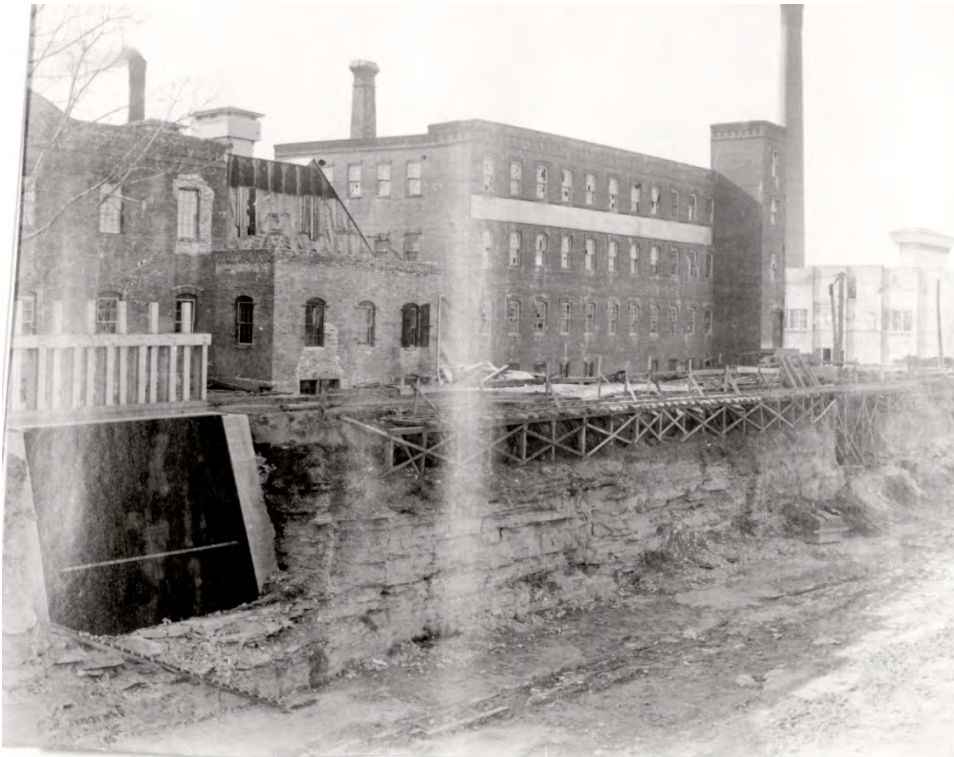


Figure 3.
View looking south toward the former Pitt's Manufacturing Company building, and showing construction work at the North Head Race, ca. 1904
From the archives of: Marseilles Land & Water Company



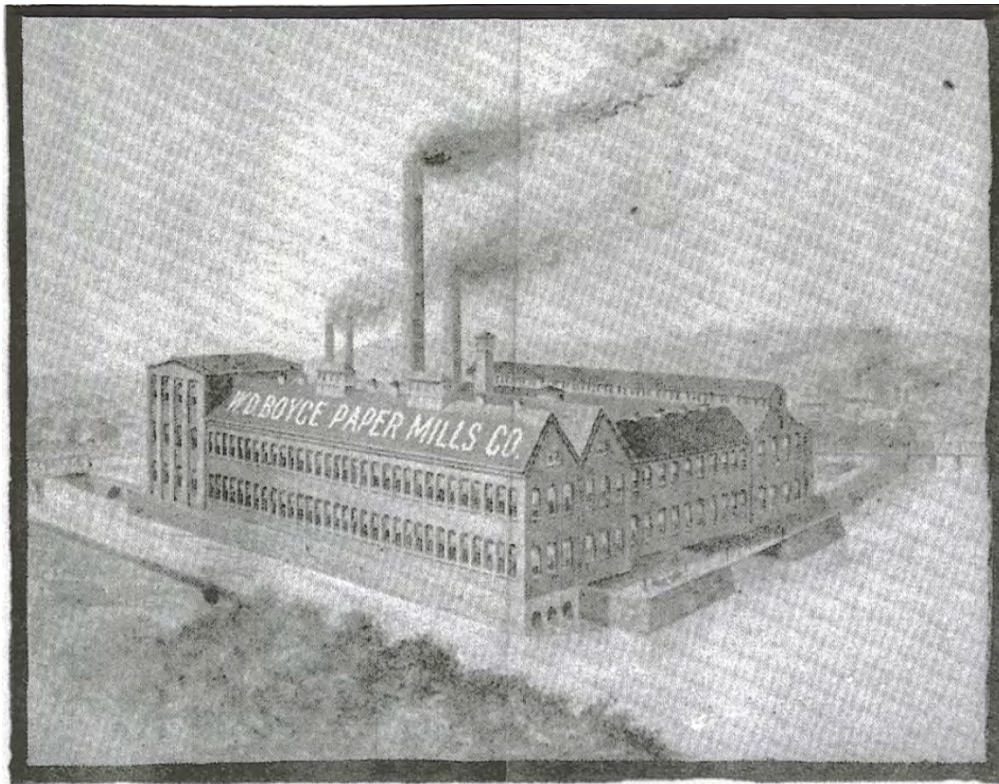
Figure 4.
View looking south toward the former Pitt's Manufacturing Company, and showing progress of construction work at the North Head Race, ca. 1904
From the archives of: Marseilles Land & Water Company



Figure 5.
Postcard showing Head Gate at the North Head Race, 1911
From the archives of: Marseilles Land & Water Company



Figure 6.
Postcard view of North Head Race looking west from Main Street and showing buildings of the Marseilles Manufacturing Company at the north bank of the Head Race, undated
From the archives of: Marseilles Land & Water Company



OUR PAPER MILLS are situated at Marseilles, Illinois, seventy-seven miles from Chicago on the banks of the Illinois river. The great Chicago Sanitary Drainage Canal, constructed at a cost of \$35,000,000, empties into the Illinois river just above our mills, making one of the finest water powers in the United States. We have a capacity of 100,000 pounds of paper a day. These mills are constructed of solid stone masonry and equipped with every modern appliance known to the trade. We are the only publishers in the United States who make their own paper—"From the Tree to The Reader."

Figure 7.

Illustration of mill owned by the W.D. Boyce Paper Mills Company. This is presumed to be the company's first mill, located opposite the documented site, on the south bank of the Tail Race.

From the archives of: Marseilles Land & Water Company



Figure 8.

North Head Race: view looking east from the forebay of the Marseilles Hydro Plant, 1915

From the archives of: Marseilles Land & Water Company



Figure 9.
Boyce Paper Mill Site (left) and Marseilles Hydro Plant (right): view looking south from the forebay of the Marseilles Hydro Plant, 1913
From the archives of: Marseilles Land & Water Company



Figure 10.
Boyce Paper Mill Site: view looking southeast across forebay of the Marseilles Hydro Plant, 1915
From the archives of: Marseilles Land & Water Company



Figure 11.
“Illinois Power Company Marseilles, IL.” Marseilles Hydro Plant and Boyce Paper Mill Site,
view looking north from south bank of the Illinois River, 1945.
From the archives of: Howard and Lois Adelman Regional History Collection, Lewis University; Romeoville, IL

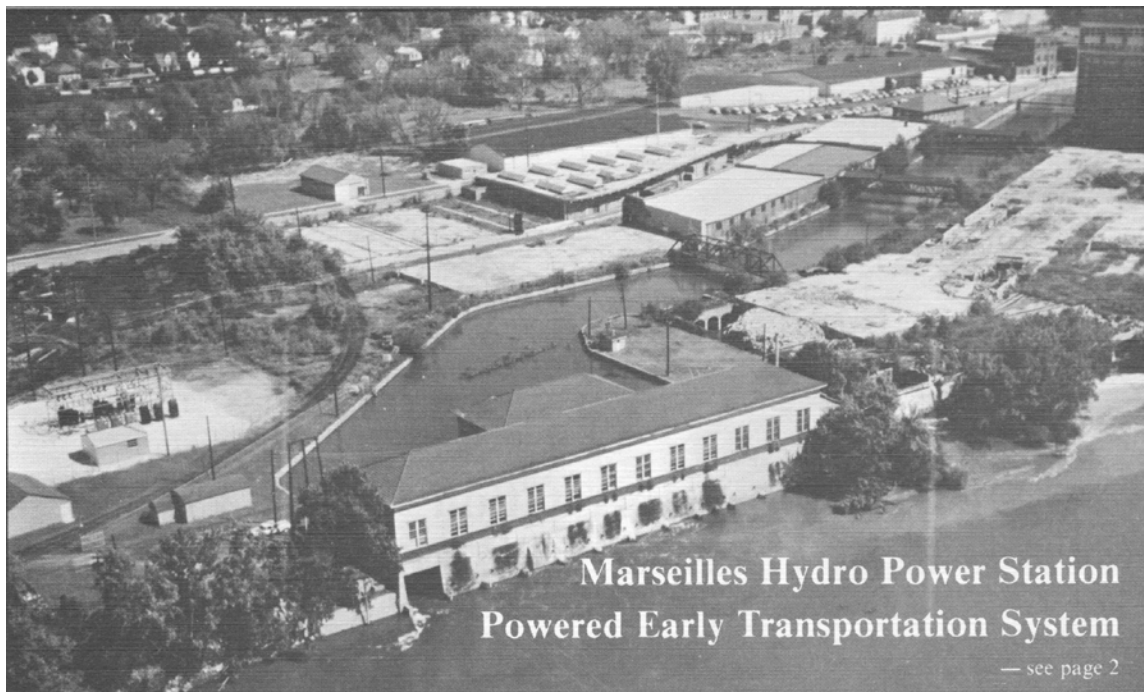


Figure 12.
Aerial View of Marseilles Hydro Plant, Boyce Paper Mill Site and North Head Race, 1961
From the archives of: Marseilles Land & Water Company

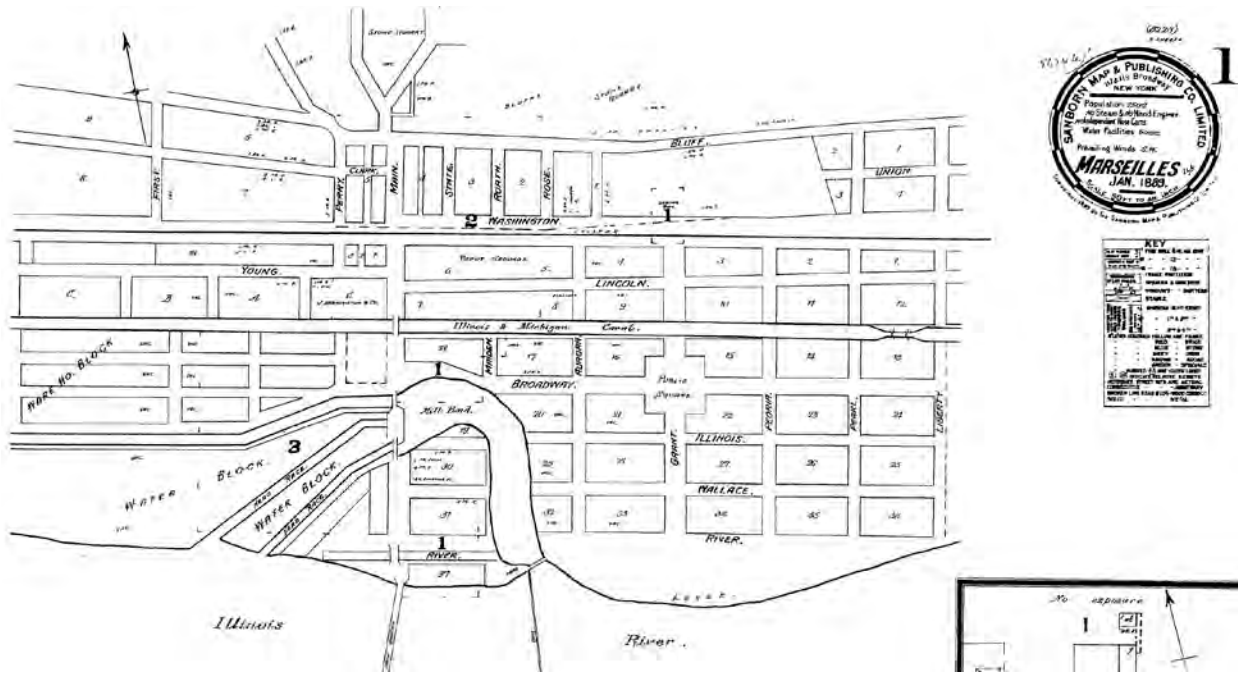


Figure 13.
Sanborn Fire Insurance Map, Marseilles, 1889, Sheet 1, Key Plan.

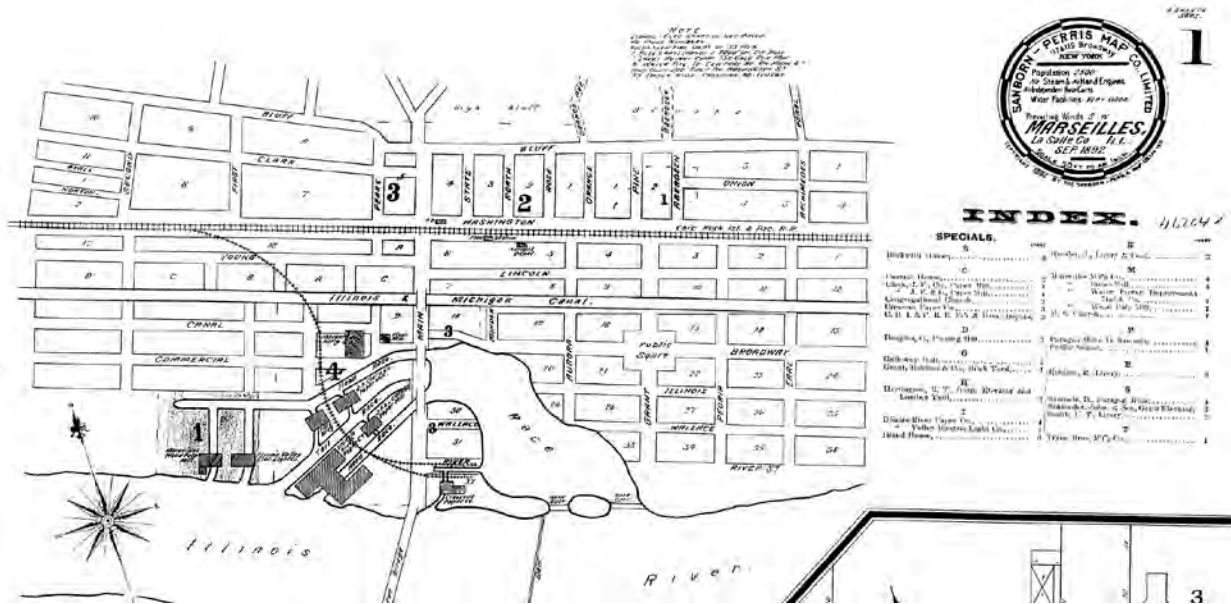


Figure 14.
Sanborn Fire Insurance Map, Marseilles, 1892, Sheet 1, Key Plan.

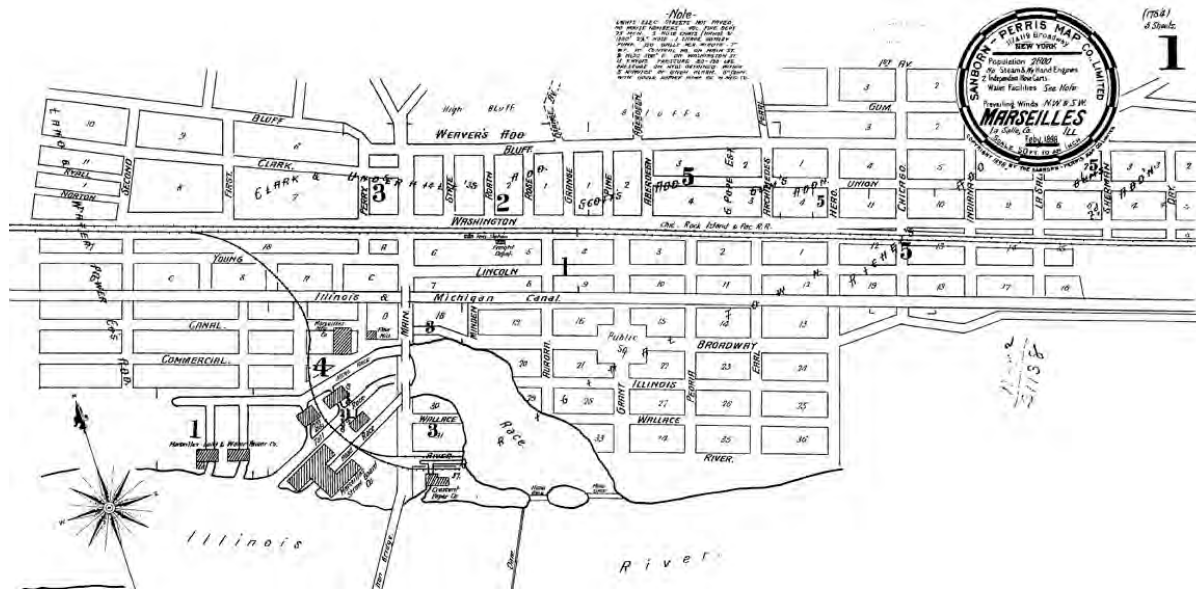


Figure 15.
Sanborn Fire Insurance Map, Marseilles, 1898, Sheet 1, Key Plan.

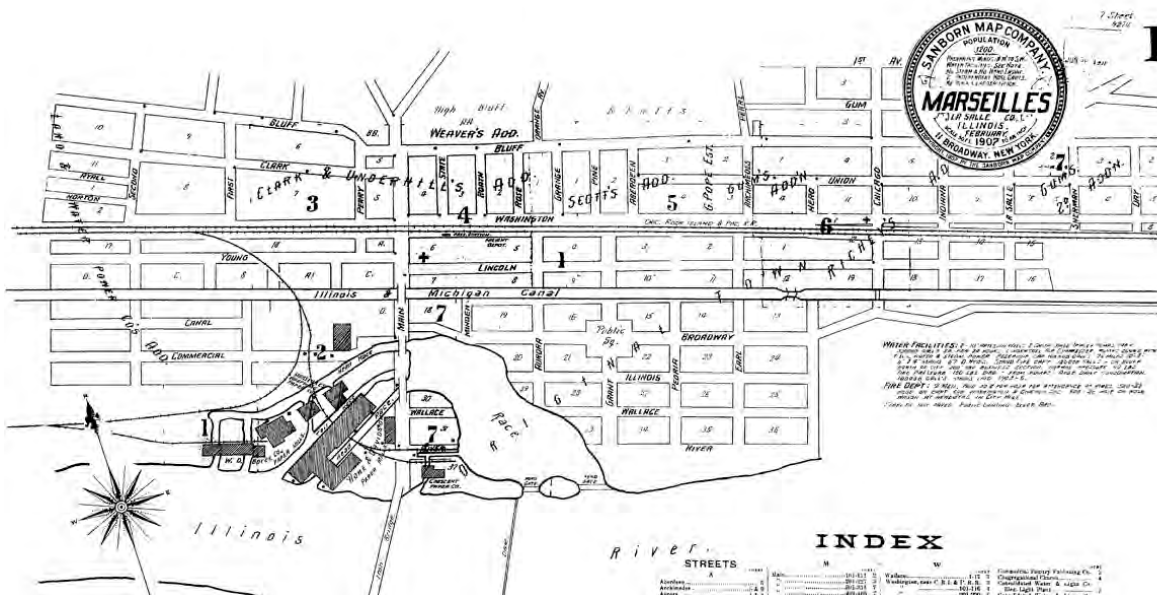


Figure 16.
Sanborn Fire Insurance Map, Marseilles, 1907, Sheet 1, Key Plan.

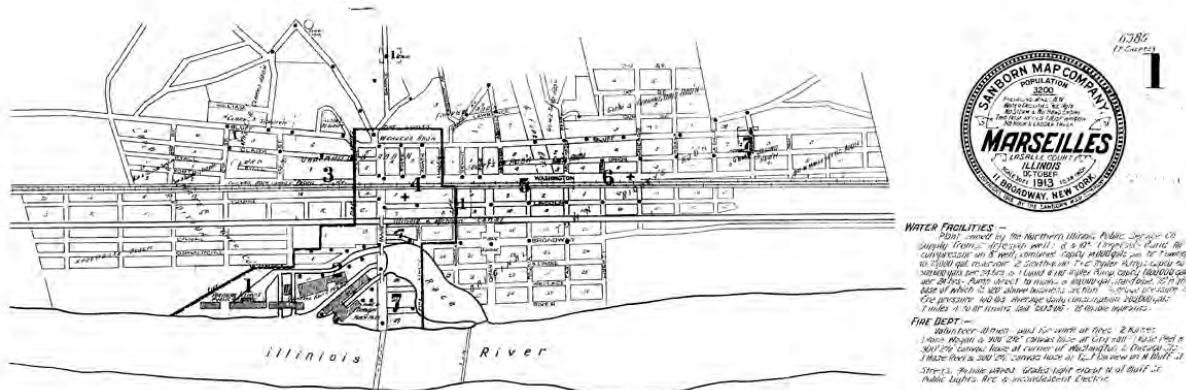


Figure 17.
Sanborn Fire Insurance Map, Marseilles, 1913, Sheet 1, Key Plan.

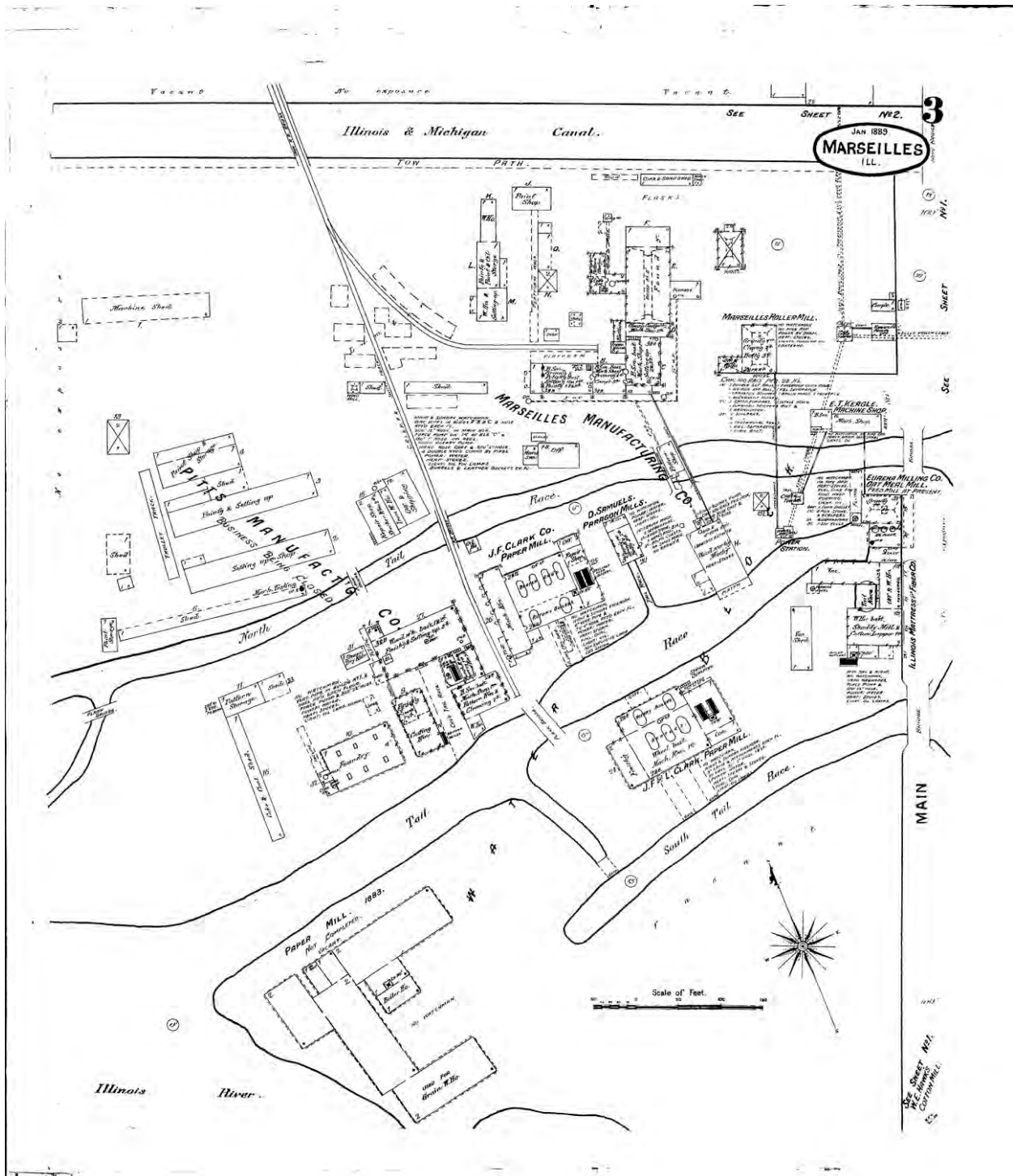


Figure 18. Sanborn Fire Insurance Map, Marseilles, 1889, Sheet 3, showing a portion of Marseilles' manufacturing district at the Illinois River.

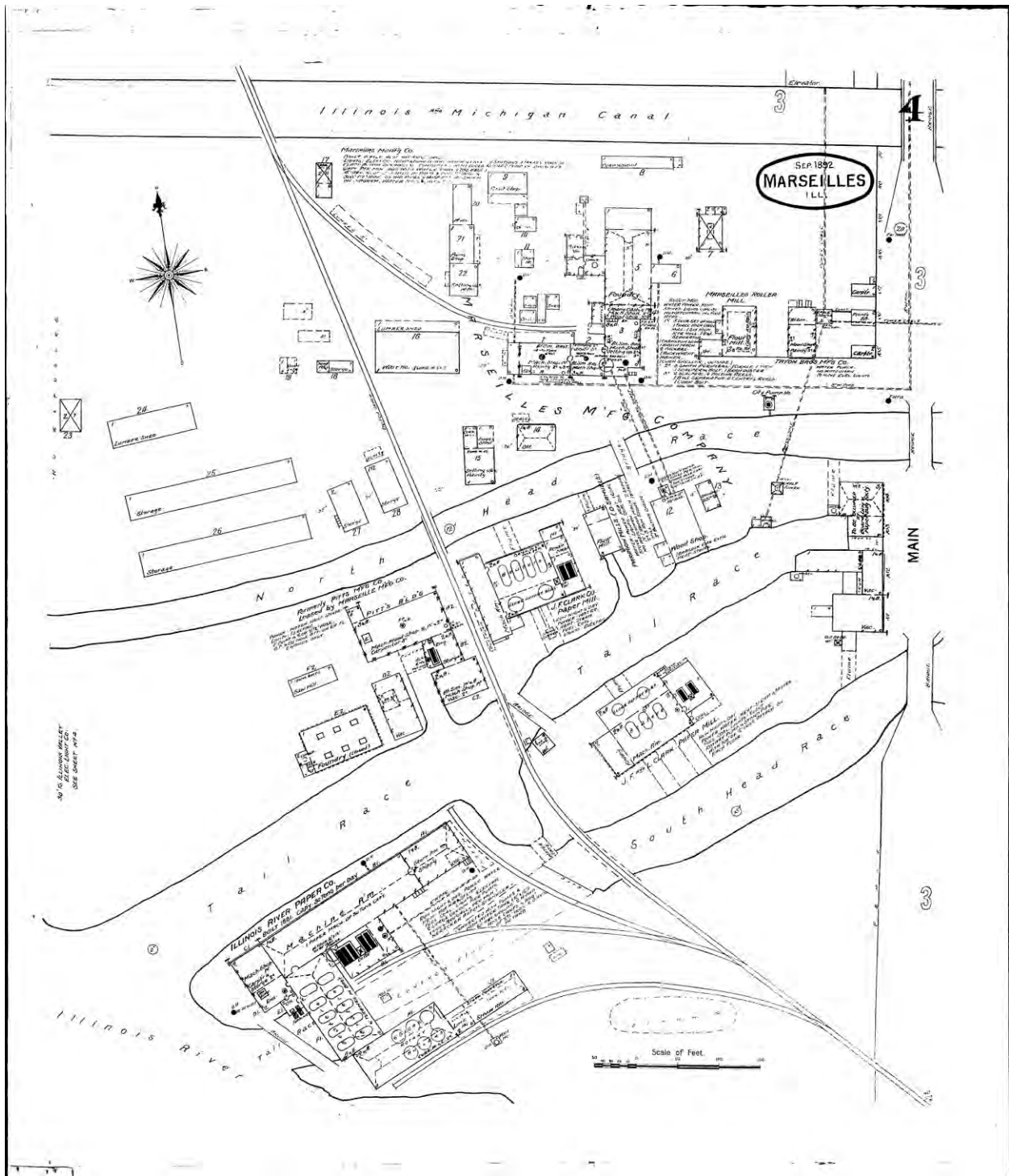


Figure 19. Sanborn Fire Insurance Map, Marseilles, 1892, Sheet 4, showing a portion of Marseilles' manufacturing district at the Illinois River.

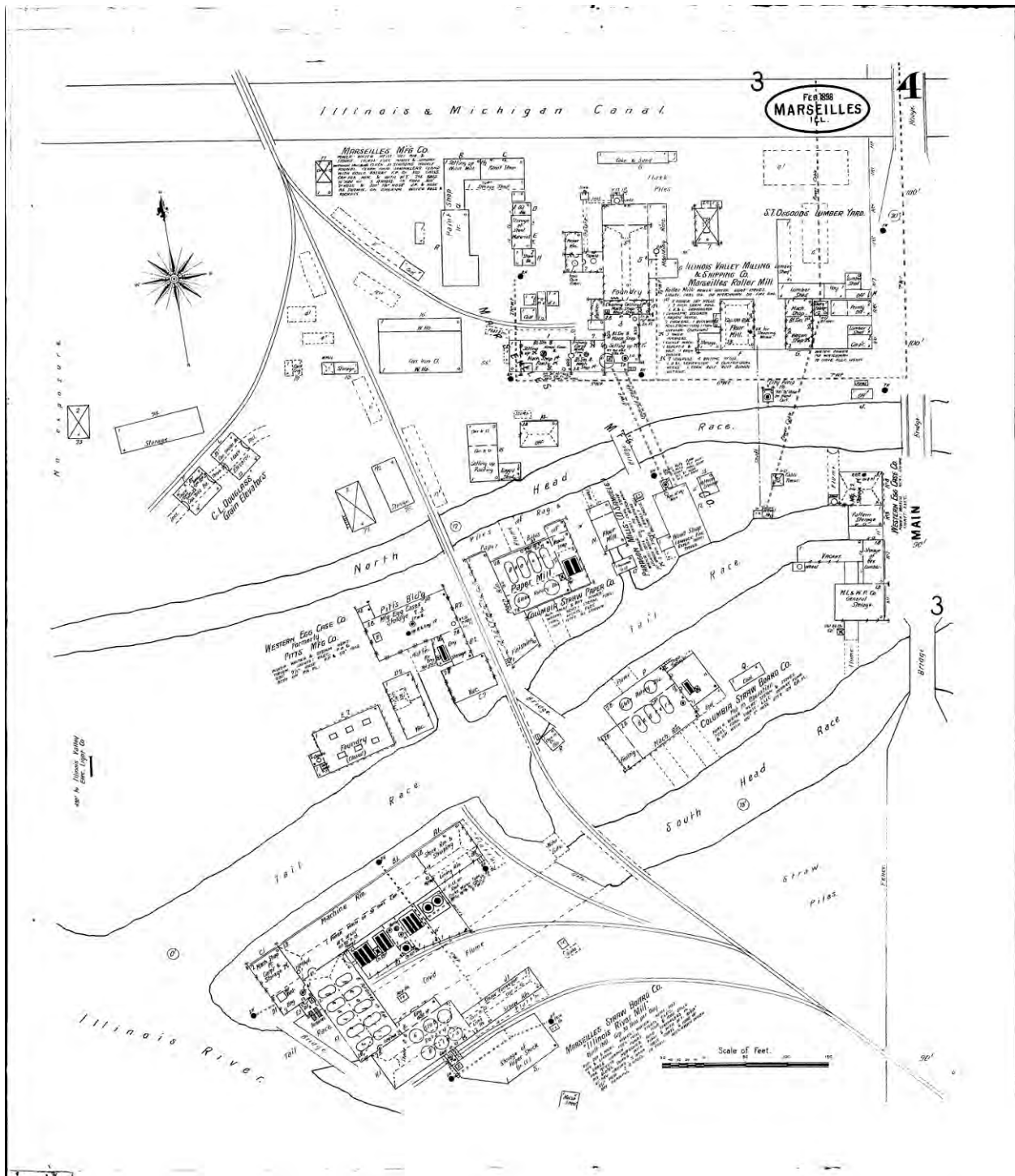


Figure 20. Sanborn Fire Insurance Map, Marseilles, 1898, Sheet 4, showing a portion of Marseilles' manufacturing district at the Illinois River.

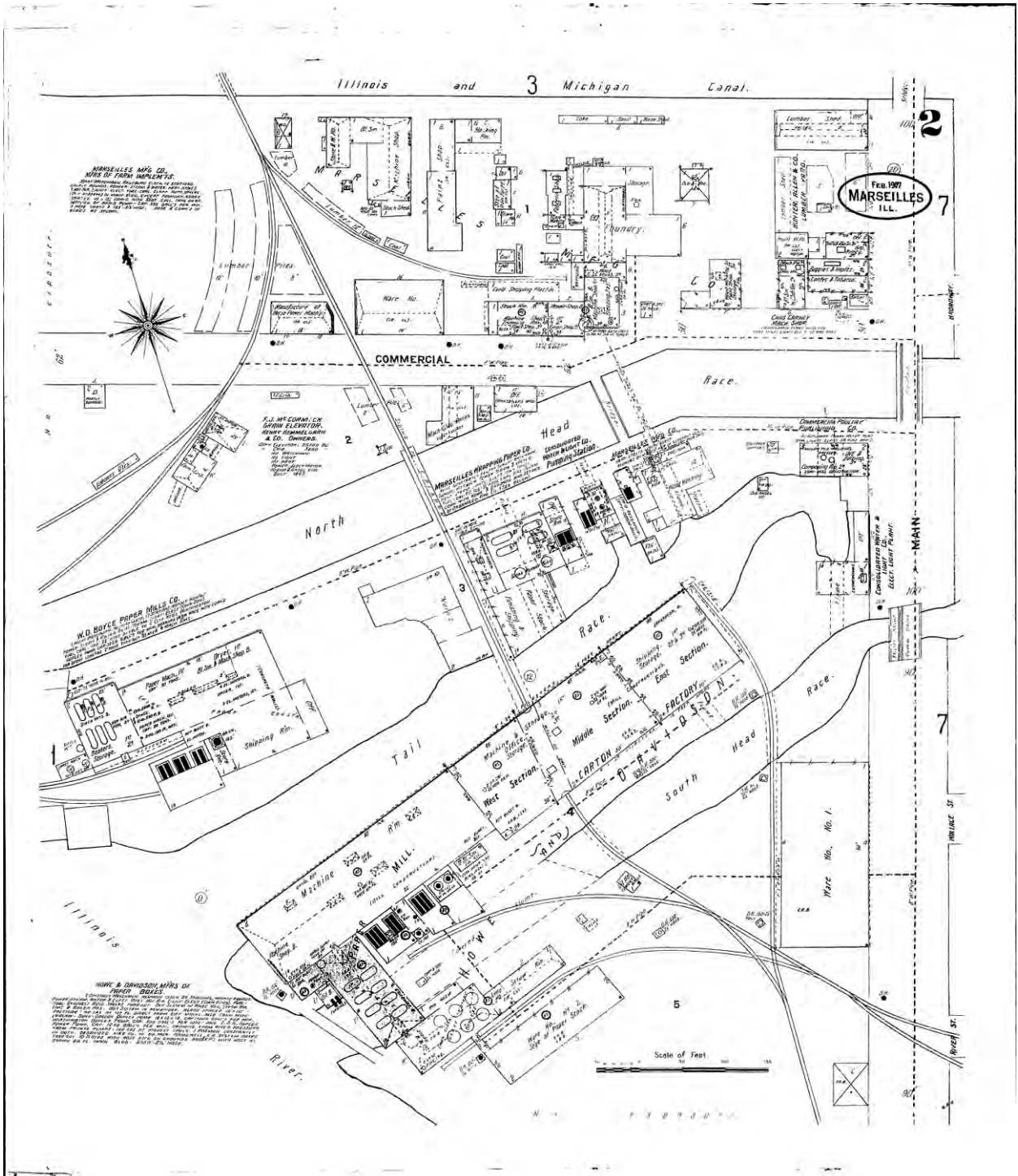


Figure 21. Sanborn Fire Insurance Map, Marseilles, 1907, Sheet 2, showing a portion of Marseilles' manufacturing district at the Illinois River.

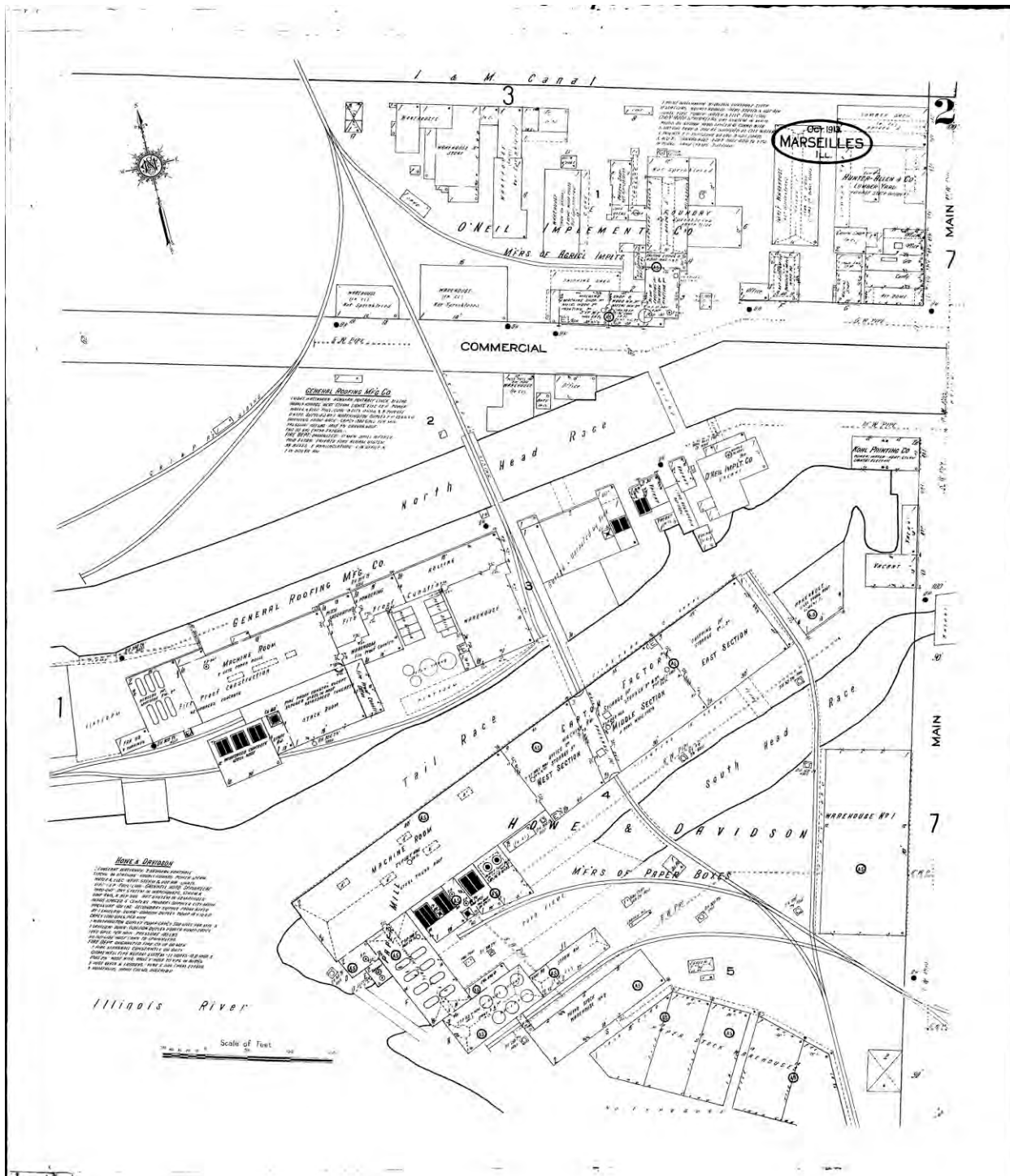


Figure 22. Sanborn Fire Insurance Map, Marseilles, 1913, Sheet 2, showing a portion of Marseilles' manufacturing district at the Illinois River.

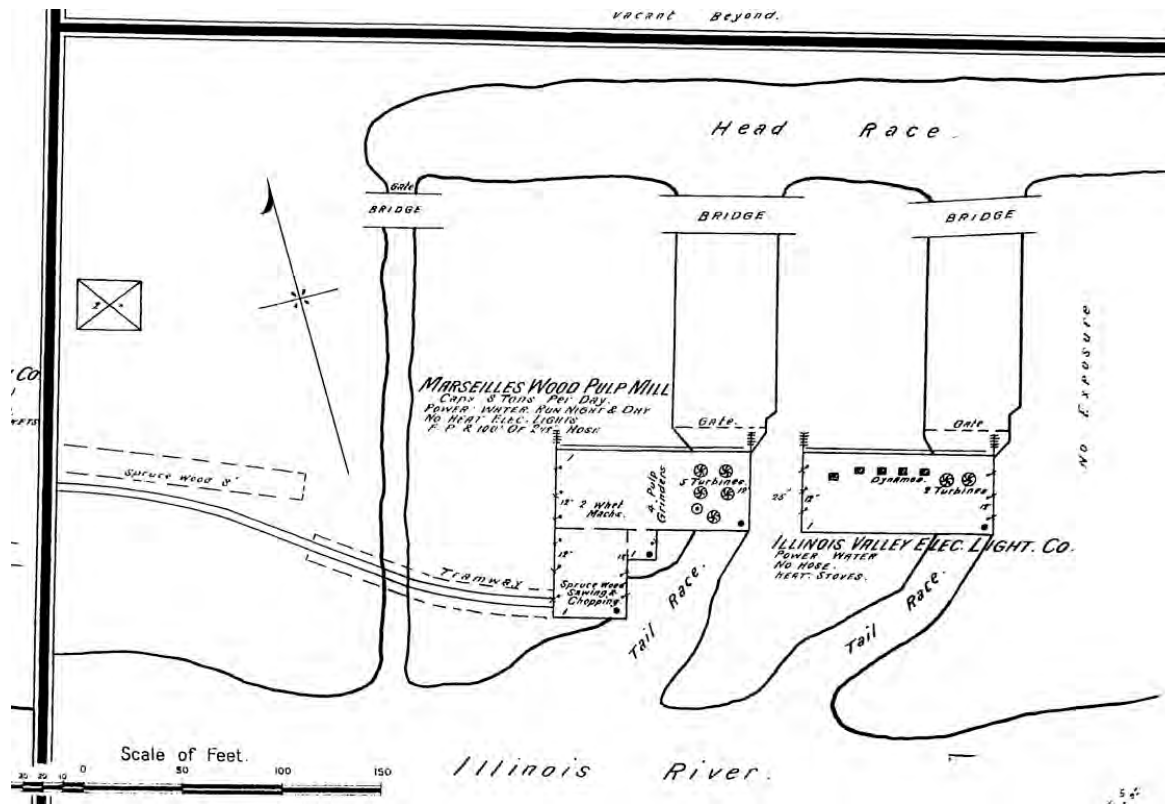


Figure 23. Sanborn Fire Insurance Map, Marseilles, 1892, Sheet 1, detail showing existing wood pulp mill and electric light plant.

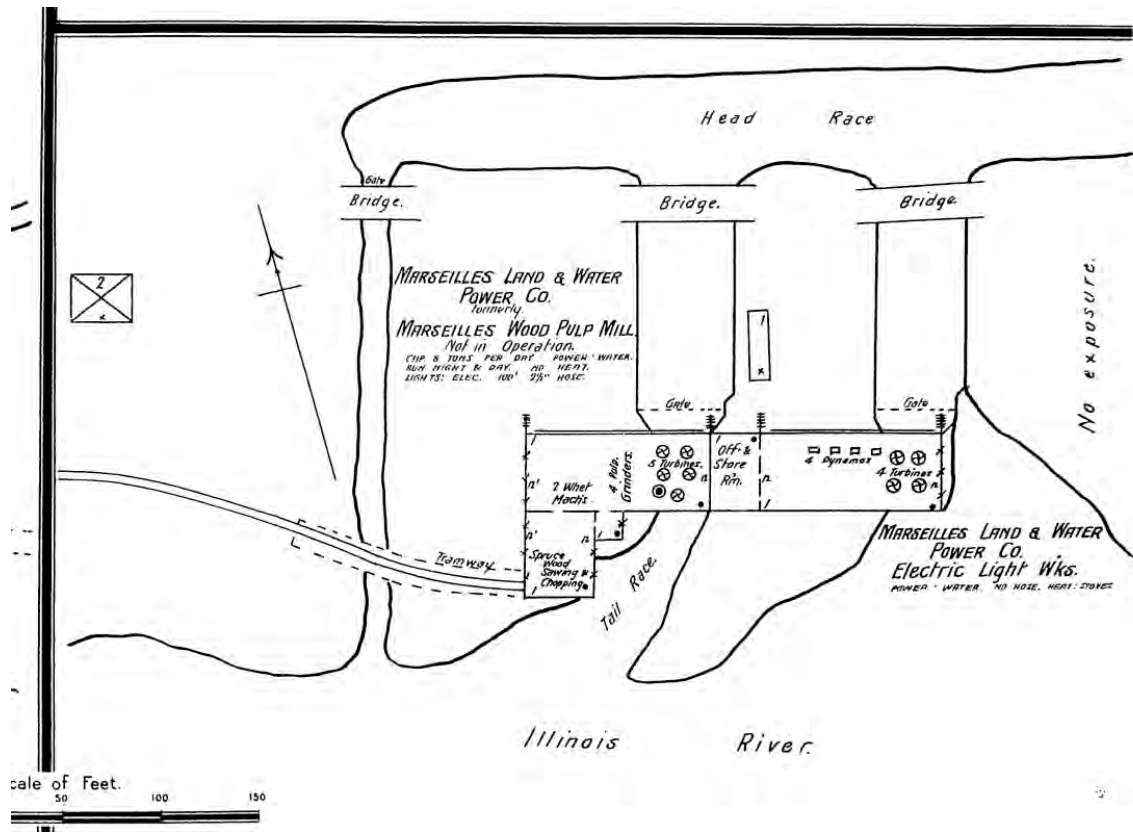


Figure 24. Sanborn Fire Insurance Map, Marseilles, 1898, Sheet 1, detail showing wood pulp mill (not in operation) and electric light plant.

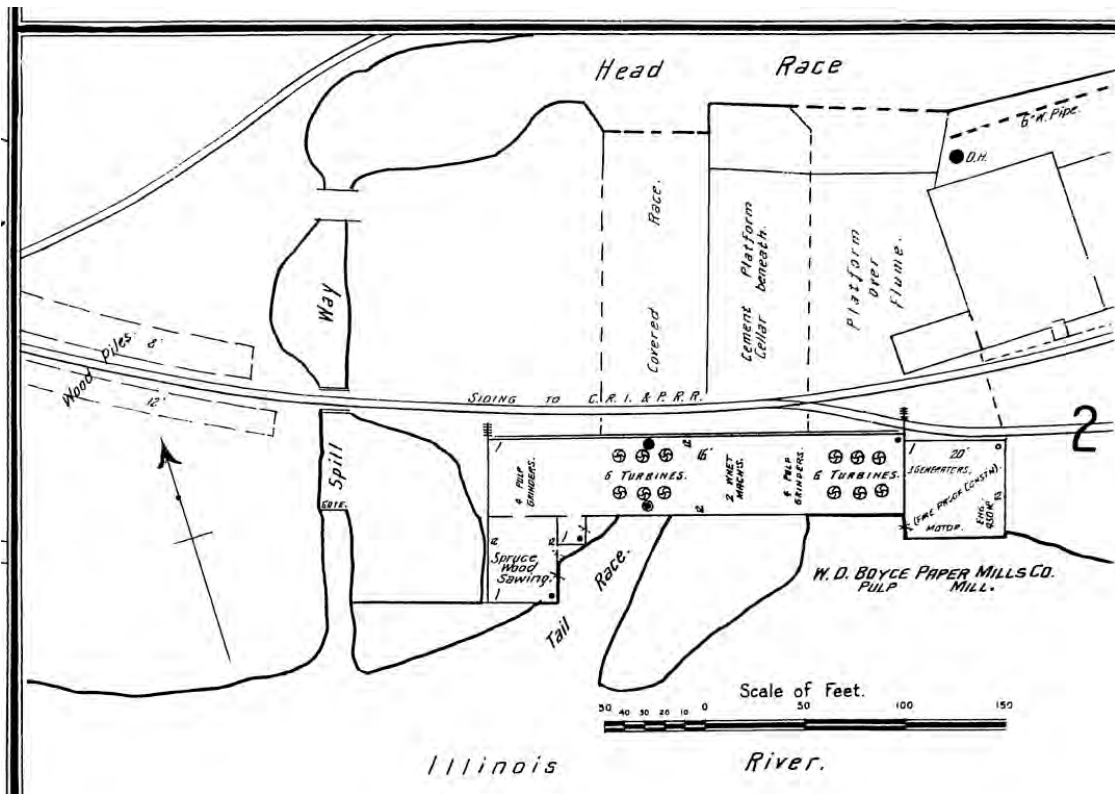


Figure 25.
 Sanborn Fire Insurance Map, Marseilles, 1907, Sheet 1, detail showing wood pulp mill with improvements by W.D. Boyce.

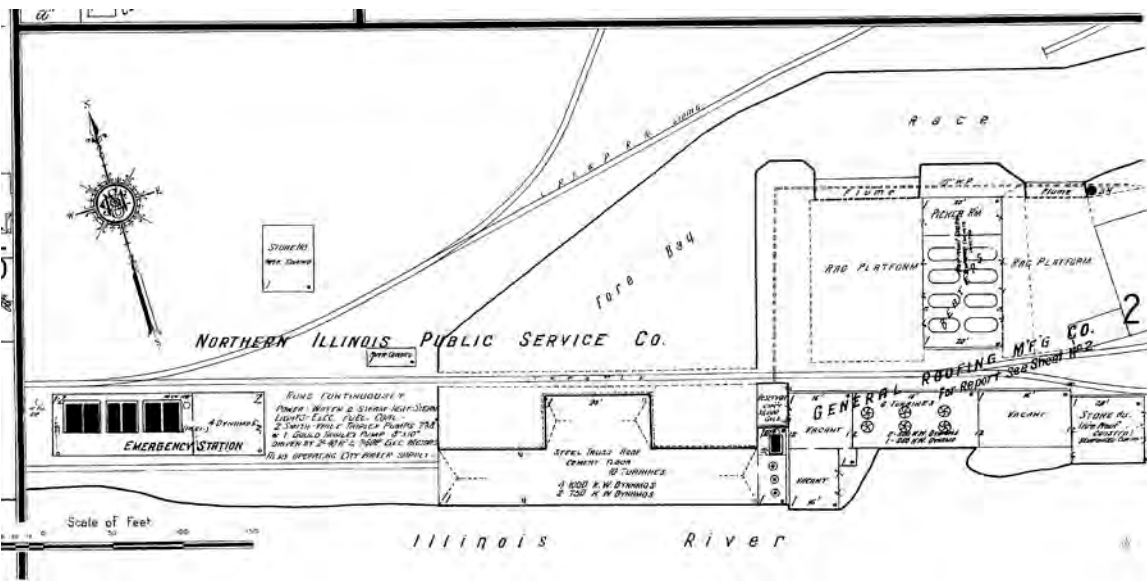


Figure 26.
 Sanborn Fire Insurance Map, Marseilles, 1913, Sheet 1, detail showing North Head Race improvements, the Marseilles Hydro Plant and the former Boyce property owned by the General Roofing Mfg. Co.

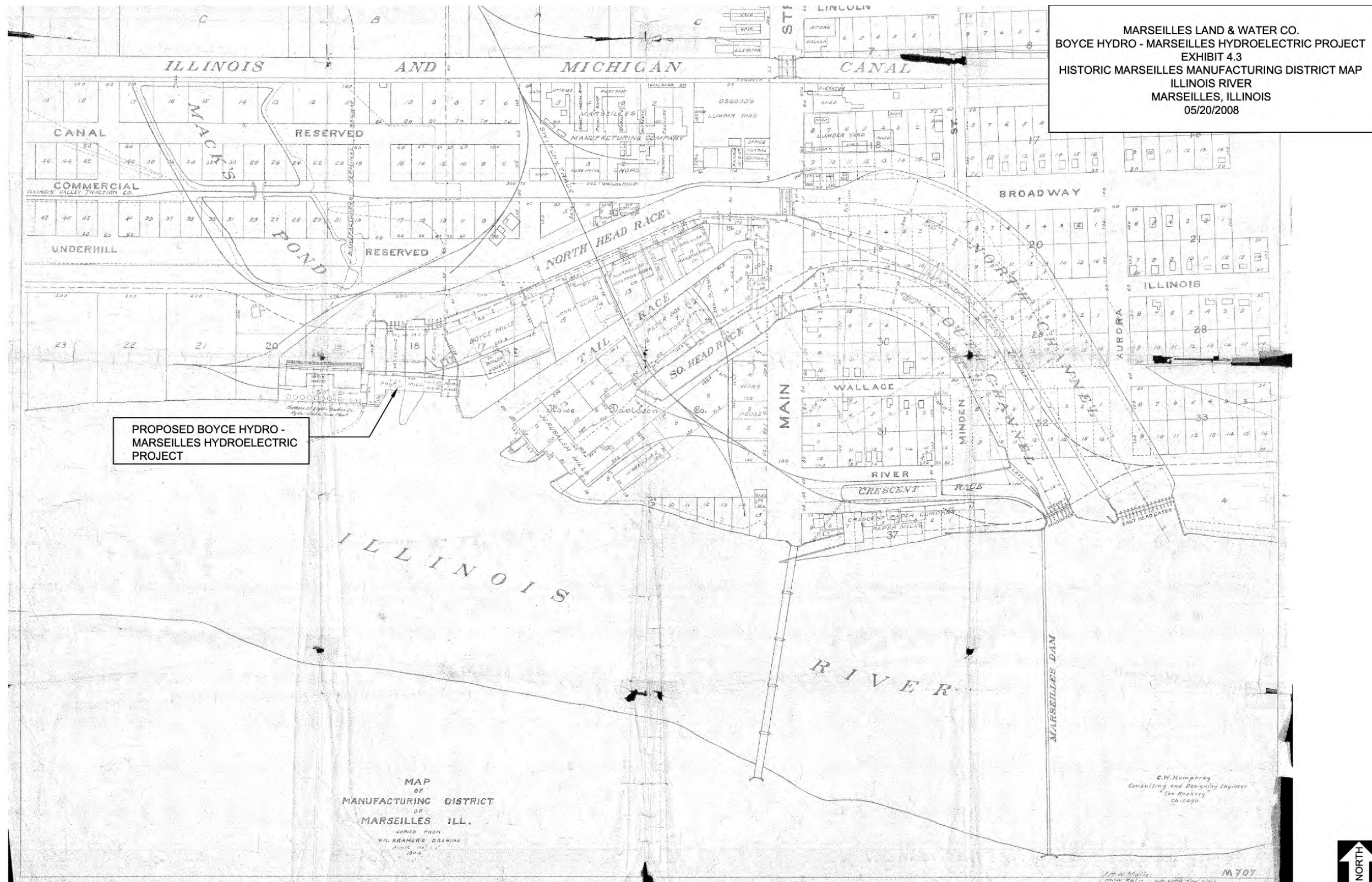


Figure 27.
 Map of Manufacturing District, Marseilles, IL, 1904, revised 1910 and with notes from 2008
 From the archives of: Marseilles Land & Water Company

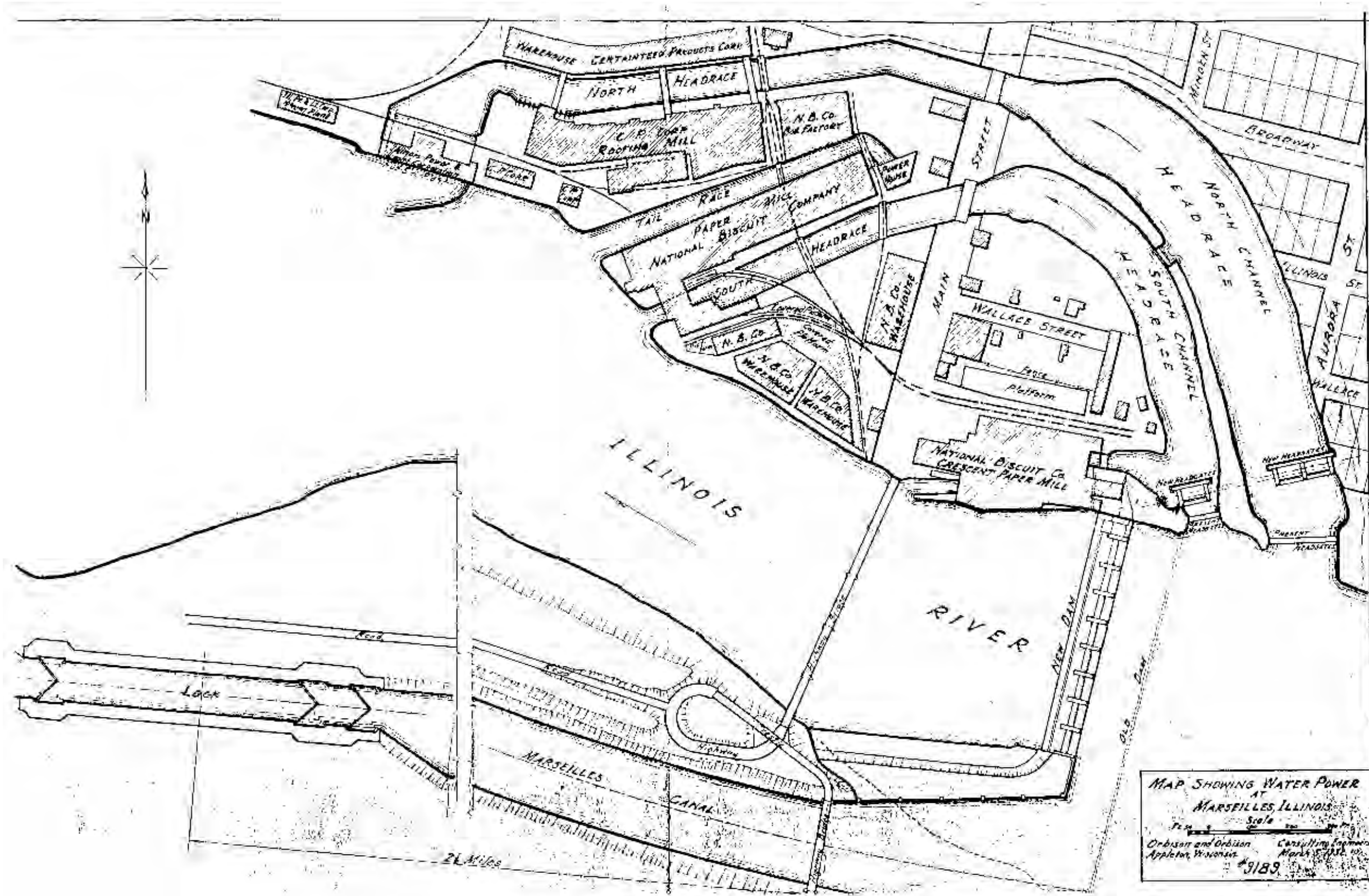



Figure 28.
Map Showing Water Power at Marseilles Illinois, 1932
From the archives of: Marseilles Land & Water Company



Photograph Dates:
 5003-5091 - 5/9/2013
 5107-5142 - 5/14/2013

MARSEILLES LAND & WATER CO.
 MARSEILLES LOCK & DAM PROJECT
 FERC PROJECT No. 13351
 SITE AERIAL PHOTO
 ILLINOIS RIVER, MARSEILLES, ILLINOIS

5/6/2013
 80 160


Marseilles Hydro Plant, North Head Race, South Head Race, Tail Race, Boyce Paper Mill and Hydroelectric Plant



Marseilles Hydro Plant, North Head Race, South Head Race, Tail Race, Boyce Paper Mill and Hydroelectric Plant



Marseilles Hydro Plant, North Head Race, South Head Race, Tail Race, Boyce Paper Mill and Hydroelectric Plant





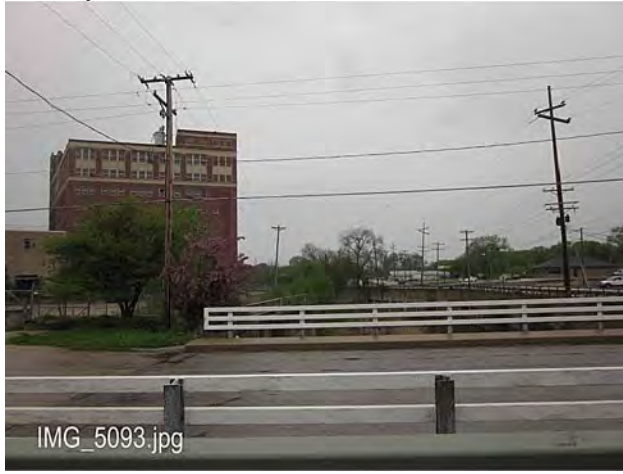
Marseilles Hydro Plant, North Head Race, South Head Race, Tail Race, Boyce Paper Mill and Hydroelectric Plant



Marseilles Hydro Plant, North Head Race, South Head Race, Tail Race, Boyce Paper Mill and Hydroelectric Plant



Marseilles Hydro Plant, North Head Race, South Head Race, Tail Race, Boyce Paper Mill and Hydroelectric Plant



Marseilles Hydro Plant, North Head Race, South Head Race, Tail Race, Boyce Paper Mill and Hydroelectric Plant



Marseilles Hydro Plant, North Head Race, South Head Race, Tail Race, Boyce Paper Mill and Hydroelectric Plant

