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National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instruction in *National Register Bulletin 16B: How to Complete the Multiple Property Documentation Form*. Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

XX New Submission

_____ Amended Submission

A. Name of Multiple Property Listing

Historic Resources of Grafton, Illinois, c. 1830 - 1943

B. Associated Historic Context(s)

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

The Early River Era, c. 1830 - c. 1865

Expanded River Trade and the Railroad, c. 1865 - c. 1912

The Era of Modern Transportation, c. 1913 - 1943

C. Form Prepared by

name/title Alice Edwards, Preservation Planner

organization The URBANA Group date November 9, 1993

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city or town Urbana state Illinois zip code 61801-9028

D. Certification

(Continuation sheets may be used for additional certifying officials.)

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interiors Standards and Guidelines for Archaeology and Historic Preservation.

William L. Wheeler, SHPO 12-20-93

Signature and title of certifying official Date

Illinois Historic Preservation Agency

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Bob Boland 2/16/94

Signature of Keeper Date of Action

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Statement of Historic Contexts

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 (see State and Regional Maps/Continuation Sheets). 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 (see Historic and Contemporary City Maps/Continuation Sheets). 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 easternmost 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 easternmost, 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, Elsah, New Piasa Chautauqua, and Grafton. The road encompasses one of the most scenic stretches in the state as it is set between the

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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.¹ 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.² 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,³ 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."⁴ The monument was dedicated by the Rt. Rev. James A. Griffin, D.D., Bishop of Springfield, Illinois on September 1, 1929.⁵

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.⁶ 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.⁷

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

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to this strategic location at the confluence of the Mississippi and Illinois Rivers.⁸ 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.⁹ 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.¹⁰ 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 of the U.S. Army (George Finney, David Gilbert, Sanford Hughes, John Stafford, and a man whose last name was Copeland) settled in Quarry Township and erected several log cabins.¹¹ Finney platted the town of Camden in 1821.

The Early River Era, c. 1830 - c. 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 1830s. 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.¹² 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.¹³

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.¹⁴ Conducting business in St. Louis necessitated only one day's time.

In 1833, James Mason, Dr. Silas Hamilton, and others incorporated the Grafton Manufacturing Company, for the purpose of erecting grist, woolen, and cotton mills and conducting a general mercantile, manufacturing,

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trading, and shipping business in Grafton.¹⁵ 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 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.¹⁶ 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.¹⁷

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.¹⁸ 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.¹⁹ (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.²⁰ John Keyes, who dealt in grain and pork, built a warehouse; he was also one of the first merchants to locate in Grafton.²¹ 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 1836.²² A store and saloon was owned by Ralph Andrews in the vicinity of the Illinois River ferry.²³

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.²⁴ A frame building, the church measured thirty by forty feet, and was the first church in Jersey County.²⁵ 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.²⁶ 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.²⁷

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.²⁸ 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

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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.²⁹ Development of the quarries resulted in the caves being quarried out near Grafton. In the earliest years (1830 - c. 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.)³⁰

This initial prosperity, however, was quickly lost. The Panic of 1837 occurred nationally, and effected 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.³¹

In 1839, Jersey County separated from Greene County. James and Sarah Mason's daughter Martha Maria 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.³² The Cherokee Packet Company was the first shipping company to establish service in Grafton, operating as early as 1840 from the landing in Grafton.³³

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.³⁴ 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 to keep the ice from melting. Sawdust was also placed on top of the ice. Apparently spontaneous combustion was a problem, and fire insurance companies would not insure the ice houses.³⁵ One of the ice houses was located by an early saloon--the Green Trees--on Main Street, in the area of the wharf, c. 1840.³⁶

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.³⁷ The confluence of the two rivers

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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.³⁸ 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.³⁹

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.⁴⁰ 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.⁴¹

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 in Grafton, and in completion of the wharf. The "New Wharf" was constructed from the stone quarried away to allow for the new road.⁴² 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.⁴³

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.⁴⁴ 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.⁴⁵

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.⁴⁶ 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.⁴⁷

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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.⁴⁸ 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.⁴⁹

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.⁵⁰ 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.⁵¹

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.⁵² Rafts of pine logs and lumber from Wisconsin forests floated down the Illinois and often waited at Grafton for long periods before continuing south.⁵³ 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 Steckfus Line, also operating in St. Louis and New Orleans, operated in Grafton as well.⁵⁴

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.⁵⁵ 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 built 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, and Dr. Silas Hamilton--Grafton Manufacturing Company.⁵⁶ It produced a high grade flour called "Allen's Best," and shipped to locations as distant as Boston.⁵⁷ 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 \$30,000.⁵⁸ The mill was operated by William Allen until 1869, when his son, James

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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 (see Historic View/Continuation Sheet). 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.⁵⁹ A starch mill was begun in 1856 by a man identified only as "Spence."⁶⁰ 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 (see Historic View/Continuation Sheet). 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.⁶¹ 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.⁶² 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 1857, the distillery was not particularly successful, changing ownership by 1863 with C.B. Eaton acquiring the business.⁶³

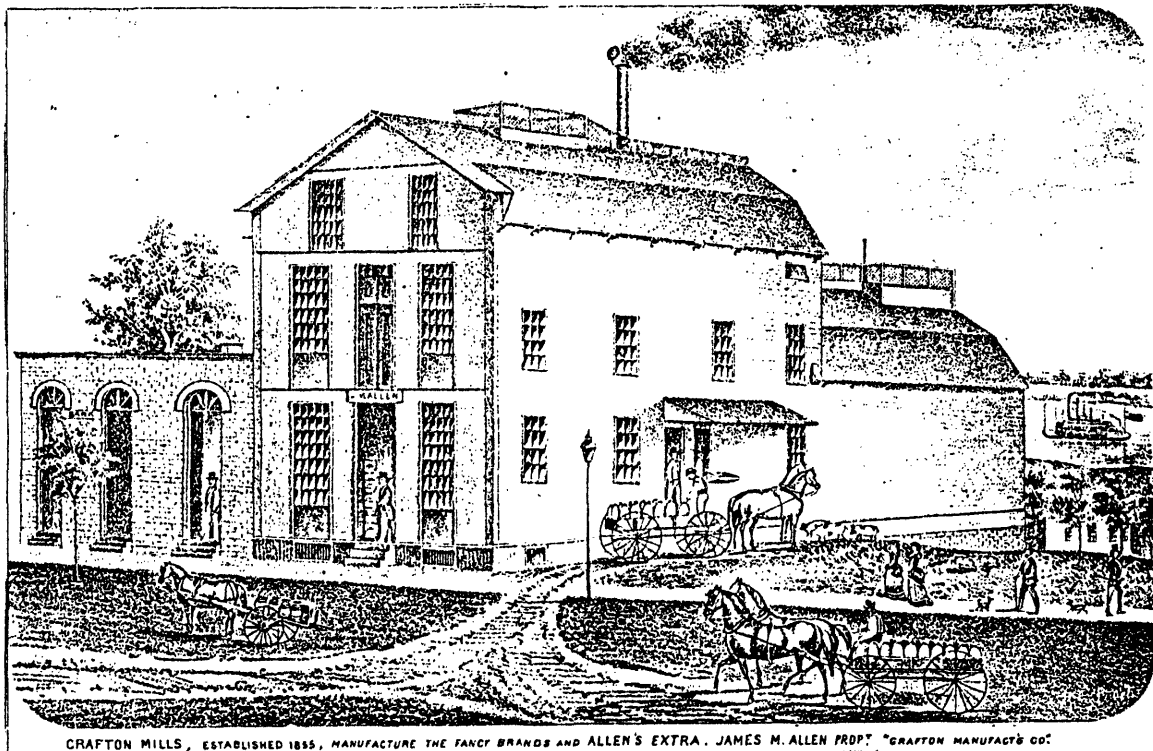
The distillery burned in 1863, and Eaton replaced it with the River House, a two story limestone-faced building, constructed to house a saloon and hotel. The River House gained a reputation as a rough place during the late Civil War years and afterwards. Infamous outlaw Jesse James and his gang were 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."⁶⁴

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Grafton Manufacturing Company

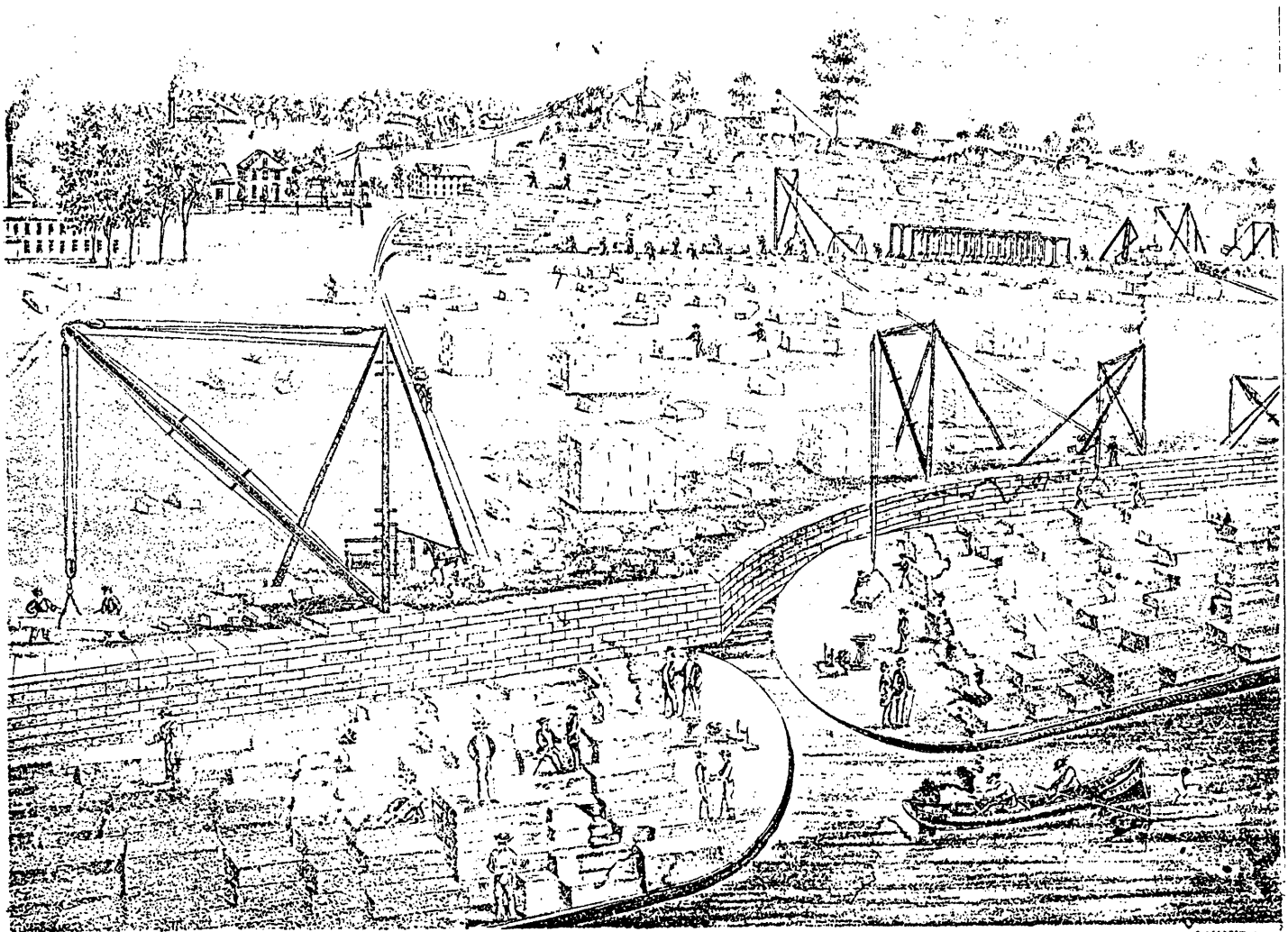


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Grafton Stone and Transportation Company



GRAFTON STONE AND TRANSPORTATION COMPANY OF GRAFTON, ILLS. OFFICE, 614 N COMMERCIAL AND 608 N LEVEE, ST. LOUIS, MO.
DRAWING SOLICITED FOR THE COMPANY'S 20th YEAR'S GRAFTON PINTER.

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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 into their own hands. After four men were killed by the posse, some of the posse men were tried, but acquitted, for murder.⁶⁵

Expanded River Trade and the Railroad, c. 1865 - c. 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, bringing prosperity to the small community. Continuing past the turn of the century to the early twentieth century, this associated historic context ends c. 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 in 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.⁶⁶

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

The peak years for the quarry industry in Grafton followed 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 1867.⁶⁷ 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.⁶⁸ Among the other uses of Grafton stone are the Quincy Bridge, the St. Charles [Missouri] Bridge, and a government building at the Rock Island Arsenal.⁶⁹ 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."⁷⁰ 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

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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 1960s; 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.⁷¹

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.⁷² (The building remains extant on the southeast corner of Main and Cherry Streets.) Charles Brainerd was appointed superintendent of the Grafton Stone and Transportation Company in 1866. A native of Rome, Oneida County, New York, Charles Brainerd came to Grafton to work for the quarry, starting first as a clerk before becoming superintendent, a position which he occupied for thirty years. Brainerd was also a stockholder in the company, and served as Mayor of Grafton for several terms.⁷³ 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.⁷⁴ The quarry industry in Grafton had substantially declined in volume by the late nineteenth century. By 1885, the quarry industry employed only about one hundred people in Grafton.⁷⁵ 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.⁷⁶ 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.⁷⁷ W.L. Landon had a lumber yard on the southeast corner of Main and Oak streets at the turn of the century.⁷⁸

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.⁷⁹

In 1890, Peter "Pete" Freiman developed and constructed the first of the fishing boats that would make his name a byword among fishermen.⁸⁰ 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.⁸¹ The "Freiman Skiff" or "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.⁸² Known to every fishing colony from Keokuk, Iowa, to New Orleans, Louisiana, the skiff was sought in greater numbers than Freiman could furnish.⁸³ 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

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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.⁸⁴

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 Rippleys 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 being so extensive that Grafton became known as the "Gloucester of Illinois."⁸⁵ For awhile in the late 1800s, Grafton was purportedly the largest fresh water fishing port on the Mississippi River.⁸⁶ 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.⁸⁷ The Jersey Fish Market was opened in 1910, having moved from Havana, Illinois.⁸⁸ 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.⁸⁹ (In 1917 and 1918, river ice was severe, reaching depths of twenty inches and destroying the Jersey Fish Market, and other markets.⁹⁰)

Around the early 1890s, 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.⁹¹ 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.⁹² The Grafton Button Factory, located in the vicinity of Main and Mulberry streets, was among the buyers of the shells. The pearls were reportedly sold for \$100 - \$150.⁹³ 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.⁹⁴ 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.⁹⁵

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

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attention and reportedly the excitement was so great that merchants would lock their shops to join the quickly gathering crowds.⁹⁶ 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.⁹⁷

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.⁹⁸

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.⁹⁹ A number of the Irish immigrants became professional stone masons. Family names included Hayes, O'Keffee, Flannigan, Mulligan, Maley, McCubbney, McHugh, O'Neil, and Shea.¹⁰⁰ 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.¹⁰¹

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.¹⁰² 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.¹⁰³

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 Brainerd, 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.¹⁰⁴ Businesses further ranged from confectioneries to a cigar manufacturer on the south side of Main Street between Cedar and Vine (later Pine) streets.¹⁰⁵ 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.

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Meysenburg sold his interest in the store to Stafford in 1883, entering the banking business with which he was associated for many years.¹⁰⁶ 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 Rippley 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 Brainerd's house was located on the north side of Main Street at Brown Street at the eastern extent of the city lots and in close proximity to the quarry. Queen Anne in style, Brainerd's two story house continues to frame the eastern entrance into Grafton. Curiously, Brainerd'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.¹⁰⁷

"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.¹⁰⁸

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.¹⁰⁹

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.¹¹⁰ 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.¹¹¹ Another hotel called the Grafton House and an adjacent

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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.¹¹² By 1900, Grafton House was called Calhoun House.¹¹³

The Ruebel Hotel was a two story brick Italianate style building with a stone foundation. 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.¹¹⁴ 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.¹¹⁵ 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.¹¹⁶ 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.¹¹⁷

In 1912, Grafton's most disastrous fire destroyed a drugstore, Stafford's Store, and the Ruebel Hotel.¹¹⁸ 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, c. 1913 - c. 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.¹¹⁹ 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.¹²⁰ In the same year, the Grafton Bank constructed an up-to-date Classical Revival style building on the block with the Ruebel Hotel.

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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 Aldermen, and township offices were also occupied.¹²¹ 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.¹²² Stores or retailers included Stafford Mercantile Company; John J. Eastman & Company; Brainerd, 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 & 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.¹²³

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.¹²⁴ The second generation of Rippleys sold the boat company to a New York firm--the Shallow Water Boat Company--around 1921.¹²⁵ In 1923, the company was bought by the Midwest Boat & 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 1926-30.¹²⁶ 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.¹²⁷

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.¹²⁸ 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 1914.¹²⁹ 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

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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.¹³⁰

Just west of the Grafton city limits, Harry Hill Ferguson purchased 2,000 acres in Camden Hollow to construct Glenclyffe 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.¹³¹ 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 1948.¹³² 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.¹³³ The Dinky operated from 1936 to 1953.¹³⁴

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 1922.¹³⁵ The company owned several houses in town for workers, chemists, and superintendents. The company later became known as the American Cyanamide Company. In the early 1940s, the company employed 115 men.¹³⁶ The Keller Quarry, the last quarry to operate in Grafton, continued to carry the quarry traditions of the city into the 1940s.¹³⁷

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 1936.¹³⁸ 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.¹³⁹ 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.¹⁴⁰

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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 buildings 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.¹⁴¹ 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.¹⁴²

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.

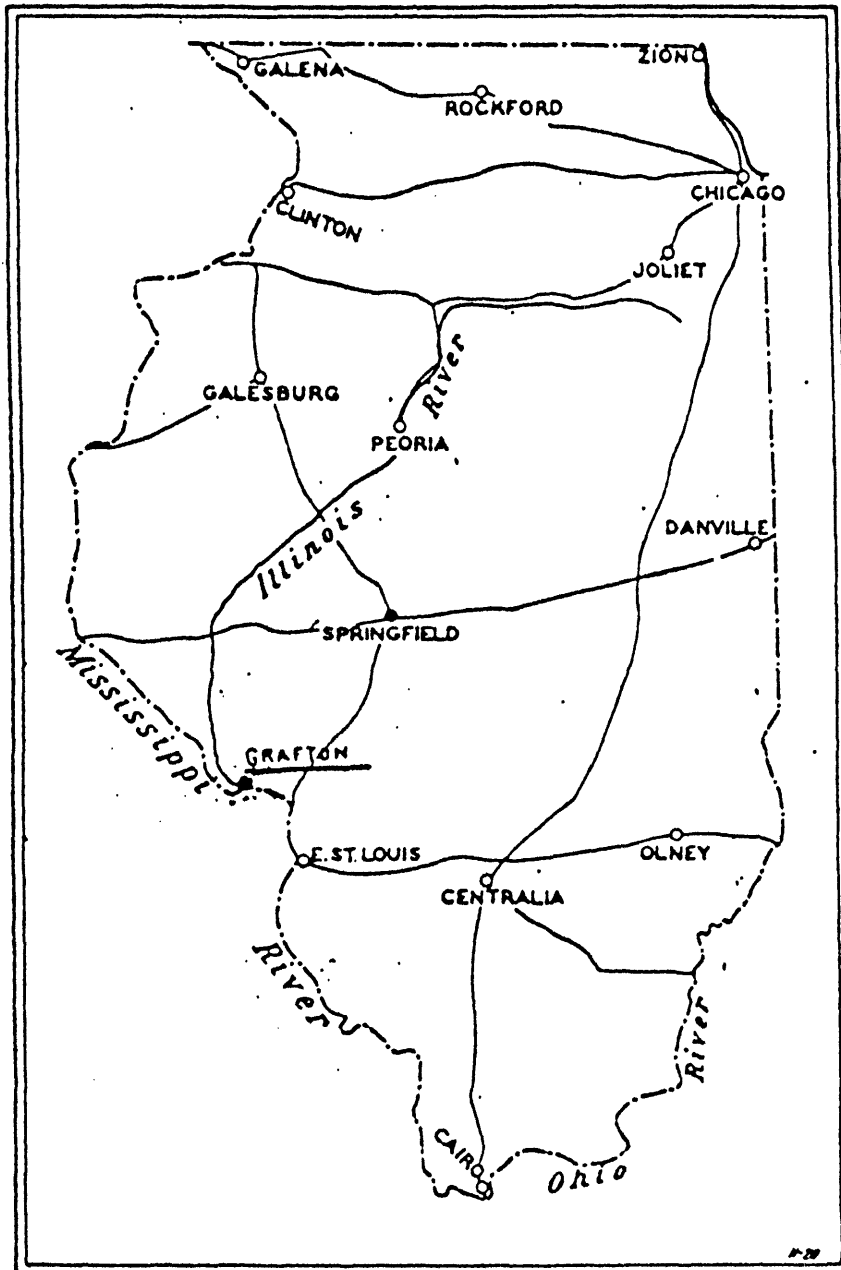
With flood waters invading the city from the Spring through October 1993, the city's building stock (historic and modern) and businesses have suffered tremendously. The Great Flood of 1993 has brought a new era, probably mandating some changes in the building patterns, but providing the city with opportunities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

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State Map

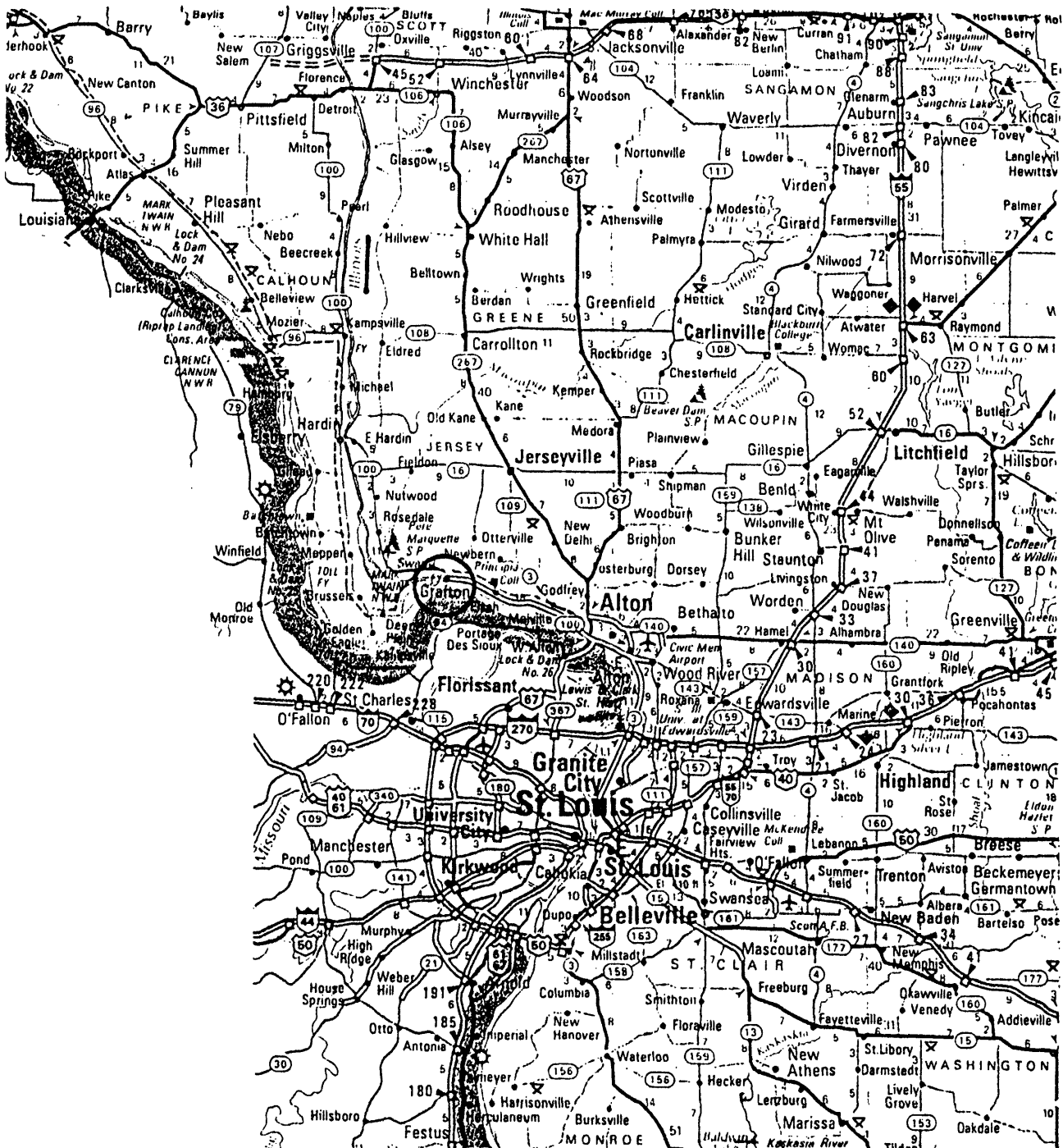


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Regional Map

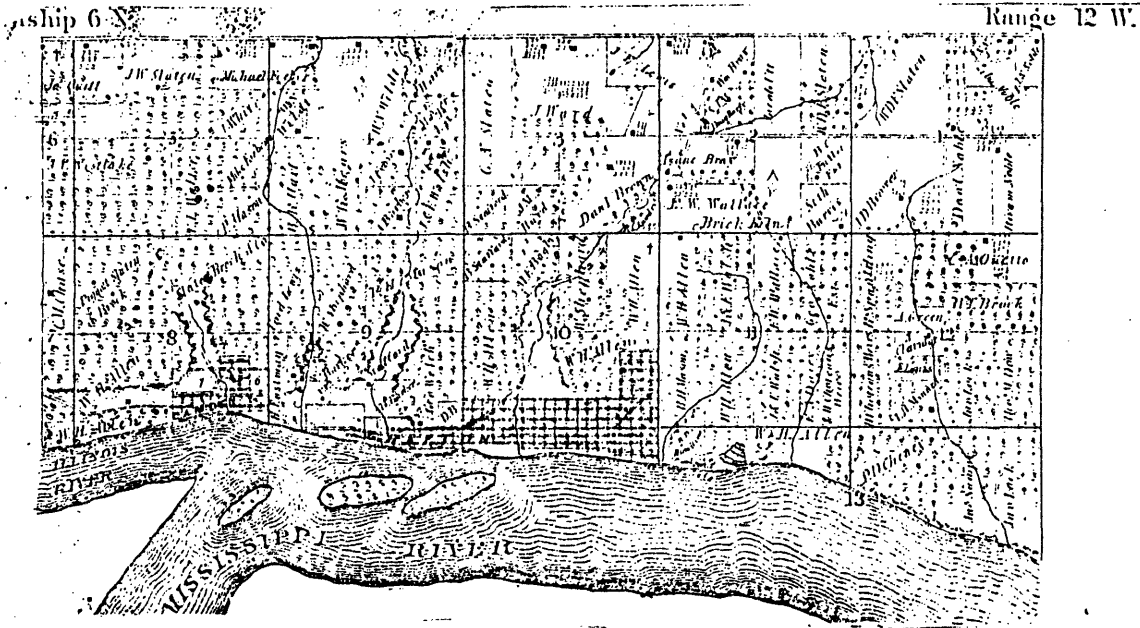


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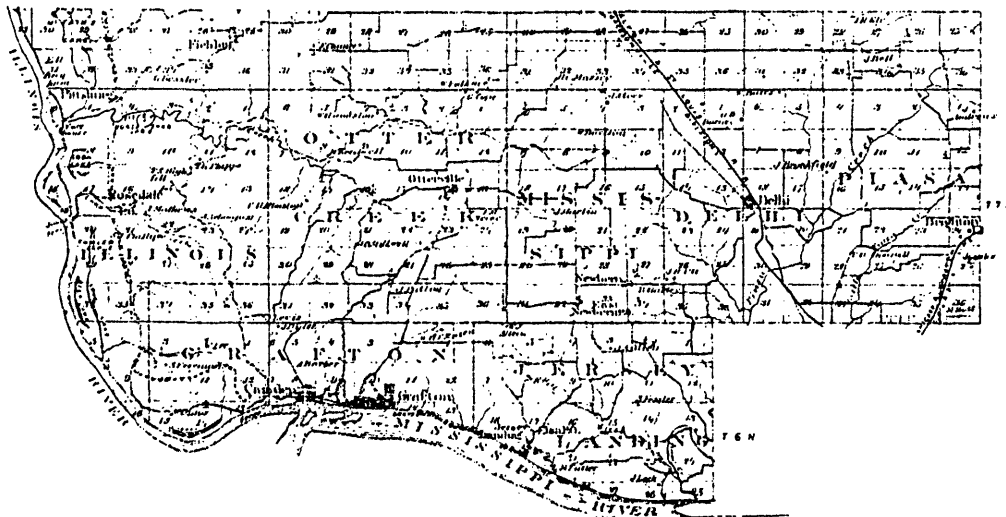
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Historic Maps



Shown: Camden and Grafton, and the historic confluence of the Mississippi and Illinois Rivers.
Source: *Atlas Map of Jersey County, Illinois, 1872*



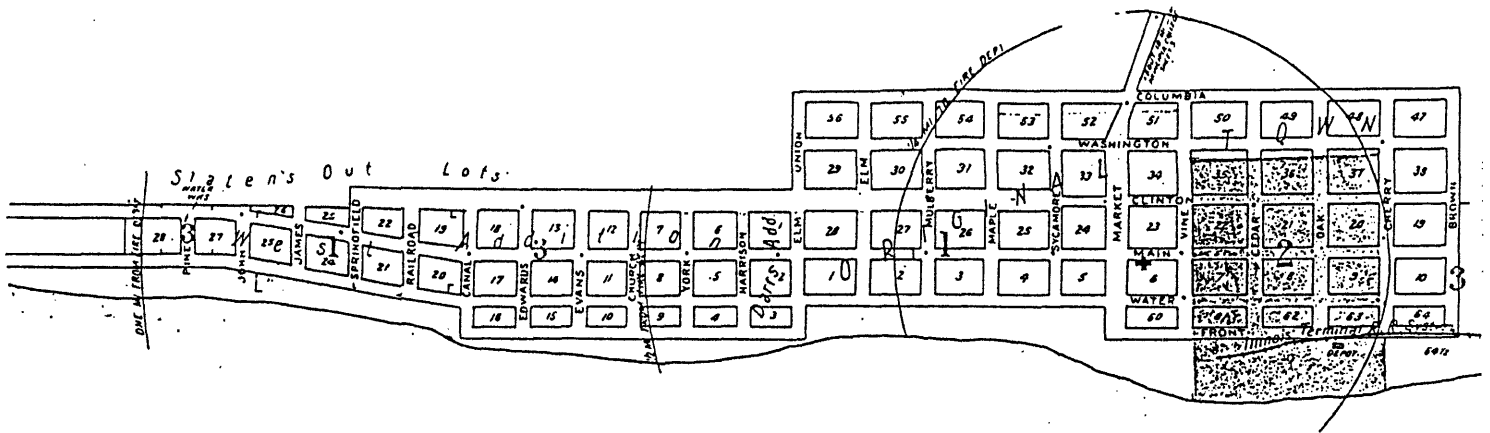
Shown: Proximity of Camden, Grafton, and the Jersey Landing (Elsah); Grafton Stone Quarries identified.
Source: *Atlas of the State of Illinois, 1876*

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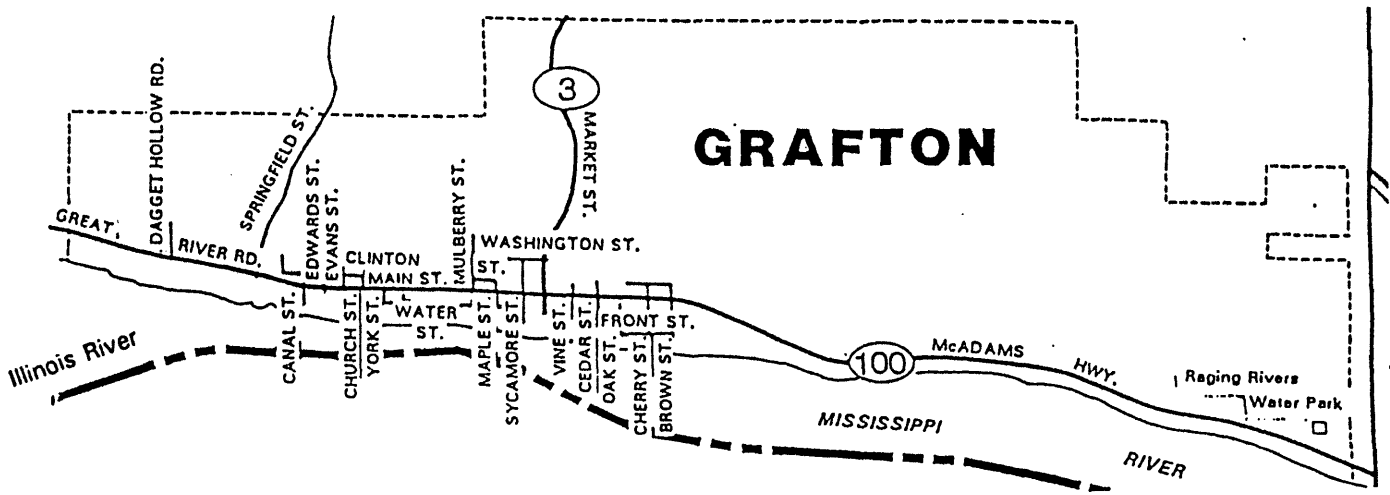
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Street and Block Plan



Source: Sanborn Map Company, 1936

Contemporary Street Map



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Endnotes

1. *Jersey County Democrat-News, History of Grafton and St. Patrick's Church* (Jerseyville: *Jersey County Democrat-News Print*, 1941), p. 6.
2. Ibid., p. 5.
3. Ibid., p. 6.
4. Ibid., p. 5.
5. Ibid.
6. Ibid., pp. 7-8.
7. Ibid., p. 8.
8. Slaten M. Bray, ed., *Survival; Floods, Fires, Tornadoes, Wars: Grafton's Tenacity* (Hardin, IL: *The Calhoun News*, 1986), p. 5.
9. Ibid.; *Jersey County Democrat-News*, p. 8.
10. Bray, p. 5.
11. Ibid., pp. 5-6.; Ruby Postlewait, project director, *Jersey County History Sesquicentennial Edition* (Dallas: Curtis Media Corp., 1991), p. 111.
12. Anna M. Hopley, *Blood, Sweat and Grafton* (Grafton, Illinois: By the Author, 1967), p. 3.
13. Ibid., p. 4.
14. Postlewait, p. 111.
15. Ibid., p. 112; Hopley, p. 4.
16. Postlewait, p. 112.
17. Oscar B. Hamilton, ed. *History of Jersey County, Illinois, Illustrated* (Chicago: Munsell Publishing Co., 1919), p. 459.
18. Ibid.
19. Ibid.

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20. 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.

21. *History of Greene and Jersey Counties, Illinois* (Springfield, IL: Continental History Co, 1885); reprint ed. (Evansville, IN: UNIGRAPHIC, Inc., 1980), p. 308.

22. Hamilton, p. 460.

23. Bray, p. 10.

24. Ibid.

25. Ibid.

26. Hopley, p. 5.

27. "Grafton packs a lot of history into 150 years," *Alton Evening Telegraph*, 25 July 1986.

28. Bray, p. 10.

29. Hamilton, p. 461.

30. Hopley, p. 14.

31. *History of Greene and Jersey Counties, Illinois*, p. 308.

32. Hopley, p. 5.

33. Ibid., p. 21.

34. Postlewait, p. 117.

35. Ibid.

36. Ibid., p. 113.

37. Hopley, p. 6.

38. Ibid.

39. Ibid.

40. Hamilton, p. 462.

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41. Ibid.
42. Bray, p. 12-13.
43. Hamilton, p. 462.
44. Ibid., p. 465.
45. Hopley, p. 26.
46. Bray, p. 15.
47. Ibid., p. 14.
48. Ibid., p. 15.
49. Ibid., p. 14.
50. Ibid., p. 15.
51. Ibid., p. 16.
52. Ibid.
53. Ibid.
54. Ibid.
55. Postlewait, p. 113.
56. Hamilton, p. 466; Bray, p. 13.
57. Bray, p. 13.
58. *History of Greene and Jersey Counties*, p. 322.
59. Hamilton, p. 467.
60. Bray, p. 18.
61. Ibid., p. 14.
62. Ibid.
63. Hamilton, p. 467.

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64. Hopley, p. 20.

65. Ibid., p. 20.

66. Postlewait, p. 115.

67. Bray, p. 13.

68. "Eads Bridge," National Register of Historic Places Nomination form, 1975.

69. Hopley, p. 9.

70. Ibid., n.p.

71. Hamilton, p. 558.

72. Mary Ann Pitchford and Carol Stephens Wallace, *Visions of the Past: Grafton, Illinois* (Grafton, IL: Grafton Bicentennial Committee, 1976), p. 9.

Historically, the building was also known as the Grafton Show Hall, and later as the Masonic Hall.

73. *History of Greene and Jersey Counties*, p. 515.

74. Ibid., p. 323.

75. Ibid.

76. Bray, p. 15.

77. Sanborn Map, 1894.

78. Sanborn Map, 1900.

79. Hopley, p. 8.

80. Hopley, p. 24.

81. Bray, p. 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.

82. Ibid.

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83. Hopley, p. 8; Bray, p. 24.
84. Hopley, p. 25.
85. Ibid., p. 24.
86. Pitchford and Wallace, p. 14.
87. Ibid.
88. Postlewait, p. 118.
89. Ibid.
90. Ibid.
91. Bray, p. 21.
92. Ibid.
93. Hopley, p. 24.
94. Hopley, p. 22.
95. Ibid.
96. Ibid., p. 23.
97. Ibid.
98. Ibid.
99. Hopley, p. 9-10.
100. *Jersey County Democrat-News*, p. 18.
101. Hopley, p. 10.
102. Ibid., p. 11.
103. Ibid., p. 13.
104. Ibid., p. 8.
105. Sanborn Map, 1894.

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106. Hamilton, p. 466.
107. Hopley, p. 14.
108. Ibid., p. 14.
109. Sanborn Maps, 1914 and 1936.
110. Pitchford and Wallace, p. 14.
111. Ibid.
112. Sanborn Map, 1894.
113. Sanborn Map, 1900.
114. Pitchford and Wallace, p. 15.
115. Hamilton, p. 468.
116. Sanborn Map, 1894.
117. Bray, p. 27.
118. Sanborn Maps, 1900.

The *Jersey County History, Sesquicentennial Edition* notes that a bank was burned, however, the Sanborn 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.

119. "Grafton packs a lot of history into 150 years."
120. Ibid.
121. Hamilton, p. 468.
122. Ibid., p. 469.
123. Ibid.
124. Hopley, p. 8.
125. Bray, p. 27.
126. Ibid., p. 26.

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127. Ibid., p. 26-27.

128. Ibid., p. 24-25.

129. *Jersey County Democrat-News*, p. 11.; Sanborn Maps, 1900 and 1914.

130. "Pere Marquette State Park Lodge and Cabins," National Register of Historic Places Registration form, Illinois State Parks Lodges and Cabins Thematic Resources nomination, 1985.

131. Postlewait, p. 114.

132. Hopley, p. 24.

133. Bray, p. 1.

134. Tom Wright photo collection, Grafton City Hall.

135. Bray, p. 27.

136. Postlewait, p. 11.

137. Ibid., p. 13.

138. Sanborn Map, 1936; Tom Wright photo collection.

139. *Jersey County Democrat-News*, p. 21.

140. Bray, p. 23.

141. Ibid., p. 27.

142. Ibid., p. 24.

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Associated Property Types

Introduction

Historic properties in Grafton provide insight to the city's development patterns from its pre-incorporation establishment, c. 1830, through its continued development into the mid-twentieth century. Grafton's historic resources, whether residential, commercial, or transportation-related, are consistently varied. Simple vernacular houses are interspersed among more pretentious, architecturally stylistic houses belonging to the city's elite. Large commercial buildings are mixed among single storefront buildings. Residences, whether stylistic or vernacular, are also integrated among commercial buildings in the city's central business district. All of these patterns convey the sense of growth and development which is directly linked to Grafton's location along the Mississippi and Illinois Rivers. Grafton's initial boom from 1836-37, its peak years of quarry business in the mid and late nineteenth century, and its industrial success brought by early twentieth century developments (the Illinois Powder Manufacturing Company in 1907 and World War I manufacturing at the Rippley Boat Company) are periods which are expressed through its built environment.

The settlement of the city is focused in the city's original plat and Camden Hollow (later Upper Grafton) which historically became part of Grafton. The concentration of this settlement is along the historic Main Street corridor, but also extends up the roads through the hollows. However, the earliest construction in the city, c. 1830 - c. 1840, is located in close proximity to the rivers' historic banks.

Both fully expressed architectural style and traditional vernacular building types are found in Grafton. The majority of the buildings in the city may be classified as vernacular, but many of these have the influence of an architectural style through the application of architectural detailing. The use of vernacular building types is not a sign of economic status in Grafton, as many of the houses of the city's prominent citizens may be classified as vernacular building types. The distinguishing of vernacular buildings was achieved through the application of architectural elements.

Grafton retains important examples of the regional use of the native limestone; this use is found from Alton, west past Elsay, to Grafton. Limestone was quarried in Grafton as early as 1830, with the material being used only locally until around 1855 when Grafton limestone was shipped regionally. The stone was used to construct commercial buildings, houses, and transportation-related structures in Grafton and while the material continued to be used through the 1930s, its earliest use presented interesting and unique early craftsmanship and stylistic influence. The stone for the walls of these buildings was typically rock-faced. On the 1830s-40s buildings, the stonework may be slightly more ashlar or squared on the building's main facade than on its side elevations. Likewise, while the stone was commonly laid in courses, the work sometimes becomes more random on the secondary facades. On later stone commercial buildings from the 1850s, dressed stones are contrasted with rock-faced stone in precise ashlar coursing creating stone textural qualities.

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Limestone residential buildings from the 1830s-40s usually display some characteristics of the Greek Revival style. Expressed through stonework, these details may also be inherent to stone construction. Dressed lintels and sills contrast against rock-faced walls. Occasionally a lintel will include a shallow pediment. The thickness of the stone walls allows for a recessed doorway, frequently with a paneled recess, sidelights, and multi-light transom. Quoins may be at building corners and entryway; sometimes the stonework may only crudely allude to quoins.

Grafton limestone architecture differs regionally from Alton and Elsah, nearby Mississippi River communities which also have limestone buildings. Some of Grafton's buildings pre-date buildings in Alton and Elsah by nearly twenty years. Perhaps the difference in date allows for the earlier Grafton buildings to have all their architectural details expressed in limestone, rather than the molded wood lintels which are found on buildings in Elsah. Despite proximity to quarries, Alton has few residential buildings constructed of limestone. However, the Guertler House in Alton, dating to the 1850s, has been identified with a master stonemason.¹ Several of Alton's earliest churches, also dating to the 1850s, are constructed of limestone. Neither Alton nor Elsah have large scale limestone commercial buildings. In Grafton, the Godfrey Store (Greek Revival) at the northeast corner of Main and Cedar streets, and the Grafton Stone and Transportation Company Building (Greek Revival and Italianate) at the southeast corner of Main and Cherry Streets, are finely crafted commercial buildings; both were constructed in the 1850s and are on East Main Street.

Grafton's architecture is not dominated by the native limestone. With early sawmills present, wood was available c. 1836; brick was also available by the 1840s. Perhaps surprisingly, given the availability of limestone, rock-faced concrete block is also used in Grafton, as early as c. 1905 for commercial and residential buildings.

Development of the property types for the Historic Resources of Grafton is based on function categories-- Residential, Commercial, and Transportation. Property types may not be all inclusive with this original submission, but are based on a knowledge of a number of properties not necessarily being included with the initial submission of nominations accompanying this Multiple Property Documentation form. Discussion of architectural styles and building types in this section of the document uses a variety of references which are grouped in the Bibliography section.

F2 Property Type: Residential Buildings

Subtype: Single or Duplex Dwelling. The term "single dwelling" refers to a house originally built to be occupied by only one family; similarly, "duplex dwelling" refers to a building, typically a house, with two units under one roof, each intended for single family occupancy. The property type is determined by historic use. However, physically, these subtypes will share a common idea of form and spatial arrangement, in addition to their use. Materials used in construction include native limestone, wood, brick, and concrete block.

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Historic dwellings may be categorized by architectural style or vernacular building type. As the period of these properties ranges broadly from c. 1830 to 1943, numerous architectural styles, and vernacular building types may be found. Vernacular buildings may be unadorned or may display influence of an architectural style, i.e. having elements such as a bracketed cornice, bargeboards, or a spindlework porch frieze.

With some of the earliest buildings in the city, a combination of use, such as a residence and store, may have occurred. As this combination of use may be difficult to clarify, it is classified as this property type/subtype if the building appears residential in character. If the mixed uses of the building are obvious, meeting two property type definitions is possible.

The Greek Revival style is seen in some of the earliest dwellings, usually those constructed of stone. Quoins, dressed stone lintels, and a doorway detailed with a transom and possibly sidelights are characteristics of the Greek Revival style as found in Grafton. Small frieze windows on an upper half story may also indicate references to the style. The stonework may only show an attempt at producing quoins, i.e. the quoins may not be fully pronounced, but a change in the stonework is evident. Buildings dating from c. 1830 - c. 1865 may show these elements. Gothic Revival, also among the earliest styles found, has only minimal references in Grafton. Used from c. 1840 - c. 1885, the only references to the style in Grafton are steeply-pitched gable wall dormers, decorative wood triangular pediments, and bargeboards (decorative gable trim).

The Italianate style as found in Grafton may be characterized by square or rectangular original building form, tall two-over-two double hung windows, and a low-pitched hip roof with extended eaves. Buildings which display influence of the Italianate style may have a bracketed cornice or as little as an arched window with a simple wood frame. Buildings with Italianate style or influence date to the mid to late nineteenth century.

The Queen Anne style may be found on dwellings in Grafton dating from c. 1880 - c. 1910. Physical characteristics of the style include asymmetrical form/irregular plan, varied roof line, and varied wall treatment (including sawn shingles). Small, multi-paned windows are occasionally seen. Porches are common and are typically adorned with wood decoration, whether a simple spindlework frieze, turned balusters and porch posts, or incised ornament. Gable and pediment decoration may include incised ornament or corner brackets.

Few examples of the Classical Revival style, c. 1895 - c. 1930, are found in Grafton. Characteristics of the style include smooth lintels over windows, Doric porch posts and a plain porch frieze, and a formal entry with sidelights and transom.

Vernacular buildings are typically classified in "building types," linking function, configuration, floor plan, number of stories, chimney location, and window and door arrangements. In Grafton, a large number of houses may be classified as the Hall and Parlor building type. Dating to c. 1840 - c. 1910, the Hall and Parlor type is usually one story or one and one-half stories, with a side gable roof, rectangular plan, and three bay front composition. The term "Hall" indicates a room, not a hallway as in modern terminology. Hall and

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Parlor houses have two rooms, with the front door giving direct access to one of the rooms, usually the hall which is a "great room" of sorts, being somewhat larger than the parlor. Chimneys are usually found at one or both gable ends. In Grafton, the Hall and Parlor type is also found in a four room version; these houses appear from the main facade as the classic Hall and Parlor type, but are two rooms deep. Commonly, additions are found on Hall and Parlor buildings, with rear shed wings and small ells providing additional rooms. This building type is usually unadorned with architectural ornament in Grafton.

The Side Hall Plan building type is also found in Grafton, dating from c. 1830 to c. 1890. The most obvious characteristic of these dwellings is an entrance located in the far left or right bay, usually within a three bay facade. Side Hall Plan houses may be one and one-half or two stories in height. Two rooms deep and one room wide, the side hall of these buildings contains a staircase to access the upper half or full story. The hall itself is not necessarily walled off from the main front room, but may simply contain a staircase to the side of the front room. Roof forms may be front gable, side gable, or hip. The Queen Anne and Italianate styles may be found on this building type in Grafton. On the earliest examples of this form, Greek Revival stylistic influence may be seen.

The New England One and a Half building type dates to c. 1840 - c. 1870. The most easily identifiable characteristic of this rectangular form, side gable house is an upper half story which either has no windows, gable end windows, or has small rectangular frieze windows. These frame houses have three to five bay widths. The typical floor plan of two large front rooms and central stair with smaller back rooms may have additions on the rear or side. In Grafton, influence of the Italianate style is found on these house types, with decorative architectural elements including paired brackets.

The Gabled Ell building type dates to c. 1865 - 1905 in Grafton. Key characteristics of the building type are front and side gable wings, both of the same height. The plan of the house may have an L-shape or T-shape and the house may be one, one and one-half, or two stories tall. The entrance of the house is usually, but not always, in the side gable wing; a reentrant angle porch typically fills the space between the front gable section and side wing, protecting the entrance. Elements of the Queen Anne style may be found on the Gabled Ell building type in Grafton.

A Gable Front building type is also found in Grafton, dating to a broad period from c. 1836 to c. 1900. One, one and one-half, or two stories in height, the Gable Front house usually, but not always, has an entrance in the gable front. The main facade may be three or four bays wide. Typically these houses are modest, but elements of the Greek Revival or Queen Anne styles may be found.

The Pyramidal Cottage building type dates from c. 1870 - c. 1900. One or one and one-half stories in height with square or nearly square plans, the key feature of this building type is the pyramidal hipped roof. Gable or hip roof dormers may provide light and ventilation to the upper story. Porches, either covered by the main

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hipped roof, or with an extension off the main roof, are also common; porches are usually full or nearly full-facade.

Early twentieth century building types are also found in Grafton, chiefly the Four Square and the Bungalow. The Four Square is characterized by a square or rectangular plan, two stories or more in height, and a hip roof. Hip or gable roof dormers are common, as is a raised basement. Full or nearly full-facade porches are almost always found on this building type. The Four Square building type dates from c. 1900 - c. 1925. The Bungalow is one or one and one-half stories tall, with a low profile. The Bungalow building type dates from c. 1905 - c. 1930. Typically this building type has either a side or front gable roof, but one example in Grafton has a hipped roof; the roof has a pitch which allows it to appear as a gable. Porches are usually full-facade, covered by an extension of the main roof, or occasionally by a low, separate roof. Front roof dormers are common.

Subtype: Multiple Dwelling. The term multiple dwelling refers to an apartment building or a hotel. The chief characteristic of this property subtype is its scale, being more akin to a large commercial building as opposed to a single dwelling. Multiple Dwellings are two or three stories in height. In Grafton, these buildings are constructed of brick. An entrance covering, either an open pavilion or a porch, covers at least the entrance. Multiple entrances are common. Windows are one-over-one double hung sash, and are only minimally adorned with brickwork or stone lintels. Roofs are flat or shed. Stylistic influence, if any, is representative of the date of the subtype, c. 1890 - c. 1915. Brick corbelling and detailing, as typically found on turn-of-the-century commercial buildings, may be found on this subtype. Minimal references to the Classical Revival style may also be found in entrance and storefront treatment.

Subtype: Outbuilding. This subtype includes supportive residential-related uses such as garages, smokehouses, root cellars, and storage buildings and structures. This subtype is typically found in conjunction with the single or duplex dwelling subtype, as an ancillary building. Garages, constructed of wood, date from c. 1915 - c. 1930. While constructed for automobile storage, garages may also have supportive storage space included within the garage space itself, or as a small wing addition. Garages are free-standing, i.e. not incorporated into the dwelling design. Root cellars are constructed of the native limestone, and are small in scale. The root cellar provided a cool, dark room for preserving fresh foods and root crops. In Grafton, root cellars may be found attached at a basement level, with a gable or hipped roof covering; root cellars may also be found built into the bluff wall at rear property line retaining walls. Smokehouses are small structures, typically built of the native limestone with a gable roof. Fenestration is limited to a few small air vents and a door, usually in the gable end. Improvements in refrigeration and packing during the twentieth century eliminated the need for these middle to late nineteenth century structures. In Grafton, however, these structures date from c. 1865 - c. 1915.

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Subtype: Elevated Dwellings. Elevated dwellings are single dwellings which have been raised with concrete (poured or concrete block), elevating a one or one and one-half story building to at least an additional story or more. Examples of this subtype may date as early as 1940, and continue to occur. The elevated structure itself may be of an open post design, or may be walled between the supportive posts. The dwellings themselves may fit any of the single dwelling styles or building types. Additionally, an elevated Quonset hut example is found at the westernmost end of Grafton, south of Route 100. (Quonset Huts were first constructed in 1942 for the U.S. Navy, and became popular military buildings during World War II mobilization efforts.)

F3 Significance: Residential Buildings

Residential Buildings are locally significant under Criterion C for Architecture if they illustrate good examples of architectural styles, combinations of architectural styles, or possess the traditional forms, floor plans, and materials of the vernacular building types established in the Description/F2. Residential Buildings that illustrate the use and craftsmanship of the native limestone are also significant. Residential Buildings may be eligible individually or collectively in a historic district. Residential Buildings may also be eligible under Criterion B for their direct association with the productive lives of persons significant in the history of Grafton.

F4 Registration Requirements: Residential Buildings

To be eligible under Criterion C for Architecture, an individual Residential Building must have retained sufficient integrity to convey the distinctive characteristics of an architectural style, building type, or method of construction (native stone). Buildings significant for an architectural style or combinations of styles must retain sufficient design and materials associated with the style. Vernacular buildings must possess the forms, floor plans, and materials (most notably, the native limestone) of the specific subtype, and plan/massing. Later additions are acceptable if they are clearly secondary and do not significantly obscure the stylistic attributes or forms of the original building. All residential buildings must also have the integrity of location, setting, feeling, and association. Outbuildings that possess the distinctive characteristic of the subtype may be eligible even if the main building (house or commercial building) is gone.

To be eligible as a historic district, the collection of Residential Buildings must have a significant collection of pre-1943 resources which are united historically or aesthetically by physical development. The district must collectively possess integrity of location, setting, feeling, materials, design, and association. Buildings within a historic district may be altered; however, the district must have sufficiently retained its appearance from the time when it achieved its historic significance.

To be eligible under Criterion B, the Residential Building must be the building associated with the productive life of a person significant in the history of Grafton, or it may be eligible if it is the only extant building associated with the significant person.

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F2 Property Type: Resources Associated with Commerce

Subtype: Commercial Buildings. Commercial Buildings housed the community's business and small scale manufacturing functions. In Grafton, a general store, a saloon, a bank, a barber shop, a restaurant, and a workshop (i.e. Peter Freiman's Skiff Shop) are examples of this subtype's uses. While the Commercial Buildings' location was typically on Main Street, locations may be found elsewhere in the community. Materials used for construction include native limestone, brick, concrete block, and wood. Scale varies greatly among the properties in this category, ranging from a single story building of no more than two bays, to long rectangular two story buildings and buildings of numerous bays. Typically, these properties have a different treatment on the front/main facade than on the sides and rear elevations. Some type of architectural detail is usually found on the main facade. Conversely, the other elevations are typically unadorned. Side and rear elevation elements include painted signs, stepped parapets, and masonry segmental arches over minimal side windows. Rear elevations usually have more windows than the side elevations. First story building facades will usually have some type of storefront design, i.e. windows to display shop goods or to allow illumination into interior space. Exceptions to this include the Freiman Skiff Shop which has only two multi-light doors. Overall, these buildings date from c. 1836 - c. 1935.

Facades may have elements of the Greek Revival, Italianate, or Commercial styles. Some examples of the subtype may have no style at all or are minimally Commercial Style. Nevertheless, they are good examples of simple utilitarian buildings which contributed to the variety of commercial offerings of the city. The Greek Revival style on Commercial Buildings includes such features as front pediments, pilasters, quoins, denticulated moldings, and formal entries with multi-light transoms and moldings. Side elevations of these buildings may have only plain window lintels. These buildings date to the earliest period of Grafton's history, c. 1836 - c. 1855. The Italianate style is not fully expressed on Grafton Commercial Buildings, but elements of the style are found. More often, the Italianate style is found mixed with more classical elements from the earlier Greek Revival style. This combination of architectural elements may include quoins, tall round arched windows with quoins, blockish massing, segmentally arched window heads under projecting stone hoodmolds, and hip roofs. Buildings of this style date from c. 1840 - c. 1870.

Most of the Greek Revival and Italianate Commercial Buildings are constructed of native limestone. The limestone provided opportunities for additional building "ornament" or detail, not necessarily stylistic, but distinctive to the material. Chief among those characteristic are stone walls which may be of smooth stone, rock-faced stone, or mixed. Additionally, stone may be found laid randomly or in courses, or in a combination of these, adding further variety to walls. Keystones, quoins, date stones, and hoodmolds or lintels are distinctive limestone features. The material is commonly used as the foundation of buildings regardless of the construction and wall material.

The Commercial Style in Grafton dates from c. 1870 - c. 1935, and bridges commercial growth in the community between the era of expanded river trade and the era of modern transportation. Most of these

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buildings will date to the turn of the century and the earlier twentieth century. Constructed of brick or concrete block, this style is manifested through minimal architectural detailing such as corbelling, raised panels outlined in brick, double rowlock or soldier course segmental window arches, and plain window heads. Stepped parapets are common on side elevations, but are also found on front elevations of at least two Commercial Buildings. Some attempt at formality or a classically inspired first story may be evident. Examples might be as subtle as a plain entablature at the first story level. One Commercial Building carries classical inspiration to a full expression. The Grafton Bank Building is an example of the Classical Revival style, fully expressed with a classical entrance and entablature.

Subtype: Storage Facilities. As outbuildings provide supportive spaces to Residential Buildings, Storage Facilities provide supportive spaces to Commercial Buildings. These buildings or structures were not places where business was conducted, but served to store goods which were later moved to Commercial Buildings or delivered directly to customers. The prime example of a Storage Facility is an ice house. Built of stone, frequently using the bluff wall as a rear wall, commercial ice houses have only minimal small fenestration and only one means of access through a front door. They are utilitarian, and have no architectural ornament. Their limestone construction, however, can display distinctive workmanship.

Subtype: Seasonal Commercial Buildings. Only minimally beyond temporary in nature, seasonal commercial buildings are those buildings used to market foods from nearby farm lands to the north and west of Grafton. Commonly, these buildings have three wood walls under a shed roof, with an overhang protecting an open facade. Screens on wood frames may be used to enclose the Seasonal Building at the facade. The screens may be used at all times, or only at night to secure the facility. Occasionally wood shelves may extend from supports on the screens, serving as a place on which to rest merchandise while making payment. The facility may have numerous signs, typically hand lettered, to advertise the seasonal goods.

Subtype: Industrial Buildings. This property type is characterized by wide, open spans which are minimally interrupted, perhaps only by support columns. The oversized space is illuminated by numerous windows, usually small-paned, multi-light industrial sash. Additionally, a clerestory may provide supplemental lighting. Facades are commonly unadorned with architectural ornament, with simple brick corbelling being a typical feature. Wings or additions are part of the property type, serving as lower scale appendages to a dominant central section. Wings are usually constructed with side shed roofs. Because transportation of goods was important to these facilities, proximity to the river, and therefore to the railroad lines, is important.

F3 Significance: Resources Associated with Commerce

Resources Associated with Commerce may be eligible under Criterion A and/or B for Commerce and Criterion C for Architecture. Commercial resources represent Grafton's livelihood historically. These properties housed the activities which supplied the community with goods and services. Beyond that, some commercial efforts based in Grafton supplied parts of the country from the east coast to New Orleans with goods. The architecture

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of these properties can represent the historic development of the community from its earliest establishment through the early twentieth century. In some cases, a property's association may bridge the areas of significance of Commerce and Industry, such as with a quarry-related office building. Resources may be significant under Criterion B for association with the productive lives of persons significant in the history of Grafton. Architecturally, these resources may be good examples of an architectural style or combination of styles as established in the Definition/F2.

F4 Registration Requirements: Resources Associated with Commerce

To be eligible under Criterion A, the resource must be proven to be significant in the commercial activities--trading goods, services, and commodities--in Grafton. These resources will likely be places which have had a long history with a particular function (a continuous type of business, i.e. general store, company office, or hotel) which served the needs of the community for many years. Conversely, a building occupied by numerous business interests over the years, but not associated with any particularly significant business, would not be eligible under Criterion A. Integrity of location, feeling, and association are important.

To be eligible under Criterion C for architecture, the resource must be a significant example of an architectural style or combination of architectural styles. The resource must have retained sufficient design and materials associated with the style in order to be eligible individually. Storefronts/first story exteriors are particularly susceptible to alteration. When the exterior first story facade has been altered, however, the original configuration of the space should still be evident. For example, a plain metal entablature would still indicate the separation between the first story and second story or parapet. The first story of the facade should not be enclosed with a permanent-like infill such as the complete bricking-in of a storefront. Alterations to upper story windows are acceptable if the original upper story window opening is intact. An example of this alteration would be windows which have been boarded behind (from the interior) the original opening, with the opening completely intact and the recession (or depth) of the fenestration still being maintained.

To be eligible as a historic district, the collection of resources must be a significant grouping of pre-1943 resources which were united historically or aesthetically by physical development. Resources within a historic district may be altered. The district, however, must have sufficiently retained its appearance from the time when it achieved its historic significance. The district must possess integrity of location, setting, feeling, materials, design, and association.

To be eligible under Criterion B, the resource must be the building associated with the productive life of a person significant in the history of Grafton; it may also be eligible under Criterion B if it is the only extant building associated with the significant person.

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F2 Property Type: Transportation-Related Properties

These properties are defined by their association with river, railroad, or road transportation in Grafton; the two most notable examples being the "New Wharf" and the stone arched bridge west of Daggett Hollow Road. Transportation-Related Properties date from the incorporation of Grafton in 1836 to 1912, the ending date of the "Expanded River Trade and the Railroad" associated historic context. The use of native limestone is important, and likely inherent to the structure in order to provide sufficient strength.

F3 Significance: Transportation-Related Properties

These properties provide a significant tangible link to the important theme of transportation in Grafton, a theme which crosses all three associated historic contexts. Whether river, road, or rail, transportation provided a means to market goods from Grafton and to deliver merchandise to Grafton. Moreover, transportation was a vital means of communication for the small community. Early roads provided important links from Grafton to other parts of the county, including neighboring communities and the county seat of Jerseyville. Transportation-Related Properties are eligible to the National Register under Criterion A for significance in transportation in Grafton. These properties may also be eligible under Criterion C for Architecture or Engineering, as they embody distinctive characteristics of the native limestone construction.

F4 Registration Requirements: Transportation-Related Properties

Integrity of location and association are the foremost considerations of these properties, as they must retain their proximity to the river, an early road, or the historic location of the railroad to be eligible to the National Register under Criterion A. To be eligible under Criterion C, these properties must retain integrity of design, materials, and workmanship to convey their historic construction. Integrity of setting is not as important; new construction may be nearby or a historic road may not continue past an early bridge. Integrity of setting should not be so altered, however, as to greatly impact the historic feeling of the property.

Endnotes

1. "Guertler House," National Register of Historic Places Inventory--Nomination Form, 1974.

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Name of Multiple Property Listing

Jersey Co., Illinois
County and State

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

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Geographical Data

The corporate limits of the City of Grafton, Jersey County, Illinois

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Summary of Identification and Evaluation Methods

This multiple property listing of the Historic Resources of Grafton, Illinois is based upon an informal reconnaissance survey conducted in the summer of 1993 by Illinois Historic Preservation Agency staff, led by Ann V. Swallow, Survey and National Register Coordinator for the Agency. The survey included photography of much of the community, but did not include a formal report summarizing recommendations. As part of the initial submission for the multiple property listing, five individual properties and one historic district nomination were recommended.

Atypically, the motivation for the reconnaissance survey and the initial submission recommendations was the Great Flood of 1993. The extreme overflow of natural waterways, compounded by the duration of that overflow, has left numerous historic resources throughout the Midwest severely damaged. As the waters continue to recede, historic resources remain in jeopardy. Technical issues of buildings not drying out and continued ground saturation before winter freeze/thaw cycles are of concern, but moreover, the bottom line is whether property owners will be able financially to salvage their historic buildings. In many cases the severity of damage extends well beyond individual property owner's flood insurance coverage. The Federal Emergency Management Agency is offering property buy-outs, with Grafton being among the communities which are within this program.

Jersey County, Illinois was particularly hard hit by the flooding of the Mississippi and Illinois Rivers which converge at the eastern end of the City of Grafton. The two other Jersey County communities along the Mississippi River--Chautauqua and the Village of Elsay--are both listed in the National Register of Historic Places. The City of Grafton, the oldest of the communities, has no National Register listings, but retains a tremendous wealth of historic resources from its founding in the 1830s through the early twentieth century. As decisions regarding whether to salvage flood-damaged historic buildings are being made, this document is being developed at a particularly crucial time. National Register status will give appropriate recognition to the Historic Resources of Grafton, in an attempt to encourage the property owners and the involved governmental agencies (federal, state, and local) to save significant pieces of Grafton's history. Additionally, National Register status will allow property owners to become eligible for much-needed additional funding to assist with preserving historic properties.

The associated historic contexts for this multiple property listing represent significant eras of development in Grafton, each encompassing the major themes of the city's history--transportation, commerce and industry, and architecture. The property types are organized by function, except for native limestone buildings and structures, which have been singled-out beyond the functional organization. Registration requirements have been based upon a knowledge of existing properties.

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The properties chosen for the first phase of submissions were selected for their representation of the city's history and degree of integrity; additionally, all of the buildings in this initial submission were damaged by the flood. The nominations were limited to a small selection of eligible properties due chiefly to time constraints in preparing the National Register materials in time for the next Illinois Historic Sites Advisory Council meeting and allowing for proper notification.

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Historic Resources of Grafton, IL

The following text is supplemental information on the 1993 flood damage to historic resources in Grafton, Illinois.

The flood of 1993 damaged several dozen pre-World War II buildings/structures in Grafton, and the resources were underwater for several months during the spring, summer and fall of 1993. Grafton does not have a levee and therefore resources were slowly submerged in water over the course of days or weeks. The dramatic scenes of buildings being swept away by flood waters did not occur in Grafton. The flood water depth varied depending on how elevated the buildings were above the river. In some cases only the basements filled with water, and in others the water completely submerged one-story buildings to the eaveline. In general, the flood caused more damage to modern materials than historic fabric. For the most part, building rehabilitation will involve the repair or uncovering of historic materials and the replacement of modern materials.

With the recession of flood waters, the extent of the damage became apparent. Some buildings and/or porches that were not properly anchored to permanent foundations were dislodged (and in some cases, actually floated away from their site). However, most buildings remained in place. Some masonry buildings have shown settlement cracks after the flood. Basements were flooded and the mortar in masonry walls had been leached out by the flood waters. Repointing of brick and stone walls (both foundation and first floor level) will be necessary. Some brick replacement will be required where the bricks themselves spalled or were scoured out by flood water. Modern exterior synthetic siding oftentimes became warped after drying out. All buildings were covered with river mud and debris and they all need to be cleaned. Utility systems were permanently damaged by the flood, and most buildings will need new furnaces, electrical wiring, and air conditioning units.

On the interior, wood and plaster finishes were waterlogged, and most tongue and groove floors did not dry out without warping or buckling. Modern drywall (and insulation), plasterwork, doors, window moldings, and floor coverings were submerged or became saturated and had to be removed. Many historic interior finishes, such as door and window moldings, plaster, doors, and windows dried out with little structural damage. Historic wood finishes -- varnish, graining, etc. were literally dissolved by the flood waters.

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Specific information on the damage to the nominated buildings in Grafton is as follows:

1. Slaten-LaMarsh House, 25 East Main Street

The Slaten-LaMarsh House was flooded approximately 3-4 feet high through the first floor of the building. Repointing of the masonry foundation is required, and utility systems must be replaced. In the recent past the interior of the building had been remodelled, and all of the modern finishes were destroyed by the flood. However, historic wainscoting, floors, and some window moldings survived on the first floor. The second floor was not damaged by the flood.

2. Grafton Bank, 225 E. Main Street

Basement flooded which caused the ash fill to settle below the first floor concrete floor. Rehabilitation will require the concrete floor to be removed and reinstalled.

3. John and Amelia McClintock House, 321 E. Main Street

Basement flooded. New furnace needed, and some repointing of concrete block foundation walls.

4. Ruebel Hotel, 207-215 E. Main Street

Basement and approximately 18 inches of first floor flooded. 1/3 of first floor flooring buckled from both flood waters and roof leaks. Water heaters, furnace, and electrical wiring must be replaced. Basement historic metal ceiling was apparently damaged, however, at this time, it is uncertain how much must be removed. Modern drywall and insulation will be removed.

5. Paris Mason House, 100 N. Springfield Street

In the recent past the house had been remodelled on the interior with drywall and modern doors and windows. All historic plaster and most of the woodworking were removed at the time of the remodelling. The building is now stripped back to the historic stud walls on the interior. The historic staircase still remains. The second floor is intact, and the integrity of the building rests on its stone and brick nogging method of construction.

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6. Grafton Historic District

Nearly all of the buildings in the district were flooded to some extent. The properties at the east end were flooded through the first floor and at the west end only basements were flooded. Exterior synthetic siding was damaged by the flood, and modern interior finishes have been removed from approximately 1/3 of the buildings. Some foundations will need repointing, however, none of the buildings suffered major structural damage. All need to be cleaned and some will need new utility systems. The extent of the damage to the historic wharf is unknown, however, the structure appears to be in the same condition as it was before the flood. This structure is flooded almost every spring.