

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC Illinois and Michigan Canal

AND/OR COMMON Illinois and Michigan Canal

**2 LOCATION**

STREET & NUMBER

CITY, TOWN Lockport to LaSalle-Peru \_ NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT 15th and 16th

STATE Illinois VICINITY OF CODE 17 COUNTY Will CODE 197

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

sections leased

NAME State of Illinois, Department of Conservation

STREET & NUMBER State Office Building

CITY, TOWN Springfield VICINITY OF STATE Illinois

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. State of Illinois, Department of Conservation

STREET & NUMBER State Office Building

CITY, TOWN Springfield STATE Illinois

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE None known

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN STATE

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The westernmost of a system of federally funded land grant canals, and the last completed, the Illinois and Michigan connected Lake Michigan with the Illinois River, in a project that had been proposed as early as 1810. Since the Des Plaines River was higher than Lake Michigan, it was first decided to make the canal a deep cut which would also allow for larger boats, more traffic and fewer locks. However, this plan was about twice as expensive and in 1842 the plan was changed to a shallow cut canal, with the highest water level, twelve feet above Lake Michigan, at Summit.

The Canal began at Canalport, or Bridgeport, on the south branch of the Chicago River, where groundbreaking ceremonies were held July 4, 1836. (Canalport was located where Archer Avenue now crosses Ashland.) The next important town was Lockport where the first canal lock was built and, in 1839, the Illinois and Michigan Canal headquarters was established. This headquarters building, which operated until the 1960s is a white frame building located beside the canal at Eighth and State Streets, today maintained as a museum, it still houses thousands of canal documents, including the original plans (listed separately on the National Register).

From Lockport the canal continued through Joliet, where it ran parallel to the Des Plaines River. However, in Joliet the canal and river were destroyed early in this century to create a different canal, the Sanitary and Ship Canal. The Illinois and Michigan Canal continued through Morris, Seneca, Ottawa, and LaSalle to Peru where it emptied into the Illinois River. Its total original length was 101 miles.

Proceeding westerly from Chicago, the canal bed and right-of-way have been covered by the Stevenson Expressway (U.S. 66 and Interstate 55) as far as Summit. From Summit to Lemont the canal has been long abandoned and although the canal bed can be recognized in outline, the walls have badly eroded and are overgrown in many places, and large trees are growing in the middle of the canal itself. At one time there were plans to incorporate this section into a forest preserve. An oil refinery owns and occupies a section of the abandoned canal just east of Lockport and the canal is gone or inaccessible in that area.

From Lockport to LaSalle there are a considerable number of historic features extant and the canal itself has been maintained in some places as parkland, and retains enough of its original fabric to be repaired and preserved, most appropriately for recreational use. Besides the canal bed, stone and earthen walls and towpath, along the canal's length, especially from Lockport to LaSalle, are a number of extant canal features in various states of repair. These include at least portions of 15 locks, one or two lock keeper's houses, bridges, dams, aqueducts, a mule barn, grainaries, and many structures which are not inventoried but were either toll houses or warehouses for the canal, and were built by the canal company, usually of the same limestone as used in the lock walls. Structures associated with the canal in the towns and rural

(CONTINUED)

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

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SPECIFIC DATES 1836-1848 (construction) BUILDER/ARCHITECT  
 1848-1936 (operation)

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STATEMENT OF SIGNIFICANCE

Just as the Erie Canal secured New York City's position as the most important shipping center on the East Coast, the Illinois and Michigan Canal guaranteed Chicago's place as the key transportation center of the Middle West. The canal, with its completion in 1848, linked Chicago to the Mississippi River and completed a continuous waterway from New York to the interior of the continent. The economic benefit resulting from the waterway contributed importantly to Chicago's growth as a major industrial and agricultural distribution center, and to its dramatic population rise from 12,088 in 1845 to 74,500 in 1854.

The great success of New York's Erie Canal inspired many other States to undertake the construction of canals. Agitation for building a canal from Chicago to LaSalle, where it would join the Illinois River, which in turn flowed into the Mississippi, failed to achieve results for many years. Finally, on July 4, 1836 ground was broken for the project at Canalport.

The construction of the canal proved to be as difficult as had the struggle to win approval for its development. The canal commissioners divided the route of the artery into sections and awarded contracts for the building of each section to the lowest bidders, many of whom proved to be irresponsible. Delay also were caused by trouble in finding laborers, and workmen for the canal had to be brought in from the East. The workers encountered rocky soil near Chicago and that made excavation much more difficult than expected.

However, the shaky finances of Illinois proved to be the greatest obstacle to the completion of the canal. The Panic of 1837 swept over the country just after ground had been broken, and this economic disaster greatly reduced the normal rate of construction. The State, in desperate straits by 1841, printed script in order to carry on the work. In a short time this currency lost all value and Illinois had to abandon work on the canal for several years. Construction did not resume until 1845, but by 1848 the waterway was finally completed.

Despite the frequent collapse of its banks and its freezing in winter, the canal proved to be a tremendous boon to Chicago. The first 30 years of

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approximately 1130 acres

UTM REFERENCES (See Continuation Sheet)

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

See Continuation Sheet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
Illinois	17	Grundy	063
Illinois	17	LaSalle	099

## 11 FORM PREPARED BY

NAME / TITLE Blanche Schroer, Grant Peterson, Landmark Review Project; S. Sydney Bradford, 1963

ORGANIZATION  
Historic Sites Survey, National Park Service

DATE  
9/14/76

STREET & NUMBER  
1100 L Street NW.

TELEPHONE  
202-523-5464

CITY OR TOWN  
Washington

STATE  
D.C. 20240

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-663), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

LOCAL  
Landmark  
Designated: JAN 29, 1964  
Boundary Certified:  
[Signature]  
Sept 11, 1979 date

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I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION  
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

(NATIONAL HISTORIC LANDMARKS)

(NATIONAL HISTORIC LANDMARKS)

(NATIONAL HISTORIC LANDMARKS)

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areas along its path would probably number in the hundreds. Identified and included in the national historic landmark boundary are the known extant features and structures which were part of the operation of the canal proper. The many uninventoried, scattered structures from the historic period, part of the complex which built up around the canal, do not share in the national significance of the landmark.

The Board of Canal Commissioners was created in 1823 and in the next year they conducted a survey of possible lines for the waterway. The grant of land to finance the canal project was given in 1827 and it gave to the company, the canal right-of-way, extending 90 feet on either side. The cross-section of the canal measured 60 feet at water level and 36 feet at bottom; the minimum depth of six feet was to be maintained. According to the revised plan of 1845, 16 locks were constructed, the largest, at Bridgeport, measure 220 by 20 feet, the others were 105 by 17 1/2 feet and they accommodated boats of up to 140 tons.

On the banks of the canal, from Chicago to Peru, cities and towns laid out by the canal commissioners grew rapidly and the nearby farmlands were quickly settled. Many of the canal towns were first canal construction camps and developed as the business on the canal increased and encouraged settlement west of Chicago. In the towns the canal company often constructed public buildings besides its own warehouses and business offices.

There was plenty of good stone available for foundations, bridge abutments, aqueduct piers and lockwalls in the huge lime beds found along the line from Lockport to Little Vermillion River, and a furnace and mill for processing the stone was established at Lockport by a Canadian firm. The labor force fluctuated in size during the construction decades, few of the workers were experienced and many were transients. There were a number of different contractors involved, and many of these were inexperienced and irresponsible also.

The financial condition of the company was constantly changing and at one point digging halted for two years while loans were sought from subscribers in Boston, New York and Europe. Sickness and floods also delayed work and such stoppage resulted in deterioration of construction in process, which then required repairwork. The canal cost a total of approximately six and one-half million dollars.

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Through the years of operation the canal was regularly repaired and original wooden bridges were replaced by iron ones, lock gates were repaired or replaced, aqueducts were rebuilt. For a while there were difficulties with slides in the stretch below Bridgeport, and piles were driven to hold the banks in place. In 1874 a list of major repairs stated that 12 new lock gates, and seven new bridges, plus dredging and pile driving were included in that year's maintenance work.

During the 1930s, after the canal had been little used for about two decades, a considerable amount of repair work was done on a number of the locks, in several places cementing large sections over the original stone and replacing older wood on the lock gates. Still, much of the old sandstone walls of the locks remains, with rope burns visible in places, and some of the early hardware is extant on the locks. The first eight locks are extant, in some part, and could probably be restored to use so that the canal could be constantly watered and improved for recreational purposes in that area. Small sections are well maintained, but considerable work needs to be done to clear and improve the condition of both the waterway and the towpath.

In recent years the State park department and several historical societies have become particularly interested in restoration of the canal and some major programs are in the planning stages, especially to expand the State's program of restoration and interpretation as begun in Gebhard Woods State Park. In 1971 a task force was established to study the historical, environmental and recreational possibilities of the Illinois and Michigan Canal and to halt possible future sale of canal lands. The 1973 report of this task force stated that except for the 7 1/2 mile section destroyed in construction of the Stevenson Expressway, although mostly in poor condition, the remainder of the canal and rights-of-way are essentially intact and capable of development.

After consultation of National Park Service surveyors with State and local parties, the national historic landmark boundary has been drawn more restrictively to enclose those areas which best retain the historic features and character of the canal and excluding a few areas which are inaccessible or which would require a great amount of reconstruction to regain the historic character.

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operation represented the period of greatest importance in the history of the Illinois and Michigan Canal, through its role in encouraging settlement and growth of the Des Plaines-Illinois Valley and in contributing to the rise of Chicago as a distribution crossroads.

Although the Illinois and Michigan Canal was more important as a freight route, its canal packets did transport passengers also, and the trip from Chicago to LaSalle was advertised to take 22 hours, and the Red and Green Packet line boats left Chicago and LaSalle three times a day. After 1854 the Rock Island Railroad, which parallels the canal, assumed all the passenger business.

Despite railroad competition, the Illinois and Michigan Canal continued to be an important freight carrier through the late 19th century, especially as the cargo route for grains from the farms of northern Illinois and the Midwest to Chicago, which became the biggest grain terminal in the Midwest. The canal continued as the area's major corn carrier until the 1860s. The canal was also the earliest carrier of livestock from the farms to Chicago which was growing as a meatpacking center. Another important cargo was lumber, which with its outlet through Chicago, gave the area to the northwest of the city an important industry.

The canal was closed entirely during the winter months, and 1848-1900 it operated an average of 240 days per year. In 1865 as many as 100 barges assembled in the river basin at LaSalle awaiting the opening of navigation April 1. By 1871 the entire construction debt was repaid from the sale of canal lands and from toll revenue. Until 1900 the canal continued to pay for itself, in contrast to other canals of the period. After 1882 the amount of tonnage carried on the Illinois and Michigan Canal decreased.

In 1871 Chicago built a pumping station to pump water and sewage into the Illinois and Michigan Canal from the Chicago River as the city water supply in Lake Michigan was endangered from such dumping. When the Illinois and Michigan Canal was no longer adequate to conduct all the city's wastes, the much larger Sanitary and Ship Canal was constructed parallel to it, ending the Illinois and Michigan Canal's career as a commercial carrier in 1917, the year that a portion of the new canal opened. The Sanitary and Ship Canal, which is still a busy waterway, was completed in 1933.

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The Illinois and Michigan Canal was built 1839-1848 by the State of Illinois and nominally had a 36-foot bottom width, 5-foot depth, 2-1 side slopes, 15-foot wide towpath and 90-foot width of land reserve adjacent to both sides of the canal. Canal development was financed both through the sale of State bonds and through the Federal Government's contribution to the State of every other section of land along the canal. Lands not needed for actual canal development were sold, with the money applied to canal construction. Thus ownership of canal lands was complex even during construction.

Since 1917 the Illinois and Michigan Canal has been generally abandoned, except in areas where it is State parkland. The canal has been polluted with industrial waste in some areas and leasors from the State and squatters have been allowed to fence off and build on sections, damaging and obliterating the canal in places.

In 1947 the Federal Government relinquished jurisdiction over the canal to the State providing that it would be maintained for "highway, park, recreational or any other public purpose." Canal land between Channahon and Morris was transferred from the Department of Public Works and Buildings to the Department of Conservation which now maintains the Gebherd Woods State Park.

In 1954 the Illinois Constitution was amended to allow the State to sell the Illinois and Michigan Canal and its lands. A 1965 law allowed the State to dispose of canal lands to private parties. Currently there is a complex legal dispute over precisely what lands were part of the canal grant, and who has jurisdiction over various sections. Originally the Illinois and Michigan Canal Company was considered to own 90 feet on each side of the canal, but all along the canal lots have been sold or leased, and the original canal right-of-way has been encroached upon for more than a century. Jurisdiction over the canal and its right-of-way is a major problem since it was federally maintained, by the Army Corps of Engineers, until 1947 and given to the State only for public purpose use, which has not been strictly enforced.



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Proceeding in a westerly direction the area of canal from Chicago to Lemont is mostly filled and used as the bed for the highway or is badly deteriorated and dry. The canal from Lemont to Seneca contains water all year around and could probably be repaired and maintained for recreational purposes. However, between Lemont and Lockport, just north of Lockport, is a large oil refinery which occupies former canal land and makes the canal impassible and inaccessible at that point.

Section A The easternmost boundary of the Illinois and Michigan Canal national historic landmark boundary begins at Lockport, the location of the first canal lock and specific engineering features other than canal bed, and the beginning of a sizeable continuous stretch of canal where its nineteenth century character has been retained, without major intrusions. The sections begins just south of the oil refinery property in Lockport and runs to the confluence of the canal with the Des Plaines River.

Section B The Illinois and Michigan Canal originally passed through Joliet, however, the Illinois and Michigan Canal and the Des Plaines River were built early in this century and incorporated into the Sanitary and Ship Canal. Therefore, this section begins at the reconstructed and resited Lock #5 where the Illinois and Michigan Canal resumes, and stretches continuously south from Joliet past the Minooka Widewater, through Channahon, past Kankakee Bluffs, the Desden Basin, through Aux Sable, Morris, then westerly through the well-maintained area of Gebhard Woods State Park to a point east of Seneca where Carson Creek feeds into the Illinois and Michigan Canal. The canal, its towpath and historic features through this section are in varying states of repair but the entire length is watered and the basic elements and environmental character of the canal and towpath remain, although the engineering features are not always intact or operable. From the point at Carson Creek westerly, the canal is unwatered and generally in very poor condition.

Section C and D are isolated segments near Marseilles along a stretch of unwatered canal, where Kickapoo Creek Culvert, and locks #9 and #10, are located, with modern intrusions nearby.

Section E encloses the very interesting Fox River Aqueduct, with its metal duct for carrying the canal and original, though deteriorating, stone abutments and animal walkway, spans the Fox River for about 400 feet. Another

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isolated feature in this segment is an old canal tollhouse in Ottawa. Much of the visible evidence of the now-dry canal through Ottawa has been covered by modern development.

Sections F and G are small segments surrounding locks #11 and #12, respectively, in the abandoned area of canal just north of Naplate, which is lined with sand-pits and strip mining.

Section H includes a continuous stretch of canal from a point just east of the small town of Utica to a point just west of lock #15 (submerged) in the center of the city of LaSalle, where the Illinois and Michigan canal empties into the Illinois River steamboat basin. This last segment is unwatered in most areas but retains most of its canal features including earthen banks, towpath, locks, bridges and some interesting early structures (uninventoried), and is relatively free of modern intrusions. Local efforts are planning to make the necessary repairs to water and reopen the canal for recreational purposes.

BOUNDARY DESCRIPTION

The Illinois and Michigan Canal National Historic Landmark is comprised of eight segments encompassing the locks and other engineering structures associated with the operation of the canal as well as the best remaining combination of canal waterway and towpath. On the accompanying USGS maps, the broken line indicates the stretches of canal and towpath included, while the numbered circles locate specific historic features identified in the legend.

Segment boundaries are those of the Canal Reserve as delineated on the Illinois and Michigan Canal Reserve Plat of Survey, State of Illinois, Department of Public Works and Buildings, Division of Waterways, dated June 1, 1950 through March 5, 1958, and described as follows:

SECTION "A" -- LOCKPORT

Latitude	Longitude
NW 41°35'54"	88°03'33"
NE 41°35'54"	88°03'20"
SE 41°32'23"	88°04'53"
SW 41°32'23"	88°05'04"

From 2nd Street bridge, Lockport, to confluence of Illinois and Michigan Canal with the Des Plaines River.

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Historic Resources: Stone Culvert (Buried)  
10th Avenue and the Canal, Lockport (Sheet 39)  
  
Lock #1 (Original Stone) (Sheet 39)  
  
Locks #2, 3 & 4 (Original Stone) (Sheets 41-43)

Reference: Plat of Survey, Illinois Division of Waterways Sheets #38-43

SECTION "B" -- JOLIET-SENECA

West Point of Canal Section		East Point of Canal Section	
Latitude	Longitude	Latitude	Longitude
41°20'00"	88°33'56"	41°50'00"	88°06'09"

From Lock #5 to North-South centerline of Sec. 17, Twp. 33 north, range 6 east, 3rd PM (LaSalle-Grundy County Line)

Historic Resources: Lock #5. (Reconstructed)  
Site of DuPage Feeder (Obliterated) (Sheets 54 & 55)  
Minooka Widewater (Sheets 56 & 57)  
Locks #6 & 7, Lock Tenders House & Weir (Sheet 58)  
(Channahon)  
Kankakee Aqueduct (Removed) (Sheet 62)  
Dresden Basin (mule barn and grainery) (Sheet 64)  
Lock #8 & Aux Sable Aqueduct (Reconstructed), Bridge  
with grain door, Lock Tender's House (Sheet 70)  
Nettle Creek Aqueduct (Concreted) (Sheet 78)  
O'Brien Creek Culvert (Sheet 83)

Reference: Plat of Survey, Illinois Division of Waterways Sheets #54-58,  
62, 64, 70, 78, 83, 88

SECTION "C" -- KICKAPOO CREEK

Latitude	Longitude
NW 41°19'04"	88°39'30"
NE 41°19'04"	88°38'56"
SE 41°18'54"	88°38'56"
SW 41°18'54"	88°39'30"

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From east boundary of Section 21, Twp. 33 north, range 5 east, to north-south centerline of said Section 21.

Historic Resources: Kickapoo Creek Culvert/Aqueduct

Reference: Plat of Survey, Illinois Division of Waterways Sheet #96

SECTION "D" -- MARSEILLES

Latitude	Longitude
NW 41°19'36"	88°42'00"
NE 41°19'36"	88°41'40"
SE 41°19'28"	88°41'40"
SW 41°19'28"	88°42'00"

From LaSalle Street to Pearl Street, Marseilles

Historic Resources: Lock #9 (Reconstruction)  
Loct #10 (Partial Reconstruction)

Reference: Plat of Survey, Illinois Division Waterways Sheet #99

SECTION "E" -- OTTAWA

Latitude	Longitude
NW 41°21'16"	88°49'47"
NE 41°21'16"	88°49'27"
SE 41°21'05"	88°49'27"
SW 41°21'05"	88°49'47"

From foot bridge at Chapel/Green Street to Calumet Street, Ottawa

Historic Resources: Fox River Aqueduct

Reference: Plat of Survey, Illinois Division of Waterways Sheet #107

SECTION "E-1" -- OTTAWA

Latitude	Longitude
41°21'12"	88°49'07"

Gulbranson Barber Shop Building  
1712 Columbus Street

Historic Resources: Canal Toll House  
(presently Gulbranson Barber Shop)

Reference: Plat of Survey, Illinois Division of Waterways Sheet #108

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SECTION "F" -- LOCK #11

Naplate-East

Latitude	Longitude
NW 41° 21' 00"	88° 52' 32"
NE 41° 21' 00"	88° 52' 22"
SE 41° 20' 56"	88° 52' 22"
SW 41° 20' 56"	88° 52' 32"

From center of Lock #11 to points on Canal 200 feet above and below the lock.

Historic Resources: Lock #11 (Partial Reconstruction)

Reference: Plat of Survey, Illinois Division of Waterways Sheets #109 and #110

SECTION "G" -- LOCK #12

Naplate-West

Latitude	Longitude
NW 41° 20' 13"	88° 53' 52"
NE 41° 20' 13"	88° 53' 37"
SE 41° 20' 03"	88° 53' 37"
SW 41° 20' 03"	88° 53' 52"

From center of Lock #12 to a point 800 feet below the lock (road crossing) and to a point 400 feet above the lock.

Historic Resources: Lock #12 (Original Stone)

Reference: Plat of Survey, Illinois Division of Waterways Sheet #112

SECTION "H" -- LASALLE/PERU-UTICA

Latitude	Longitude
NW 41° 20' 10"	89° 06' 00"
NE 41° 20' 48"	88° 59' 26"
SE 41° 21' 02"	88° 59' 26"
SW 41° 19' 30"	89° 06' 00"

From east boundary of Section 16 Twp. 33 north, range 2 east, to juncture of Lafayette Street (west side) with Canal, City of LaSalle

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NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM**

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Illinois and Michigan Canal

CONTINUATION SHEET

ITEM NUMBER 10

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Historic Resources: Lock #13 (remains) (Sheet 122)  
Site of Split Rock Riot (Sheet 122)  
Little Vermillion River Aqueduct (Sheet 123)  
Lock #14 and Canal Basin (Sheet 124)  
Lock #15 (Submerged) and Steamboat Basin (Sheets 123 & 124)

Reference: Plat of Survey, Illinois Division of Waterways Sheets 117-24