ILLINOIS DEPARTMENT OF NATURAL RESOURCES CULTURAL RESOURCE MANAGEMENT PROGRAM CULTURAL RESOURCES EVALUATION

LACON COAL AND CLAY MINE COMPANY PROPERTY, RURAL MARSHAL COUNTY, ILLINOIS

by Christopher Stratton

prepared by Fever River Research Springfield, Illinois

Floyd Mansberger Principal Investigator

Prepared for Illinois Department of Natural Resources Springfield, Illinois

2000

ARCHAEOLOGICAL SURVEY SHORT REPORT

Illinois Historic Preservation Agency Old State Capitol, Springfield, Illinois

Reviewer:
Date:
Accepted
Rejected

Locational Information and Survey Conditions

County: Marshall Quadrangle: Lacon, IL (1972)

Project Type/Title: Phase I archaeological survey of the Clay Mine 2000 Grant Project

Responsible Federal/State Agencies: IDNR (Abandoned Mines Division)

Legal Location:

W¹/₂, SE¹/₄, SW¹/₄ Section 23 E¹/₂, SW¹/₄, SW¹/₄ Section 23 Township 12 North, Range 9 East of 4th PM (Steuben Township) Marshall County, Illinois

- UTM: 4545030m North 295000m East
- **Project Description:** Phase I archaeological survey of an abandoned clay mine and brick manufacturing site (active between 1917 and 1969) that is slated for reclamation. The survey area is located within the limits of the Marshall County State Recreational Area. Reclamation will consist of filling a settled hoist shaft and an air shaft with on-site debris, the demolition and burial of two extant powder houses, the filling of a concrete cistern with sand, and the removal of industrial-related refuse away from the river bank and the burial of that refuse on site.
- **Topography:** The survey area extends across a terrace of the Illinois River, from the west bank of Wightman Lake, up into the adjacent bluffbase and lower bluffslope to the west. Illinois Route 29 bisects the survey area from north to south, separating the terrace from the bluff. The majority of the area surveyed represents an industrially modified landscape. Open-face mining, terracing, and spoil banks are evident along the bluffs, and a considerable amount of spoil has been deposited along the terrace as well.

Soils: Lawson-Sawmill-Darwin (Terrace) and Fayette-Rozetta-Stronghurst (Bluff)

Drainage: Illinois River

- Land Use/Ground Cover: The ground cover on the terrace varied between grass, brush, forest, and rock (along the river bank). The bluffbase and bluffslope areas surveyed were covered with forest and brush.
- **Survey Limitations:** Except for the riverbank, the surface visibility was very poor (0-10%). Additionally, the natural ground surface across much of the site was buried beneath modern overburden (deposited as a result of mining activity, brick production, and the later destruction of the brick plant complex) or had been stripped away through open-face mining and terracing.

Archaeological and Historical Information

Historical Plats/Atlases/Source: Euro-American settlement in what is now Marshall County occurred throughout the 1820s but was inconsequential until ca. 1829. Two focal points of early settlement in the county were Round and Half-Moon Prairies, which were located east of the Illinois River in Richland Township (Township 12 North, 3 West 3rd PM). The pace of settlement on the west side of the river seems to have been slower than that on the east during the 1820s and 1830s (Mansberger and Stratton 1996:5-8). The earliest permanent Euro-American settlers in Steuben Township were a group of emigrants from Steuben County, New York who arrived ca. 1833. These settlers eventually named the township after their old county back East (Marshall County Historical Society [MCHS] 1983:55). The first town to be established within the present limits of Marshall County was Lacon (originally named Columbia), which was platted along the east bank of the Illinois River, several miles west of Round Prairie, in 1831. In 1834, the town of Henry was established on the west bank of the Illinois, approximately six miles upstream from Lacon. These two towns ultimately developed into the principal commercial centers in the county. Seven towns were platted in the county during the speculative period of 1835-1837, but these developments fizzled following the Panic of 1837 and went down in history as socalled "paper-towns." The one paper-town that had some promise of success was Webster, which attracted a significant number of settlers and briefly represented a serious rival to the nearby community of Henry; it was short lived however. In January 1839, Marshall County was organized out of the southern eleven townships of Putnam County. Lacon was selected to serve as county seat. At the time of its organization, the county had a population of approximately 1,500 (Mansberger and Stratton 1996:5-23).

The original United States Surveyor General's (USSG) survey plat of Steuben Township (Township 12 North, Range 9 East) shows no farmsteads or buildings in the proximity of the Clay Mine 2000 Grant Project survey area. This map does, however, show a road running along the west side of the Illinois River, which corresponds to present-day Illinois Route 29. This road connected Peoria with Princeton, the county seat of Bureau County. Natural features noted on the plat include the bluffline bordering the river valley and a "pond" adjacent to the river that is presumed to represent Wightman Lake. Much of the bottomland extending north of the survey area was open prairie, while timber predominated along the bluffline and close to the riverbank (USSG 1862).

An 1863 map of Marshall and Putnam Counties indicates that the survey area, at that time, was incorporated within a single landholding –corresponding to the SE¹/4, SW¹/4 of Section 23— that was owned by L. Ray(?). The map potentially depicts a house within the survey area, located on the west side of the public road; this is difficult to determine with complete certainty, however, due to the poor quality of the map reproduction. Much of the western half of Section 23 is depicted as being divided into small lots of 10 acres or less that are typically indicative of woodlots. The map also shows the town of Sparland 1-1/2 miles north of the survey area (Thompson 1863). Incorporated in 1855, Sparland developed as a coal-mining and local service center. Exposed coal banks were present all along the eastern end of the Gimlet Creek Valley, at whose mouth the town was situated. Although this bank coal was mined during the Civil War era, it proved to be of poor quality. Higher quality coal seams were present at deeper levels in the area, and the primitive bank mines were abandoned in favor of shaft mining. Sparland also was a stop along the Peoria and Bureau Valley Railroad. This railroad, which started service in 1854, connected the main line of the Chicago and Rock Island Railroad with Peoria, via the western edge of Illinois River Valley. It thus passed directly through the survey area. The Peoria and Bureau Railroad ultimately was integrated into the Rock Island Line system (MCHS 1983:55, 1976:43-4; Thompson 1863). Another factor that may have contributed to Sparland's growth was the town's position on the Lacon ferry road.

The survey area appears to have been devoid of significant improvements into the early twentieth century. An 1893 United States Geological Survey topographical map shows no buildings within the survey area. This map also depicts Wightman Lake in its historic configuration, being separated from the Illinois River by an expanse of marshland (USGS 1893). A 1902 county map designates Warner Combs as the owner of the land associated with the survey area. Combs owned three-quarters of Section 23, including all of the W¹/₂ and SW¹/₄ and a small tract on the NW¹/₄. Like the 1893 topographical map, the 1902 map shows no buildings within the survey area --the nearest buildings being located a short distance north and south of it (Burt 1902). At some point between 1902 and 1911, Warner Combs sold the S¹/₂ of Section 23 to the Barr Lumber, Coal, and Power Company. A 1911 county atlas shows no buildings within the survey area (Ogle 1911).

The S¹/₂ of Section 23 eventually came under the ownership of the Lacon Clay and Coal Company. In 1917, this company opened a brick manufacturing plant on the western shore of Wightman Lake, on the SE¹/₄, SW¹/₄ of Section 23. The high quality and immense supply of the clay resources around Sparland had been recognized several decades before this event and had stirred considerable local interest. Coal miners, in particular, had called attention to the thick veins of

rock-hard, gray clay that underlay their coal seams. However, no one with the requisite capital and expertise apparently had made a serious effort at exploiting those resources prior to the Lacon Coal and Clay Company doing so. The proprietors of the company were John I. Thompson, Charles Verney, E. B. Buchanan, and V. H. Cartwright, all of whom were Lacon residents. Cartwright served as manager of the brick plant, which produced a common red shale brick. Brick shipments were made via the Chicago, Rock Island, and Pacific Railroad (MCHS 1976:44).

In October 1923, the Hydraulic-Press Brick Company of St. Louis, Missouri purchased the Lacon Coal and Clay Company. This purchase included the plant complex as well as between 400 and 500 adjoining acres of "clay land." Organized during the 1860s, the Hydraulic-Press Brick Company had developed into the largest manufacturer of face brick in the world by the early 1920s. At that time, the company operated twenty-five brick plants, nine of which were located in and around St. Louis, while the others were located as far away as Kansas City, Washington, D. C., and Philadelphia. Describing the company's range of products, one newspaper observed that, "At its various plants every type and color of brick is made, including enamel brick, and there is no demand that cannot be taken of care of by this large concern" (MCHS 1923). Immediately after its acquisition of the Sparland plant, the Hydraulic-Press Brick Company laid plans to expand the plant complex and increase its production. Over the next three years, the company erected two new storage buildings, a dry house, and three new kilns, besides repairing and/or rebuilding pre-existing kilns at the site. It also developed clay mine and took over the coal mine that had been providing fuel to the plant. By February 1927, the plant's output had doubled its 1923 level and was employing 100 men at peak periods. Production did slacken during the winter, but, even during this period, the plant still was employing up to 85 workers. Many of the plant employees resided in Sparland, though others area communities also were represented in the workforce, including Lacon, Henry, and Chillicothe. V. M. Cartwright initially stayed on as plant superintendent after the Hydraulic-Press Brick Company purchased it, but by 1927 he had been succeeded by W. M. Read. Read, who was a life-long veteran of the brick industry, described the Sparland clay as best he had ever seen; the bricks produced from it were highly vitrified, had no moisture absorption, and had a uniform texture (MCHS 1927).

The clay used at the Sparland plant was drawn from an adjacent shaft mine. Over time, the mine extended into the bluff lying west of the plant, as well as eastward, beneath the Illinois River. The tunnels ran 230 to 280 feet below surface. Within the mine, the clay was transported in hoppers pulled along tracks by mules. Sparland reportedly was one of only two sites where underground clay mining was undertaken in the United States. After being hauled from mine, the clay was shipped by rail to a grinding room, where the material first was ground into a powder and then was mixed with water to form a stiff mud. Next, the wet clay was fed into a pug mill, where it was mixed, and then was pressed into die that formed the mass into a compact column. As the clay was extruded from the die, it was cut into individual bricks by a machine with a capacity of 60,000-brick per day. After being cut, the brick were moved into a drying house, where they were exposed to 130-degree temperatures for 1-1/2 days before they were fired. The brick ready for firing were transported to the kilns by way of underground tunnels that radiated out from the drying house. There were twelve domed kilns on site, each of which was capable of holding 75,000-90,000 bricks. The firing temperature was 1,900 to 2,000 degrees Fahrenheit (MCHS 1976:44-5).

In respect to product line, the Hydraulic-Press Brick Company produced more than fifteen different textures of face brick, in two different sizes, at the Sparland plant. During the plant's later years of operations, it produced "Haydite," a shale aggregate that was used integrated into light-weight concrete blocks and ready-made concrete for high-rise buildings. The Haydite blocks were used for interior partitions and had excellent insulating and soundproofing qualities. Although the Hydraulic-Press Brick Company produced Haydite, it did not make the blocks themselves (MCHS 1976:45, 1968).

In the fall of 1968, the Hydraulic-Press Brick Company announced its intention to close its Sparland brick plant, as well as plants in Shale City, Illinois and Veedersburg, Indiana. The company cited "general inefficiency in the type of operations" as the major reason for the plant closings, but also noted the high cost involved in making the plants comply with new air pollution control laws, should they remain in operation (the Clean Air Act had been passed in 1963). Another factor that may have contributed to the Sparland's plant closing was the higher expense of mining clay underground compared to the more common method of open-pit mining. The seventy employees then working at the Sparland plant were offered positions at the Hydraulic-Press Brick Company's Streater, Illinois facility (where local operations were to be concentrated), as well as at several other Haydite plants in the Midwest. Although the company originally planned to close the Sparland plant on December 31, 1968, limited operations were carried on there for awhile after that date on account of the 3 million brick that remained on-hand at the site when production ceased. Once this inventory was distributed, the plant's doors closed for good (Peoria Journal Star 1968; MCHS 1976:46). In October 1969, the kilns at the plant were dismantled, and the resulting demolition debris was hauled to the riverbank for use as fill (Peoria Journal Star 1969).

In April 1971, the Hydraulic-Press Brick Company sold the Sparland Plant and 507 adjoining acres of land to the State of Illinois for \$106,000. The Illinois Department of Conservation ultimately assumed management of the property, which was integrated in the Marshall County State Conservation Area. In January 1973, the State demolished the all of the remaining buildings at the brick plant, except for an open-sided, steel-frame storage shed, which was left in place for possible use as a shelter. The demolition debris was used to fill the tunnels at the site and for bank fill. The debris also was used to construct a fishing wharf extending into Wightman Lake (MCHS 1976:46-7). The steel-frame storage shed was demolished post-1986.

None of the published maps that illustrate the survey area during the period that the brick plant was in operation illustrate buildings on the site. United States Geological Survey topographic maps published in 1933 and 1937 simply indicate the presence of a mine at the site, but show no buildings. These maps do, however, illustrate the local modifications to the Illinois River that resulted when the Illinois Waterway System was put into effect. The System, which was completed in 1933, utilized a series of lock-and-dams to raise the river level sufficiently to create a 9-foot channel. As a result, the stretch of marshland that formerly separated Wightman Lake from the Illinois was submerged and the two bodies of waters were joined (USGS 1933, 1937). A 1959 county plat book also does not illustrate any buildings associated with the brick plant (Derr Map Studio 1959). Luckily, there are a number of photographs that document the character of the brick plant during its period of active use. One of the photographs, which is undated but possibly dates to the 1920s, was taken from the bluffs west of the plant. Another photograph is an aerial view that is believed to date the 1960s. Copies of these two photographs have been attached to the ASSR. The 1973 United States Geological Survey map, which was drafted shortly before the brick plant was demolished, also illustrates buildings does show buildings

- **Previously Reported Sites:** In 1986, a segment of the brickyard complex was identified as an archaeological site. The site limits drawn at that time were determined primarily by the hand-full of structures associated with the plant that still remained visible above ground; these consisted of an open-sided, steel-girder building with a curved roof, a brick-lined well or cistern, and a concrete pad. A cinder/clinker scatter and piles of brick also were noted (Hassen et al 1986). These features, which were designated as Site 11MA51 (ISM Ma-128a), were located to the north and east of the survey area discussed in this ASSR.
- **Previous Surveys:** The previously noted site (11MA51) was identified during a Phase I archaeological survey that was conducted for the Illinois State Museum Society for the Illinois Department of Conservation in 1986 (see Hassen et al 1986). The results of this survey were integrated into a report entitled "Cultural Resource Surveys at Selected Illinois Department of Conservation State Parks and Recreation Areas" (Hassen and Schroeder 1986). In 1987, the Illinois State Museum conducted an archaeological survey to assess the impact of proposed improvements to a 12-mile section of State Route 29 located between Chillicothe (Peoria County) and Henry (Marshal County). This survey did not identify any sites within the survey area discussed here (Wiant 1987). The Steuben Site (11MA2), a large prehistoric Woodland site, is located approximately 1-3/4 miles south of the survey area.

Regional Archaeologist Contacted: IHPA site files.

Investigation Techniques: The field techniques utilized included a pedestrian survey, directed shovel testing, and the recording of significant structural features that were visible above ground. The pedestrian survey was aimed at identifying above-surface structural features and the extent of landscape modification across the site. The shovel testing was concentrated in those areas where the greatest amount of ground disturbance is to occur as part of the reclamation project.

Time Expended: 4 man-hours (in field)

Sites/Features Found: All of the features identified during the survey were associated with the brick plant and clay mine formerly present on the site. One of the features is a poured-concrete cistern located on the west side of Illinois Route 29. The cistern has a 5' outside diameter at grade and has a 3'-diameter concrete lid over its shaft. Reclamation plans call for the feature to be filled with sand and covered with on-site soil. The cistern is suspected to be associated with the brick plant's main office –a "small but stout brick structure" that was demolished in January 1973 (MCHS 1976:47). Fragments of poured-concrete building foundations (which are supposed to be associated with the office) are evident just east of the cistern, close to the highway. The site of the office has been covered with gravel and currently serves as a parking area for the Marshall County State Recreational Area.

Two small powder houses are located roughly halfway up the bluffline, west of Illinois Route 29. These buildings are situated off to the side of a road/railroad bed that has become overgrown and heavily dissected since its abandonment. One of the powder houses is a flat-roofed structure that measures 3'-2"x4'-0," has concrete-block walls, and has a floor and roof of poured-concrete. A frame door sheathed with sheet metal is located on the south side of the building. The east and west walls are each pierced by a single vent. A shelf is found on the interior. The second powder house measures only 2'-10" square, is of poured-concrete construction, and has a steel door on its west side; no vents are present. This small structure is protected by a frame/corrugated-steel roof that is supported by 2"x4" posts. It is possible that crates of dynamite were stored in the larger of the two powder houses, while the primers used to ignite the dynamite were kept in the small powder house. The storage of dynamite and primers in separate buildings was a common practiced at other mining/quarry sites.

A collapsed mine air shaft is located south of the powder houses. The structural remains around the shaft are limited to several deteriorated wood posts and some poorly preserved brick/concrete footings. There were no structural features remaining in-situ adjacent to the settled hoist shaft that is to be filled.

Cultural Material: The shovel tests exhibited ample evidence of intense cultural fill (i.e. re-deposited clays mixed with coal, coal ash, clinkers, and crushed brick), but

yielded very few diagnostic artifacts. One large, hard-pressed brick fragment and a wood plank fragment were found in ST-2. Additionally, a large number of brick were seen scattered along the riverbank. A number of steel railroad rails were found as well, near the mine air shaft that is to be filled. The artifacts found during the survey are consistent with the site's use as a brick manufacturing site and the subsequent demolition of the plant complex.

Collection Technique: Due to their limited number, artifacts encountered during the shovel testing were inventoried in the field but were not collected. None of the industrial-related surface debris seen was collected.

Curated at: N/A

Area Surveyed (acres and square meters): 8 acres, 32,375 square meters (approximately)

RESULTS OF INVESTIGATIONS AND RECOMMENDATIONS

- Phase I archaeological reconnaissance has located no archaeological material [in this portion of the site]; project clearance is recommended.
- Phase I archaeological reconnaissance has located archaeological materials; site(s) does(do) not meet requirements for National Register eligibility; project clearance is recommended.
- Phase I archaeological reconnaissance has located archaeological materials; site(s) may meet requirements for National Register eligibility; further testing is recommended.
- Phase II archaeological investigation has indicated that site(s) does(do) not meet requirements for National Register eligibility; project clearance is recommended.
- Phase II archaeological investigation has indicated that site(s) meet requirements for National Register eligibility; formal report is pending and a determination of eligibility is recommended.
- **Comments:** The areas that will be impacted by the proposed reclamation project have been heavily disturbed as a result of mining activity. The area around the settled hoist shaft, for example, is capped by a mantle of mixed fill, some of which probably represents gob hauled from the clay mine, while the remainder is waster and demolition debris from the brick plant. Shovel testing in this area found a thin layer of topsoil (presumably deposited during the 1973 clean-up of the site) beneath of which were alternating layers of clays mixed with crushed brick and cinders. These fills continued down more than 65cm b.s. Intense fill deposition also was evident in the soil profile where the riverbank was cut back. Brick

fragments, coal, and cinders liter the riverbank. The soil around the two powder houses and settled air shaft also has been heavily disturbed. The terrace on which these features are located is not natural, but represents a cut-back of the bluff face that was meant to accommodate the rail line servicing the clay mine. ST-3, which was placed just south of the air shaft, encountered dense cinder and clinker fill that extended from grade to 40 cm b.s. The soils beneath the cinder/clinker fill are subsoil, lacking cultural mottling.

It is our opinion that the proposed reclamation project will not adversely affect any significant archaeological resources. Aside from the two powder houses, all of the buildings and structures at the brick plant and clay mine have been demolished to -and, in some cases, below-- grade. Although subsurface features associated with the complex no doubt are present (such as the bases of the kilns), the main portion of the site will not be impacted by the reclamation project. The reclamation activity is to take place on the periphery of the site, in areas that had relatively few structures to begin with and have, in some instances, been impacted by post-abandonment demolition activity. The powder houses, although not considered National-Register eligible, have been documented through photographs and scaled line drawings. The documentary research and field survey found no evidence of occupations pre-dating the establishment of the brick plant in 1917. Of course, any features associated with earlier occupations -if present at all—likely were destroyed through the development of the brick plant and clay mine or have become buried beneath a deep mantle of industrial and demolitionrelated fill. No further work is recommended.

Surveyors: C. Stratton

Survey Date: November 22, 2000 Report Completed By: C. Stratton Submitted By (Signature and title):

F. Mansberger (Director)

Attachment Check List:

- \square 1. USGS Topographic Map
- $\boxtimes 2$. Project Map
- $\boxed{3}$. Site Form (Two copies)
- \boxtimes 4. Relevant Correspondence
- 5. Additional Information Sheets

Address of Agency to whom SHPO comment should be mailed:

Dr. Harold Hassen Illinois Department of Natural Resources Division of Planning 524 South Second Street Springfield, Illinois 62701-1787

Reviewers' Comments:

REFERENCES CITED

Derr Map Studio

1959 Platbook of Marshall and Putnam Counties, [Illinois]. Rockford, Illinois.

Ellsworth, Spencer

1880 *Records of Olden Times; or Fifty Years on the Prairies.* Home Journal Steam Printing Establishment, Lacon, Illinois.

Hassen, Harold and Marjorie Schroeder (editors)

1987 Cultural Resource Surveys at Selected Illinois Department of Conservation State Parks and Recreation Areas. Prepared by the Illinois State Museum Society for the Illinois Department of Conservation.

Hixson Map Company

1902 Map of Marshall and Putnam Counties, Illinois. Henry Republican, Henry.

Hixson, W. W. and Company

[1930] Plat Book of Marshall County, Illinois. Rockford, Illinois.

Mansberger, Floyd and Christopher Stratton

1996 An Archaeological Perspective of Early Town Formation and Abandonment in Marshall County, Illinois: Phase II Archaeological Investigations at the Webster Townsite. Prepared by Fever River Research for Agrium, U. S. Incorporated, and Goodwin and Broms, Incorporated.

Marshall County Historical Society

- 1923 Big St. Louis BrickCo. Buys Clay Plant. Author/newspaper unknown, 4 Ocotber 1923. Sparland File, Marshall County Historical Society, Lacon, Illinois
- 1976 *Marshall County Sketches.* Marshall County Historical Society, Lacon, Illinois.
- n.d. Photographs of Hydraulic Brick Company factory at Sparland. Marshall County Historical Society, Lacon, Illinois.
- 1927 Sparland Brick Plant Operated Three Years by Present Owners. Author/newspaper unknown, 17 February 1927. Sparland File, Marshall County Historical Society, Lacon, Illinois.

Ogle, George A. and Company

1911 Standard Atlas of Marshall and Putnam Counties, Illinois. Chicago.

Peoria Journal Star

- 1968 Brick Firm to Close Plants in Sparland, 2 Other Cities. *Peoria Journal Star* [evening edition], 1 November 1968:B-1. Peoria, Illinois
- 1969 Untitled photograph of Hydraulic Brick factory at Sparland being demolished. *Peoria Journal Star*, 23 October 1969.

Thompson, M. H.

1863 Map of Marshall and Putnam Counties, [Illinois]. Elgin, Illinois.

United States Geological Survey (USGS)

1893 Lacon, Illinois, Quadrangle Map. 15 minute series. U. S. Geological Survey, Washington, DC.

1937 Lacon, Illinois, Quadrangle Map. 15 minute series. U. S. Geological Survey, Washington, DC.

1972 Lacon, Illinois, Quadrangle Map. 7.5 minute series. U. S. Geological Survey, Washington, DC.

United States Surveyor General

1862 Plat of Township No. 12 North of the Baseline, Range No. 9 East of the 4th Principal Meridian. St. Louis.

Wiant, Michael

1987 Archaeological Survey Short Report on the Assessment of the Potential Impact of Improvements of a 12-Mile Section of Illinois Route 29 (FAP 63). Prepared by the Illinois State Museum for the Illinois Department of Transportation, Springfield.



Figure 1. United States Geological Survey map showing the location of the survey area (USGS Lacon, IL Quadrangle 1972).



Figure 2. United States Surveyor General's plat map of Township 12 North, Range 9 East (USGLO 1862).



Figure 3. Detail of an 1863 map of Marshall and Putnam Counties, showing the location of the survey area. The multiple small tracts shown in the vicinity of the survey area are likely woodlots (Thompson 1863).



Figure 4. An 1893 United States Geological Survey topographic map showing the location of the survey area. At this date, the Illinois River had not yet been raised, and Wightman Lake was isolated from it --unlike today (USGS Lacon, IL Quadrangle 1893).



Figure 5. Detail of a 1902 map of Marshall and Putnam Counties, showing the location of the survey area. Warner Combs is noted as the owner. The map's positioning of Wightman Lake and the Chicago, Rock Island, and Pacific Railroad on the landscape is not accurate. The survey area designated is based on the positioning of the railroad and adjacent road, rather than legal description (Hixson Map Company 1902).



Figure 6. A 1911 map of Steuben Township, showing the location of the survey area. Like the previous figure, this map's positioning of Wightman Lake and the transportation routes is not accurate, and the survey area designated here is based on the railroad and road, rather than legal description (Ogle 1911).



Figure 7. Photograph of the Hydraulic-Press Brick Company's Sparland plant, looking northeast from the bluffs. The photograph is undated but possibly was taken during the 1920s. The road shown corresponds to modern-day Route 29. The railroad track shown in the foreground of the photograph are located part-way up the bluff and ran between the brick plant and associated clay mine (MCHS n.d.).



Figure 8. Undated photograph of a group of workers at the brick plant. The function of the building the workers are standing before is not known, though it possibly housed the crushers and plug mill that processed the clay before it was cut into bricks (MCHS n.d.).



Figure 9. A 1933 United States Geological Survey Map showing the survey area. The map does not illustrate any of the buildings at the brick plant, though it does indicate the presence of a mine there. By this date, the Illinois Waterway System had been put into effect, and Wightman Lake and the Illinois River had merged (USGS 1933).



Figure 10. Aerial view of the brick plant during its later years of operation, looking northwest (*Peoria Journal Star* 1968).



Figure 11. Photograph showing the kilns at the brick plant in the process of being demolished, 1969 (*Peoria Journal Star* 1969).



Figure 12. Aerial photograph showing the existing conditions at the Hydraulic-Press Company Site. Note the parking lot and wharf that were constructed by the Illinois Department of Conservation after the property was attached to the Marshall County State Conservation Area.



Figure 13. Map showing the survey limits, shovel test locations, and features identified during the survey. "A" designates the settled hoist shaft this to be filled. "B" indicates the site of the cistern. "C" marks the two extant powder houses. "D" designates the settled air shaft.



Figure 14. Plan showing the two extant powder houses documented during the field survey (FRR 2000).



Figure 15. Views of the larger of the two powder houses documented during the field survey (FRR 2000).



Figure 16. (Top) The smaller of the two powder houses. Like the larger powder house, this structure will be demolished and its debris buried on site (FRR 2000) (Bottom) The concrete cistern believed to have been associated with the brick plant office (destroyed in 1973). Reclamation plans call for the cistern to be filled with sand covered with soil (FRR 2000).



Figure 17. (Top) View of the riverbank that is to be cleaned up as part of the reclamation project. The bank is littered with debris deposited during the operation and/or demolition of the brick plant and clay mine (FRR 2000). (Bottom) View of the settled air shaft, located on the bluffside, that is to be filled (FRR 2000).

PROJECT CORRESPONDENCE

Exhibit A:

(Kimbah) needs Histi **Illinois Historic** Fes Preservation Agency 1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128 Marshall County Please refer to: IHPA LOG #0007140001PMA Sparland 1 1/2 mile south, on east and west sides Route 29 Clay Mine 2000 Grant July 14, 2000 J. Gregory Pinto Illinois Department of Natural Resources 524 South Second Street Springfield, IL 62701-1787 Dear Mr. Pinto: Thank you for requesting comments from our office concerning the possible effects of the project Historic Preservation Act of 1966 (16 USC 470), as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties". The project area has not been surveyed and may contain prehistoric/historic archaeological resources. Accordingly, a Phase I archaeological reconnaissance survey to locate, identify, and record all archaeological resources within the project area will be required. This decision is based upon our understanding that there has not been any large scale disturbance of the ground surface (excluding ricultural activities) such as major construction activity within the project area which would have estroyed existing cultural resources prior to your project. If the area has been heavily disturbed prior to your project, please contact our office with the appropriate written and/or photographic evidence. The area(s) that need(s) to be surveyed include(s) all area(s) that will be developed as a result of the issuance of the federal agency permit(s) or the granting of the federal grants, funds, or loan guarantees that have prompted this review. Enclosed you will find an attachment briefly describing Phase I surveys and a list of archaeological contracting services. THE IHPA LOG NUMBER OR A COPY OF THIS LETTER SHOULD BE PROVIDED TO THE SELECTED PROFESSIONAL ARCHAEOLOGICAL CONTRACTOR TO ENSURE THAT THE SURVEY RESULTS ARE CONNECTED TO YOUR PROJECT PAPERWORK. If you have any further questions, please contact Joseph S. Phillippe at 217/785-1279. Sincerely, Anne Haaker Deputy State Historic Preservation Officer AEH: JSP: iw

Enclosure: Archaeology Contractor List

<u>Exhibit B</u>:

Clay Mine 2000 Grant Project Environmental Narrative Abandoned Mine Division

The Clay Mine is located approximately 1 ½ miles south of Sparland on both the east and west sides of Illinois Route 29 within the Marshall County State Conservation Area. The mine was operated by the Hydraulic Press Brick Company in the 1930's. The site is a recreational area for hunting and fishing by the general public.

The site consists of two shafts, two small gob areas, a small powder house, and footings. The hoisting shaft is located just southwest of the public parking area on the east side of Route 29. It appears that the shaft has been filled with debris from the old mine yard which has subsequently settled. To the east of the shaft, adjacent to the bank of the Illinois River is a small, barren gob area that washes into the river.

The second area of this site is approximately 65 feet west of Route 29 and consists of the air shaft, two small powder houses, a cistern and a small area of scattered gob. The air shaft has a collapsed cap and contains miscellaneous junk and debris.

Reclamation of this site shall consist of excavating the shaft areas of debris to determine the stability of the existing fill material and then filling the shafts with soil obtained from on-site. The two powder houses will be demolished and buried on site. The cistern will be filled with sand and capped with soil. The refuse will be pulled away from the Illinois River and disposed of in a pit dug to generate cover soil for the area excavated adjacent to the river as well as the pit used for the refuse disposal.



Gob along river



Settled Air Shaft