NATIONAL REGISTER OF HISTORIC PLACES ASSESSMENT OF THE MOHN'S MINE SITE (11P534), BARTONVILLE, PEORIA COUNTY, ILLINOIS

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Introduction

The following report details the results of a National Register of Historic Places assessment of the Mohn's Mine Site (11P534), an abandoned coal mine located adjacent to Smithville Road in Bartonville, Peoria County, Illinois. This mine, which was active between the years 1918 and 1952, is slated for reclamation in late spring of 2001. The proposed mine reclamation will entail the sealing of a slope-entry mine shaft, removal of deteriorated building/structure foundations from drainageways, and the demolition of a standing powder house. In November 2000 Fever River Research conducted a Phase I archaeological survey of the site that resulted in the documentation of a number of structural and landscape features that were associated with the coal mine. Based on this reconnaissance survey, Fever River Research recommended that the site did not meet the requirements for National Register eligibility (Stratton 2000). The Illinois Historic Preservation Agency (IHPA), however, requested additional documentation on the mine in order to better establish the site's significance and integrity. The additional documentation was to provide a historical context for coal mining in Illinois and address the Mohn's Mine's place within that industry. Site-specific issues needing to be addressed included: the mine complex' layout, the character of the buildings once located there, the mine's market, its persistence, and the background of its owners --the Mohn family (Haaker 2001). Research for the project was conducted at the Alpha Park Public Library, in Bartonville, the Peoria Public Library, the Illinois State Archives, and the Illinois State Historical Library. Additionally, several Bartonville residents were interviewed regarding the history of Mohn's Mine and the local coal mining industry in general. These residents –Mardell Rapp, Al Foster, and Winston Farrow—were generous with their time and hospitality and are owed our thanks.

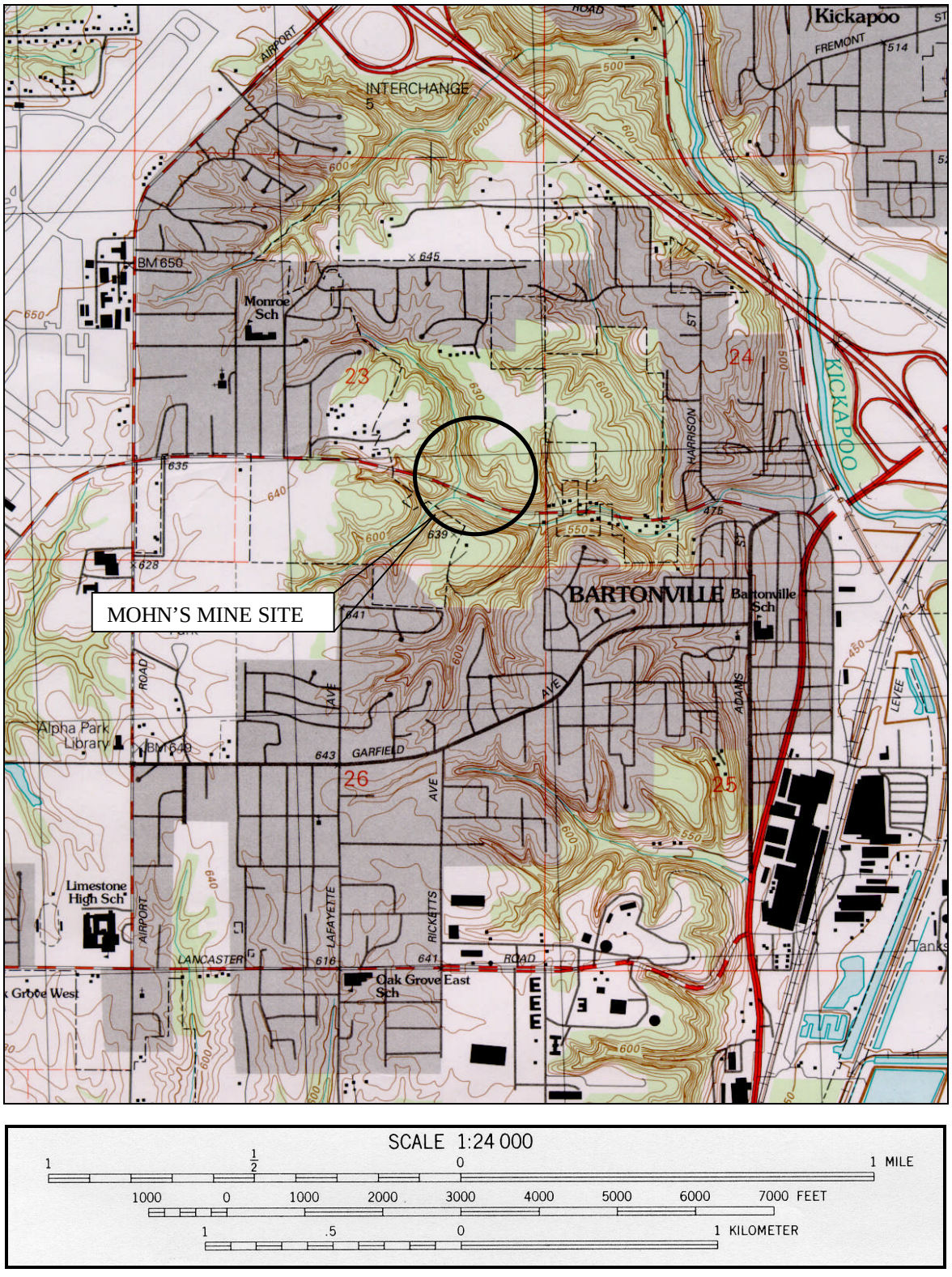

Figure 1. United States Geological Survey topographical map showing the location of the Mohn's Mine Site (11P534) (USGS Peoria West, IL Quadrangle 1996).

Coal Mining in Illinois

Coal, outcropping at the surface along several of the major river valleys of the state, was encountered by the early French explorers during the initial years of exploration. Pere Marquette noted the presence of coal outcropping along the Illinois River valley edge near present day Utica (La Salle County) in 1673. Similarly Joutel noted coal outcropping along the Illinois River in 1687 (Sauer 1916:187-189). Although its presence was recognized and potentially utilized by an occasional French blacksmith, the abundant coal resources of Illinois was little utilized during these years.

The first commercial coal mining in Illinois occurred in 1810 along the Big Muddy River near Murphysboro. At this mining locality, which was known as Mount Carbon, "an excellent grade of blacksmith coal" was exploited (Leighton and Carroll 1943:43). This early mining operation, like the majority of early coal mining operations in Illinois, consisted of collecting surface deposits of coal from the eroding outcrop. During the early years of production, many area farmers simply worked outcrops for their own consumption and to supply local demands.

Extensive commercial development of coal mining began during the 1830s in the Belleville region. Coal mining in this district supplied not only the growing industrial base of Belleville but also the greater St. Louis market. Initially, a series of drift mines had been opened by a St. Clair County blacksmith near Belleville (Leighton and Carroll 1943:43). Within a year several drift mines were in production. These mines generally were small operations investing local capital and expertise.

In 1831, coal was selling at St. Louis for 12 1/2 cents per bushel. It was only a few years later, in 1833, that the first statewide production figures for coal production were determined. At that time, the local St. Clair County mines produced 6,000 tons of coal --which at that time was a major percentage of the total coal mined in the state. The 1840 U. S. Census noted that 19 Illinois counties had produced 17,000 tons of coal during the previous year. The first detailed geological maps outlining coal fields in the Midwest were begun by David Dale Owen in the late 1830s; these maps were not published until 1844 (Leighton and Carroll 1943:43).

With the development of the state's rail transportation system during the 1850s, Illinois' coal mines became more abundant and served a much larger market area. As Leighton and Carroll note, "coal production in Illinois increased from 260,000 tons in 1849, to 728,000 tons in 1860, and reached the million-ton mark by 1864" (Leighton and Carroll 1943:45). As they noted, the industry was "expanding rapidly... in harmony with the rapid construction of [the] railroads" (Leighton and Carroll 1943:43.) In 1851, at the beginning of the decade, Dr. J. G. Norwood was appointed Illinois' first state geologist. In 1858, Amos Worthen was appointed State Geologist and initiated an ambitious county-by-county survey of the geology and mineral resources of the state.

By the middle nineteenth century, coal mining in Illinois had attained much greater significance. It was during these years that drift mines (which were excavated into the side of a hill slope following the coal vein) were beginning to yield to more productive shaft mines.

Along the upper Illinois River Valley, one of the first shaft mines was excavated at Ottawa in 1855; shaft mines in nearby Utica followed shortly thereafter (Kett 1877:301). Additionally, shaft mines in the Vermilion, Sangamon and Wilmington Districts were opened by the late 1860s and Grundy County was opened in the 1870s. During this period, larger amounts of capital were being invested in the industry and it began to become more mechanized --particularly with the introduction of the steam engine. "By 1870, commercial coal mining was under way in 37 counties, and the State produced 2,624,163 tons that year. Nearly a third of this total was produced in St. Clair County. Will, Vermilion, Rock Island, Perry, Madison, La Salle, and Jackson Counties led the rest of the list" (Leighton and Carroll 1943:46).

By the 1880s, Illinois was producing over six million tons of coal from 46 counties. By the turn-of-the-century, Sangamon County had become one of the largest producers of coal in Illinois. Between 1895 and 1919, the number of mines in the state increased from 2,500 to a peak of 9,000. During these same years, the number of workers employed in the mining industry rose from 200,000 in 1895 to 600,000 in 1920 (Prosser 1973:1). It was during this period, and the discovery of the Herrin No. 6 Seam, that the Southern Illinois Coal district was opened. The two primary counties within this district were Williamson and Franklin Counties.

The establishment of a commercial coal mine had a dramatic economic impact on an area's local economy. As Sauer noted, "the growth of the cities and villages of southeastern Grundy and southwestern Will Counties has been due almost entirely to the development of coal mining …" (Sauer 1916:188). Along the route of the Chicago and Alton Railroad as well as the Santa Fe Railroad, communities such as Coal City, South Wilmington, and Carbon Hill developed during the 1880s and 1890s. Similarly, already established communities such as Braceville and Streator grew dramatically because of the development of the mining industry. Sauer observed that along these railroad lines "vast dump heaps are being reared here and there on the prairie, where a few years ago lay plowed fields" (Sauer 1916:189). The same economic and commercial growth seen in northeastern Illinois during the late nineteenth century occurred in rural southern Illinois during the early twentieth century after discovery of the Herrin No. 6 coal seam. Numerous mining towns developed during these years (Prosser 1973:1).

The Illinois Division of Mines and Minerals categorized coal mines as either "shipping" or "local" mines based on their sales distribution. Of the two, shipping mines had the larger distribution network and transported their coal to distant points, such as Chicago, by rail. The largest mines in the state fell into this category, though there were many shipping mines that had modest productions that actually fell below that of local mines. As is suggested by their name, local mines primarily produced coal for local consumption. Although some local mines may have had a rail connection, they generally distributed their coal by means of wagon and, later on, by truck. Many local mines were located adjacent to urban areas, where there was an ample demand for heating coal for homes and business, not to mention a year-round demand by industry.

Technological advancements in coal mining revolved around improved methods of extraction and haulage. Cutting machines, which mechanically undercut coal seams (thus reducing labor-intensive pick work), began to be used in Illinois mines in the 1880s and gradually came into standard use over the next forty to fifty years. It wasn't until ca. 1920 that a

majority of mines had adopted them, and even then that majority was a slim one. Many local mines continued to mine by hand for years to come, either out of tradition or due to the expense of purchasing the machines. Another advancement in extraction pertained to the adoption of safer, more predicable, explosives. Traditional black powder eventually was supplanted by pellet powder and then by permissible explosives, which generated a more directed, controlled blast. In respect to haulage, electric-powered trains, called "motors", eventually replaced the earlier generation of hand, horse/mule, and cable-drawn coal carts. The adoption of motors occurred at swifter pace than that of mining machines. As of 1900, motors were used in only seven coal mines in Illinois, but by 1920 they were found in nearly 75% of the mines in the state. Mechanical loaders started to be introduced during the late 1920s (Illinois Department of Mines and Minerals 1954:48-62). Besides making technological improvements in regard to extraction and haulage during the early twentieth century, the coal industry also made strides in the area of safety by developing improved ventilation systems, equipping mines with electric lighting and telephones, and by providing escape tunnels (called "escapements') to be used in the event of a disaster (Illinois Department of Mines and Minerals 1954:48-49).

Not surprisingly, mechanization was one of the principal causes of labor discord in the Illinois coal fields during the 1920s and 1930s. It not only deskilled the mining trade but also inevitably led to a loss of jobs. The controversy over how to balance job security with mechanization was a contributing factor in the schism within the United Mine Workers of America (UMW) that resulted in the organization of a rival union named the Progressive Mine Workers of America (PMA). The PMA was founded in 1932 at Gillespie, Illinois, during a prolonged and violent coal strike in Illinois' Midland Tract. The upstart PMA initially attracted some 20,000 members in central and southern Illinois, but fell on hard times later in the decade. Most of the mines with which the PMA had contracts with in Illinois were small and un-mechanized and hence could not compete with the larger mines, which were dominated by the UMA (Oblinger 1991:9-11, 18-19).

Coal Mining in Peoria County and Bartonville

The coal mining industry was well established in Peoria County by circa 1860. Several coal mines are illustrated in Hollis Township (which abuts Limestone Township to the south) on an 1861 map of Peoria County. The Hollis Township coal mines were located adjacent to the Peoria, Pekin and Jacksonville Railroad (Allen 1861). Orchard Mines was one of the mining centers along this rail line. Although no coal mines are illustrated in Limestone Township on the 1861 map, some limited mining may have been taking place there. The first coal mine in the township reportedly was opened at a relatively early date by a man named Warner, who seems to have extracted the coal by cutting into an exposed coal bank located on the SE¼ of Section 24, on the present-day site of Bartonville. A family by the name of Moffit later worked Warner's coal bank and shipped coal to St. Louis via keel boat (Johnson and Company 1880:602). The early method of stripping away, or "drifting," into a hillside where a coal seam was exposed eventually was supplanted by deep shaft mining (Bateman and Selby 1902:736).

Contemporary sources linked Peoria's future prosperity to local coal reserves. The 1873 *Atlas Map of Peoria County, Illinois* noted that "Peoria is destined to become a great manufacturing town. Its position, with regard to the state, is central, the surrounding country is

unsurpassed in fertility, and, within a mile of the city limits, among the bluffs of the Kickapoo, lie inexhaustible beds of coal. Factories spring up on ground that has coal as subsoil." The atlas suggested that coal was being shipped from Peoria County, as well as neighboring Fulton County, to Chicago by rail (Andreas 1873:22). The subscribers list for Limestone Township in the atlas included four individuals who were coal operators; these were Henry Bickerton, James Monroe, Waler Treasure, and Henry Waler (Andreas 1873:109). Seven coal mines are depicted by the atlas in Limestone Township, and these were all concentrated along Kickapoo Creek and the West Fork of La Marsh Creek (Andreas 1873:183). One of the mines shown was located on Section 25, within the present-day limits of Bartonville. Like the coal workings shown in Hollis Township on the 1861 county map, this mine was situated adjacent to the Peoria, Pekin, and Jacksonville Railroad. Although Bartonville had yet to be platted by this date, the number of buildings illustrated by the atlas along Smithville Road, west of Kickapoo Creek, suggests that an informal community had already started to coalesce at that point (Andreas 1871:157).

Describing the coal resources of Limestone Township, an 1880 county history noted that "Nearly the whole township is underlaid with coal, and the mines now worked extend four miles along the eastern tier of sections, and there are several hundred miners employed in the different mines. Peoria is largely supplied with coal from the Limestone mines" (Johnson and Company 12880:602).

Table 1

Number and Productivity of Coal Mines
Peoria County, Illinois
1918-1954

YEAR	SHIPPING MINES		LOCAL MINES	
	NUMBER ACTIVE	RANGE IN TONNAGE	NUMBER ACTIVE	RANGE IN TONNAGE
1918	11	31,554 -- 253,688	63	16 -- 30,758
1919	11	23,410 -- 252,434	53	25 -- 17,815
1925	8	3,994 -- 158,780	69	12 -- 25,775
1930	5	5,370 -- 296,268	69	<1000 -- 49,190
1935	4	65,989 -- 611,693	71	31 -- 66,659
1940	2	110,117 -- 376,044	70	39 -- 81,553
1945	1	384,841	26	102 -- 48,580
1952	0	---------	26	44 -- 30,267
1954	0	---------	16	631 -– 176,167

Table 1 details the number of active shipping and local mines in Peoria County during the period that Mohn's Mine was in operation, and also shows the range of tonnage produced among the two mine types. The statistics incorporated into the table were drawn from the *Coal Report* published annually by the Illinois Department of Mines and Minerals. One of the trends evident from the table is the general decline in the number of shipping mines in Peoria County over the

course of this period. In 1918-1919, the number of shipping mines stood at eleven, but this number had dropped to five by 1930 and to a single mine in 1945. In contrast, the number of local mines remained fairly steady through circa 1940. Sixty-three local mines were operating in the county in 1918, and by 1940 this number had increased slightly to seventy-one. Many of these local mines serviced the flourishing city of Peoria. The number of local mines in the county dropped dramatically during World War II, however. By 1945, there were only twenty-six local mines in operation. Another stint of mine closings occurred between 1952 and 1954, when the number of local mines dropped from twenty-six to sixteen. Production figures indicate a wide range in the tonnage produced at both categories of coal mines.

Nearly all of the coal mines in Peoria County were either shaft or slope entry mines. Strip mining, which was widely practiced elsewhere in Illinois, saw limited use in Peoria County during the first half of the twentieth century. The first strip mine production figures for Peoria County are from 1925, when 5,748 tons of coal were extracted by stripping. Total strip mine production in the county remained comparably low and by 1953 only 904,382 tons of coal had been extracted by this method, with 80% of this tonnage having been excavated during the three-year period 1951-1953. In contrast, strip mines in neighboring Fulton County extracted 92,740,578 tons of coal between 1924 and 1953 (Illinois Department of Mines and Minerals 1954:31-32).

A 1976 history of Bartonville provides a list of twenty-seven coal mines and/or companies that are known to have operated in and adjacent to that community, along with the dates that they were active. This list includes only the "most important mines" and omits the small mines or workings that may have been in use at different periods –particularly early mines that may have been active during the middle-to-late nineteenth century. Nonetheless, it serves as a useful tool for assessing the development of the coal industry around Bartonville. Although the starting dates given for the twenty-seven mines ranges over a thirty-four-year period (1895-1929), several short-term periods of dramatic growth in the local industry stand out. The most dramatic of these is the period 1895-1898, during which twelve mines were established. Another distinct period of growth occurred 1918-1923, when six mines were started. The longevity of these different mines varied widely. The Treasure Mine, which was located near the juncture of present-day Airport Road and Garfield Street in Bartonville, proved to be the most resilient of those mines that were established during the late 1890s, while Mohn's lasted the longest of those mines that were established in 1918-1921. The Treasure Mine finally closed in 1954, making it the last coal mine to operate in Bartonville (Heritage Committee of the Bartonville Bicentennial Commission 1976:6-7).

Winston Farrow, a former coal mine operator who resides in Bartonville, attributes the decline of the coal industry in Peoria County to a combination of competition from non-local coal and to the introduction of alternative heating fuels. Farrow and his father operated a number of local coal mines in the Bartonville area between 1933 and 1951, the largest of which were the Middle Road Coal Company and the Hill Top Mine. They didn't actually own any of these mines but rather leased the mine facilities and coal rights. The Farrows' decision to leave coal mining was due in large measure to competition from so-called "washed coal" from southern Illinois and West Virginia. Although still bituminous, these non-local coals had lower sulfur contents, burned cleaner, and provided higher BTUs than Peoria County coal. Farrow and his

father got out of coal mining in 1951 and went into the retail/wholesale coal business. When they did so, the miners at the Hill Top Mine, who were UMW members, decided to take over management of the mine. The mine went out of business one year later, however. The Farrows remained in the retail/wholesale business for about nine years, during which time they were awarded a number of large coal contracts, among which were the Peoria Public Schools, the State Hospital for the Insane, and the Peoria Housing Authority. They left the business for good in 1960, by which time many homes and businesses had switched over to either heating oil or natural gas for heat. Reflecting back on his involvement in coal mining and sales, Winston Farrow remembers the industry as having been a "good business" where you worked hard but earned a good living (Winston Farrow, pers. comm., 2001).

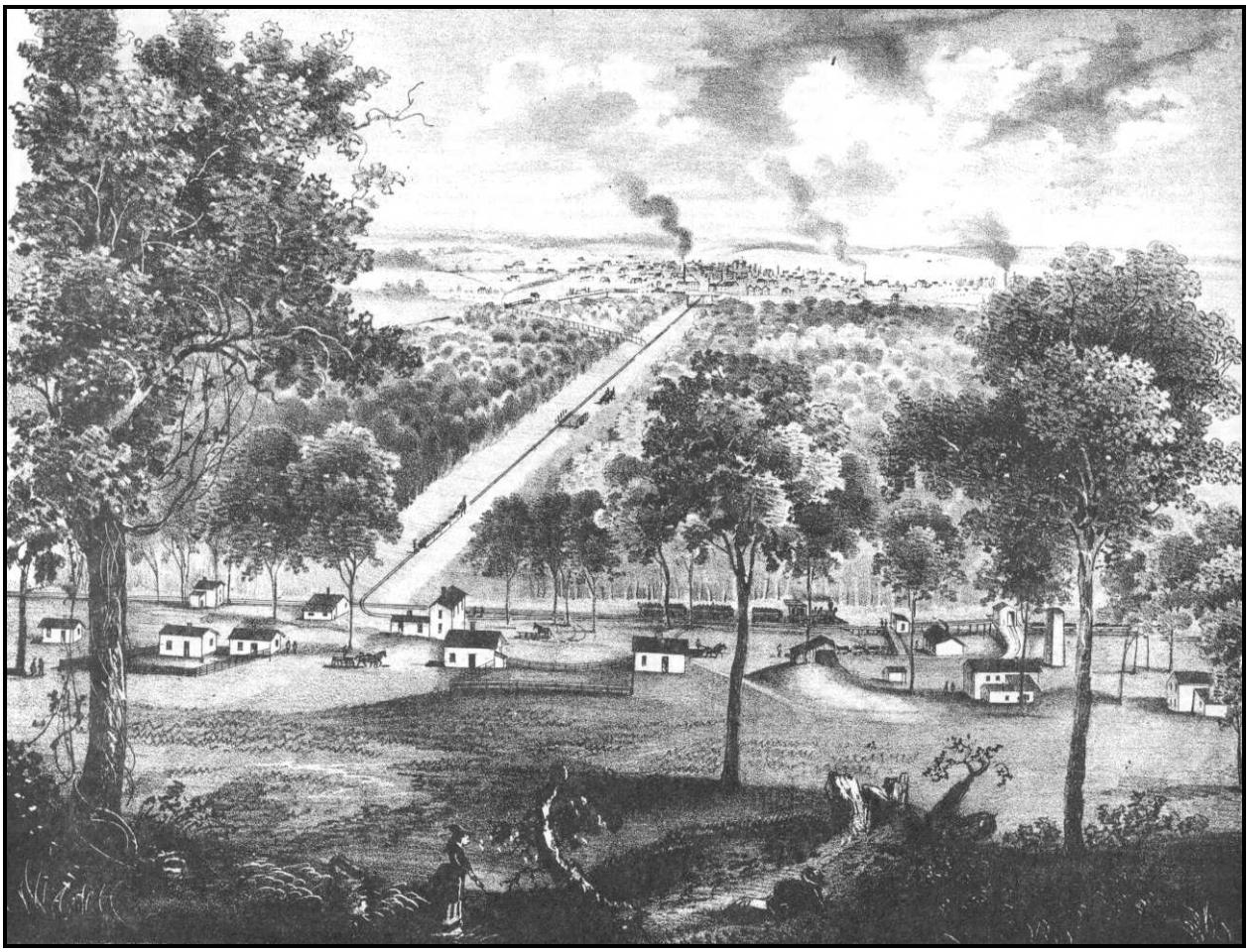

Figure 2. Lithograph of Orchard Mines, a coal mining community located in Hollis Township, in southern Peoria County. The city of Pekin, in neighboring Tazwell County, appears in the far distance, on the opposite side of the Illinois River. Coal from Orchard Mines was by steam locomotive via the Toledo, Peoria, and Warsaw Railroad, which is shown in the foreground. Additionally, a horse-drawn railroad depicted running from the community to Pekin. P. V. Schenck was the proprietor of the coal mines at Orchard Mines at the time the county atlas was published (Andreas 1873:39). In contrast to the much later Mohn's Mine, Orchard Mines appears to have had laborers' housing located in immediate proximity to the coal workings.

Figure 3. Photograph of the entrance to the Kramm Switch Coal Mine, in Rosefield Township (central Peoria County), taken circa 1885-1890. Like Mohn's Mine, this mine was accessed via a slope entry rather than a vertical shaft. Note the range in age among the workers and the buildings located adjacent to the mine entrance. When this photograph was taken, coal mining remained a labor-intensive occupation. Machine coal cutters and mechanical loaders would not be introduced to many of the Peoria County mines for several decades to come (Peoria Historical Society Collection).

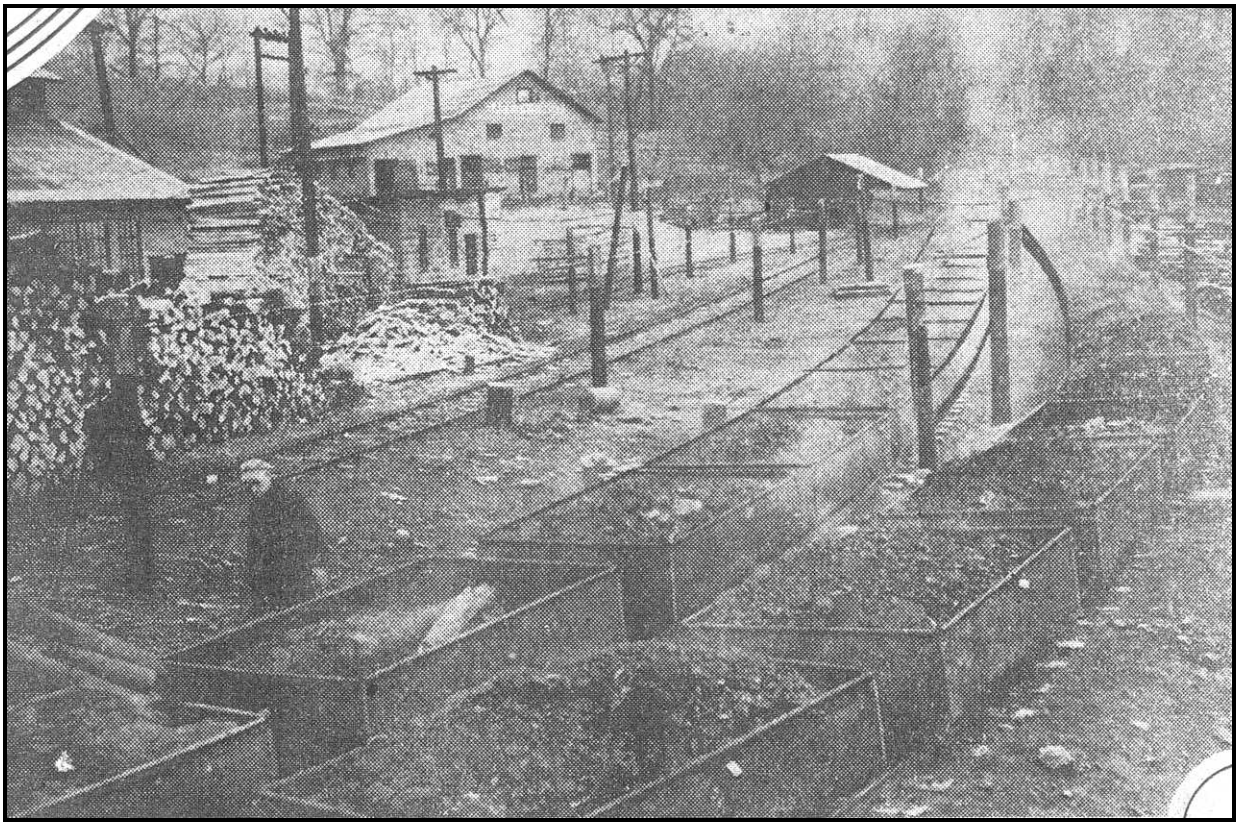

Figure 4. Photograph of Crescent Mine No. 6 taken during the winter of 1939-1940. This view shows the coal cars leaving the mine on their way to the tipple. A number of associated outbuildings appear in the background (*Peoria Journal-Transcript* 7 January 1940). Crescent Mine No. 6 was one of the few shipping mines in Peoria County during this period. In 1935 it produced 611,693 tons of coal. During 1940, production dropped to 110,117 tons (Bureau of Mines and Minerals 1935:140; 1940:140).

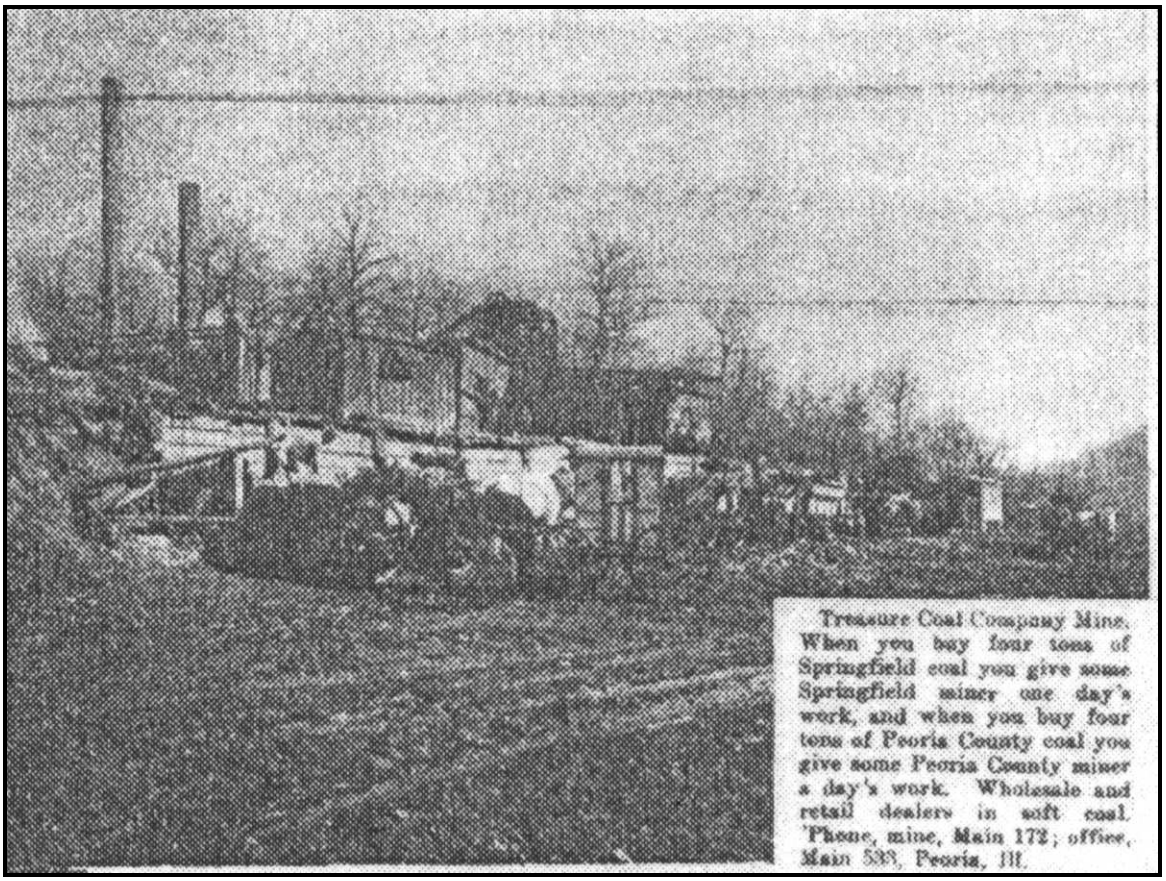

Figure 5. Photograph of the Treasure Mine, date uncertain (Bartonville Public School 1958:24). The Treasure Mine abutted Mohn's Mine, on the south, and enjoyed one of the longest records of activity among the Bartonville coal mines, operating from 1895 to 1954 (Heritage Committee of the Bartonville Bicentennial Commission 1976:6).

Figure 6. The large urban center of Peoria offered opportunity for a host of retail coal companies during the first half of the twentieth century. One of these was the Western Coal and Fuel Company, whose advertisement appears above. Like many coal companies in the Peoria area (including Edward Mohn and Son), Western sold a number of imported coals in addition to locally mined reserves (Polk 1936:33).

Site Specific History

The Mohn's Mine Site (11P534) lies within the SE1/4, SE1/4 and NE1/4, SE1/4 of Section 23, in Township 8 North, Range 7 West (Limestone Township). Limestone Township was surveyed by the United States in 1817. The plat map that was produced from this survey illustrated no structures or cultural features located on, or in proximity to, Section 23. Except for its northwest corner (which was prairie), Section 23 was noted as being covered with timber (United States Surveyor General 1862). The earliest published landownership map of Peoria County dates to 1861. This 1861 map indicates that Smithville Road had been laid out by that date but illustrates no buildings adjacent to the road within the immediate vicinity of the future mine site. The closest buildings shown to the site on the map are located further west, at the point where Smithville Road ascends out of the bluffs into the uplands. Three buildings are shown at this point, one of which is labeled as "J. Hay's School." The 1861 map designates the entire SE¼ of Section 23 as being owned by "L. Brown" (Allen 1861).

An 1873 Peoria County atlas illustrates the vicinity of the site as being timbered and shows no buildings on the site. The school building illustrated on the 1861 map appears on this map. A second school building is depicted further east, down the ravine through which Smithville Road ascends from the Illinois River bottoms into the uplands. At this date, the site was encompassed within an irregularly shaped, 106-acre tract owned by Isaac Brown. Another feature of note on the 1873 atlas is a coal mine owned by Barker and Company on the SW¼, NE¼ of Section 25, immediately south of the future town of Bartonville (Andreas 1873:183)

County maps published in 1904 and 1911 designate the Issac Brown Estate as owing the land on which the mine site is located. Neither of these maps illustrates any buildings on the site, nor does a 1905 United States Geological Survey topographic map (Hixson 1904; Kenyon Company 1911; USGS 1905).

Mohn's Mine was opened in 1918 by Edward Mohn. Peoria City directories indicate that Mohn was involved in the coal industry prior to this date. The 1917 directory lists him as "president and manager" of the Mohn Coal Company and place his office and mines within Peoria's Rural Free Delivery District No. 1. He and his wife, Meta, were residing at the corner of Ann and Baer Avenues in Peoria. This same directory lists several other Mohns, whose relationship (if any) to Edward is not known but who were also involved in the coal industry: Christian Mohn, a miner residing at Pleasant Hill; and Henry Mohn, a miner who was employed by the Winters Coal Company in Bartonville (Leshnick 1916:616). Edward Mohn opened his Bartonville mine using a slope entry whose main shaft descended with a 7 per cent grade. The mine entrance was located in a ravine lying north of Smithville Road, near the point where that road wound its way into the uplands. Coal was extracted using the room-and-pillar method. Mohn's Mine was positioned adjacent to a number of other coal mines, some of which were no longer in operation or would soon close. The Millard Mine, for instance, was located north of Mohn's Mine and had closed in circa 1907. Farther north of this were the workings of the Middle Road Company (presumably the same mine that later would be operated by Winston Farrow and his father). The Treasure Mine --started more than two decades before Mohn's was

opened-- lay to the south. To the northwest was the Empire Mine,[1] which would close in 1923 (Illinois Department of Mines and Minerals, Edward Mohn's and Son Mine, 1952; Illinois State Geological Survey 2000).

Mohn's Mine was a local coal mine, as opposed to a shipping mine. From its first year of operation onward, the mine enjoyed a high production rating compared to the other local mines in Peoria County. In 1918 10,230 tons of coal were extracted, which was the fourth largest output among the sixty-three local mines then operating in the county. Production increased in the years that followed, and by 1923 Mohn's was the second largest producer among local mines. Two years later it had the largest output. Except for a rare occasion, the mine maintained a first or second place position in regard to production until its closure at the end of 1952. From 1918 through 1924 all of the coal extracted from Mohn's Mine was excavated by hand, as was the norm at the other local mines in Peoria County. None of the local mines in the county appear to have been equipped with a cutting machine until the Treasure Mine acquired one in 1923. Keeping pace with his rivals, Edward Mohn installed two cutting machines in his mine in 1925. Coupled with increases in the size of his workforce, these cutting machines allowed Mohn to dramatically increase the mine's output. Eventually five cutting machines would be in use there. Another transition was the introduction of an electric-powered train engine, or "motor," in the mine, which took place in 1930. Mohn's was one of three local mines in the county that started using motors that year; no local mines had reported using motors prior to that date. Another transition that occurred at the mine in 1930 was a shift from using traditional black powder to pellet powder. The latter remained in use at the mine until the World War II-era, when permissible charges started to be used there. One of the peak production years at Mohn's Mine occurred in 1940. That year, the mine produced 81,553 tons of coal over 196 days of operation, had 103 employees, and was using five cutting machines and three motors. Five animals (most likely mules) also were used in the mine that year –a practice that, while not uncommon among Illinois coal mines, appears to have been rare at Mohn's Mine. Table 2 lists the vital statistics for Mohn's Mine at intervals between 1918 and 1952 (Illinois Department of Mines and Minerals 1918, 1919, 1923, 1924, 1925, 1929, 1930, 1935, 1940, 1945, 1950, 1952). During the early 1940s Mohn's was under contract with the Progressive Mine Workers of America rather than the United Miner Workers (*Peoria Journal-Star* 23 October 1943).

The extraction of coal was only one facet of Edward Mohn's business interests. Equally important was the sale and distribution of the product. In 1924-1925, Mohn became partners with Milton B. Colborn and formed the Mohn and Colborn Coal Company. The two men then established a wholesale/retail coal office at 2028 South Adams Street in Peoria. Colborn had previously been employed as the Secretary-Treasurer of the La Marsh Coal and Fuel Company, and, after joining Mohn, he was responsible for the sales side of their business while Mohn dealt with the coal mine (Leshnick 1924:60; 1925:62). Besides selling their own coal, the company

[1] The Illinois State Geological Survey's *Directory of Coals Mines* refers to the Mohn's Mine Site as having been named the "Empire Mine" (Illinois State Geological Survey 2000), and this was the name that was referenced in the ASSR that was prepared for the Phase I survey of the site (Stratton 2000:3). However, it is clear from the abandoned mine map of Mohn's Mine that there was an adjacent mine named "Empire" (Illinois Department of Mines and Minerals, Edward Mohn and Son Mine, 1952). It is possible that Edward Mohn and Son later coopted the name, after this adjacent mine closed in 1923, since the firm did advertise "Empire Coal" among its products (Polk 1936:33; 1952:28).

marketed non-local Illinois coal (e.g. Springfield) as well as Kentucky and West Virginia coal (Leshnick 1925:62, 1929:64).

The company's sales office remained in Peoria until around 1935, when they moved to a site along the south side of Smithville Road in Bartonville, immediately adjacent to the mine (Polk 1933:780, 1935:426). One factor that may have contributed to this move was Edward Mohn's construction, in the early 1930s, of a personal residence that was located a short distance west of the mine entrance. The residence was a large, side-gabled, brick bungalow that was positioned on a large house lot. In conjuncture with the relocation of its office to Smithville Road, the company was renamed Edward Mohn and Son –a change that marked the active participation of Edward's son, Bernard E. ("Bun") Mohn, in the business. The change in name does not appear to have substantially affected Milton Colborn's relationship to the firm. "Mohn and Colborn" continued to be listed in the city directory for more years, but its listing consistently referenced the reader back to "E. Mohn & Son." Furthermore, Milton Colborn's occupation was listed in the directory as "sales manager" for Edward Mohn and Son (Polk 1935:426; 1936:181, 449). Colborn remained a partner in the firm until its dissolution in 1952 (Polk 1952:626; Mardell Rapp, pers. comm. 2001).

Like many other local mines in the vicinity, Mohn's Mine was referred to as a "truck mine." After being extracted, screened, and sorted, coal from the mine was transported to customers by truck, rather than by rail. As such, Smithville Road served as a vital transportation route for the mine, and that road became the locus around which the sales and distribution facilities at the mine came to be concentrated.

Generically, the method of extracting and processing the coal at Mohn's Mine was no different than any other local mine. To extract the coal, the seam was first undercut. Early on, this task was done by hand-pick, and later cutting machines did the job. Explosive charges, placed in holes drilled in the face of the seam, were fired to bring down the section that had been undercut. The coal loosened by the blast was then "cleaned" (by picking out the rock, shale, and any other unwanted material that may have been brought down by the blast) and loaded into rail cars for shipment. Once loaded, the mine cars were moved out of the mine by rail to the tipple. Although tipple design varied from one mine to other, they all had the some function: the screening and sorting of coal. With shaft mines, the tipple consisted of a tall metal framework that usually was positioned above or immediately adjacent to the mine shaft itself.[2] Coal was first hauled to the top of tipple, where it was weighed, dumped, and then passed through a series of screens, which separated the coal by size, and finally deposited into a series of bins from which trucks could be loaded (Winston Farrow, pers. comm., 2001). At Mohn's Mine, the tipple extended down the face of a high, artificial terrace that was located above the north side of Smithville Road and had been created by dumping waste slag. The coal was hauled up to the terrace and directed into the tipple. The design of the Mohn's Mine tipple is unknown, though it is presumed to have screened and sorted the coal as the mineral dropped down from the terrace to Smithville Road. The processed coal was stored in two large bins, or silos, awaiting shipment by truck. After being loaded, coal trucks were weighed out at a scale house that was positioned on the south side of Smithville Road, adjacent to the mine office. The office consisted of two

[2] Winston Farrow described the tipple at the Hilltop Mine as being 150' tall and as being positioned over a 205'-deep shaft (Farrow, pers. comm.., 2001).

rooms, one of which occupied by sales manager Milton Colborn and the other by the Mohns. Mary Houghey worked as the secretary at the office from 1942 to 1952 (Mardell Rapp, pers. comm., 2001; Al Foster, pers. comm., 2001).

Smithville Road was not paved until relatively late in the mine's period of operation, so the Mohns paid for the construction of an 8'-wide concrete strip down the short stretch of road between the mine and Bartonville. This concrete strip was specifically reserved for the coal trucks to prevent them from getting stuck in the mud. Other vehicles could use the strip but were expected to pull off onto the main road when a coal truck came along. Al Foster described the coal trucks in use during the 1930s and 1940s as "green Internationals, with single axles" (Al Foster, pers. comm., 2001).

The published maps that illustrate the mine site during its period of active operation are disappointing in that none of them show any buildings and/or structures on the site. A circa 1930 county plat book emphases landownership and does not illustrate any buildings. This plat book designates Edward Mohn and Son as owning 101 acres of land on the eastern half of Section 23 (Hixson [1930]). Similarly, a United States Geological Survey topographic map shows no structures on the site, and even fails to note it as a mine property (USGS 1934). However, there are a number of unpublished sources that do show buildings on the site. One of these is an abandoned mine land map of Mohns Mine that was submitted to the Illinois Department of Mines of Minerals. While this map emphasizes underground excavations, it also illustrates a number of aboveground structures associated with the mine. Unfortunately, the mine-specific buildings are not labeled on the map, so the function of some them is uncertain (Illinois Department of Mines and Minerals, Edward Mohn and Son Mine, 1952). There are also two aerial photographs of the mine site, one of which was taken in 1939 and the other in 1951. Although portions of the site are obscured by vegetation in the photographs, they do offer details on buildings that were located adjacent to Smithville Road.

Bernard E. Mohn, who was commonly known by the nickname "Bun," directed Mohn's Mine during its final years of operation. The mine officially closed on December 31, 1952. By that time, the mine extended beneath much of Section 23 and portions of Section 22. Soon after closing the mine, Mohn sold his coal rights to the Peoria Airport Authority, which owned the land located above the western end of the mine. The Airport Authority then had the shafts filled to prevent subsidence beneath the airport (Al Foster, pers. comm., 2001). In 1958 Bernard Mohn donated ten acres of the mine site, lying on the south side of Smithville Road, to the Village of Bartonville, for the purposes of establishing a public park. Mayor and Mrs. Wilbur Lauterbach donated an additional eighteen acres of ground, and the new park was named after the mayor's mother, Clara A. Lauterbach (Bartonville Public School 1958:8). Mine-related buildings that were located on the land donated by Mohn (which included the office and scale house) are believed to have been demolished during the development of the park (Mardell Rapp, pers. comm., 2001). Most of the other mine buildings and structures located elsewhere on the site also seem to have been torn down not long after the mine was abandoned (Al Foster, pers. comm., 2001). Bernard Mohn retained ownership of the majority of acreage associated with the mine site until the 1970s, when he sold the property to the Rapp family (Rockford Map Publishers 1978, 1980; Mardell Rapp, pers. comm., 2001). Mrs. Mardell Rapp is the current owner and

resides in the same residence that was built by Edward Mohn and was later occupied by his son Bernard.

Table 2

Statistics on Edward Mohn and Company
1918-1952

YEAR	RATING	TONS MINED	TONS SOLD LOCALLY	TONS USED AT MINE	TONS MINED BY HAND	TONS MINED BY MACHINE	MACHINES	MOTORS	ANIMALS USED IN MINE	EXPLOSIVES USED*	NUMBER OF EMPLOYEES	DAYS OF OPERATION
1918	4	10,230	9,150	1,080	10,230	0	0	0	N/L	604 kegs	14	200
1919	3	10,736	10,078	658	10,736	0	0	0	N/L	609 kegs	16	203
1925	1	25,775	25,425	350	0	25,775	2	0	0	298 kegs	52	125
1930	2	40,200	40,100	100	0	40,200	3	1	0	381 lbs. p.p.	64	158
1935	1	66,659	66,559	100	0	66,659	5	0	0	166 lbs. p.p.	89	166
1940	1	81,553	81,553	0	0	81,553	5	3	5	19,100 lbs. p.p.	103	196
1945	2	48,170	48,170	0	0	48,170	4	1	0	6,825 lbs. perm.	21	246
1952	1	30,267	30,267	0	0	30,267	4	2	0	1 lb. dynamite	24	115

* “Kegs” refers to kegs of black power. The notation “p.p.” refers to pellet power. “Perm” indicates permissible explosives.

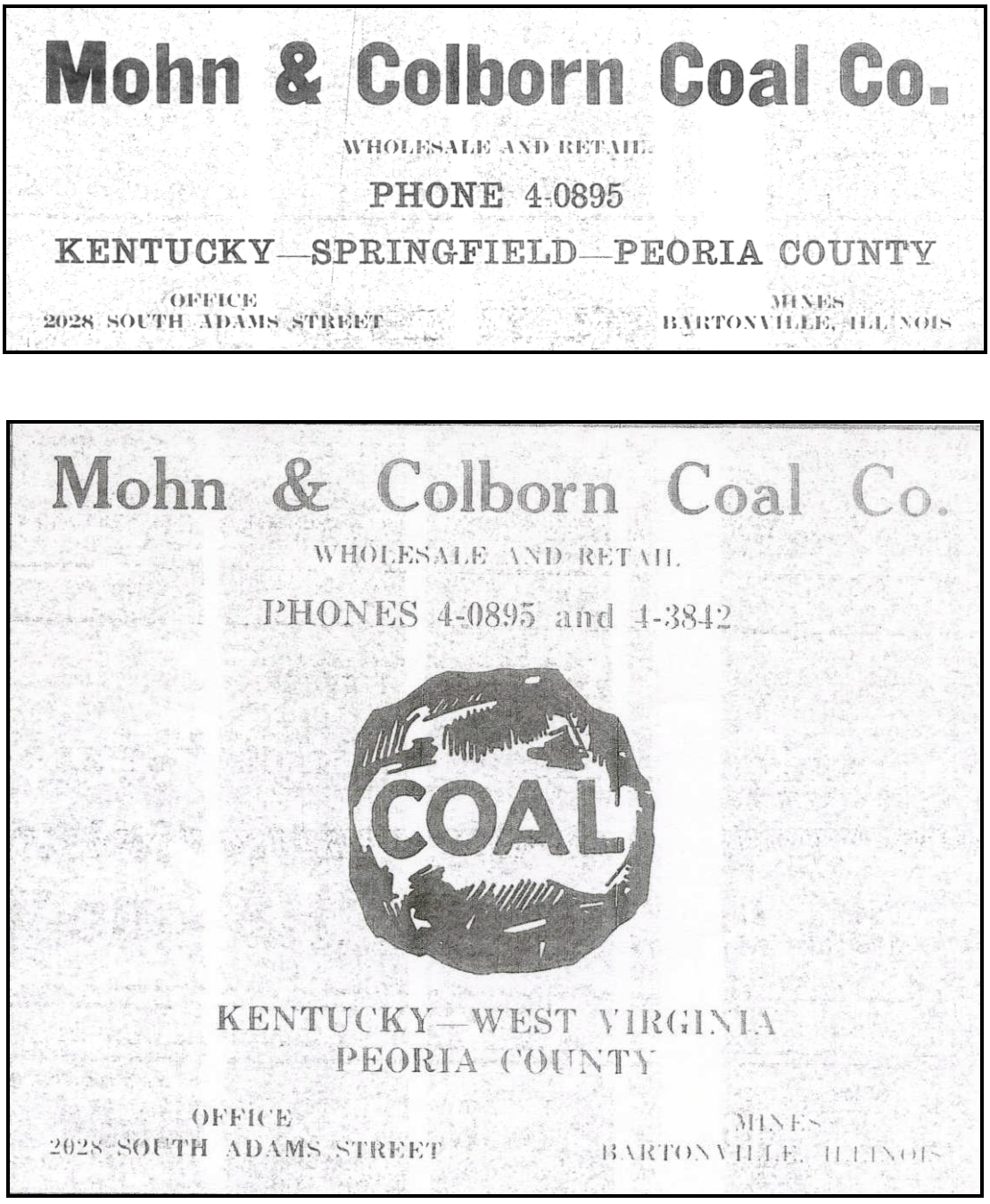

Figure 7. (Top) Advertisement carried by the Mohn and Colborn Coal Company in the 1925 Peoria City Directory. At this date, the company's main office was located at 2028 South Adams Street in Peoria (Leshnick 1925:62). (Bottom) A 1929 advertisement for the firm (Leshnick 1929:64).

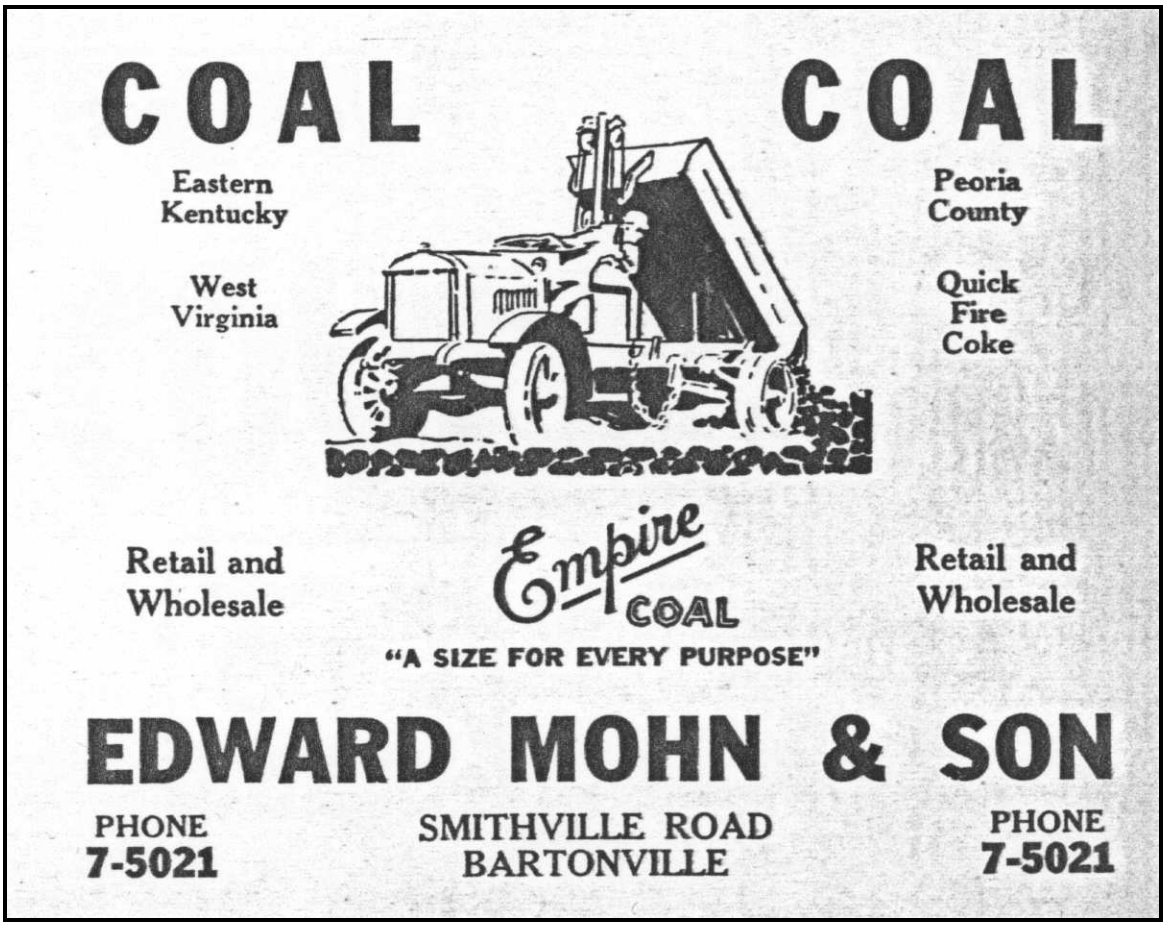

Figure 8. Advertisement carried by Edward Mohn and Company in the 1936 Peoria City Directory. As noted in the advertisement, the company was involved in both the retail and wholesale sides of the coal business and sold a number of non-local grades of coal in addition to that which was produced at its own mine (Polk 1936:33).

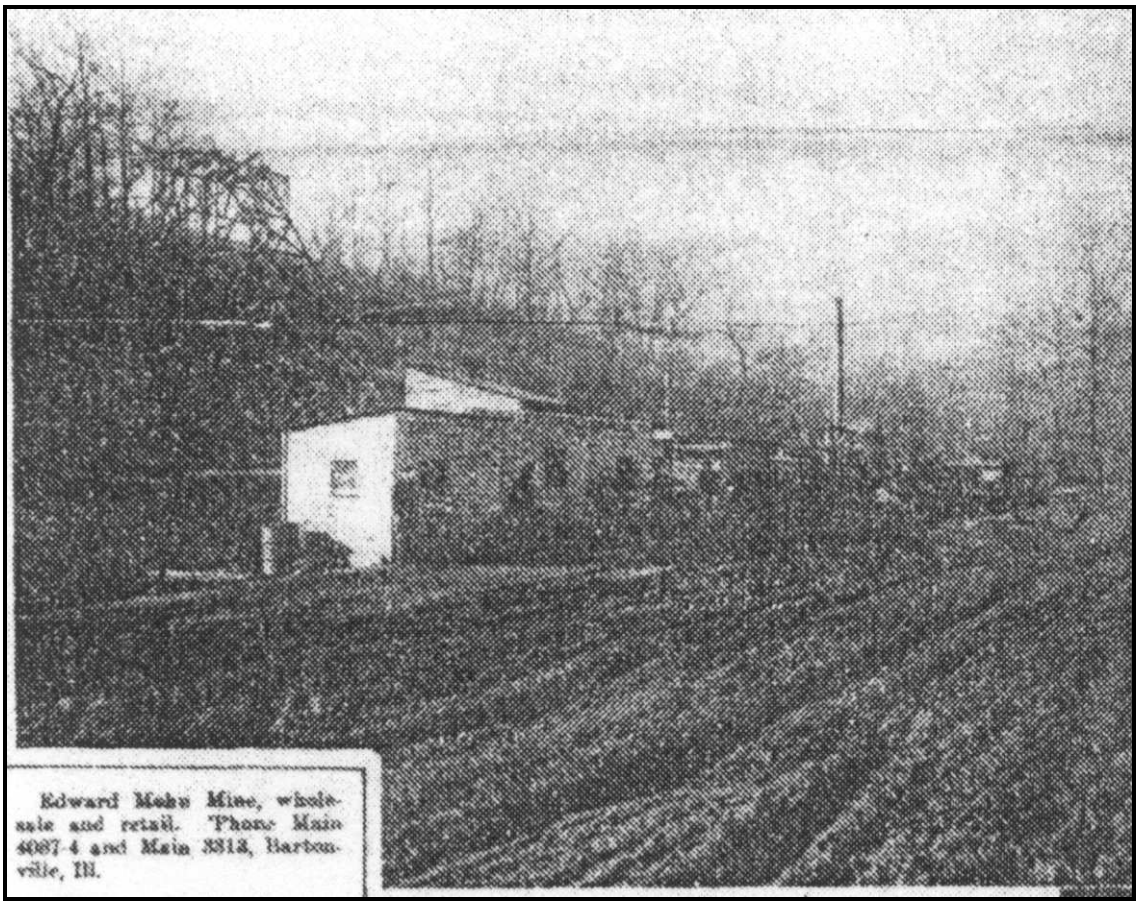

Figure 9. Photograph of the Edward Mohn mine, showing what is believed to be the company office along Smithville Road, looking west. A number of other mine-related buildings and structures also appear in the view. Although the exact date of this photograph is unknown, it appears to post-date the move of the company office from Peoria to Bartonville circa 1935, since it provides a Bartonville telephone number for the mine.

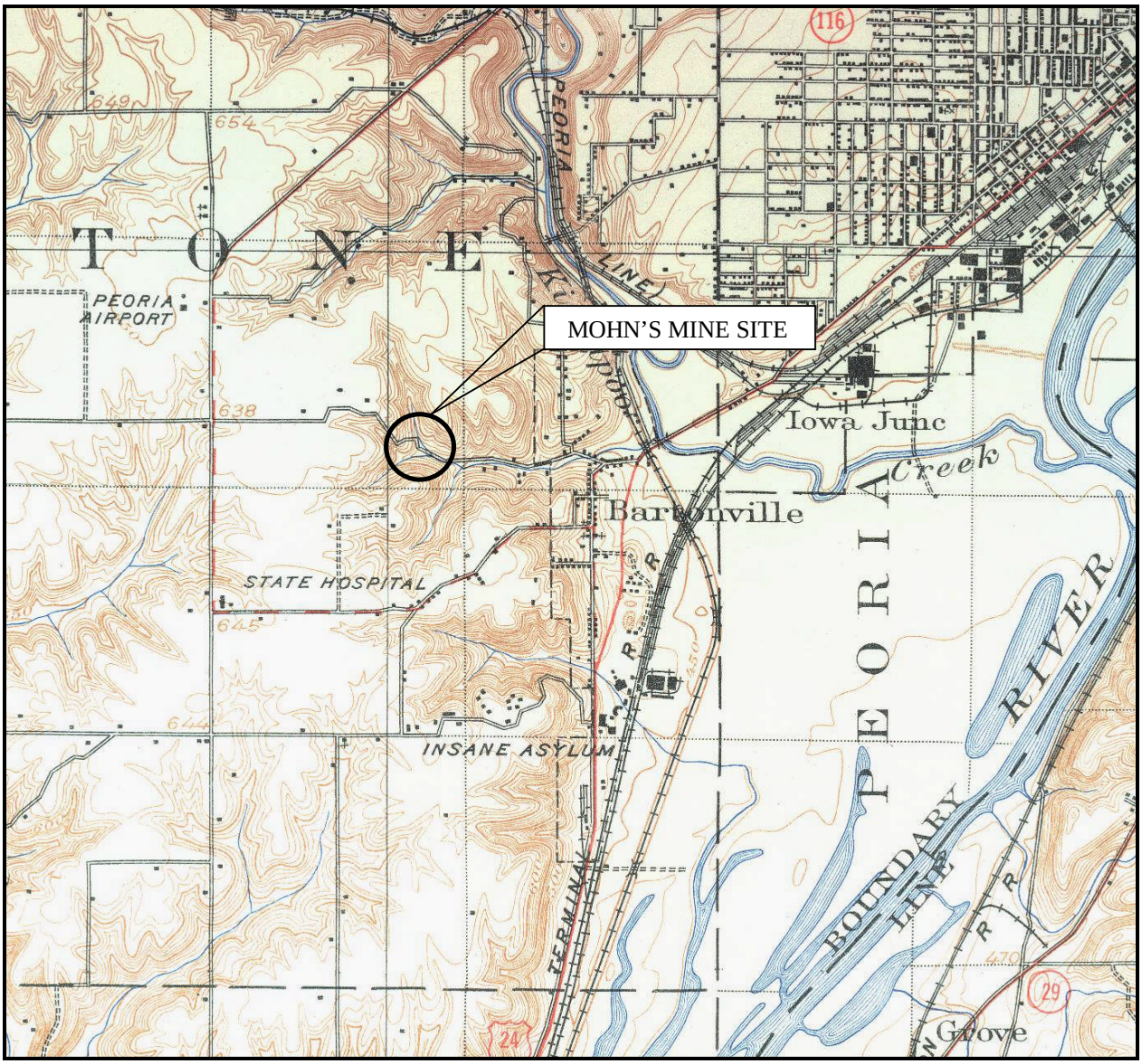

Figure 10. Detail of a 1934 United States Geological Survey map, showing the location of the Mohn's Mine Site. Unfortunately, the map does not depict any of the buildings that were located on the site at that time (USGS 1934).

Figure 11. Abandoned mine map showing the extent of Mohn's Mine at the time of its closure. The white circle marks the location of the mine entrance (Illinois Department of Mines and Minerals, Edward Mohn and Son Mine, 1952).

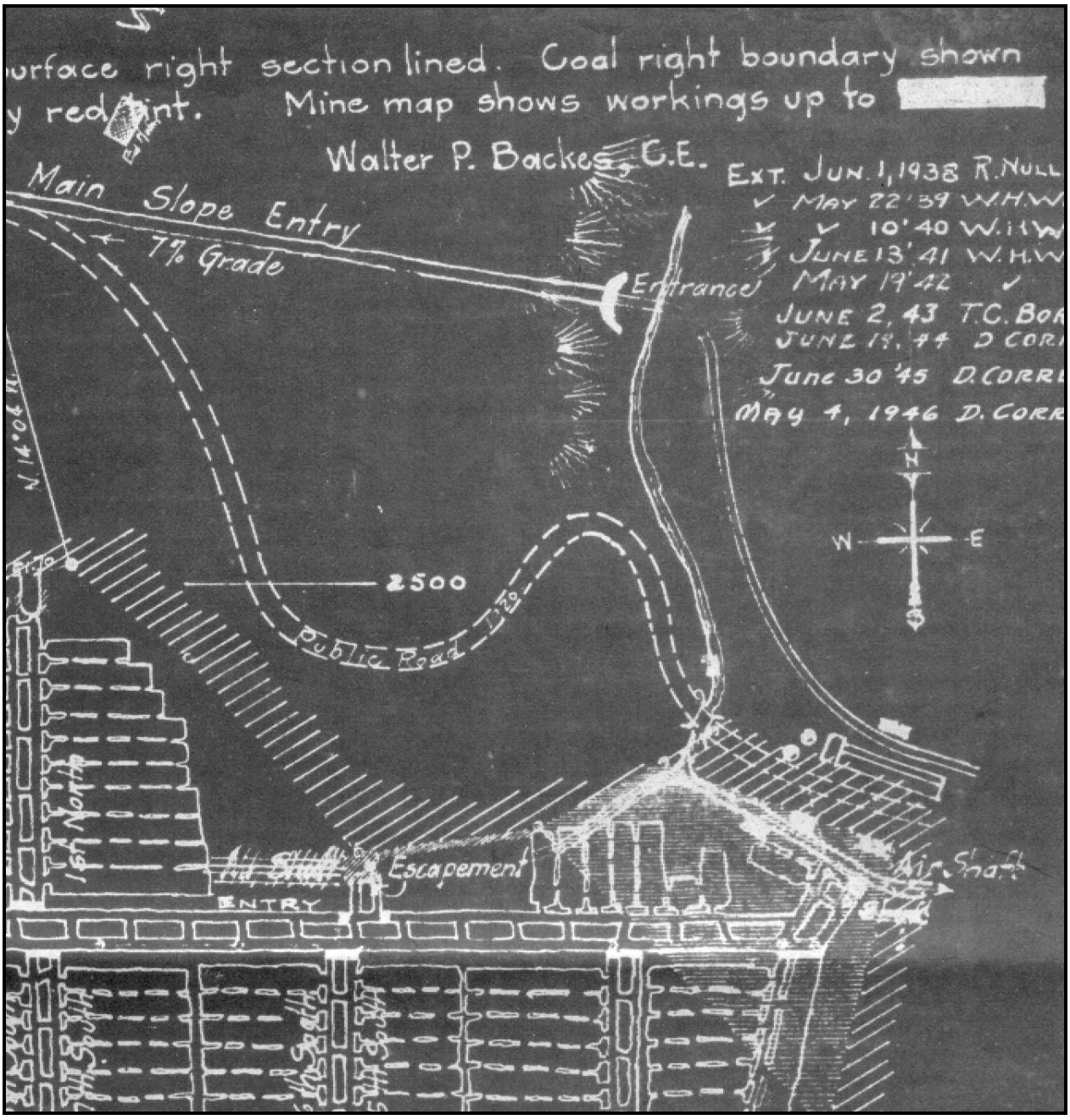

Figure 12. Detail of previous figure, showing the main slope entry to Mohn's Mine and some of the aboveground buildings and structures associated with the mine. Most of the mine buildings are shown clustered along Smithville Road (labeled "Public Road" on the map), which is shown in its original, winding configuration. Edward Mohn's residence is indicated above the main slope entry and is marked "Ed Mohn." Other features of interest are the escapement tunnel and the air shaft for the mine (Illinois Department of Mines and Minerals, Edward Mohn and Son Mine, 1952).

Figure 13. Detail of a 1939 aerial photograph, showing the Mohn's Mine Site. The mine building complex appears in the center of the view, immediately to the right of the sharp bend in Smithville Road. Edward Mohn's residence appears in the upper-left corner of the view.

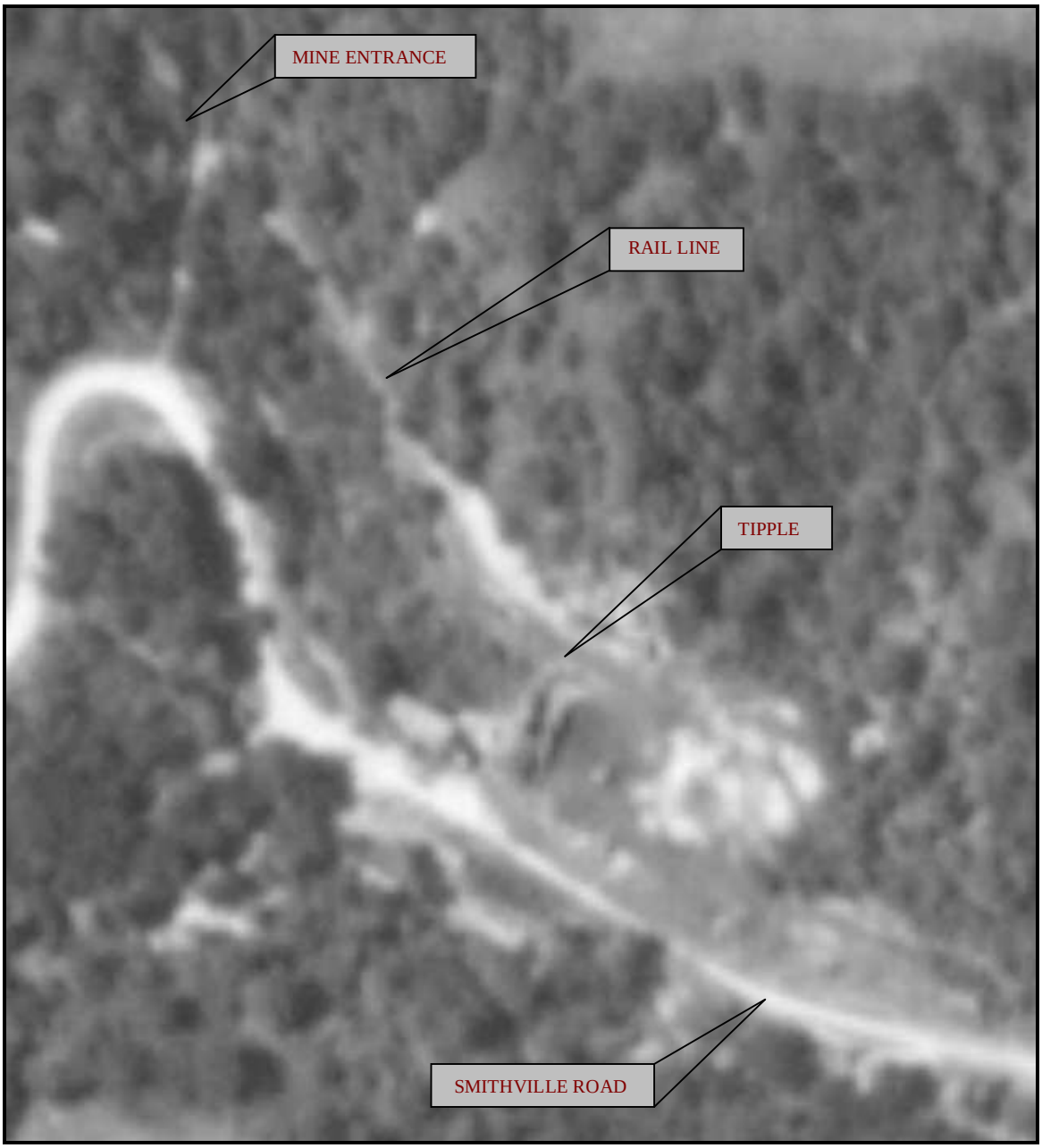

Figure 14. Close-up of previous view, with key features labeled. Note the dumping activity on the north side of Smithville Road.

Figure 15. Detail of a 1951 aerial photograph showing the Mohn's Mine Site.

Figure 16. Close-up of the previous view. Note the expansion of the terrace north of Smithville Road since 1939.

Figure 17. Residence constructed by Edward Mohn House on the hill west of the mine entrance. This house and the attractive grounds surrounding it are indicative of the success Edward Mohn and his son Bernard ("Bun") E. Mohn enjoyed as local coal mine operators (photo courtesy of Mardell Rapp).

MINING-RELATED FEATURES IDENTIFIED AT MOHN'S MINE

Methodology: The archaeological investigations at Mohn's Mine began with a Phase I survey of the site. This survey resulted in the identification a multiple structural features and landscape modifications that are associated with the coal mining activity that took place there between 1918 and 1952. The structural features identified included an extant powder house, the main slope entrance to the mine, a possible shower/changing house, bridge abutments, and a number of other foundations/footings whose functions are less clear. Landscape features identified during the survey included terracing, gob piles, and rail and road beds (Stratton 2000). Phase II work consisted primarily consisted of archival and oral history research that was meant to compliment the structural data documented during the Phase I survey. However, some additional fieldwork was completed as part of the Phase II investigations. This fieldwork included another pedestrian survey of the site that was meant to locate additional structural and landscape features that may have been overlooked in the initial survey. Also, scaled lined drawings were completed for several of the structural features that had been identified during the Phase I survey.

For convenience, all of the structural features documented at the site have all been assigned feature numbers that are keyed to an attached site map (see Figure 18). Photographs and drawings of the features also have been attached.

Structural Features: The structural features were located in three distinct areas of the site. Features 1 through 4 were located on an artificial terrace on the northwest edge of the site. This terrace was positioned on the west bank of the unnamed stream that bisects the site and is associated with the main slope entrance to the mine. Features 5 through 7 are located on a much larger and higher terrace that rises above the north side of Smithville Road. Finally, Features 7 through 10 are clustered along the south side of Smithville Road, adjacent to the stream there.

Feature 1 (Slope Entrance to Mine): The main slope entrance measures 6'-4" wide and is framed with concrete-block walls and poured-concrete-slab roof panels. Only the outermost section of the entrance remains accessible, the remainder having been infilled or collapsed. A railroad bed extends out from the entrance; the rails and ties have been removed.

Feature 2: Feature 2 represents the ruins of a 13'-9"x11'-0" building that is located immediately north of the of the mine entrance. This building has been demolished down to its concrete-block foundations and has a poured-concrete floor on its interior. The superstructure of this building is unknown, although the lack of masonry debris scattered around it suggests that it may have been frame. A raised concrete pad abuts the north side of the building. It is possible that this structure may have served as an engine or generator house providing, or distributing, electricity to the mine.

Feature 3 (Shower/Changing House?): Flanking the mine entrance to the south are the ruins of a 24'-4"x12'-0" building that (like Feature 2) has been demolished down to its

concrete-block foundations. On its interior, the building is divided into two sections: a 5'-8"x10'-8" chamber on the north, whose floor is set 10-1/2" lower the that in the rest of the building; and a 17'-4"x10'-8" area, on the south, that has a drain on its northern end. The floor in both sections is poured concrete. An exterior brick chimney was located along the west wall of the building. It is possible that the southern building may have served as a shower house and/or changing room for the miners.

Feature 4 (Bridge Abutments): A pair of concrete bridge abutments is located opposite (to the east) of the mine entrance. The abutments likely supported a trestle on which a narrow-gauge railroad crossed the creek that passes in front of the mine.

Feature 5 (Powder House): An extant powder house is located at the north end of the ravine that lies directly east of the ravine where Features 1 through 4 are located. The powder house measures 9'-4"x9'-4" and is constructed of concrete block and poured concrete. It has a doorway in its west elevation and a single window opening on the east. The powder house appears to be of later construction than some of the other buildings on the site --an impression that is strengthened by a comparison of the 1939 and 1951 aerial photographs of the site. The 1939 photograph shows the north end of the ravine as being wooded, whereas the 1951 photograph depicts it as cleared of vegetation, which suggests that the powder house may have been constructed between those two dates.

Feature 6 (Scale Platform?): A 26'-9"x60'-10" concrete platform is located directly south of the powder house. Railroad tracks run down the length of the platform, crossing a 6'-3"x12'-0" pit along the way that might have functioned as a scale pit. While it is presumed that there was a structure of some sort over the platform (e.g. scale house), the character of that structure --if present at all-- is uncertain. The only evidence noticed in the field of such a structure are the footings that are integrated into the perimeter foundations and the presence of broken glass and asphalt siding along the edge of the platform. If the footings do, in fact, delineate the footprint of a scale house, that structure measured approximately 26'-9"x20'-6" and possibly covered only the eastern end of the platform, while the north end of the platform was left uncovered. This feature is not evident on the 1939 aerial photograph but is visible on the 1951 aerial.

Feature 7 (Tipple Foundations?): A poured-concrete perimeter foundation is located west of Feature 6, at the western edge of the terrace in which these features are constructed. The foundation is 1' thick and measures 25'x37'. It is possible that this feature represents the upper extent of the tipple where coal was screened and sorted. The aerial photographs do show a structure in this area that appears to extend from the terrace down to Smithville Road.

Feature 8: This feature is a building foundation, or possible bridge abutment, that is located on the south side of Smithville Road. The foundation extends for 17'-10" and is constructed primarily of poured concrete, though it has some concrete-block used for infill. An apparently separate concrete-block foundation is located several feet east of the main feature.

Feature 9: Feature 9 is a set of 1'-thick perimeter foundations that is located directly opposite from Feature 8, on the south bank of the stream. The foundations measure 10'-0"x18'-2" and rise directly from the stream bank and back up into the bluff. Threaded tie-downs, measuring 1" in diameter, have been set 6'-4" on-center in the top of the foundations. This is the same centering used for the sections of poured concrete found in Feature 8. Considering this, and the fact that tops of the two features also line up, it seems possible that they served as bridge abutments.

Feature 10: Feature 10 is located slightly upstream (west) of Features 8 and 9 and lies on the south bank of the stream. It consists of a 1'-thick, poured concrete wall that is faced with two courses of brick. The east end of the wall presents a finished edge whereas on the west it turns a corner and is broken off, which suggests that it once was L- or U-shaped. Two steel I-beams extend up from the top of the wall. The function of this feature is unknown, though it may have served as a type of footing for the open, steel-frame structure that appears in the background, beyond the mine office, in Figure 9.

Feature 11: Feature 11 represents the structural remains of an apparent concrete-block building and associated concrete pad. Interpreting the function of the feature is difficult due to the fact that is has been undercut in part by the adjacent stream and is mostly covered with overburden that has washed down from the bluff. A brick-lined shaft located on the west side of the concrete pad may represent the top of a cistern. Considering the extent to which the stream has undercut the feature, it seems plausible that the stream may have been pushed south of its historic course when Smithville Road was straightened.

For more information on the structural features identified during the survey, see the attached drawings and photographs.

Historic Features Likely Destroyed: There are several buildings that are documented through archival records and oral history whose structural remains have likely been completely destroyed. These include the mine office and adjacent scale house, which were demolished during the development of Lauterbach Park, and the coal storage silos. The location of the silos appears to have been impacted by the widening of Smithville Road.

Although not documented in the archival records, a ventilating fan station (or simply, fan house) also was likely present at the mine. Serving literally as the "lungs" of the mine, this facility would have housed a large fan that delivered fresh air to the mine -- via an air shaft – and removed fouled air in the process. Winston Farrow noted that a fan house was a required feature for underground mining (Winston Farrow, personal communication, 2001). However, the field survey at the Mohn's Mine Site did not locate any structural features that were clearly associated with a fan house. It presumed that whatever fan house was once present at the site has either been destroyed or has been disturbed to the point where its original functions is no longer recognizable.

Besides the main slope entry, Mohn's Mine had several other shaft-related features associated with it that were visible above ground. The abandoned mine map for Mohn's Mine illustrates both an air shaft and an escapement tunnel. The map places the air shaft south of Smithville Road, on the south bank of the creek that parallels that road. While this map does not specifically note a fan house, the latter structure likely was located adjacent to the air shat. The field survey found neither an open shaft nor a filled-in depression in this area that might be indicative of the air shaft, however. The escapement tunnel shown on the map was located up a ravine, west of the mine's surface building complex. This tunnel served as an alternative escape route in the event of a mine disaster and the miners could not reach the main slope entry. A survey of this area found no evidence of the tunnel itself or associated structural remains (e.g. retaining walls). We suspect that the air shaft and escapement tunnel were closed off at the same time that the main slope entry was, soon after the mine shut down. Whatever surface evidence of these features may have remained after the mine's closure may have since become completely obscured by colluvial deposits.

Landscape Features: The landscape features associated with mining activity at the site generally fall into three categories: gob piles, terraces, and road and beds. Gobs piles, which are often the most prominent landscape feature at other coal mining sites are less obvious at Mohn's due to the fact that much of the debris discarded from the mine was used to create terraces that served as building platforms. Level ground limited in the heavily dissected bluffs in which the mine was located, and the gob served as convenient fill material. The largest terrace is the one on which Features 5 through 7 are located upon. Features 1 through 3 are situated on a smaller terrace. Gob also was used as grade material for road and rail beds, though the construction of the latter also entails some down-cutting. A railroad bed extends from the mine entrance up the west side of the large terrace mentioned previously. This terrace also is accessed by a road that rises along its southern face, from Smithville Road.

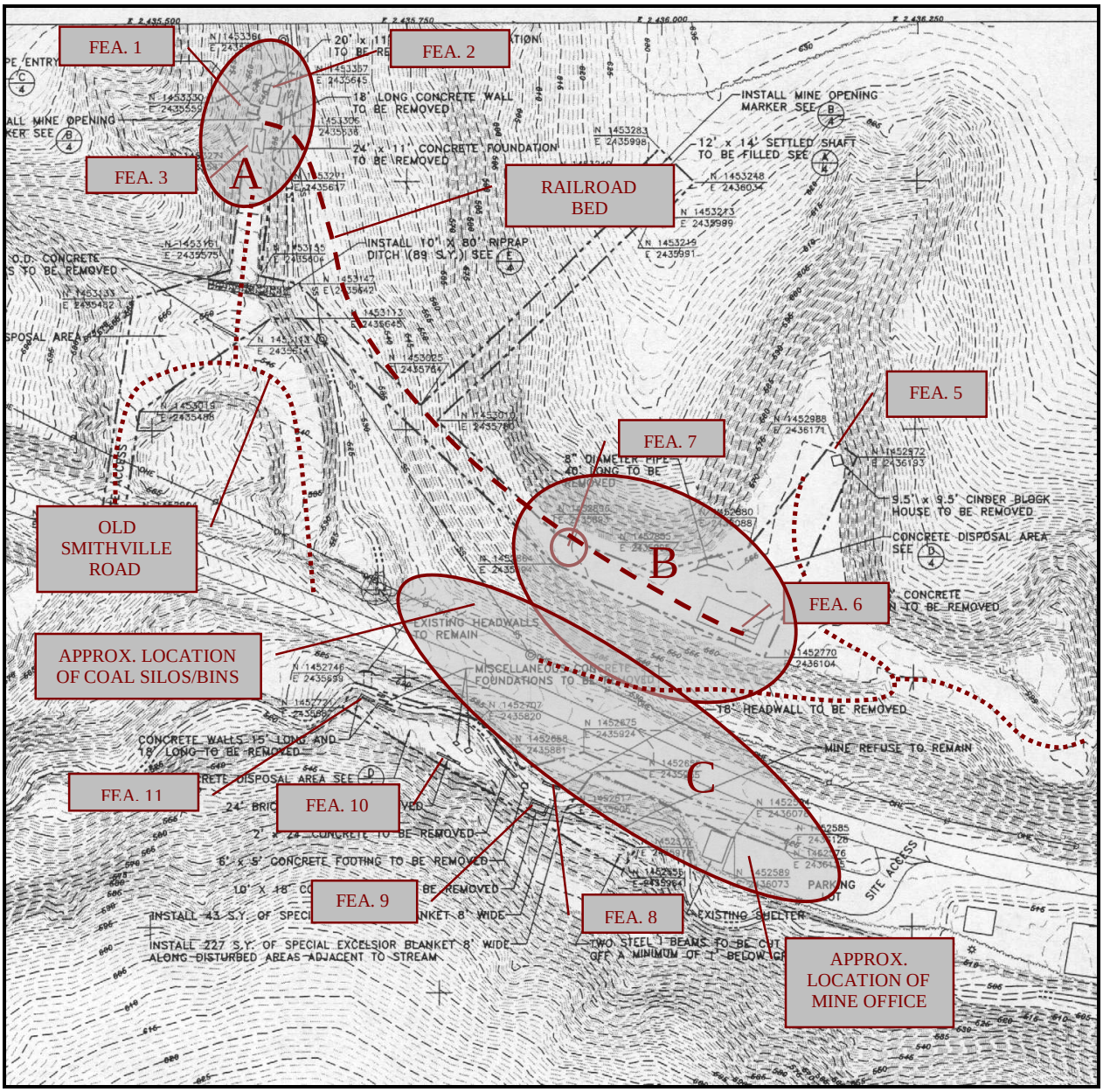

Figure 18. Map of the proposed reclamation project showing the location of the structural and landscape features discussed above. The shaded areas that are marked "A," "B," and "C" indicate activity areas. Area A is centered on the mine entrance, a mobilization point for workers, equipment, and material being hauled out the mine. Area B denotes the area where the raw coal was weighed and screened. Area C covers those features that were associated with the sale and distribution of the coal. Whereas the archaeological features in Area A have relatively good integrity, those in Areas B and C have been significantly disturbed.

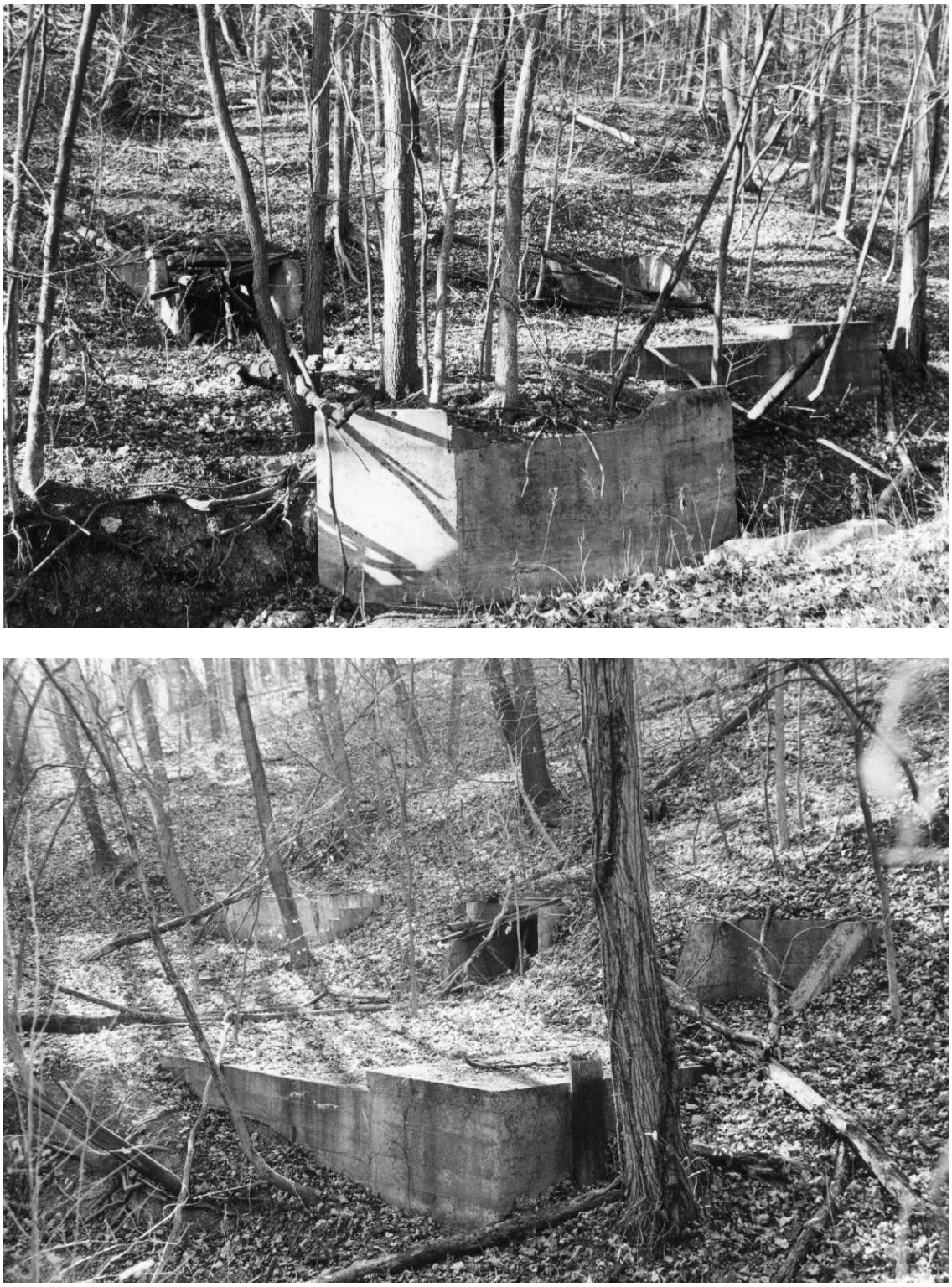

Figure 19. (Top) View of the slope entrance to the mine and adjacent structural features, looking northwest. (Bottom) The same area, looking southwest (November 2000).

Figure 20. Close-up of the slope entrance to the mine (Feature 1), showing its existing condition and manner of construction (November 2000).

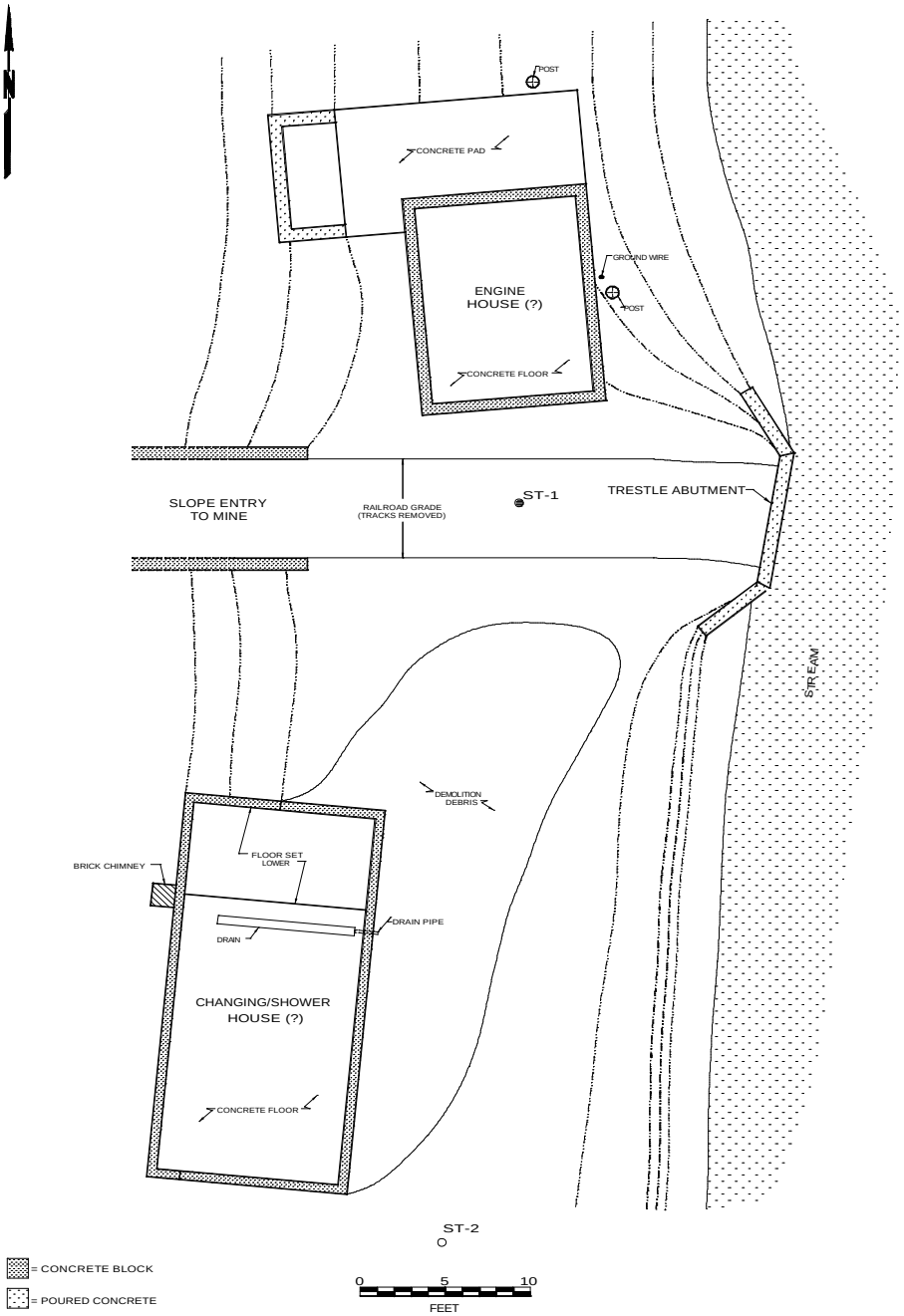

Figure 21. Map of the structural features located adjacent to the main entrance to the mine. Features 1 through 4 are illustrated (FRR 2000).

Figure 22. View of the potential scale platform (Feature 6), looking northwest (November 2000).

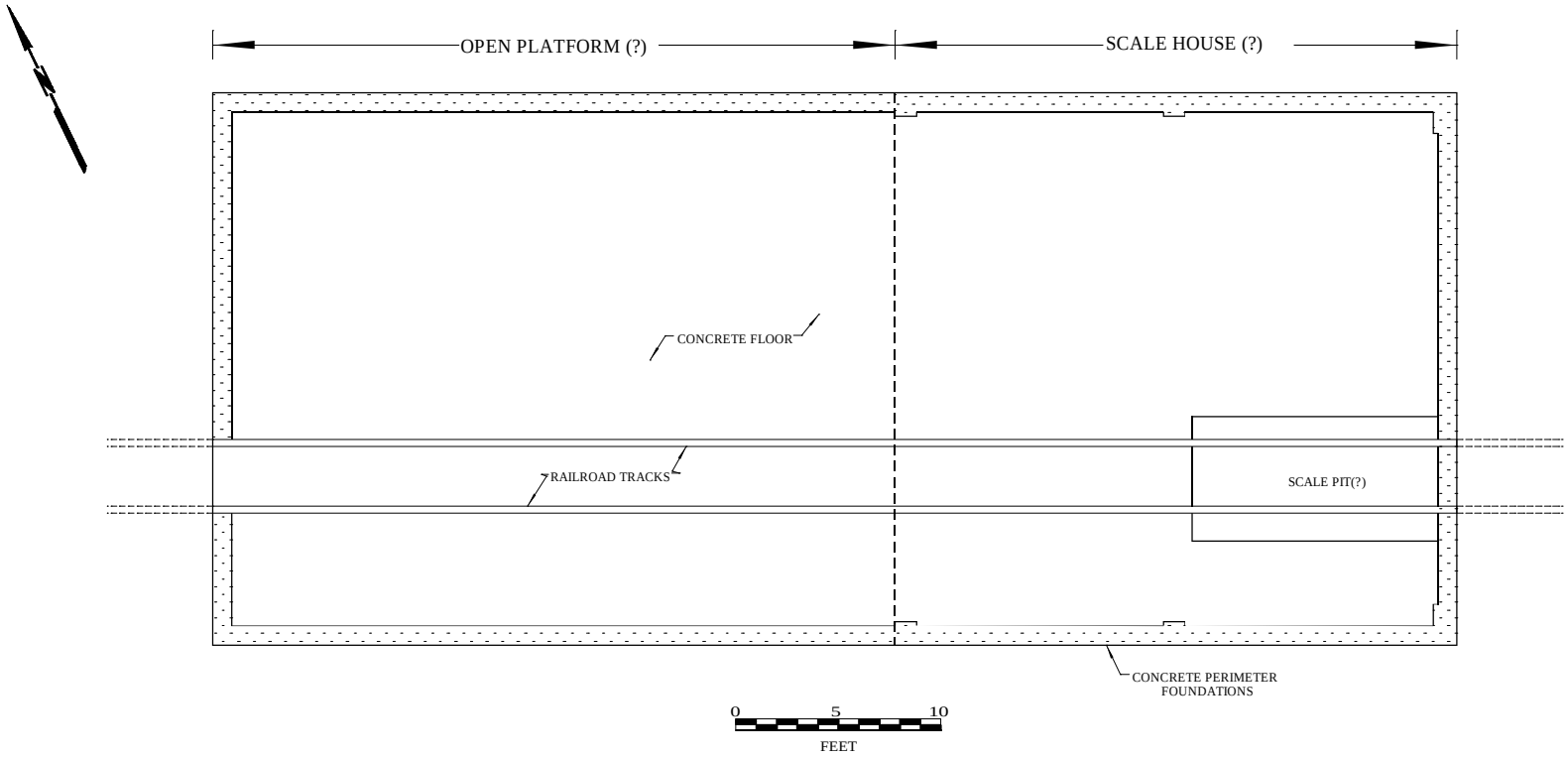

Figure 23. Plan view of the potential scale platform (Feature 6) (FRR 2000).

Figure 24. View of an exposed section of Feature 7. This feature may represent the foundations to a tipple (March 2001).

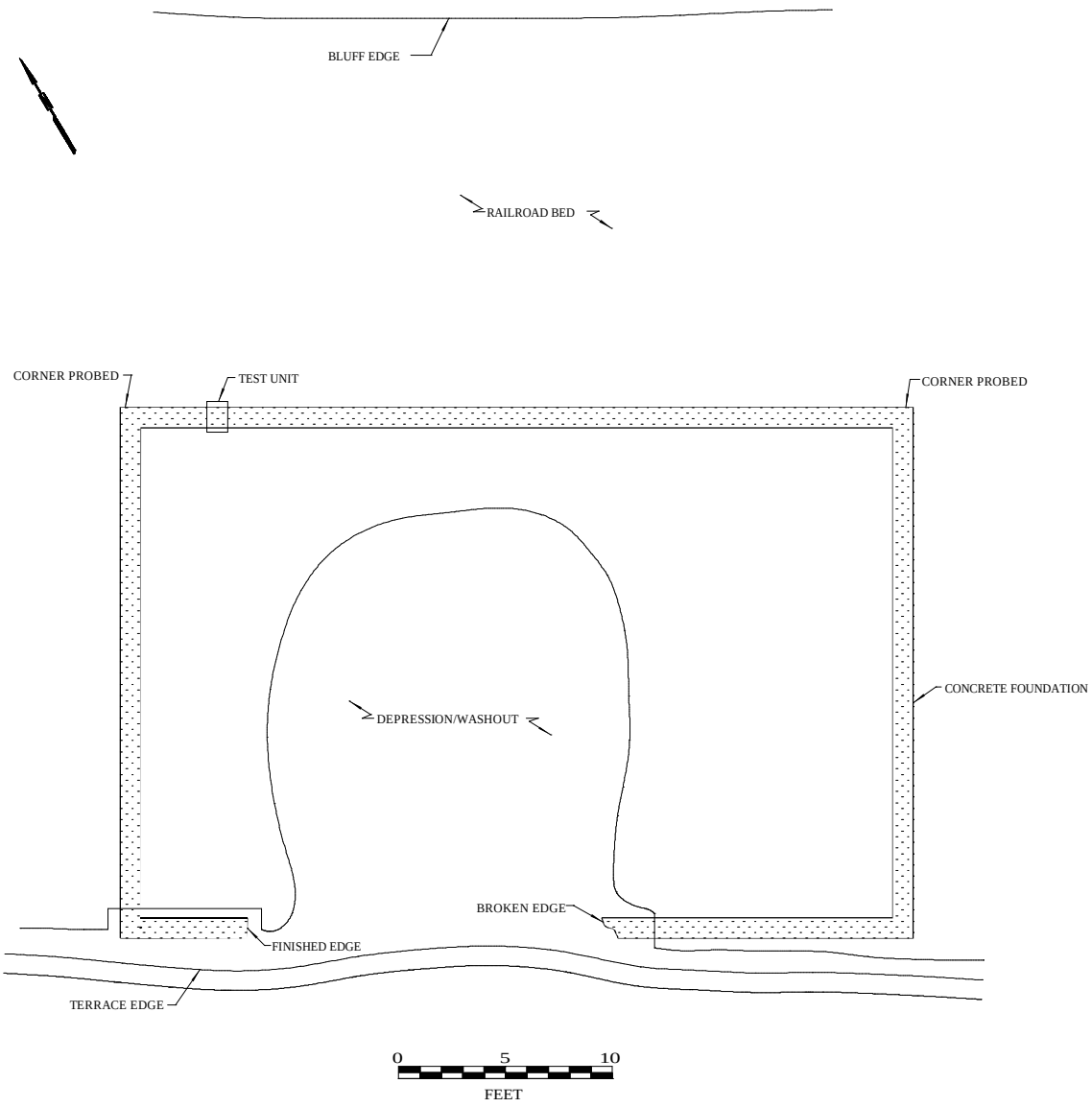

Figure 25. Plan view of Feature 7 (FRR 2001).

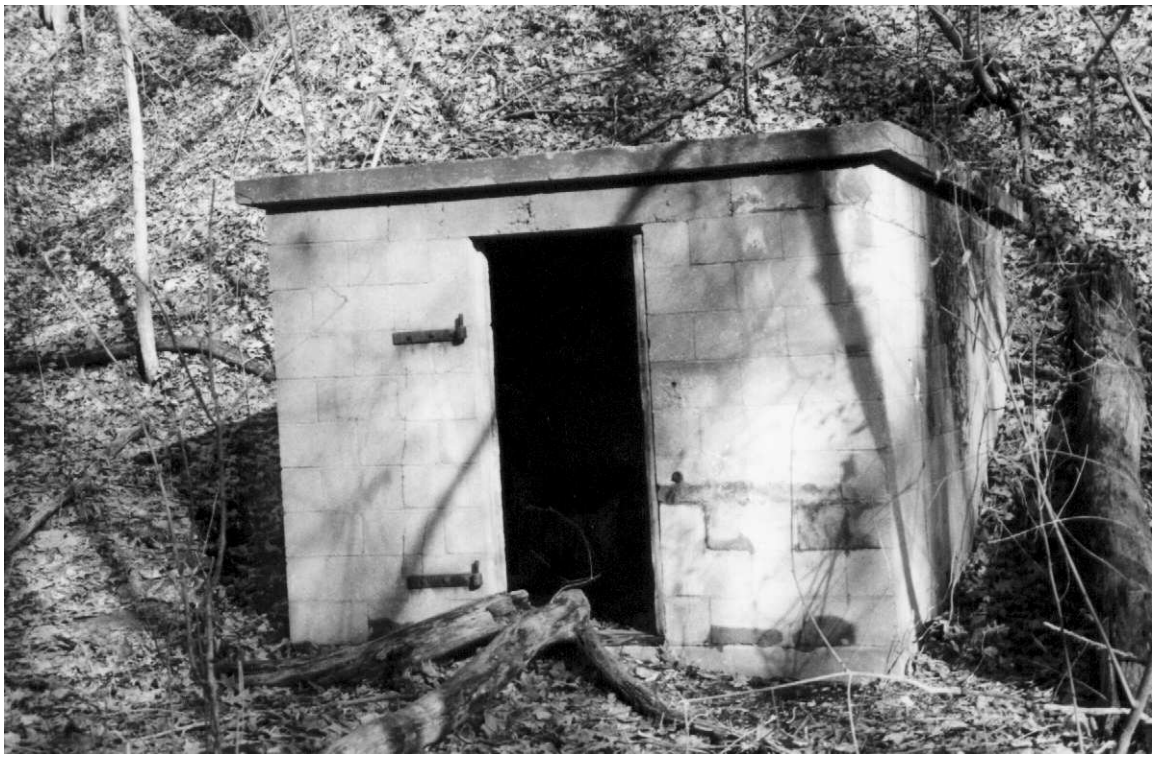

Figure 26. View of the extant powder house (Feature 5) at the Mohn's Mine Site (November 2000).

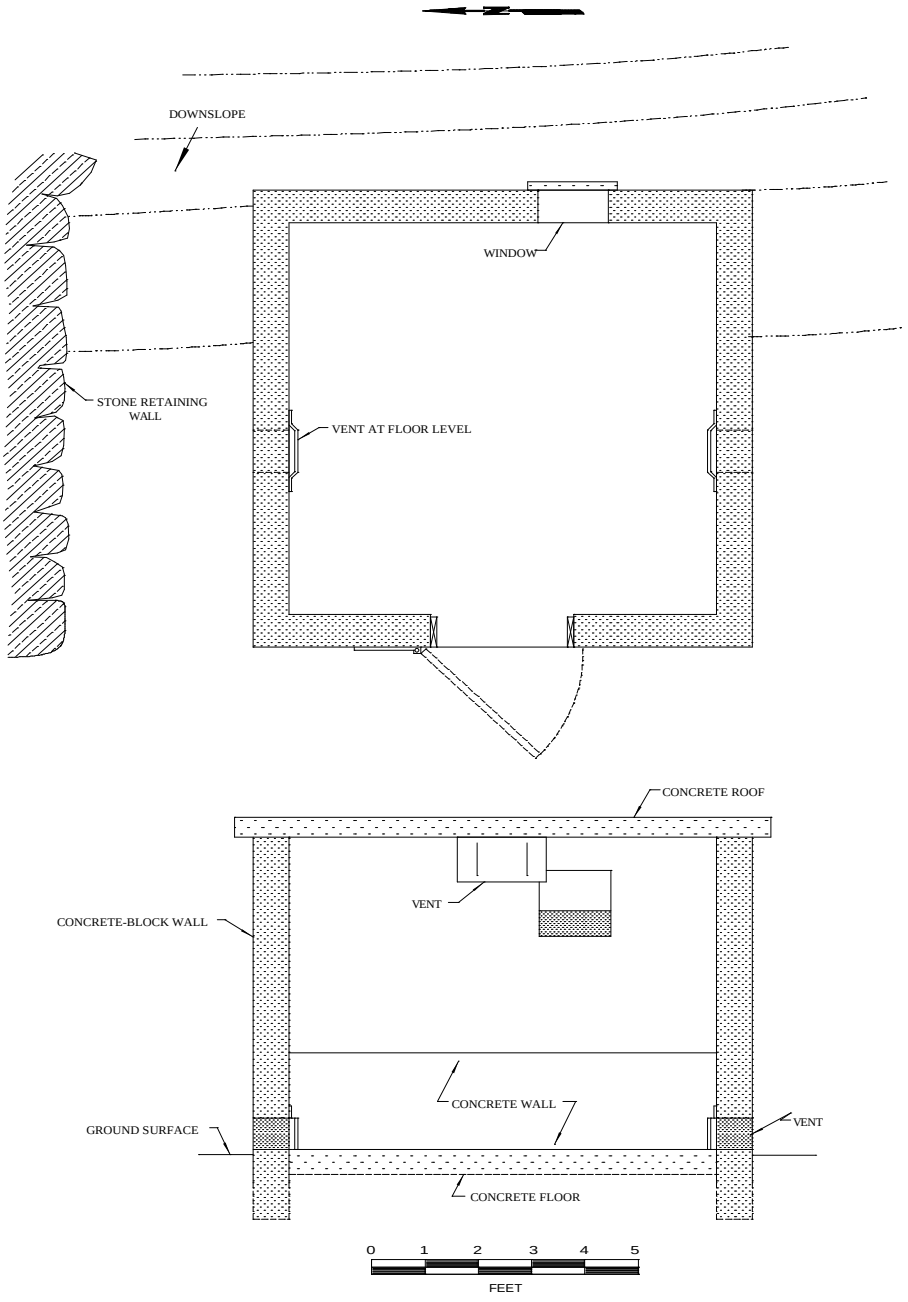

Figure 27. Plan (top) and sectional (bottom) views of the powder house (FRR 2001).

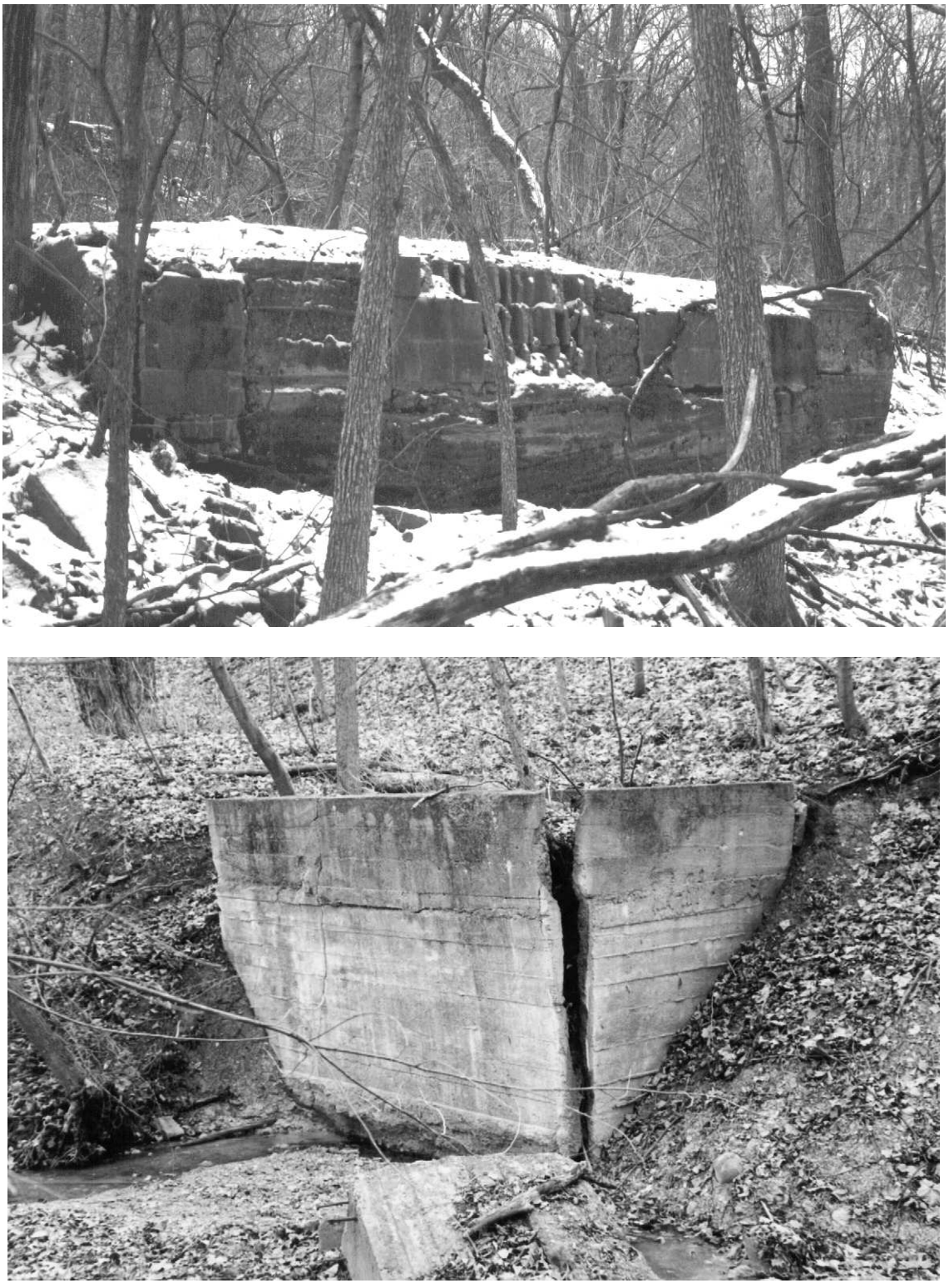

Figure 28. (Top) View of Feature 8, looking northeast (March 2001). (Bottom) View of Feature 9, looking southeast (November 2000).

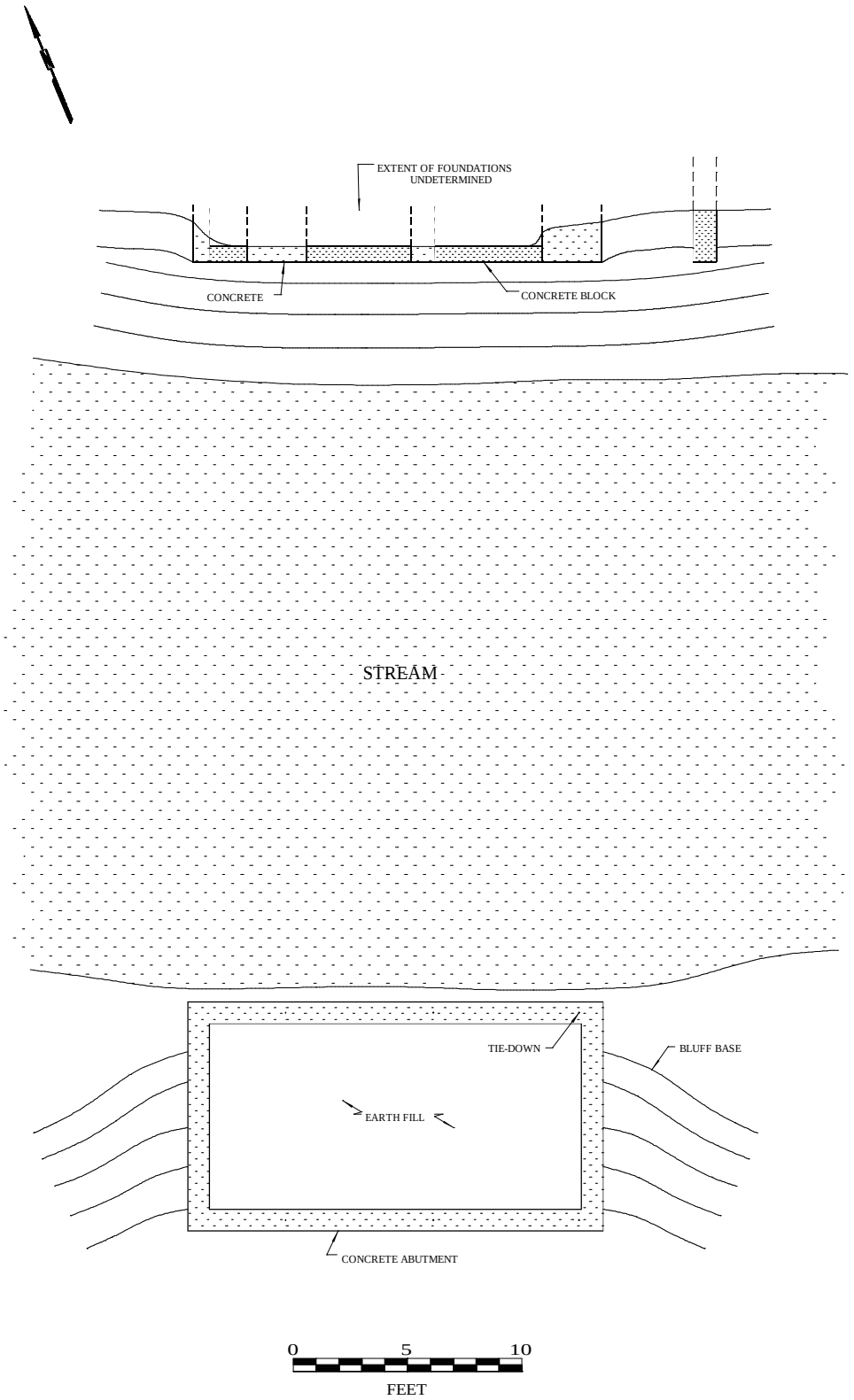

Figure 29. Plan view of Features 8 and 9. Feature 8 appears at the top of the view (FRR 2001).

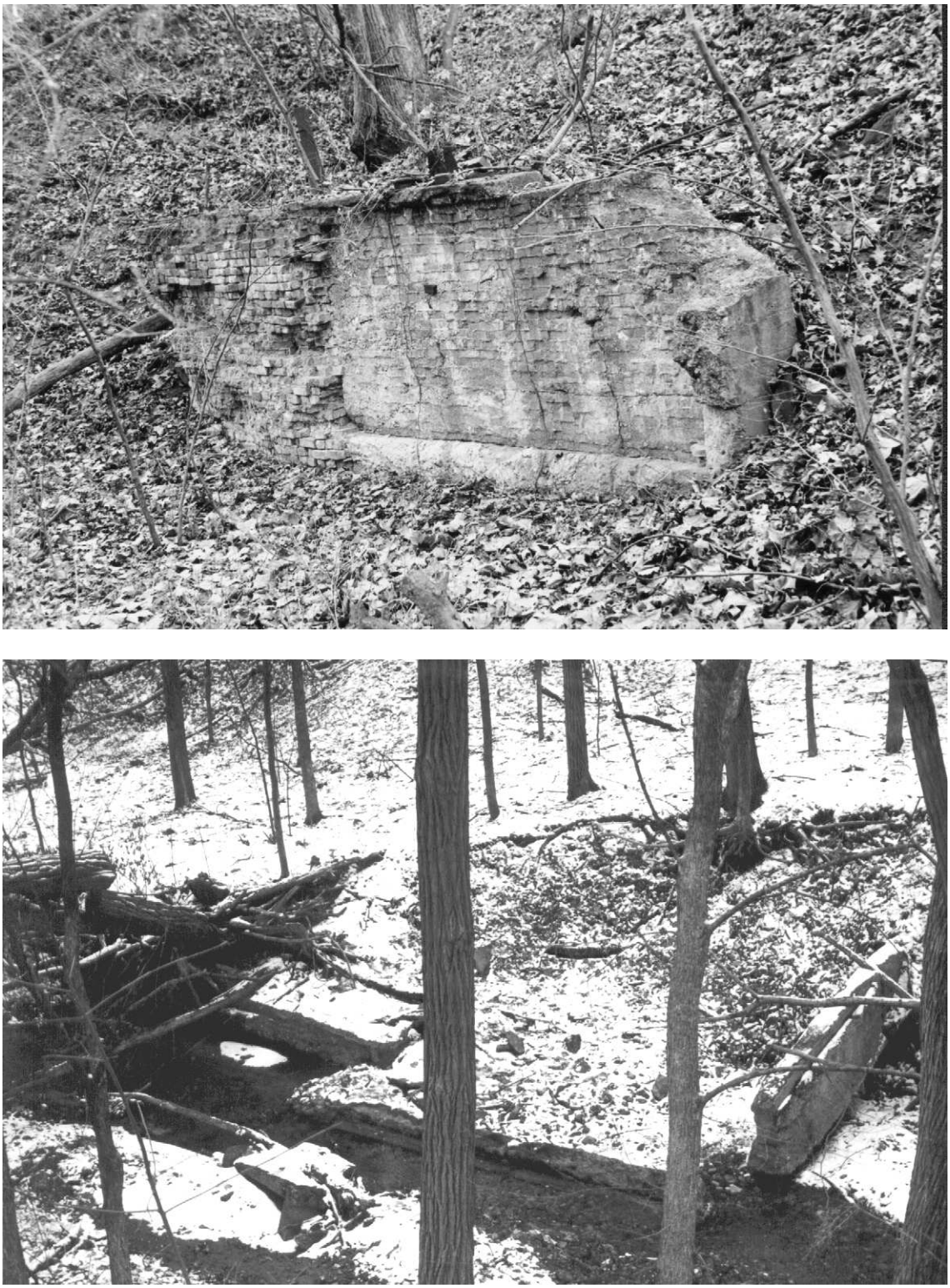

Figure 30. (Top) View of Feature 10, looking southeast (November 2000). (Bottom) View of Feature 11, looking southeast (March 2001).

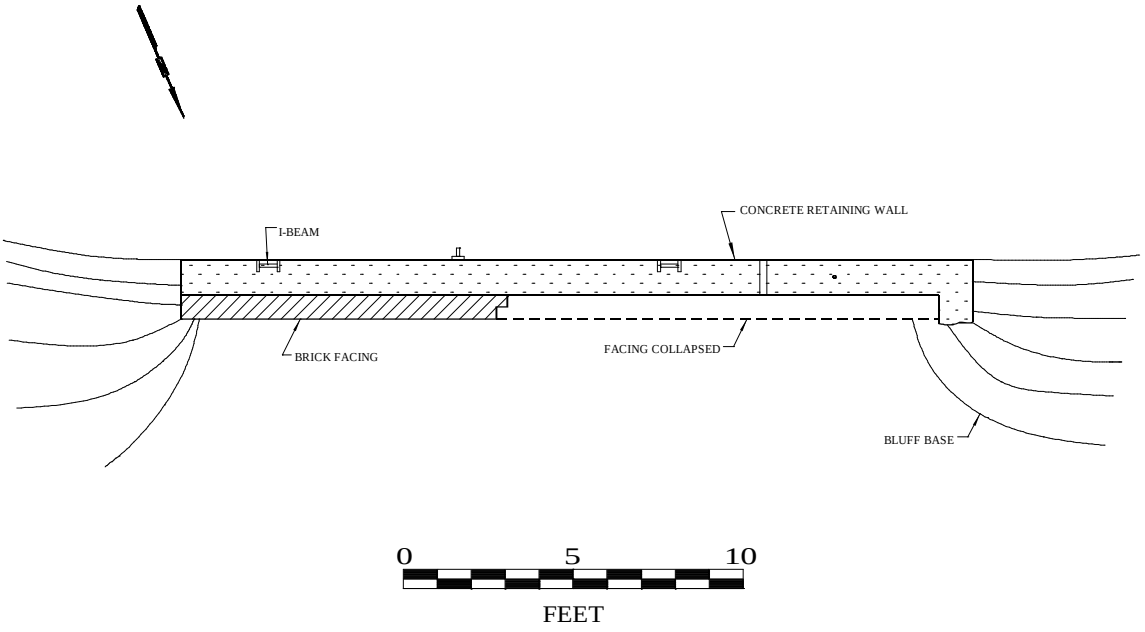

Figure 31. Plan view of Feature 10 (FRR 2001).

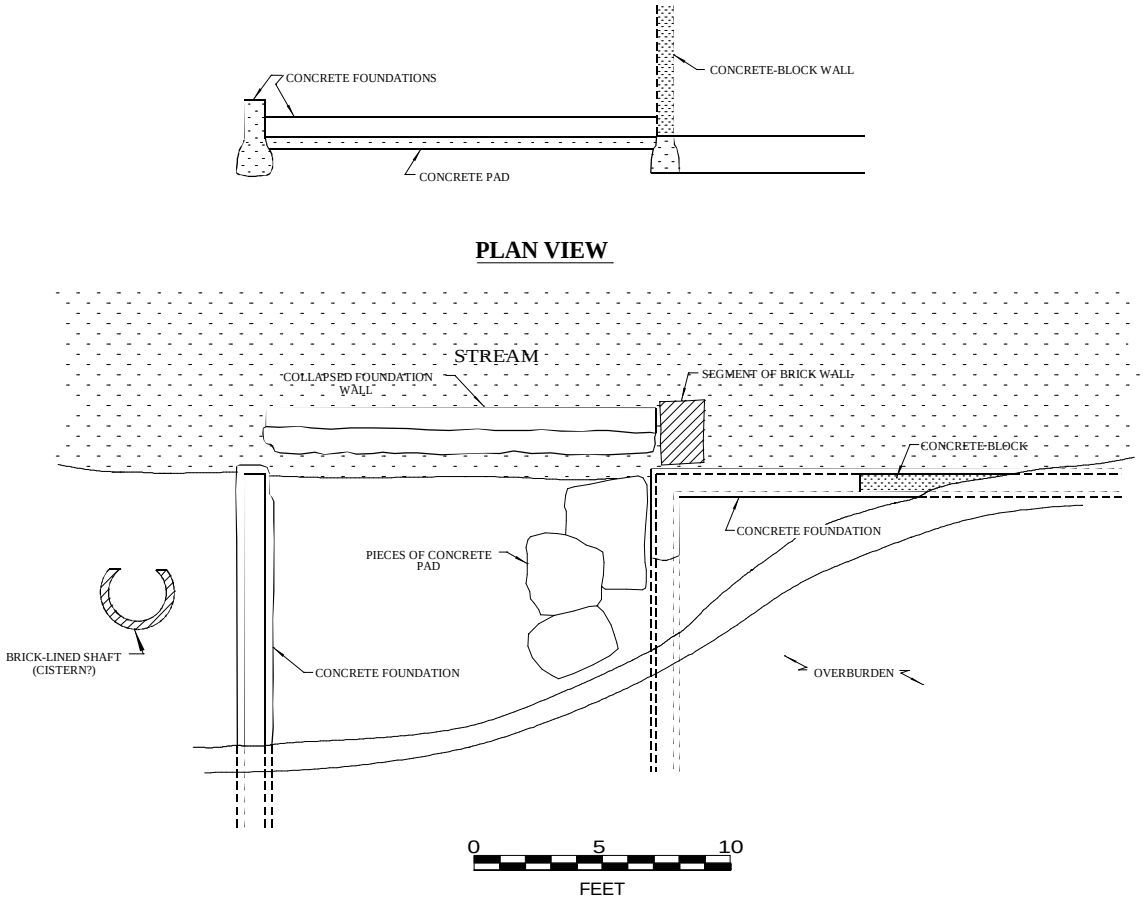

Figure 32. Sectional (top) and plan (bottom) views of Feature 11 (FRR 2001). This feature has been severely eroded by the adjacent stream, making the interpretation of its original function very difficult.

Figure 33. (Top) View looking east down Smithville Road, toward Lauterbach Park . The mine office and scale are believed to have been located in area now occupied by the parking lot. (Bottom) View of the rail bed that runs between the mine entrance and upper terrace. The rails and ties have been removed (March 2001).

Figure 34. (Top) View of two pipes or smokestacks discarded on the upper terrace. (Bottom) An unidentified metal artifact found on the rail bed. Large surface artifacts such as these are surprising rare at the site (March 2001).

Figure 35. View of a settled shaft located on the knoll lying north of the upper terrace. This shaft is not illustrated on the abandoned mine map for Mohn's Mine, so its function and relationship to the latter has not been determined (March 2001).

Significance of Coal Mine Properties

A historic property's significance ultimately is determined by its eligibility to the National Register of Historic Places. Eligibility to the National Register of Historic Places is based on four broad criteria that are defined by the National Park Service and used to guide the evaluation process. These criteria state that, "the quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and"

> A) that are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B) that are associated with the lives of persons significant to our past; or
>
> C) that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose component may lack individual distinction; or
>
> D) that have yielded, or may be likely to yield, information important in prehistory or history.

Coal mining sites in Illinois have the potential to be eligible under any or all of these criteria. In the respect to Criterion A, they can be associated with economic history, technological and industrial history, labor history, and community planning and development. They might also be associated with significant industrial or labor figures that would make them eligible under Criterion B. An entire mine complex or individual buildings within it potentially could be eligible under Criterion C. Depending on the site's size, buildings might include architect- or engineer-designed buildings, while others might be surviving vernacular examples that are representative of particular type, period, or method of construction. Even if they are ruins, might sites might qualify for the National Register under Criterion D, provided that those sites can be properly understood from the data at hand and that they provide important data relevant to addressing significant research questions.

Expected Resources

Coal mining sites in Illinois varied widely in respect to size and complexity. At the one extreme are early small-scale coal "diggings," whose archaeological signature might be limited to an exposed coal bank, small gob pile, and a light scatter of artifacts. At the other end were large shipping mines that operated during the early twentieth century. Shipping mines such as the Royalton and Jefferson Mines, in southern Illinois, were sprawling complexes that integrated the extraction, processing, and shipping of coal at one location (Mansberger 1995). In addition,

the Royalton and Jefferson Mines were located adjacent to towns whose development was intimately associated with the coal industry.

Local coal mines such as Mohn's Mine bridged the gap between these two extremes. Like shipping mines, they integrated the activities of extraction, processing, and shipping within a single site and had many of the same types of buildings as the former; but they generally were smaller in size and shipped to a local, rather than a regional market and did so by road rather than by rail. Local mines also occasionally had retail and wholesale sales activity occurring within the mine complex. There were physical differences among local mines in respect to spatial relationships (between buildings and activity areas) and in regards to the number and types of buildings present. Factors influencing the particular layout of a local mine included physical location, scope of production, and operator preference. Similarly, individual mines were dynamic sites that evolved over time, especially if they had any longevity. The landscape at an active mine, for instance, was perpetually evolving due to the gob that was hauled from the mine and distributed across the site. Changes in production levels and the development of underground workings might result in buildings being torn down, or moved, and new ones erected.

Despite this variability, there are certain expectations as to the types of buildings and structures that are, or once were, present at a local coal mine site. Surface buildings/structures associated with extraction area include the mine entrance itself and adjacent ancillary buildings such as a shower/changing house, blacksmith/tool shop, power/generator house, and a fan house (the "lungs" of the mine) (Winston Farrow, pers. comm., 2001). One or more powder houses also would be present; while the powder houses were clearly linked to extraction, they typically were located some distance from the mine entrance for safety reasons. The most prominent feature of a coal mine was the tipple, where processing activity was concentrated. Winston Farrow described the tipple at his mine as being a multi-purpose structure where coal was weighed, cleaned, sorted by size, and stored prior to being transported by truck. Regardless of whether a mine was entered via a vertical shaft or through a slope entry, Farrow stated that the mine would have had a tipple present (Winston Farrow, pers. comm., 2001). Shipping associated structures include storage bins, loading facilities (often integrated into the tipple), and scale house for weighing trucks out. One could generally find an office at a mine site that played a management function but might also have a retail role. In addition to these, a host of smaller (and potentially less permanent) buildings/structures were present on a mine site, and might include privies and sheds. The activity areas on the site were interconnected by way of rail lines and roads, which are key landscape features. Gob piles –the discarded waste from the mine— are ubiquitous.

The different types of retail-related buildings that might be found at a local coal mine has been partially addressed by Daniel D. Mayer (2000). Although Mayer specifically focuses on retail coal yards in upstate New York, his discussion of coal storage buildings and their change through time is relevant to understanding those local coal mines in Illinois that had retail components. In the case of Mohn's Mine, Mayer's description of silo construction, use, and arrangement is particularly pertinent.

Research Questions and Data Sets

Generically, coal mining sites have the potential to address a wide range of research questions relating specifically to the development of the coal mining industry in Illinois, as well to broader socio-economic questions –provided that they have good integrity. Industry-specific research questions revolve around the pace, and level, of acceptance of improved mining techniques and equipment among coal operators. Other questions concern the extent to which level of production is reflected in aboveground site development, and how changes in the coal industry are reflected in site structure and its evolution over time. Questions can also be asked about how social hierarchy, ethnic heritage, and organized labor activity are expressed through the material culture found at coal mining sites.

The data sets available to answer these questions include the structural remains of buildings, mining equipment left on the site, discrete artifact assemblages associated with features (e.g. privy and trash pits), landscape-related features (e.g. gob piles, terracing, roads), and spatial relationships between buildings, activity areas, and their physical settings. As such, the ability to answer the research question is largely dependent upon 1) the ability to locate features and equipment, and 2) the ability to accurately identify and interpret those resources.

Mohn's Mine

Significance: Mohn's Mine represents an underground coal-extraction site whose period of significance is 1918-1952 (dates that encompass the entire time that mine was in operation). One of many "local mines" active in Peoria County, and elsewhere in Illinois, during the first half of the twentieth century, Mohn's supplied heating and fuel coal to the city of Peoria and surrounding area. Although its output and distribution radius was smaller than many shipping mines, Mohn's regularly was ranked first or second among local mines in Peoria County in respect to production. That it was able to maintain this steady performance during a period marked by increased mechanization of the industry and an ever-shifting market is a testament to the effective management of Edward and Bernard Mohn and their long-time sales manager Milton Colborn. This being said, there is no evidence that the aboveground building complex associated with Mohn's Mine was necessarily unique compared to its competitors. Indeed, it appears that the long-term success and longevity of the mine is expressed more through the extent of its underground workings (reference Figure 11) than in the physical appearance of its surface complex. Similarly, the owners of the mine –while comparably quick to adopt new mining machinery—were following general trends in their field, rather than being trendsetters. In this respect, the mine should be regarded simply as a representative example of *one of the nearly 100 local coal mines* that are known to have operated in Peoria County during the early twentieth century.

Research Questions: In the case of Mohn's Mine, one pertinent research question revolves around whether or not the mine's superior production and longevity is evident from the material cultural found at the site –specifically in respect to buildings (number, size, type of construction) and equipment. We know from the archival record that Edward Mohn adopted new mining equipment relatively quickly, compared to some of the other local mines in the county. Did he make similar advancements in his

aboveground operation –providing improved facilities for his workmen and more advanced screening—or was he more conservative in this area. There is also the issue of landscape modification. To what extent did the mine complex' layout adapted to the natural landscape, as opposed to the landscape being modified to suit to needs of the coal operator?

Data Sets Documented: The field survey that was conducted at Mohn's Mine identified eleven structural features and a number of landscape features that are associated with the mining activity at the site. Using this field data in conjuncture with the documentary research that was done, we were able to discern three distinct activity areas on the site: 1) the area around the main slope entrance, which was a point of mobilization for the workers and machines extracting the coal, as well as the point from which the coal was hauled from the mine; 2) a processing area, located on the terrace above Smithville Road, where the coal was weighed and dumped into the tipple for screening; and 3) a sales and distribution area, along Smithville Road, where sales were conducted and trucks were loaded and weighed out.

National Register Eligibility: In addition to historic significance, National Register eligibility is based on integrity. The National Register recognizes seven aspects to integrity: location, design, setting, materials, workmanship, feeling, and association. Of these, integrity of location, design, materials, and association are especially important for sites being considered under Criterion D (Townsend, Sprinkle, and Knoerl 1999:16-17).

> Location: Archaeological sites generally always have some integrity of location, since subsurface features cannot be relocated. However, component parts to the site, such as buildings, and equipment, can be removed, and, if so, their absence can compromise the site's integrity (Noble and Spude 1992:19-20). Mohn's Mine has integrity of location in respect to its structural and landscape features, but lacks integrity in respect to the equipment that was once located there. Equipment represents one of the principal artifact types that could aid in the identification and interpretation of structural features; without it, several of the structural features at the site are impossible to identify as to function.
>
> Design: We are able to recognize the general layout of the mine complex, chart the flow of coal and gob through the site, and identify three principal activity areas, which have been discussed previously above. While some of this understanding of the site came about through documenting the features themselves in the field, much of it was derived from archival data (particularly aerial photos) and oral history. Without this additional archival information, the site design would not have been clear, since key resources requisite to comprehending the site as a whole have been destroyed. The mine office and scale house, for instance, were destroyed when Lauterbach Park was developed. Similarly, the area in which the coal storage bins were located has been significantly encroached upon by the work associated with the widening and straightening of Smithville Road. The mine tipple also has been destroyed. As such, the features that are most intimately linked to on-site sale and distribution of

coal –an activity of paramount importance to this particular local mine-- have likely been destroyed. The landscape alterations that have been made to the site are more easily interpreted than the structural features are. Yet, even they cannot be fully understood if one is unable to decipher the exact function of the different structures on the site and, by extension, the site's evolution through time. Hence, the site has marginal integrity in respect to design.

Setting: Based on the 1939 and 1951 aerial photographs, the setting around Mohn's Mine appears to be much the same as it was when the mine was in operation. The principal changes that have occurred are the growth of trees and undergrowth across portions of the site that had previously been cleared of vegetation. Additionally, Smithville Road has been straightened and widened, though portions of the original road remain intact. The site thus retains integrity of setting.

Materials: Except for the powder house, all of the buildings and structures associated with the site have been demolished down to their foundations or have been destroyed completely. Furthermore, the function of many of the structural features that do remain is not evident. Features 9, 10, and 11 are prime examples. Even the function of Feature 3, adjacent to the main slope entrance, is open to question. The site also was efficiently stripped of mechanical equipment, which if left in-situ would have aided in the interpretation of building function, as well as in addressing the question of technological changes at the mine through time. Ironically, a good deal of the equipment that would aid in addressing some of the research questions is probably buried within the mine. Al Foster noted that much of the mining equipment reportedly had been pushed into the mine before it was sealed up (Al Foster, pers. comm., 2001). As such, the site lacks integrity of materials.

Workmanship: National Register Bulletin 42 states that, "To the largest extent possible, mining properties should retain evidence of original workmanship" (Noble and Spude 1992:21). This aspect of integrity is impossible, however, if the buildings and structures on a site have been destroyed and the mine itself has been sealed and/or filled in, as is the case with Mohn's Mine.

Feeling: Due to the fact that the Mohn's Mine Site good integrity of setting and has visible landscape features associated with mining activity, the site retains some integrity in respect to feeling. However, this is obviously compromised by the absence of extant buildings.

Association: The National Register's "Guidelines for Evaluating and Registering Historical Archaeological Sites and Districts" states that, integrity of association under "Under Criterion D, feeling of association is measured in terms of the strength of the relationship between the site's data or information and the important research questions" (Townsend, Sprinkle, and Knoerl 1999:21). The data sets considered most crucial to answering many of the research questions

relating to Mohn's Mine (i.e. structural features, mining equipment, artifact assemblages associated with features) —have been removed, destroyed, or compromised to the point where these research questions cannot be answered effectively. Therefore, the site lacks integrity of association.

While the Mohn's Mine Site has integrity in respect to location, setting, feeling and, to some extent, design, it does not have the integrity of association, workmanship, and materials required to make eligible under Criterion A or C. Nor does it present sufficient potential of yielding important historical information to make it eligible under Criterion D. While we have gained an understanding of the site structure in gross terms, the information necessary to address specific research questions is not discernable from the archaeology. Nor does the limited information derived from site make a significant contribution toward filling existing data gaps. In summary, Mohn's Mine is not eligible to the National Register due to its lack of integrity.

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ILLINOIS ARCHAEOLOGICAL SITE RECORDING FORM

County: Peoria
Site Name: Mohn's Mine Site
Field Number:
Quadrangle (7.5'): Peoria West (1979)

State Site Number: 11P534
Date Recorded:
Revisit (Y if revisit): Y

LEGAL DESCRIPTION

Align: SE	1/4s: N2SESE, S2NESE	Section: 23	Township: 8N	Range: 7E
Align:	1/4s:	Section:	Township:	Range:
Align:	1/4s:	Section:	Township:	Range:
Align:	1/4s:	Section:	Township:	Range:

UTM Coordinates (to be provided by ISM): UTM Zone: 16 UTM North: 4503684m UTM East: 274699m
Ownership (Private of Public): Private

ENVIRONMENT

Topography: Bluffslope
Nearest Water Supply: Unnamed Creek Drainage Basin: Elevation: 168m AMSL
Soil Association: Fayette-Rozetta-Stronghurst

Description: The site is located in the timbered and heavily dissected bluffs bordering the Illinois River Valley, in an undeveloped area in the Village of Bartonville. The site extends across portions of several ravines lying adjacent to Smithville Road.

SURVEY

Project Name: Mohn's Mine 2000 Grant Project Survey Surface Visibility: 0-20% Site Area:
Ground Cover: Forest, Brush
Survey Methods: Shovel Test, Pedestrian
Site Type: Commercial
Standing Structure: Y

SITE CONDITION

Extent of Damage: Moderate
Main Cause of Damage: Vandalism

MATERIAL OBSERVED

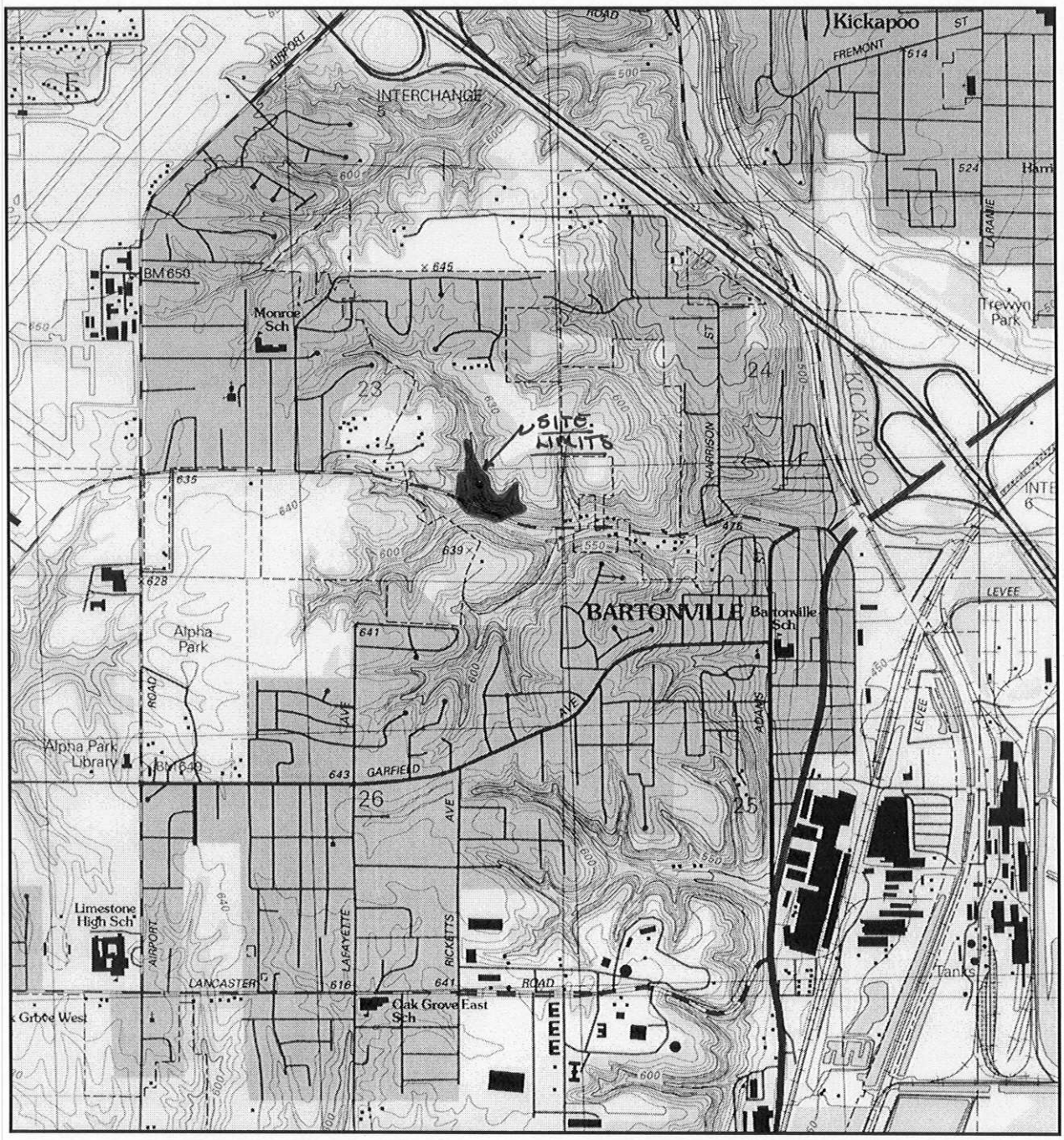
Number of Prehistoric Artifacts: 0 Number of Historic Artifacts: 7
Prehistoric Diagnostic Artifacts: 0 Historic Diagnostic Artifacts:
Description:

TEMPORAL AFFILIATION (Y if present)

Prehistoric:	Late Archaic:	Mississippian:	Colonial (1673-1780):
PaleoIndian:	Woodland:	Upper Mississippian:	Pioneer (1781-1840):
Archaic:	Early Woodland:	Protohistoric:	Frontier (1841-1870):
Early Archaic:	Middle Woodland:	Historic Native American:	Early Industrial (1871-1900):
Middle Archaic:	Late Woodland:	Historic (generic):	Urban Industrial (1901-1945): Y
			Post-War (1946-present):

Description: Documentary evidence indicates that the site is associated with a coal mining operation that was active between the years 1918 and 1952. None of the artifacts and surface features observed indicate an earlier occupation. The majority of the area surveyed represents an industrial-modified landscape.

Surveyor: C. Stratton Institution: FRR Survey Date: 04/01 Curation Facility: ISM
Site Report By: C. Stratton Institution: FRR Date: 05/31/01
C. Stratton and F. Mansberger *National Register of Historic Places Assessment of the Mohn's Mine Site, Bartonville, Peoria County, Illinois.* April 2001.
IHPA Log No: IHPA 1st Sur Doc No.:
Compliance Status: NRHP Listing (Y/N):N



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1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

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