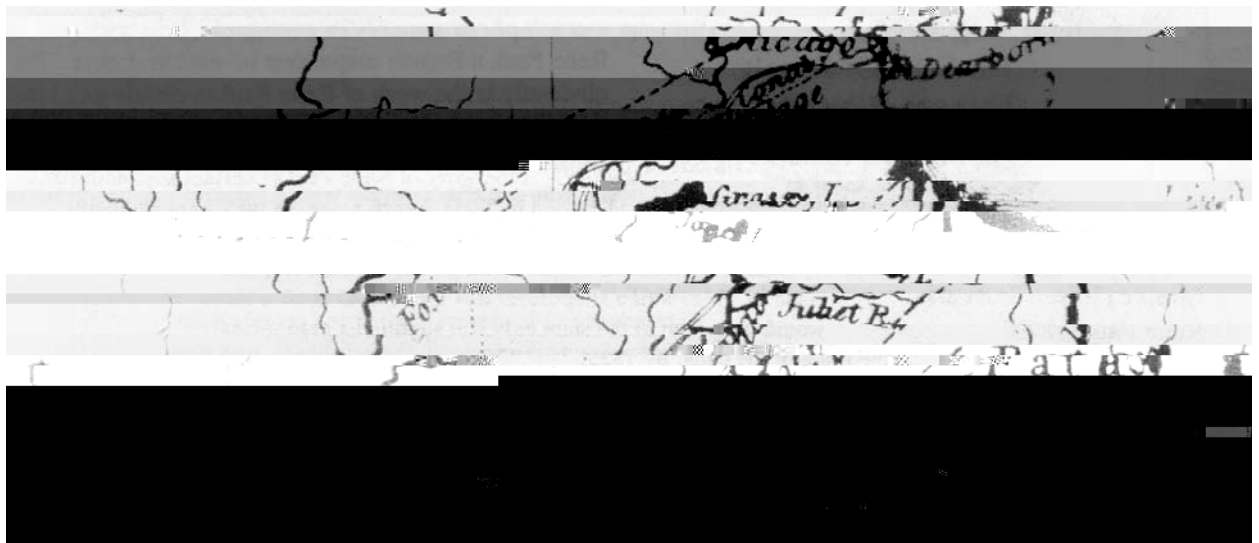


Seeing the Land. (April 2-May 22, 1989). Lewis University, Romeoville, 1989.

The Corps (or team surveying and mapping the Illinois and Michigan Canal whose construction began that year) report in their journal... “July 3, 1836, The Corps lay at Juliet (Joliet) this day, and a part of the Corps attended the Presbyterian meeting held in the new tavern on the East side of the river.



**Map Of That Part Of
The State Of Illinois
Through Which It Is
Contemplated To
Construct A Canal
Map by Justus Post and Rene Paul, 1823**

This map was a result was a result of a survey of Colonel Justus Post and Rene Paul, a French map-maker in East St. Louis. The map obviously is the work of Rene Paul as certain key landmarks are identified by their French name, as they were originally named by the French in the 17th and 18th Centuries. This map was made to comply with a Federal Charter grant of land in 1822, which stipulated that the land to build a canal would be given to the state only if it supplied a map indicating the route of the canal by 1825.

In reference to landmarks indicated on this map (whose names were as the French named them), one was Joliet Mound or Mount Joliet which an 18th Century map maker Hutchinson had called Juliet, as did other English and American travelers and explorers. So firmly was that name of Juliet attached to this natural mound that when the town was started near it that too, was called Juliet. It was not until the 1840s that both the mound and the town reverted to the original name of Joliet.

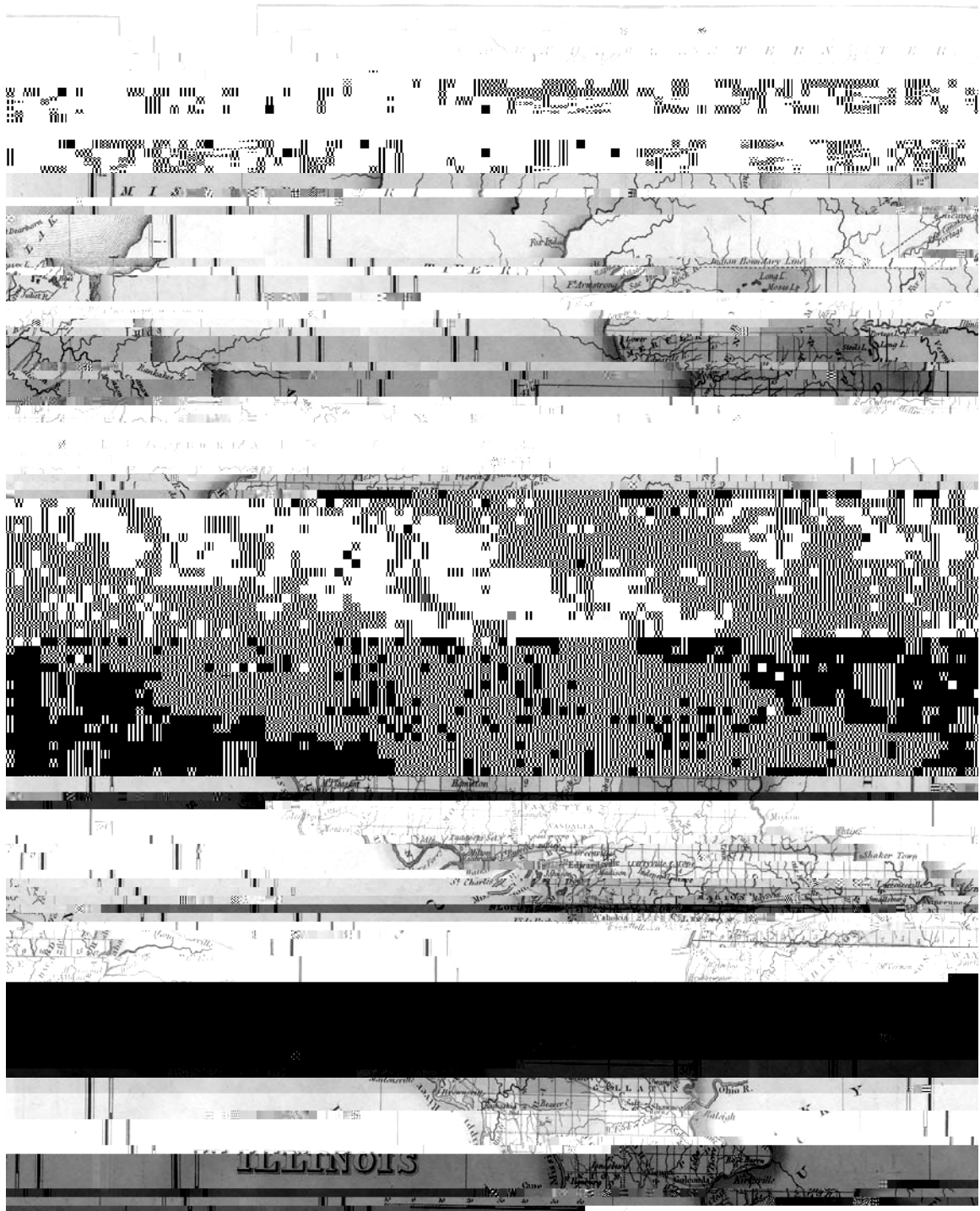
Five possible routes are indicated, none of which were used when the canal was built. This map is a copy of the original printed in 1900 by the Canal Commissioners for their 1900 report. In the report pub. 31rlr38i.p Tc9e37408 0 12 216 673.9ib. 31rlr38i.p T

**Geographical, Statistical
And Historical Map of Illinois
Carey and Lea Atlas of 1823**

This was one of the maps in the important Carey and Lea American Atlas published in 1823. It not only had a map for each state but bordered it with extensive nature. The map of Illinois was done by J. Yeager.

This map indicates that at an early date, before the first survey of Post and Paul was completed, the proposed Canal was a very important feature in promoting the State. However, the mapmakers thought the canal would only serve to connect the Chicago River and the Des Plaines River across the Chicago Portage. This goes back to the original idea of Joliet after he and Father Marquette crossed the portage in 1673. In his report he suggested a canal to connect the two rivers that even in the dry season were only separated by 10 or so miles. However, a few years after that, La Salle poured cold water on the idea of a canal connecting the two rivers as the Des Plaines he noted was so shallow that navigating with an unloaded canoe was difficult most of the year. It was only after the Des Plaines [River] joins the Kankakee [River], about 50 miles southwest of Chicago, to form the Illinois [River], that navigation by a canoe was possible. The Illinois River was not really navigable by [s]teamboats above the La Salle-Peru point. It is interesting to note that Joliet, himself a mapmaker, was suggesting a canal at about the same time that the French Royal Canal of Languedo[c] was being built.

GEOGRAPHICAL, STATISTICAL, AND HISTORICAL MAP
OF ILLINOIS.



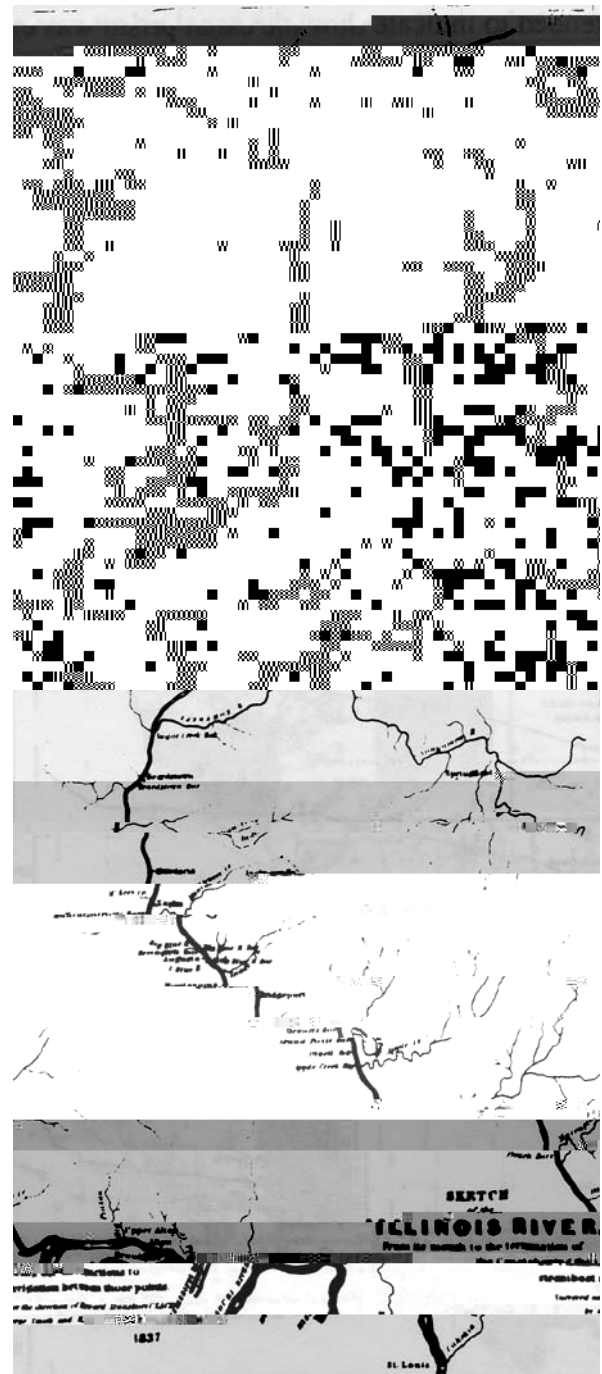
**Map And Profile Of
The Proposed Route
For The Illinois And
Michigan Canal
J. R. Irwin, Lieutenant
U. S. Army, 1834**

This map is the result of a survey which was

**Sketch of the Illinois River
from its mouth to the
termination of the Canal,
surveyed under the direction
of Howard Stansbury by George
Smith and M. H. Stansbury,
1837**

This map was submitted to the U. S. Senate in 1838, and shows the Illinois River between its mouth at the Mississippi [River] and point reached by the Illinois and Michigan Canal on its upper course. It was based on a survey by Howard Stansbury of the U. S. Army Corps of Engineers and clearly marked such navigational hazards as sandbars. The river was a crucial part of the link between the Great Lakes and the Gulf [of Mexico], and after the construction of the canal, many of its boats had their home ports on it.

M4



**Cross Section Of The
Canal Near La Salle**

Drawn by A. J.

Mathewson in 1868

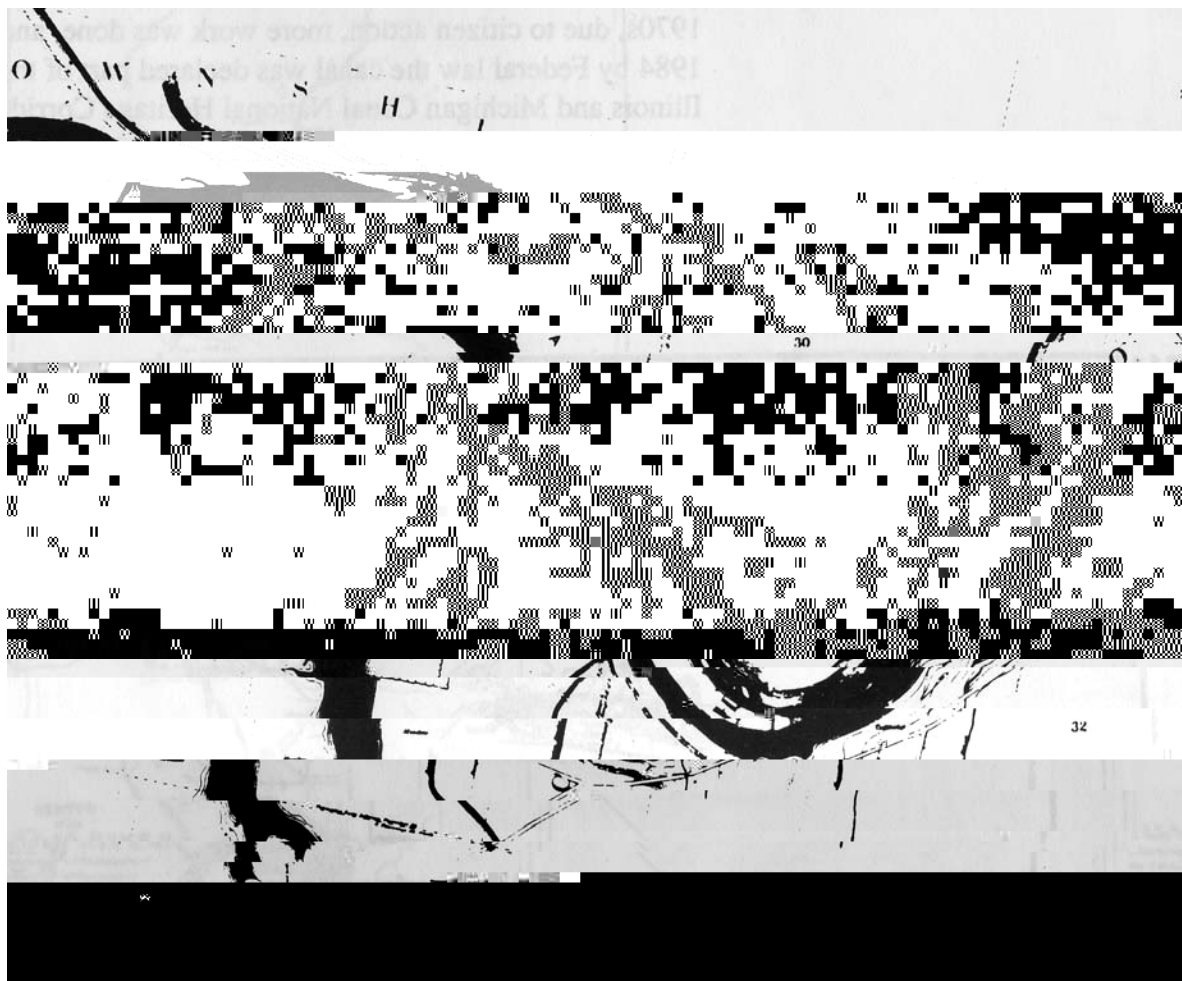
Mathewson was the surveyor for the Illinois and Michigan Canal from 1840 until its completion in 1848. He continued to work in that capacity until at least 1870. He was also a map maker who surveyed and drew plats for numerous town

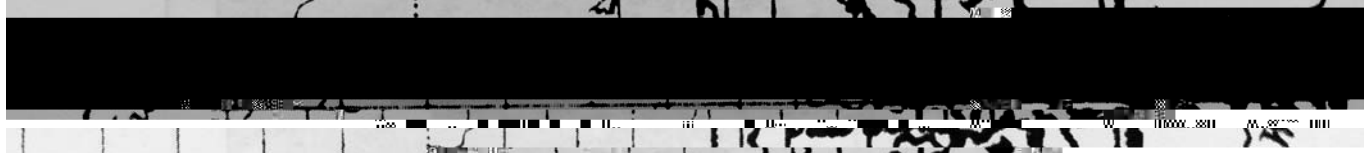
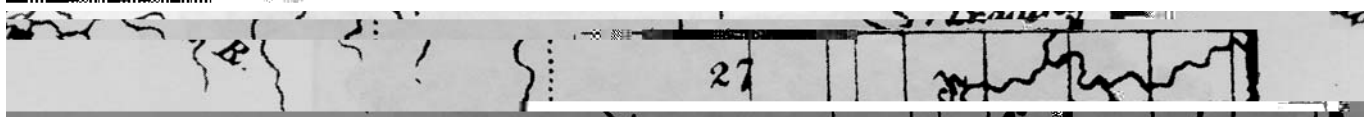
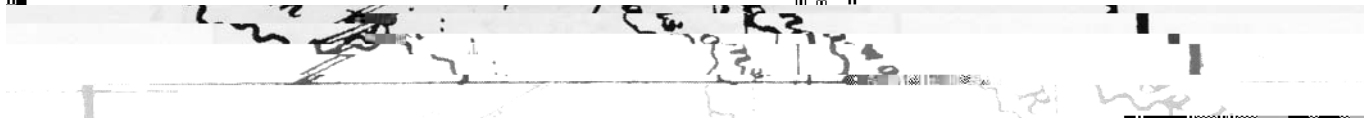
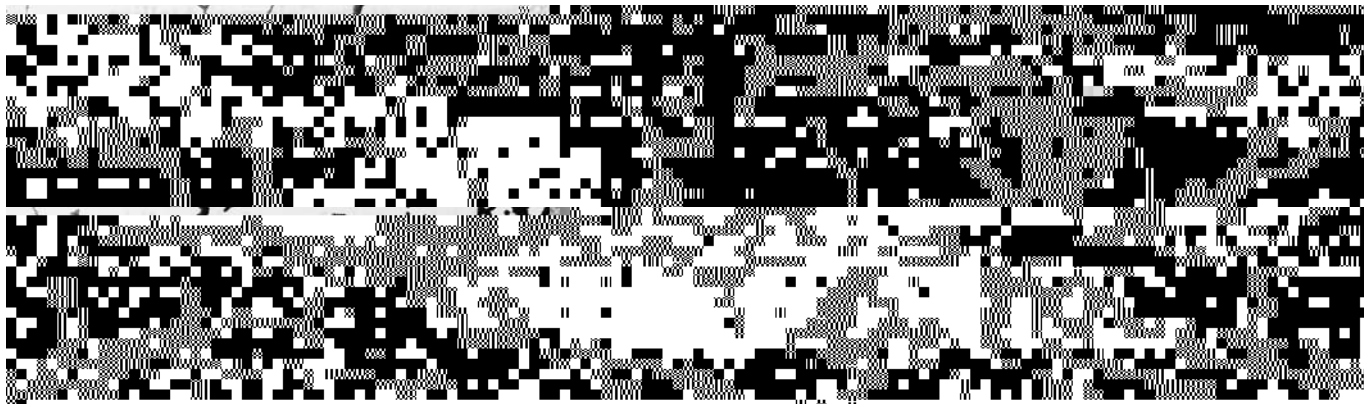
Survey Of The Waterway From Lake Michigan to La Salle

1883 Map Of the Area From
Channahon To Morris

This is one of a series of maps for the survey of 1883, published by the government in 1890. The object was to encourage a project to substantially enlarge the canal by enlarging the locks so that large boats could go from Lake Michigan to the Illinois [River]. The survey was conducted by Captain W. L. Marshall of the Army Corps of Engineers. The maps are very large the scale being one inch equals 600 feet. The map was drawn by the Forbes Company of Boston. There is but one section of this survey which has a number.

M6





**Adele Fay Williams
1859-1937**

Adele Fay Williams was the daughter of a Joliet photographer William T. Fay. She studied at the Art Institute in Chicago, the Pennsylvania Academy of Fine Arts and the New York Students League. In 1893, she went to Paris where she studied three years at the Colorossi Atelier. Then she studied under Pissarro, the French Impressionist. After doing some art work and writing in the east she returned to Joliet in 1916. She wrote and did illustrations for the *Joliet Herald News*. Although she was active in and reported on various women's clubs, her interest was in drawing places important in the history of the area and writing stories about them. Living up to her artistic tradition she would come to work at the *Herald News* at eight in the morning one day, and four in the afternoon on the next. She also frequented the cafes of Joliet, where she would give the cooks instructions on making her favorite dishes.

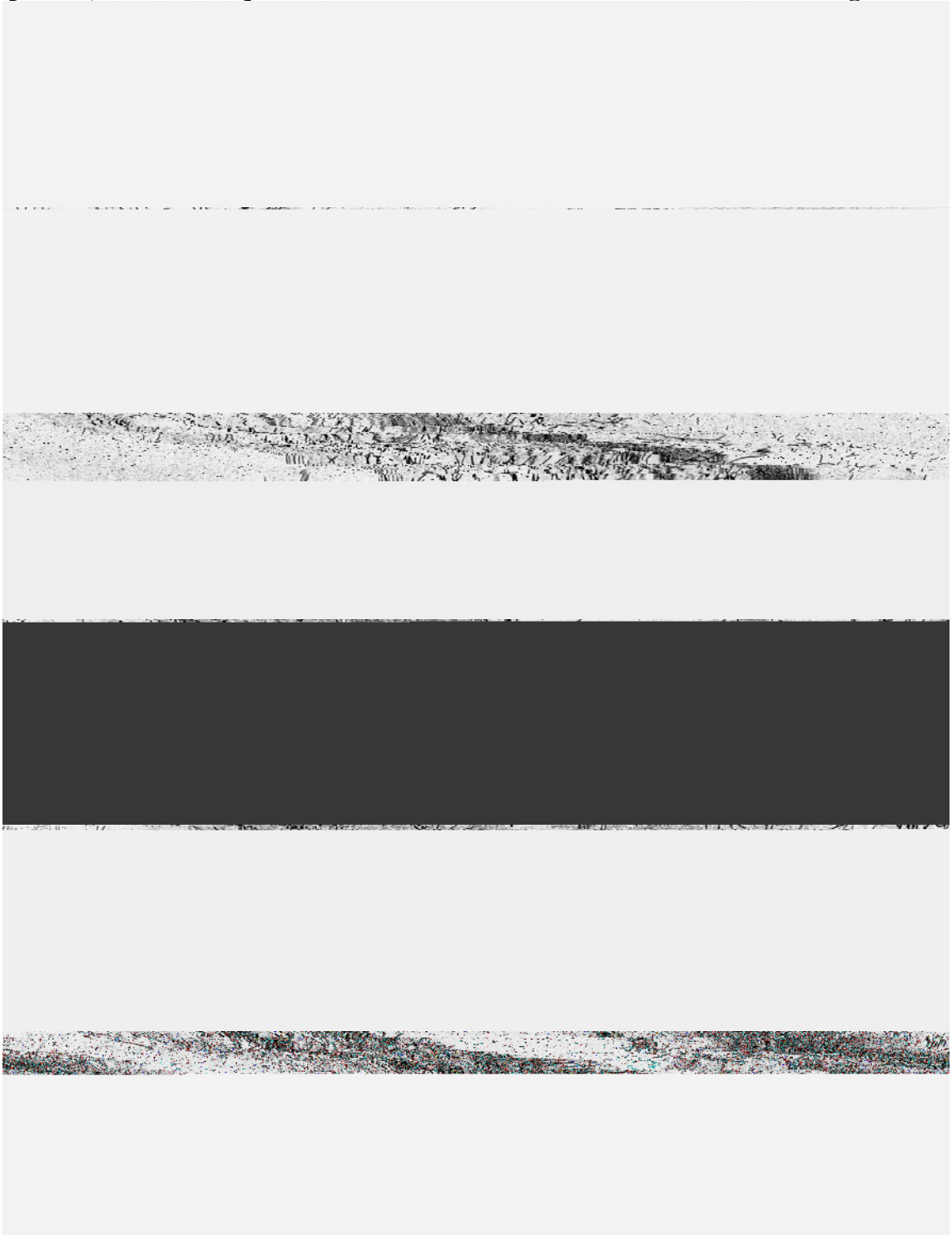
Besides her work in Joliet she was the staff artist and critic for the *Washington D. C. Times*, *Pittsburgh Spectator*, *Pittsburgh Gazette Times* and the *New York World*. She received prizes from the Illinois Society of Fine Arts, Pittsburgh Prize in 1913, and the Carnegie Institute first prize for pastels*

***Sparks, Esther: A Biographical Dictionary of Painters and Sculptors in Illinois 1808-1945: A dissertation for the Doctor of Philosophy Degree in Fine Arts, Northwestern University, 1972.**

L2. A view of the steel mill or wire mill that was formerly located on the Illinois and Michigan Canal as seen from across the river. Steel production at this site started in the late 1860s and still continues though much is diminished.



L3. View of Joliet downtown looking east. Although St. Mary's Church dominates the picture, the Rialto Square Theatre can also be seen. This is an ink drawing.



L4. "Highland Park with Red Mill in the Distance", an ink drawing of the dam across Hickory Creek in the present Pilcher Park.

De Witt S. Rawson

This photographer operated in Peru, Illinois from 1857 to 1867. Sometime between 1867 and 1868, he left Peru for parts unknown. He apparently developed a number of photographic processes. He used the wet plate process, which required immediate development. In the photograph of the Illinois Central Bridge, the wagon used in this process can be seen on the road next to the canal. He trained W. E. Bowman, an early photographer from Ottawa [Illinois], and for a short while was in partnership with Bowman. The two photographs exhibited here were stereographs which when put in a stereopticon give the illusion of three dimensions. They were part of a series he called "The Valley of the Illinois" from Rawson's Stereoscopic Publishing House of Western Scenery in Peru. These two photographs are among the earliest of the canal. They were made between 1864 and 1867. Rawson's use of human figures in his landscapes is certainly distinctive. In addition, he is one of the earliest landscape photographers in Illinois. All in all a very significant early photographer, about whom little is known excemmongnysg House of Weses i10 y000sTj0.0006 T[use ofTc 0.00079 T

L6. This view is of Split Rock, the tunnel of the Rock Island Railroad and the Illinois and Michigan Canal. When the Canal was built this escarpment had to be split in two. The canal was completed in 1848, and in 1853 the Rock Island and Pacific Railroad wa

**WILL COUNTY
1873 ATLAS**

**These three prints are from the *Combination Atlas of Will County* published by
Thompson Bros. & Burr of Elgin, Illinois in 1873. These county atlases w**

L9. Walnut Hill Home

Henry Inman

1801 – 1846

Mount Joliet was sketched by Henry Inman and engraved by Peter Maverick. It was published in Henry Schoolcraft's book on his travels in the Mississippi watershed. Inman apparently accompanied Schoolcraft on the 1824 expedition and also sketched Starved Rock which was also engraved for Schoolcraft's book.

Mount Joliet was the only landmark named after the first white explorer in the area. It appeared on maps of the 17th century. It was also featured in maps made by Americans in the late 18th century which called it "Mount Juliet". The town of Joliet (originally called Juliet) was named after this well known feature. Schoolcraft says of this vanished landmark... "The view from the eminence is charming and diversified. The forests are all sufficiently near to serve as a relief to the prairies. Clumps of oaks are scattered over the country. The Lake Joliet (actually a widening of the Des Plaines River) about 15 miles long and about a quarter of a mile wide lies in front. There is perhaps not a more noble and picturesque spot for a private mansion in all America. Few persons will choose to pass it without feeling a conviction that it is a work of human hands. (It was actually

**Jonathan Stickney
McDonald
1829 – 1916**

[Jonathan] McDonald was born in Liverpool, New York and came to Will County in 1837. He taught school for a while in Will County, and then in 1849 he joined the gold rush to California and returned with some wealth. He opened a bank in Lockport which failed in 1858-59. With the coming of the Civil War he recruited a volunteer company from Lockport and was badly wounded in the Battle of Stone River.

After returning from the war he worked as a cashier for a railroad company in Chicago from 1865 to 1870. It was during this period that he began painting. Only ten oil paintings and a small selection of drawings and botanical sketches have been located. While this is a small number they depict a wide range of subject matter, including the landscapes in this exhibit, group and single portraits and a curious metaphysical diagram.

McDonald after 1870 started and ran a regional newspaper chain in Lockport until 1891. He also wrote a number of philosophical works in 1870, one entitled *Vital Philosophy: A Survey of Substance and an Exposition of Natural Religion*. He was very interested in Neo-Platonism of Hermes Trismegisties and in 1890, 1891, and 1893 he wrote three volumes entitled *Hermetic Philosophy* under his journalistic pseudonym “Styx”. The two oil landscapes in this exhibit are of Lockport, both looking west across Des Plaines Valley from Lockport. Although they could be called folk art they indicate a degree of training, as well as keen observation. He accurately depicts the buildings of Lockport and the surrounding landscape as it was about 1880. The paintings also have a strange intangible quality that makes them very interesting. Both L12 and L13 can be seen in the Canal and Regional History Special Collection at Lewis University. L12 is also available for viewing at <http://imcanal.lewisu.edu>

L12. A view of Lockport’s main street, probably from McDonald’s office on State Street that includes an awkwardly rendered horse, the Norton Warehouse, and a view of the valley west of the Des Plaines River.

L13. View from a vantage point a few blocks south of L16, again looking west across the river to the western valley rim. What objects are in the foreground is difficult to say. They serve to make the paintings very intriguing.

**John Culik
1926 –**

John Culik was born in Joliet and still resides there. He received his art education at the School of the Museum of Fine Arts in Boston. His productive career has been principally dedicated to print making. These have covered a wide range of subjects, some of the most significant have been views of Joliet streets, the waterway and farms in the Joliet area. Besides the general landscapes, such as in this exhibit, he has done prints of leaves, trees and many other natural objects. His mastery of a wide range of the print media is not as well indicated by this selection of engravings. These engravings indicate his ability in handling the landscape in a manner reminiscent of Rembrandt, but of course Culick has an excellent eye for those unique features of Illinois landscape, particularly his native city Joliet. [Culik drawings are not reproduced here due to potential copyright restrictions. The drawings can be seen at the Canal and Regional History Special Collection at Lewis University.]

L14. Drawing of the Joliet Waterway: This drawing was made in the early 1960s as the Old Will County Court House can be seen.

L15. “View of Joliet” (1970). This engraving was drawn on the plate on the site.

L16. “The Old Homestead” (1973).

L17. “Mitchell’s Place” (1973). This print and #16 above “The Old Homestead (1973) stand in marked contrast to the idyllic scenes depicted in the lithographs from the 1873 Will County Atlas, however they are a more true and more artistic picture.

