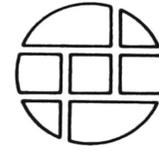


Mapline



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Mapping Chicago's Growth

Robert A. Holland



Fig. 1. Walter M. Conley and O.E. Stelzer: *A Map of Chicago: Incorporated as a Town August 5, 1833* (1933). Author's Collection.

In last spring's installment of this newsletter (*Mapline* 128), we began a celebration of the bicentennial of the state of Illinois. This edition concludes our commemoration with two articles that focus on the region: David Buisseret and Carl Kupfer look back at a time before statehood in their essay on Indian trails in the Illinois territory, and we begin with a brief review of the

growth of the city of Chicago, which was incorporated as a town in 1833, almost fifteen years after Illinois was granted statehood.

The first image displayed here (Figure 1) presents many interesting geographic, historical and demographic details about the town in its early days, including the locations of homes, taverns, churches,

cemeteries, and the second Fort Dearborn; the town's population is recorded as 350. This retrospective map states that it was compiled from the "original map of 'Chicago about 1833'" and in its northwest quadrant, a wild onion plant is depicted with the word 'Checagou' below it. From the language of the local Miami, this word was actually derived from a word used to refer to the wild garlic plant that was abundant along the banks of the Chicago River. LaSalle was among the first to notice that the Miami also used this word to refer to the peninsula where the Chicago River emptied into Lake Michigan.

Chicago was founded as a canal town—that is, the northern terminus of the Illinois and Michigan Canal, which was the final link in a national internal waterway that connected New York with New Orleans. The prospect of such a canal prompted Congress to move the northern boundary of the state of Illinois sixty-two miles north of the line specified by the Northwestern Ordinance of 1787, so that the port of Chicago would fall within the state's perimeter.¹ In 1829, the Illinois General Assembly appointed a commission to dig a canal connecting Chicago to the Mississippi River via the Des Plaines and Illinois Rivers and to lay

out towns, sell lots, and apply the proceeds to the construction of the canal. In 1830, James Thompson laid out the town of Chicago as seen in the plat here (Figure 2), which set the location, pattern, and in many cases, the names of the streets and subdivisions of the future metropolis. As such, Thompson's plat may justifiably be considered the fundamental map of Chicago as an urban place.²

Thompson's plat was not officially filed and recorded until 1837, which is the same year that Chicago, with a population of 4,170, was incorporated as a city. This year would also see one of the most frenzied periods of land speculation in American history come to a crashing halt. Fueled by harbor improvements and the start of the Illinois and Michigan Canal, Eastern investors flooded Chicago with capital during the early 1830s and property values soared. An 80-by-100-foot lot at the corner of Clark and South Water Streets that sold for \$100 in 1832 was sold for \$3400 in 1834. The following year it sold for \$15,000. As parcels of land were subdivided and added to the original town, new maps of the entire community were needed, and these typically took the form of manuscript plats and plans that were sent to Eastern investors to guide their in-

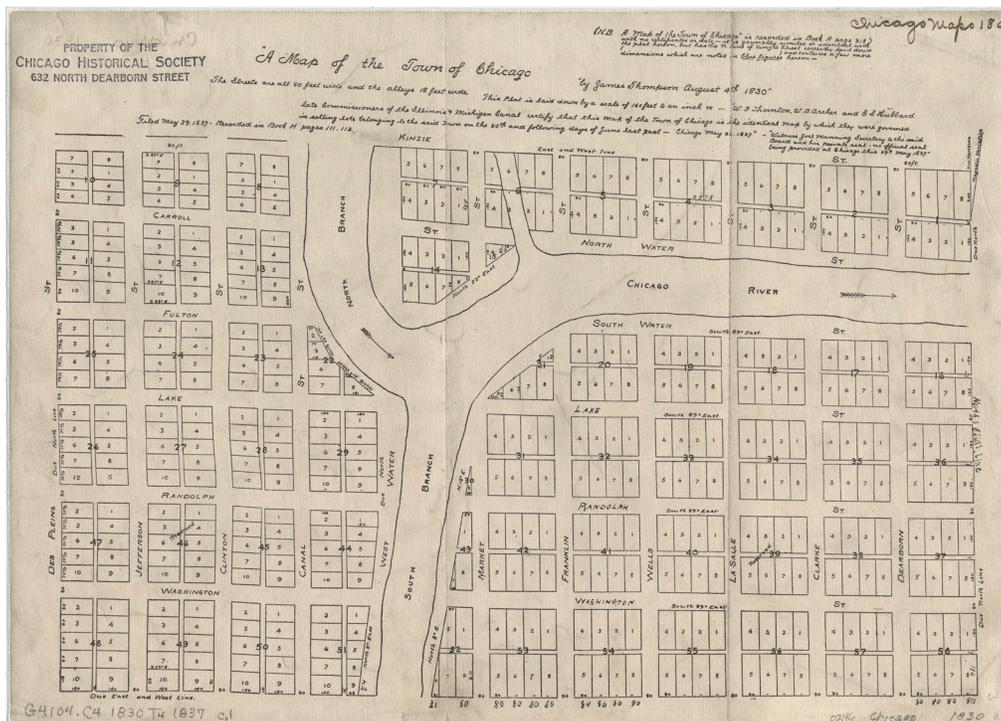


Fig. 2. James Thompson: *A Map of the Town of Chicago* (1833). Chicago History Museum, IChi-34284.

vestments. The first printed map of Chicago was published in 1834 by Joshua Hathaway, Jr., who used the original surveys used for the town plat and surveys of three new additions to the town to compile *Chicago With The School Section Wabansia and Kinzie's Addition*.³

In 1850, Chicago's population was nearing 30,000 and the completion of the Illinois and Michigan Canal and the coming of the railroads were about to create a new real estate boom. As a result, and despite the fact that the built-up portion of the city extended only a third of the way to the city limits, it would no longer be feasible to include all lots on a single map; rather, the city would begin to be documented by atlases of real estate and fire insurance maps on a lot-by-lot basis. In the late 1840s, however, there was still a demand for real estate maps of the entire city. The map shown on the next page (Figure 3) covered the entire city, but in fact it was one of a kind—a hybrid between a real estate map and a street map. Considered the finest of the early maps of Chicago, its huge size permitted a detailed representation of the whole city showing every lot according to scale, and as did earlier real estate maps, the ownership of the larger tracts. It also depicted every street in the city and included hundreds of features like buildings, factories, railroads, and parks. The voting wards of the city are shown in different colors, and the map includes a beautiful vignette of the city courthouse.

In 1846, there was not a single mile of railroad track in Chicago; by 1857, over three thousand miles of railroad track led to Chicago, making it the center of the largest railway network in the world. Over one hundred trains entered and left the city every day, and with them the products of farms and forests and, of course, people. The railroads transformed Chicago into the nation's largest transportation and commercial center almost overnight. This transformation greatly altered the city's landscape, for wherever tracks were run—and they were run wherever the railroads desired—land use was immediately affected: depots and train yards dominated their surrounding neighborhoods, and commercial and industrial development quickly gravitated toward rail lines. Chicago literally grew up around its railroad tracks—it had to, as the railroads left only a

single square mile in the center of the city free of their direct presence.

No railroad had a bigger impact on Chicago's physical environment than the Illinois Central Railroad, whose directors had requested access to Chicago's inner harbor on a line directly along the lakefront. This was contrary to an edict by the Illinois and Michigan Canal Commission, which had set aside one parcel of land along the lakefront for public use and on their real estate map marked the lakefront with the words "Public Ground—A Common to Remain Forever Open, Clear, Free of Any Buildings, or Other Obstruction Whatever."⁴ This provision had distinguished Chicago from almost every other waterfront city in America, where the choice land along the water's edge was typically appropriated by manufacturing and transportation concerns. These industries would soon develop into a wall of unsightly buildings and grounds, foul the water with their waste and runoff, and cut a city off from what was once its most picturesque feature. By 1850, this was the fate of Chicago's riverfront; the lake, however, had thus far remained free of development.

After months of bitter haggling, a compromise was reached. The City Council would permit the railroad's trains to enter by way of a strip of land not on the lakeshore, but several hundred feet out into the lake. This would require the railroad's tracks to be laid on trestles, which the railroad would have to protect from the lake waters by building breakwaters and dikes. This, in turn, would solve a civic problem that plagued the city for years: the flooding of the lakefront that was eroding away the canal commissioner's Lakefront Park, and often sent water right to the front doors of the princely houses that fronted the park and lakefront along Michigan Avenue.

For its northern terminus, the Illinois Central had purchased part of the old Fort Dearborn reservation as well as some land along the river, which trains approached on a trestle erected in the water from Twenty-Second Street to the Randolph Street Depot. The area between the seawall and the shore created a basin that city officials tried to get the railroad to fill in, so that the city could create a new park and promenade. When the railroad rejected this idea, Chicago's residents began to use the basin for swimming, sail-

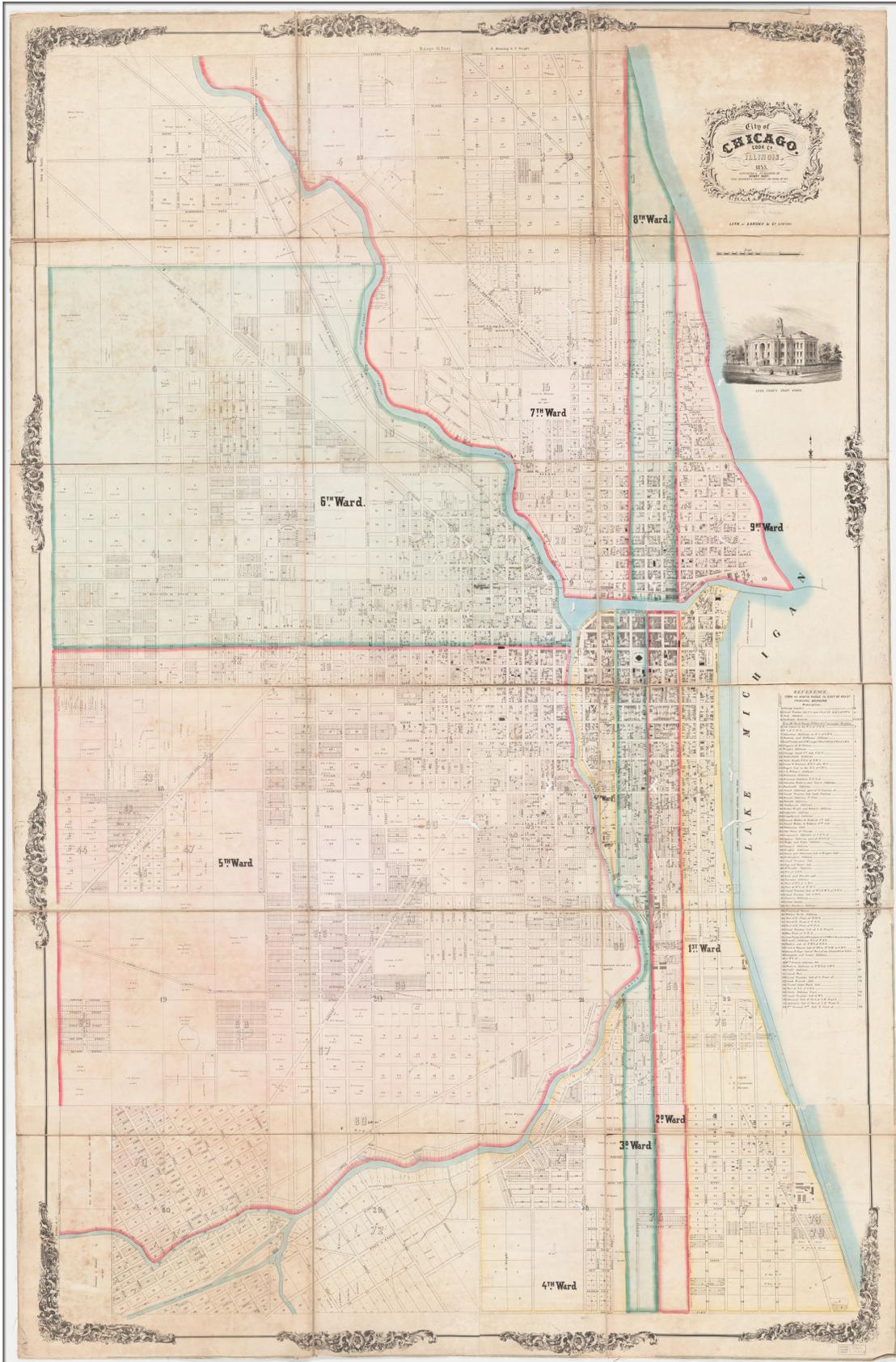


Fig. 3. Henry Hart and C. Potter: *City of Chicago* (1853). Chicago History Museum, IChi-29424.

ing, and rowing. When, however, the railroad received court permission to create a landfill extension of its terminal, dock and storage facilities, the basin became landlocked and “turned into a still pool filled with industrial debris, floating packing crates, and the bloated corpses of horses and cattle.”⁵

This striking 1858 view (Figure 4) of the city clearly depicts the Illinois Central’s tracks (along with a train) on the lakefront breakwater. Note the basin between the lakeshore and the breakwater. The tracks can be seen leading to the Illinois Central’s terminal and branching out to warehouses at the mouth of the river. Individual buildings are clearly depicted along the city’s grid, and the river is lined with warehouses for the storage of grain and lumber. The downtown area lies left (south) of the river, the North Side neighborhood of old settlers to the right. The patch of lakefront just north of the river was a disreputable area known as “the Sands,” which became one of the major points of refuge from the Great Fire.

In October of 1871, Chicago suffered one of the worst urban disasters in history as a large portion of the

city was destroyed by fire. At the time, Chicago was the fastest growing city in the world: in just under four decades, it had grown from a town of three-eighths of a square mile to a city of eighteen square miles, and its population had grown from barely 350 to 340,000.

The likelihood of the Great Fire was not unforeseen. In 1868, the fire department had warned the mayor and the city council of “the grave defects in which our city [is] being built.”⁶ Almost every building outside of the central business district was constructed of wood, and even the marble buildings downtown had wooden cornices, long wooden signs on their fronts, and mansard top stories made of wood. Almost every roof in the city was made of wood, and covered with felt, tar or shingles. The city had miles of raised wooden sidewalks, and even the streets of the business district were lined with blocks of pine. The fire department also warned that a great number of the city’s strikingly beautiful new stores, hotels, and multi-story buildings were poorly constructed by “swindling” contractors.⁷ The Great Fire killed over 300 people, left more than 90,000 people homeless, and destroyed four



Fig. 4. J. T. Palmatary: *Bird's-Eye View of Chicago* (1857). Chicago History Museum, ICHi-05656.

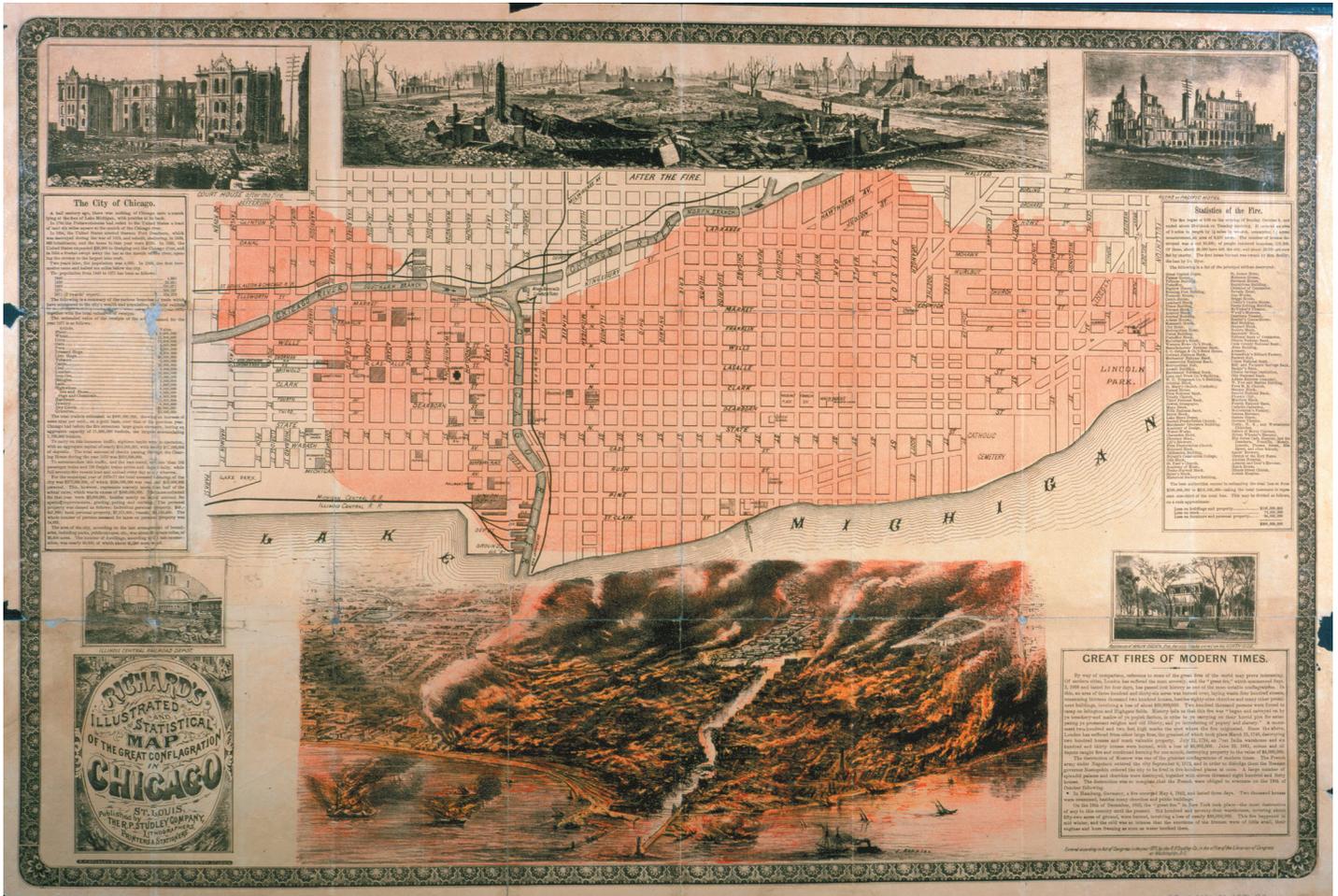


Fig. 5. R. P. Studley Co./J. Keppler: *Richard's illustrated and statistical map of the great conflagration in Chicago* (1871). Newberry Library, map6F oG4104.C6 1871 .R6.

square miles of the city (nearly one-third of the city's total area). *Richard's illustrated and statistical map of the great conflagration in Chicago* (Figure 5) is larger and more colorful than the many similar maps that appeared at the time.

The Great Rebuilding began almost immediately, and no city has recovered from a large-scale disaster as quickly as Chicago. Within a year, its downtown was nearly completely rebuilt. This first phase of rebuilding ended with the depression of 1873, and resulted in a downtown that looked much the same as it did in 1871 except that it was larger and a few stories higher. By 1880, however, a new wave of construction had begun, and in a little over a decade the entire downtown was completely rebuilt again. This time downtown Chicago was more than twice the area of the central business

district before the fire, and it was converted into the world's first vertical city, as skyscrapers replaced the buildings that had been built just a decade before. This transformation is chronicled in Arno Reincke's 1916 bird's-eye view, *Chicago, central business section*.

No large city had ever grown as fast as Chicago. In 1816, the site contained a military fort and a few dwellings inhabited by traders and trappers. By the time of the Great Fire, what was once a muddy swamp had become the rail, grain, lumber, and livestock capital of the world. By the time of the map on the opposite page, Chicago was inhabited by well over two million people, was the transportation center of an entire continent, and served as home for many of the nation's major business enterprises.

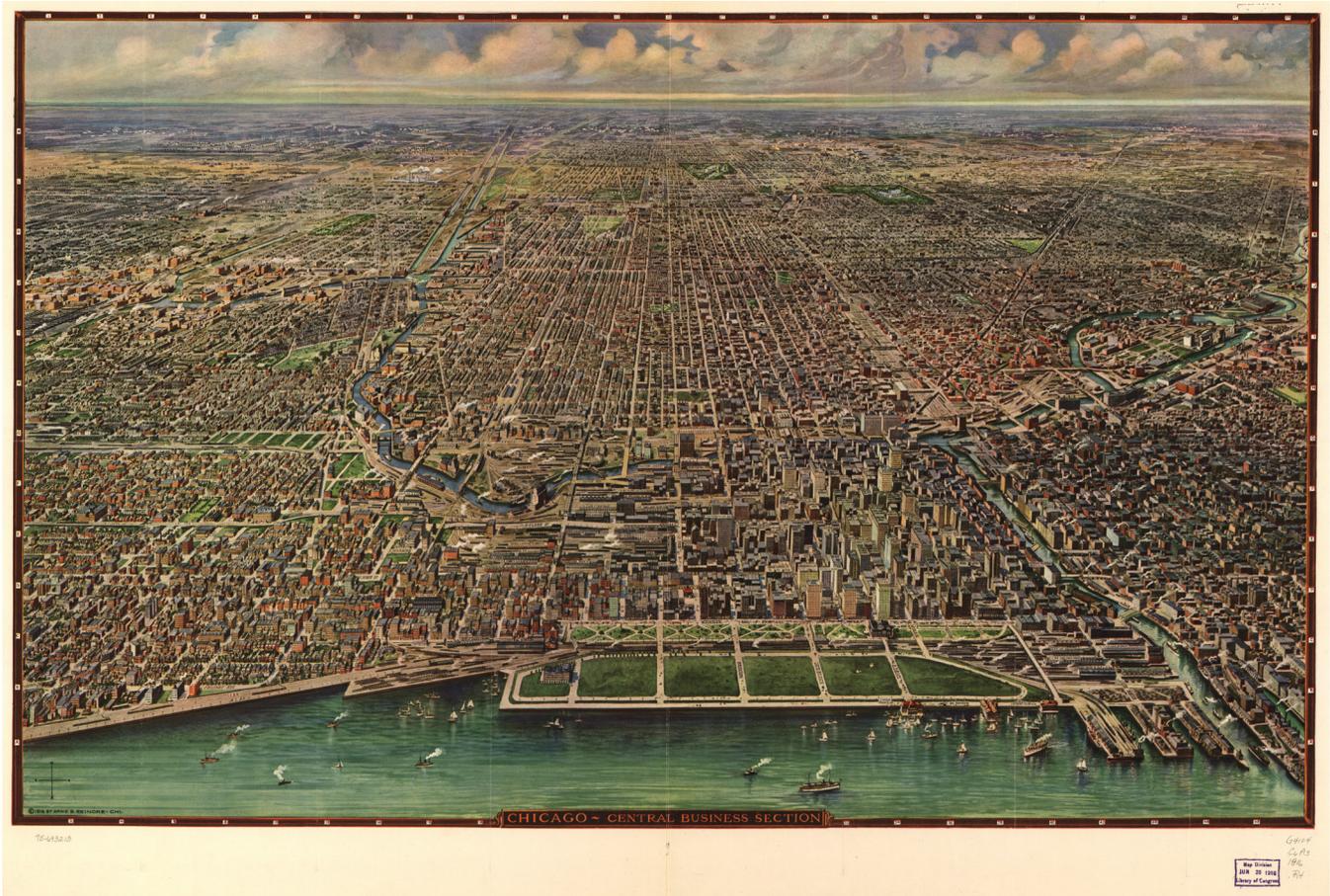


Fig. 6. Arno Reincke: *Chicago, central business section* (1916). Library of Congress, G4104.C6A3 1916 .R4.

Notes

1. For details, see Robert A. Holland, "Celebrating Illinois' Bicentennial," *Mapline* 128 (Chicago: The Hermon Dunlap Smith Center for the History of Cartography and The Chicago Map Society, Spring 2018).
2. For more information about this map and the other maps and themes in this article, please see Robert A. Holland, *Chicago in Maps: 1612 to 2002* (New York: Rizzoli International, 2005).
3. To view this map, please visit https://publications.newberry.org/makebigplans/plan_images/hathaway-chicago-school-section-1834.
4. Edward Benton Talcott, *Chicago with the several additions compiled from the recorded plats in the Clerk's office, Cook County, Illinois. The lots in the original town...will be offered for sale...on the 20th of June 1836* (New York: Peter A. Meisner, 1836). This map may be viewed at <https://encyclopedia.chicagohistory.org/pages/10636.html>.
5. Donald L. Miller, *City of the Century: The Epic of Chicago and the Making of America* (New York: Simon and Schuster, 1996), 103.
6. Ibid, 143. This quote is from the Chicago Fire Department's official inquiry into the fire, which is part of the Archives and Manuscript Collection at the Chicago Historical Museum.
7. *Report of the Board of Police, in the Fire Department, to the Common Council of the City of Chicago* (1868), 57.

Melchior Huebinger, Iowa Mapmaker

Michael Flaherty and Wilbert Stroeve

At the January 10th, 2019 meeting of the Chicago Map Society, Michael Flaherty presented a lecture and displayed a collection of late nineteenth and early twentieth century maps and atlases by cartographer Melchoir Huebinger. Mr. Flaherty brought a large personal collection of Huebinger produced maps, atlases, posters and ephemera. Huebinger was responsible for the production of the first road atlas of Iowa for automobiles in 1912 and produced many other notable maps and atlases of Iowa and Illinois. His career spanned the transition from the county subscription atlas production to modern automobile maps and atlases. This article provides a synopsis of the January 17th presentation.

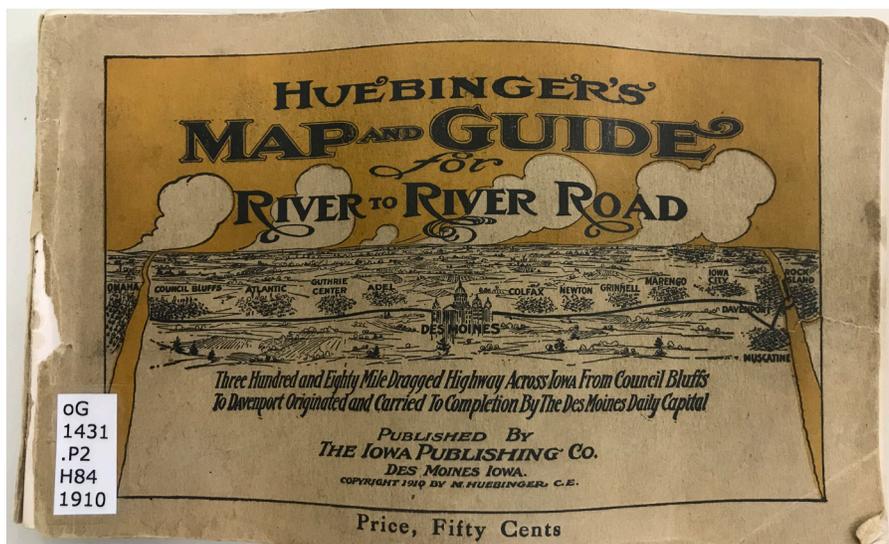
Melchoir Huebinger was born in Limburg, Germany in 1854, trained as a surveyor and cartographer in the German Army, and in 1880 immigrated to Davenport, Iowa. He was hired by the Army Corps of Engineers to work as a surveyor and map the upper Mississippi river valley for flood control and navigation improvements.

In 1882, he collaborated with Hugo Schmidt, the city assessor in Davenport, Iowa to produce a subscription atlas of Scott County, Iowa. The atlas was

successful and Huebinger was able to complete a separate small map of Scott County that he published and sold on his own. Profits from these publications allowed Huebinger to leave his position in the Corps of Engineers. With his brother Adam, a professional photographer, he founded Huebinger Photographic Studio and later the Iowa Publishing company. The experience with the photography business helped him apply new lithographic and photographic reproduction techniques to the atlas trade and local pocket maps.

For his 1890 *Atlas of Davenport*, Huebinger performed a trigonometric survey and made a large-scale accurate plat map of the City of Davenport. His Iowa Publishing Company produced the maps at multiple scales, some were sold to the city engineer and public works, other at smaller scale reissued in local vanity subscription atlases and pocket maps. He sold advertisements to help cover the costs of producing, printing, and publishing the maps. He then produced similar maps for Rock Island and Moline, which he combined to produce a large advertising map of the Tri Cities (now Quad Cities) that was displayed at the 1893 Chicago World's Fair in the Iowa Pavilion. He went on to produce several vanity city and county atlases of Eastern Iowa over the next 3 decades.

In the 1890s, the Iowa Publishing Company began to help the State of Iowa with the production of standardized soil and geologic maps of the each of the Iowa counties. This work was subsidized by the



Melchior Huebinger, *Huebinger's Map and Guide for River to River Road*.
Newberry Library, oG 1431 .P2 H84 1910.

state funds, and provided the base maps that were updated for his general reference 1904 *Atlas of the State of Iowa*. This state atlas also used existing county maps from his subscription atlases and newly compiled maps of the most populated Iowa counties. Huebinger encouraged subscribers to purchase the atlas by publishing separate pocket maps of higher population counties to help advertise his atlas effort and appeal for local advertising support. From there he ultimately produced a billboard sized map of Iowa for display in the Iowa Building at the St. Louis World's Fair.

At the Fair, Huebinger noticed dozens of automobiles on display and sale. This inspired his involvement in the Good Roads Movement and prompted him to develop an Iowa State Automobile Road Atlas. This would be an expensive undertaking, so he moved his company to Des Moines and sought support from the growing insurance industry to produce the atlas. He got the Spaulding Motorcar Company to donate two cars to help map the dirt roads of the state from 1910 to 1912. The move to Des Moines also helped Huebinger centralize the mapping effort needed for the Road Atlas. The maps borrowed heavily from his 1904 atlas, but he did send out crews to drive, survey and map roads in each county. He published updated city and county maps of the most urban counties first (such as Davenport, Des Moines, Cedar Rapids, Dubuque, Waterloo). These pocket maps were sold and locally used to advertise the sale of advertising space and subscribers to the state-wide road atlas. County maps were then produced for the lower population counties that connected the cities together. These filler counties were combined with his existing urban county maps, to produce good road guides strip maps for use to navigate between the population centers in Iowa. 15 Good Road Guides of these strip maps were produced prior to the publication of the state automobile atlas. The 1910 *Map and Guide to River to River Road* was the first and largest seller of these strip guides.

In 1912, the Iowa Publishing Company produced an incredibly detailed 124-page, large format atlas of the state. In 1913, he came out with a smaller but more user-friendly version of the road atlas, that stayed in print until 1924. In 1918, he sold Iowa Publishing Co. and moved to Peoria, Illinois where he was active

publishing maps of the area until his death in 1923. The last Huebinger map of Illinois was published in 1926.

New Huebinger Acquisitions

James R. Akerman

At the end of our January talk, as discussed above in the article by Wilbert Stroeve, those in attendance were awed by the display of Melchior Huebinger's oeuvre that Michael Flaherty brought for them to admire. On the same occasion, Mr. Flaherty offered as gifts to the Newberry four items, all duplicates of items in his collection. We, of course, were delighted to add these to the Newberry's extensive collection of American automobile road maps. These charming works, *Huebinger's Map and Guide for River to River Road* (1910), *Huebinger's Pocket Automobile Guide for Iowa* (1913), *Huebinger's Map and Guide for Des Moines* (1910), and *Huebinger's Automobile and Good Road Atlas of Iowa* (1912) bring the total number of Huebinger publications in the Newberry's collection to thirteen, including county maps and atlases, and Huebinger's distinctive road atlases. The Curator of Maps' personal favorite is the *Map and Guide for River to River Road* (illustrated on the opposite page), an unusually detailed plot of an early "named highway" crossing the state from east to west that roughly coincides with modern U.S. Route 6.

The 2019 Chicago Antiquarian Map, Book, and Ephemera Fair

Sammy Berk

In the spring of 2013, Sammy Berk of HJB Maps reached out to several antiquarian map dealers to gauge their level of interest in participating in the first annual Chicago International Map Fair (CIMF). Most felt that Chicago had always been regarded as a strong center for map collecting. That September, Chicago held its inaugural map fair supported by twenty dealers

from the U.S. and Europe and a weekend attendance of roughly 350 local Chicagoans and regional collectors. Over the next several years, CIMF experienced a steady growth in both exhibitors and attendees. In October of 2016, the annual IMCoS Symposium, the Nebenzahl Lecture Series and the Chicago International Map Fair were held in conjunction with one another.

The loss of the CIMF's Chicago venue soon after the 2016 fair gave Mr. Berk an opportunity to hold a map fair in a city he had always thought of as a natural fit for such an event: San Francisco.

Though the San Francisco fair was successful, there was still an appetite for a fair in Chicago. The Newberry Library had always been a supporter of the fair and now with the luxury of space provided by the newly renovated first floor, the Newberry is able to host to 2019 fair. With the added space, the fair is able to expand into other areas of related collecting and has since been rebranded as the Chicago Antiquarian Map, Book, and Ephemera Fair, the first of which will occur May 3 to 5, 2019.

Over the last several years Mr. Berk, his brother Aaron Berk, and philanthropist Mr. Tom Pierce established the History in Your Hands Foundation (HIYHF). Its mission is to provide teachers and students with authentic historical objects and primary source material to help foster a more enriched learning experience within the classroom. Their primary program is the Traveling Classroom Exhibit, which sends historically themed boxes to schools across the country for two to four day rental periods. The program is completely free to educators as it is funded by the San Francisco and Chicago fairs. It is the hope of Mr. Berk that through the financial support and outreach of events such as map and book fairs, HIYHF will plant the seeds for future collectors who will one day help preserve our historical treasures for generations to come.

The 2019 Chicago Antiquarian Map, Book, and Ephemera Fair will be held at the Newberry Library. Friday May 3 is the opening reception from 6:00 p.m. to 8:00 p.m., Saturday, May 4 the fair is open from 10:00 a.m. to 5:00 p.m., and on Sunday, May 5 the fair is open from 10:00 a.m. to 3:00 p.m. For more information and to purchase tickets, please visit <https://www.chicagomapfair.com/>.

Major “Indian” Trails in Illinois

Carl Kupfer and David Buisseret

One hundred years and more ago, the study of “Indian” trails in Illinois was still thriving, as some locals could still remember the major routes used by peoples like the Potawatomi, the Shawnee, the Sauk and the Fox. Historians, like John Halsey of Lake Forest College and others, could write substantial chapters about the trails in their regions, drawing on their own memories and those of their neighbors.¹ Much of this knowledge was eventually pulled together by historian Milo Quaife, who was able to give the precise track of several major routes.²

Little of this knowledge found its way onto contemporary maps, but in 1886 Rufus Blanchard (1821-1904) published a *Historical Map of Illinois*, which showed the major trails (Figure 1). Blanchard was an accomplished historian and cartographer, who drew on a wide variety of sources, and so his work should be treated with some confidence. In this article, we shall see how well other evidence, including particularly the maps of the General Land Office (“GLO”), confirms or fails to validate Blanchard’s plotting of the “traces” or “trails” as they were interchangeably called.³ The original surveyors were often enjoined in their contracts to make a note of such features as conspicuous trails, but they often failed to do so, under the pressure of time.

The most northerly trail, the Sauk and Fox, is one of the best studied. It formed the pathway along which each year the Sauk and Fox travelled from their great villages on the banks of the Mississippi River to Malden in Canada, in order to receive their annuities from the British government.⁴ The passage of this mass of people caused the main trail to be deeply incised into the prairie, though the Sauk and Fox seems as well to have been what was called a “braided trail,” with many subsidiary parallel routes cut when the main trail was impassable through mud. The maps of the GLO show it well, as it crosses Frankfort, Rich and Bloom townships to the south of Chicago. Figure 2, a detail from the Rich Township map, shows the “old Indian trail from Rock Island to Detroit” as it crosses an area

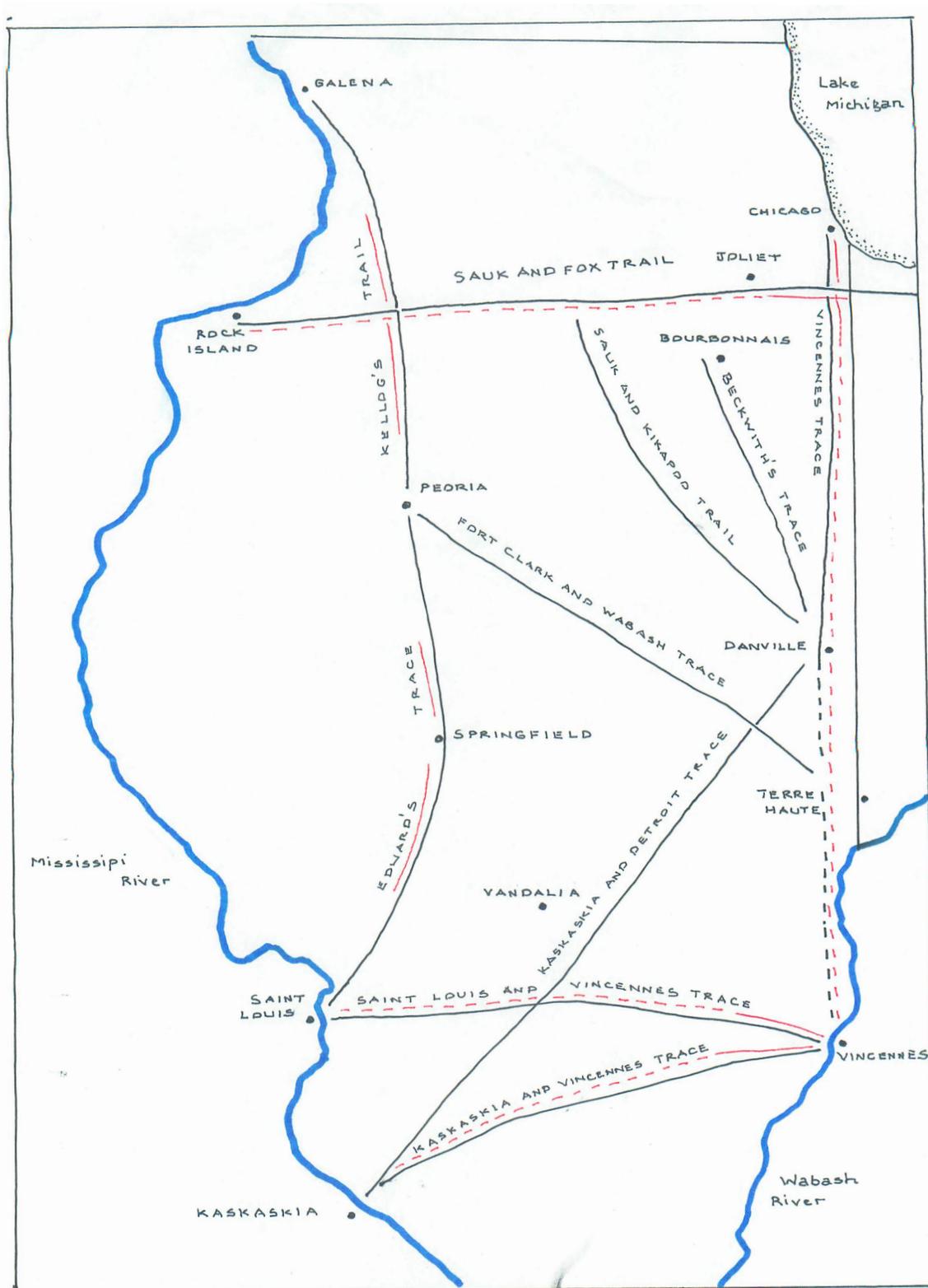


Fig. 1. Sketch-map to show the main trails from Rufus Blanchard, *Historical Map of Illinois* (Chicago, 1883) and Randall Parrish, *Historic Illinois* (Chicago, 1906).

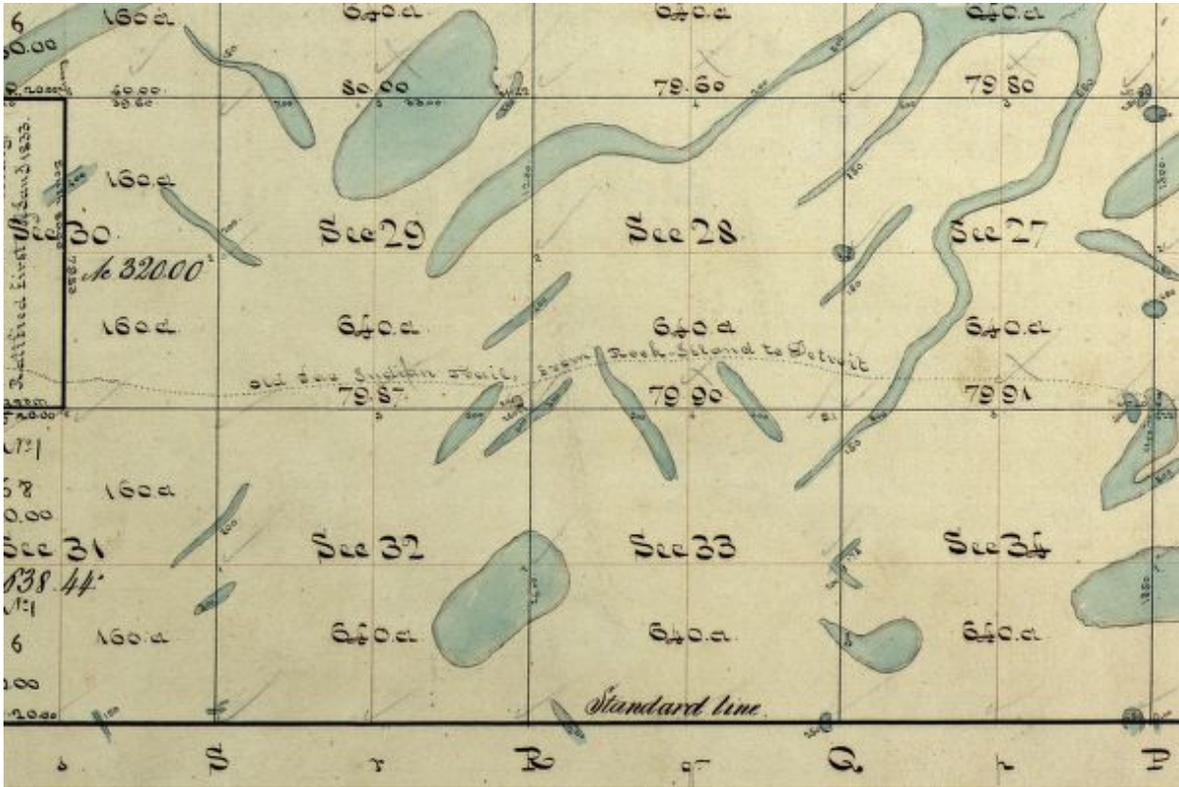


Fig. 2. Detail from GLO map of Rich Township in Cook County, surveyed about 1819, to show part of the Sauk and Fox Trail (crossing the middle of the map).

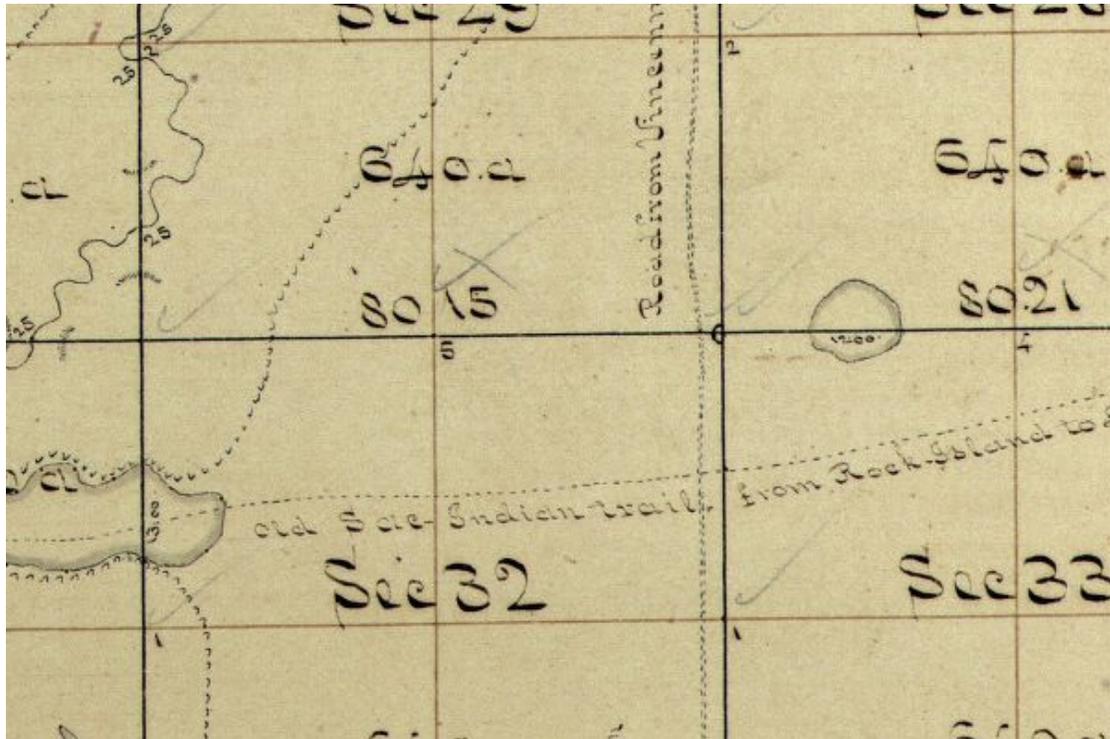


Fig. 3. Detail from GLO map of Bloom Township in Cook County, surveyed about 1833, to show the crossing of the Sauk and Fox trail with the Vincennes Trace (just to the right of "Sec 32").

of sloughs, which in general it avoids. At one point, the well-identified trail now cuts through the middle of Sauk Trail Woods Forest Preserve.

Further east, in Bloom Township, the Sauk-Fox trail crosses the north-south “Vincennes trace,” which appears on the GLO maps of the Yellowhead, Momence and Pembroke townships (Figure 3). This too was a long-established and easily identifiable trail, which extended far south into Indiana and Kentucky. Like many other trails, it seems to have been originally established by herds of buffalo, often in search of salt-licks; indeed, it was also known as the “Buffalo Trace.”⁵ For many years it was a principal route for the local Potawatomi, and in 1834 was incorporated into the new “state road.” In Chicago, it linked up with the major thoroughfare known for that reason as “State Street.” To the south, the trace passed through Vin-

cennes on its way across Indiana to Louisville.

Vincennes, on the east side of the Wabash River, was an early center of French settlement, and was the point of origin of two substantial westerly trails. One of these ran to the vicinity of Saint Louis, passing through Allison, Lawrence, Christy and Xenia townships. Curiously enough, it was known either as the “Saint Louis Trail” or the “Illinois Trace,” to judge by the names on the GLO maps, and seems to pass at will through prairies and timber-land, avoiding substantial rivers where possible (Figure 4). In general, the trails seem to have sought out high and dry land, but they also seem to have very often penetrated timber.

To the south lay what Blanchard called the “Kaskaskia and Vincennes Trace.” Its precise track was once well known, cutting diagonally through timber and prairies (Figure 5).⁶ The GLO surveys call this

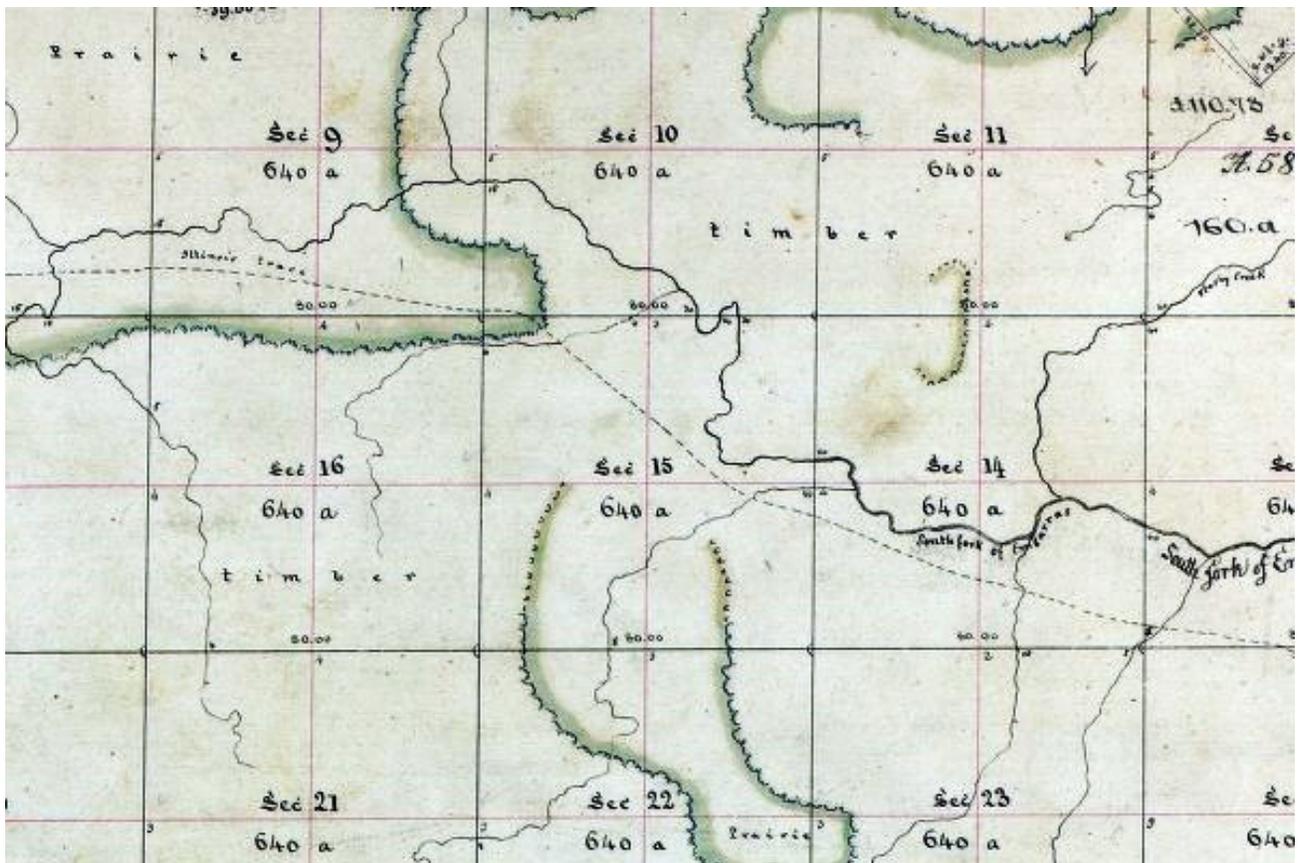


Fig. 4. Detail from the GLO map of Lawrence Township in Lawrence County, surveyed about 1830, to show part of the “Illinois Trace,” or “Saint Louis Trail” (see the “Illinois Trace” top left).

trail the “Shawnee Trace,” and it perhaps linked up with the major track of that name, leading down into what is now Oklahoma and Texas. Confusingly, on the GLO map of Denison Township it is known as the “Illinois Road”; clearly, in the early part of the nineteenth century these trail-names were fairly fluid.

Two major north-south trails linked settlements in the western part of the state. The “Edwards Trail” ran northwards from the area of Saint Louis to Peoria, and the “Kellogg Trail” linked the Peoria area with Galena. The “Edwards Trail” appears on only two township maps, those for the townships of Honey Point and Shaw Point, in Macoupin County. But the line of this trail conforms closely to that described in two detailed published articles. Indeed, at Lake Park, near Springfield, a section of the trail is apparently still visible.⁷ This trail, named after governor Ninian Edwards, remained very well-travelled well into the nineteenth century, when shallow-draft steamboats on the paral-

lel Illinois River proved better at transporting heavy goods than the prairie schooners, whose wheels tended to make deep ruts in the prairie soil.

Portions of the Kellogg Trail, running north from Peoria to Galena, can still be seen on the GLO maps of Marshall, Bureau, Lee, Cole and Jo Daviess counties. But here it is not easy to distinguish between the fragmentary Indian trails and the later roads settled by Europeans who had come to work the northern lead mines; this was a densely-settled area from the start of European intrusion in the early nineteenth century. Like the Edwards Trail, the Kellogg Trail has lately been intensively studied, and even has a local society devoted to its identification and preservation.⁸ In summary, it is possible to identify six of the ten trails shown by Blanchard: the Sauk and Fox Trail, the Vincennes Trace, the “Saint Louis Trail,” the “Shawnee Trace,” the Edwards Trail and the Kellogg Trail. The four crossing the middle of the state, Beckwith’s Trace,

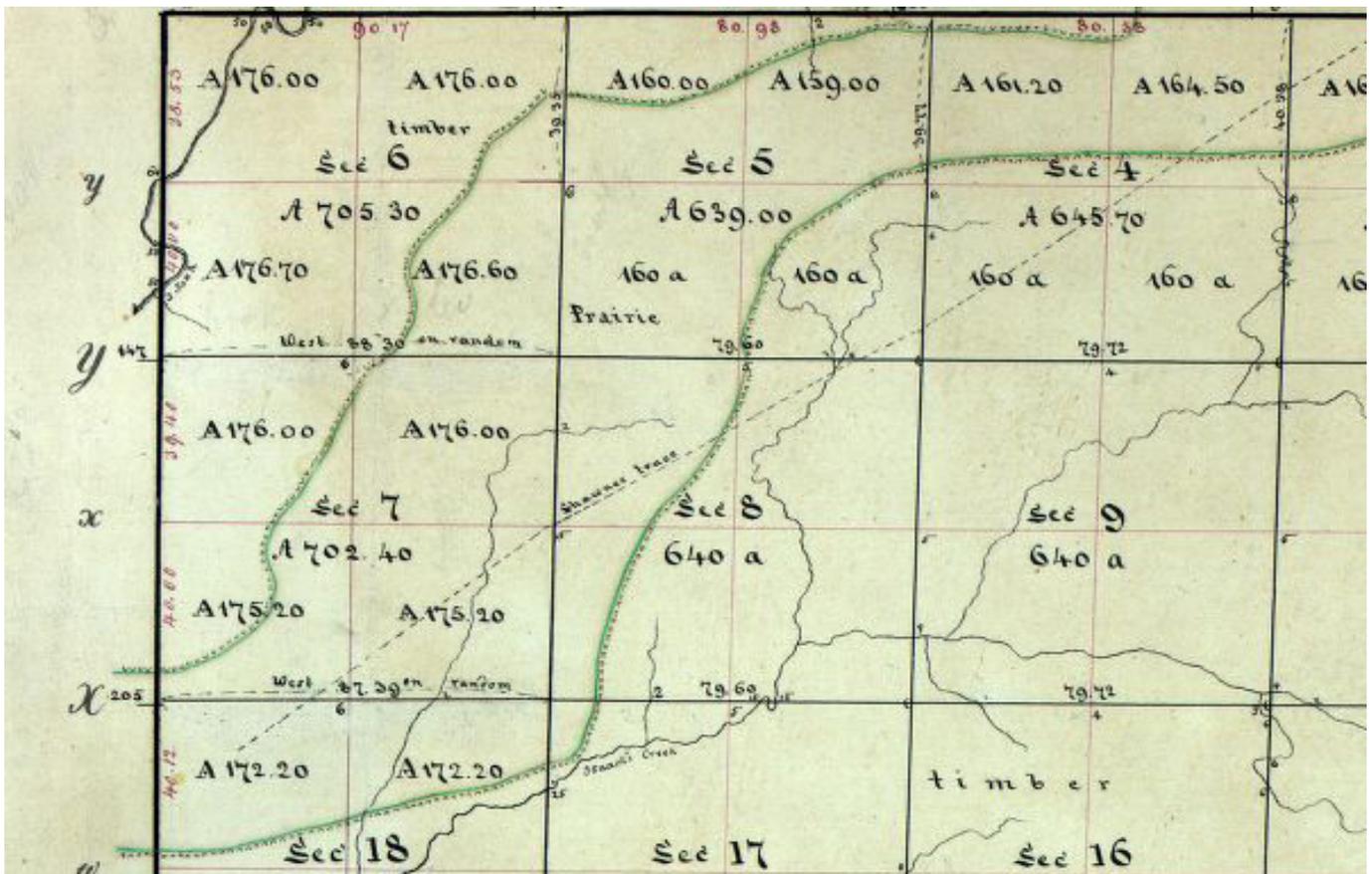


Fig. 5. Detail from GLO map of township at 13W, 1N in Wabash County, surveyed about 1830, to show part of the “Shawnee Trace” (see “Shawnee Trace” towards the middle of the map).

the Sauk and Kickapoo Trail, the Fort Clark and Wash Trace, and the Kaskaskia and Detroit Trace, have not been picked up on the GLO maps.⁹ Some authors also mention the “Potawatomi Trace,” or “High Prairie Trail,” said to link the Chicago area with Ottawa; though this supposed trail also seems to have escaped the surveyors of the GLO.

It is possible that fragments of some of these trails may still be identified on some of the thousand or so GLO maps preserved at Springfield. In any case, the evidence so far detected suggests that Blanchard offered a reasonable study of the main trails found in Illinois before the coming of the Europeans. Figure 1 summarizes this information, showing solid red for areas for which we have GLO maps or other good evidence, and dashed red for trails about which our knowledge is less substantial, but verifiable.

Notes

1. John Halsey, *A History of Lake County, Illinois* (Chicago, 1912), 279-307.
2. See *Chicago's Highways Old and New* (Chicago, 1923).
3. Illinois State Archives, RS 953.012. These maps, held at Springfield, may be accessed through www.landplats.ilsos.net.
4. Randall Parrish, *Historic Illinois* (Chicago, 1906), 115-128.
5. George Wilson, “Early Indiana Trails and Surveys,” *Indiana Historical Society Publications*, 6/3 (Indianapolis, 1919), 349-410, and *The Buffalo Trace* (Indianapolis, 1946).
6. Randall Parrish, *Historic Illinois*, 121-122.
7. Robert Mazrim, *The Sangamo Frontier: History and Archaeology in the Shadow of Lincoln* (Chicago, 2008). See also “The Edwards Trace,” www.historyilinois.org, accessed February 2019.
8. See www.ahgp.org/ill/old-trails and www.galena-trail.com accessed February 2019.
9. Randall Parrish, *Historic Illinois*, 130-132 gives a full description of the line followed by the Kaskaskia and Detroit Trace.

Cartographic Images in The Newberry's First Floor Renovation

James R. Akerman

If you have visited the Newberry since the renovation of the library's first floor was completed in August 2018, you will have noticed that maps from our collection are featured on the walls over the doors in the vestibule at the front entrance and above the back door leading to the parking lot. The featured items dramatically contrast in style and nicely encompass the Newberry's map collections from the early modern period to the twentieth century.

The semicircular panels at the front entrance are details from a portolan atlas (VAULT folio Ayer MS map 21) of the Mediterranean Sea and the western coast of Europe produced in Messina, Sicily by Joan Martines (1556-90). Martines's nationality is alternatively identified as Italian, Portuguese, Catalan, Majorcan, and Spanish (Valencian). He was typical of Mediterranean chartmakers in that he moved around; and so, it is difficult and perhaps anachronistic to pin a specific nationality on Martines. In the last years of his life he was a Royal Cosmographer to Phillip II of Spain, but luxuriant charts and atlases like this one were made for a variety of royal and aristocratic customers.

In this case, we know something about the atlas's early owners. Inside the atlas's back cover is an inscription: “This book is gyve to me W. L. Burghley by ye Lo. Charles Haward, High Admyral of England.” William Cecil, Lord Burghley, was one of Elizabeth I's most powerful and map-minded ministers. Charles Howard, Earl of Nottingham, who gave the atlas to Burghley, was one of the heroes of the defeat of the Spanish Armada of 1587. Another inscription, apparently by Pierre Esprit Radisson, French explorer and fur trader in North America, noted that the atlas was later given to him by Charles Bayley, first governor of Hudson's Bay, sometime before 1675.

Newberry staff selected two sections from this atlas for the vestibule. The first, showing most of Ireland and the opposite coast of Great Britain (Figure 1),



Fig. 1. Joan Martines, Portolan Atlas (Newberry Library, VAULT folio Ayer MS map 21) as featured over the entryway.



Fig. 2. E. S. Yates, *Twentieth Century Transportation*. Newberry Library, map4F G3701 .P1 1910 .Y2.

has caused minor confusion among people entering the library, because some of the place names read upside down, while others are right-side up. The truth is that there was no conventional way to orient charts of this era. Users were expected to read the place names as they traced along a particular coastline. We have chosen to orient the chart with north at the top, but at first glance it may appear to some to be upside down. The second chart shows north central Italy and features (not very accurate) views of the two great maritime cities of northern Italy, Genoa and Venice.

The second map—or rather, a composite image featuring a map—offers a colorful and almost euphoric image of *Twentieth-Century Transportation* (Figure 2). This chromolithograph was created by artist E. S. Yates and published in Chicago by Charles I. Felthousen in 1910. It is a composite scene, centered on an imaginary train station, where a modern steam locomotive has just arrived. The foreground, populated by well-dressed travelers, features a spanking new automobile and a small motor truck that is carting baggage. In the background, a cable car, somewhat incongruously, arrives from the left. In the distance is a magnificent ocean liner, of titanic size, with four stacks belching smoke. Two airplanes, and even a dirigible, circle above. A small vignette at the upper right evokes a distant mountain scene, with a telephone pole in the foreground showing how the far corners of the country are now connected by modern communications. A giant globe, turned so as to place a political map of the United States in the center, dominates the entire scene. Following the receding line of the arriving train, we notice that Yates has depicted the train as if it has just burst from the globe itself, symbolizing how modern transportation is bringing the world to the viewer's front doorstep.

The optimism about the new century, which had already brought the world the automobile and the airplane, strikes us as almost quaint now. In just a few years, alas, the world would find out that modern technology could also bring warfare to new heights of destruction.

Artist Anton Thomas Presents to the Chicago Map Society

Wilbert Stroeve

Our 2018-2019 program began on September 20th with a presentation by Anton Thomas on his 59" x 47" hand-drawn map of North America, which so far has taken four years and about 4,000 hours of effort. Even in its uncompleted form it has already been featured on *National Geographic's* Best Maps of 2016 list. What prompted Mr. Thomas to begin such an arduous task? He admitted that this has become an "obsession" and a "life-dominating" undertaking but still loves doing this as "geographic curiosity and artistic idleness." Not a stranger to these kinds of projects, at age 16 he drew the world's continents using outlines of the fauna native to those continents.

It was fascinating to hear a cartographer discuss the problem of what to include or exclude from his map. He admitted that choosing content is very difficult and can be controversial. Mr. Thomas chose a minimum city size of 100,000 to be eligible for inclusion on the map, but he does include all the state/province capitals, even though many of them have populations below 100,000. Montpelier, Vermont, for example, has a population of about 7,500 and there are over 100 capital cities on the map. Furthermore, since he includes a skyline view of each town or city, there often isn't enough room for all the large cities to be shown in densely-populated areas such as the LA basin.

Choosing what appears on the map can be contentious. In one version of the map, he showed the Dallas skyline but omitted Fort Worth while including both Minneapolis and St. Paul. Some Fort Worth residents took exception to the exclusion of their city of about 875,000 but the inclusion of St. Paul, which only has a population of about 375,000. However, since St. Paul is the capital of Minnesota, it had to be depicted whereas there wasn't enough room to show Fort Worth. This argument was poorly received by the Texans and ultimately he relented and redrew the Dallas outline in order to create some room for Fort Worth.

The current skyline of Port-Au-Prince, Haiti shows many structures in ruins, including the Notre Dame de l'Assomption Cathedral. In his opinion, it reflects the current skyline since the devastating 2010 earthquake and he hopes that it will be eventually rebuilt so that he can update his map.

Mr. Thomas still isn't sure how often he should revise the map, or when to leave it fixed in time; and, he still has some work to do, mostly in the Caribbean area before it is "finished." Check www.antonthomasart.com to keep up to date with his projects.

New Fellowship in the History of Cartography Announced

The University of Michigan's Clements Library has announced the start of the Brian Leigh Dunnigan Fellowship in the History of Cartography. The fellowship was established in honor of Brian Leigh Dunnigan, the Map Curator and Associate Director of the Clements Library. The fellowship is open to graduate students, faculty, and independent researchers working on any topic supported by the Clements Library's cartographic collections. Though applications are closed for this year, applicants interested in the 2020 fellowship can find more information here: <http://clements.umich.edu/fellowship.php>.

The Washington Map Society's Annual Ristow Prize

Students of the history of cartography are invited to submit papers for the 2019 Ristow Prize competition. Undergraduate, graduate, and first-year postdoctoral students of any nationality are eligible to compete. Papers must be in English, not exceeding 7500 words, and should be submitted digitally as a PDF document to eedson@pvcc.edu or in hard copy postmarked no later than June 1, 2019, to Evelyn Edson, 268 Springtree Lane, Scottsville, VA 24590, U.S.A. Appropriate illustrations, especially maps, are encouraged.

The winning essay will receive a cash prize of \$1000 and will be published in *The Portolan*, the journal of the Washington Map Society. The prize, named in honor of the late Dr. Walter W. Ristow, is sponsored by the Washington Map Society of Washington, D. C. For more information, including a list of previous winners, please go to the website <http://www.washmap-society.org/Ristow-Prize.htm> or contact Dr. Edson at eedson@pvcc.edu.

28th International Conference on the History of Cartography

This July, the 28th International Conference on the History of Cartography will convene in Amsterdam. The ICHC is the only scholarly conference dedicated solely to advancing the history of cartography without being limited to a particular region, language, period, or topic. The conference promotes an exchange of ideas among global scholars, curators, dealers, and institutions engaging with the history of cartography across a range of disciplines. For more information, please visit <https://ichc2019.amsterdam/>.

IGS Special Issue on Cartography

The Illinois Geographical Society (IGS) has published a special issue of its journal, the *Illinois Geographer*, dedicated to cartography. The issue is now available, and its contributors include: Jim Akerman, Brock Alekna, Stacey Brown Amilan, Robert Holland, George Ritzlin, Mary Ritzlin, Chad Sperry, Christopher Sutton, and Jill Freud Thomas. The Special Guest Editor for Issue 60 is Joseph D. Kubal, a CMS member. Issues are available to non-members for eight dollars. If you are interested, please contact Jill Thomas at jfthoma@ilstu.edu.

Redrawing the World: 1919 and the History of Cartography

The 20th Kenneth Nebenzahl, Jr. Lectures

The Smith Center is pleased to announce that the twentieth series of the Kenneth Nebenzahl, Jr., Lectures in the History of Cartography will be held at the Newberry on Thursday, November 7 through Saturday, November 9, 2019. This year's series, titled *Redrawing the World: 1919 and the History of Cartography*, commemorates the Centennial of the landmark Paris Peace Conference that led to the signing of the Treaty of Versailles. The series is being organized this year by Peter Nekola (Philosophy, Luther College). He has invited eight other scholars from around the world to present lectures pondering the geopolitical and cartographic impact of the treaty, which relied heavily on cartography in shaping its vision of the world and its future.

The year 1919 was a year of heightened map production around the world. It was a year of instability in what maps showed, and a year that saw new varieties of cartographic experimentation and idealization, many in support of attempts to solve the problems of a world that had nearly destroyed itself in four years of devastating war. Some cartographers worked to preserve a lasting peace for Europe and the world by defining what they thought to be appropriate—or at least pragmatic—political boundaries, while others saw the “Wilsonian moment” as a chance to claim what some maps had taught them was rightfully theirs. While the crux of this work took place at the peace negotiations in Paris or was done for the various delegations that gathered there, the normalization of modes of defining territory that the conference represented reverberated around the world, and continues to do so a century later.

In the quest for “self-determination,” the world map of the twentieth century became, for much of the world's literate population, a mosaic of national “selves.” How did this take place, and what maps, cartographers, and contexts contributed to it? How are we, a century later, to make sense of its global legacy? These and related questions will be addressed by nine specialists representing a broad range of geographical

perspectives and contexts.

As always, the Nebenzahl Lectures are free and open to the public. However, we do require advance reservations. To register, please contact Madeline Crispell at crispellm@newberry.org or (312)-255-3575.

Lecturers

Mirela Altic, University of Zagreb, *Drafting the State of the South Slavs: New Cartography for a New Order*

Lindsay Frederick Braun, University of Oregon, *Mapping a New Vision of Britain's African Empire, 1919-1939*

Daniel Foliard, University of Paris, Nanterre, “*More than one Palestine*”: *Nationalist Cartographies, the Middle East and the 1919 Peace Negotiations in Paris*

Jason Hansen, Furman University, *Cartographies of Victimhood: Envisioning the Nation after the Paris Peace Treaties of 1919-1920*

Tze-ki Hon, City University of Hong Kong, *From Connectivity to Geobody: the 1919 Moment and China's Role in the World*

Peter Nekola, Luther College, *Science and Reasoning in the Delegation Maps of 1919: Humans' Last and Greatest Attempt to Naturalize Borders, Nations, and Territories*

William Rankin, Yale University, *Mapping, Science, and War*

Steven Seegel, University of Northern Colorado, *Skin, Lines, Borders: Geographic Expertise and the Mapping of Eastern Europe in 1919*

Penny Sinanoglou, Wake Forest University, *Lines of Control, Lines of Contestation: Cartography and British Imperial Politics in the Middle East Mandates, 1919-1948*

First issued in 1976, *Mapline* is co-published by the Hermon Dunlap Smith Center for the History of Cartography and the Chicago Map Society, both of which are housed at The Newberry in Chicago. *Mapline* serves to keep its readers informed of each organization's work, including their publications and sponsored events. More generally, *Mapline* is devoted to advancing knowledge of the history of cartography by reporting events, ideas, and issues in the field. In addition to printing short articles reflecting current research, it functions as a bulletin to announce recent acquisitions to the cartographic collections at The Newberry. It also contains brief reports on conferences, exhibitions, societies, and lectures beyond The Newberry.

Managing Editor: Madeline Crispell

Editorial Board: James R. Akerman, David Buisseret, Madeline Crispell, Gerald A. Danzer, Robert Holland, D. Bradford Hunt, Mary McMichael Ritzlin, and Wilbert Stroeve.

Submissions, editorial correspondence, and inquiries may be directed to:

The Hermon Dunlap Smith Center
Newberry Library
60 W. Walton Street
Chicago, Ill. 60610
crispellm@newberry.org



Save the Date!
The 20th Kenneth Nebenzahl, Jr., Lectures in the History of Cartography
November 7-9, 2019
The Newberry Library

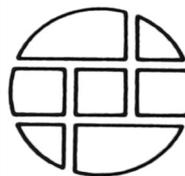
Since 1966, the Nebenzahl Lectures have been dedicated to exploring promising new themes and lines of research in the study of the science, art, and culture of mapmaking. Each series consists of several lectures given by a small group of invited scholars whose work addresses the theme of that year's series. The collected lectures of most series have been published by the University of Chicago Press. The lectures are free and open to the public; however, registration is required. For details on the Nebenzahl Lectures, see www.newberry.org/past-nebenzahl-lectures.



The Chicago Map Society is the oldest map society in North America, and has held monthly meetings at The Newberry since 1976. We typically meet the third Thursday of every month during the academic year (September through June). Meetings start at 5:30 p.m. with a social

half-hour, followed by an hour presentation on a cartographic subject of interest to our membership.

President: Robert A. Holland



The Hermon Dunlap Smith Center for the History of Cartography was founded in 1972 to advance knowledge of the history of cartography and to promote the use of the Newberry's cartographic collections.

Among the many programs it sponsors to achieve these goals are institutes and seminars, research fellowships, exhibitions, workshops for educators and public historians, public lecture series, and a variety of print and electronic publications.

Director: James R. Akerman