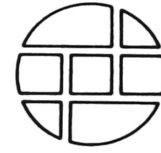


# Mapline



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## Remembering Kenneth Nebenzahl

16 September 1927 – 29 January 2020



Kenneth Nebenzahl, internationally known antiquarian book and map seller, author, and supporter and benefactor of the field of the history of cartography, passed away peacefully at his home in Glencoe, Illinois, on 29 January 2020, at the age of 92. Mr. Nebenzahl was born and grew up in Far Rockaway, New York, but moved to Chicago after marrying Jocelyn (Jossy) Spitz in 1953, settling in the North Shore suburb of Glencoe. Ken joined the Marines at age 17, serving in the last year of World War II. He first developed his skills as a salesman and businessman while working for the Paul Masson winery, but shortly after moving to Chicago he

turned his energies to the pursuit of a lifelong interest in maps, books, and history, and became a dealer in antiquarian maps and books. He soon established himself not only as Chicago's premier map dealers, but also as one of the most renowned dealers in maps and books worldwide.

Operating as "Kenneth Nebenzahl, Inc." with Jossy as partner, Mr. Nebenzahl was renowned for the erudition and breadth of his catalogs, which he produced until 1989. Ken also was very active and successful as agent for libraries, assisting them in the acquisition of large collections. The Newberry Library

was a major beneficiary of these services. From 1958 to 1967 he assisted the library in the prolonged negotiations to acquire the renowned Americana collection of Frank Deering. Also in 1967, he helped the library acquire a map collection which had been formed by Franco Novacco of Venice, which immediately put the Newberry's collection of 16th-century Italian maps in the first rank internationally.

Mr. Nebenzahl's long association with the Newberry Library emerged from his work as an antiquarian map and book dealer. But it was far more than that. In 1965, Mr. and Mrs. Nebenzahl established a fund, named in honor of their son, to support a series of lectures in the History of Cartography to be held at regular intervals at the Newberry; these were the first of their kind anywhere in the world. The first Kenneth Nebenzahl, Jr., Lectures in the History of Cartography were presented in 1966 by the esteemed Keeper of the Map Room at the British Library, R. A. Skelton. The most recent series, held in November 2019, was the 20th installment. It is no exaggeration to say that the cumulative effect of the Nebenzahl Lectures has been to re-define our field, broaden the base of its practitioners, and strengthen its intellectual rigor. A direct result, since most of the lecture series became books published by the University of Chicago Press, is that that press has become the foremost publisher of scholarly books in the history of cartography. A few months before his death Mr. and Mrs. Nebenzahl made an additional generous gift to the Newberry to enable continuation of the lecture series. The establishment of the lectures was a major factor in the decision of Hermon Dunlap Smith, then Chair of the Newberry's Board of Trustees, to endow the foundation of the Smith Center for the History of Cartography -- like the lectures, the first of its kind in the world. Thanks to gifts by Ken and Jossy, between 1985 and 2001 the Newberry awarded the authors of five manuscripts the "Nebenzahl Prize" for "the best scholarly, book-length manuscript written in English on any topic in the history of cartography," a prize which included publication by the University of Chicago Press.

Ken was an accomplished scholar in his own right. Among his publications are four major books, *The Atlas of the American Revolution* (1974), *Maps*

*of the Holy Land* (1986), *Atlas of Columbus and the Great Discoveries* (1990), and *Mapping the Silk Road and beyond* (2004), some of them translated into French, German, Spanish, Italian, and Japanese. Mr. Nebenzahl was in frequent demand as a speaker, giving dozens of talks to professional and civic organizations. His kindly manner, always dapper appearance, and twinkling eyes added to his charm as raconteur, a role in which friends and acquaintances will remember him well. Andrew McNally III had begun the practice of issuing map facsimiles as Christmas greetings from Rand, McNally and Co. in 1948, and from the 1970s until 1995, Ken did the selection and wrote the accompanying notes. In 1983, he was awarded an honorary Doctor of Humane Letters degree by the College of William and Mary for his "many contributions to the history of cartography."

Mr. Nebenzahl served on the boards of the Newberry Library, the University of Chicago, the Adler Planetarium, the Antiquarian Booksellers Association of America, the World Wildlife Fund, and was an Emeritus Director of the American Himalayan Foundation. In the world of cartography, he was a charter member of the Chicago Map Society, served on the Steering Committee of the Philip Lee Phillips Map Society of the Library of Congress, and sat on the board of Imago Mundi, Ltd from 1978 until his death. He was the sponsor of the biennial Imago Mundi Prize since 2005. He and Jossy were regular Sponsors of the History of Cartography Project.

And he and Jossy were true world travelers, usually well off the beaten track, afoot at 17,000 feet in Nepal or Bhutan or paddling a dugout canoe up the Sepik River in Papua New Guinea. Their global travels inspired a half-century of support for conservation and wildlife preservation, largely through a long association with the World Wildlife Fund. Ken was a larger than life figure in the world of antiquarian collecting and the history of cartography. He may be rightly said to have put the Newberry on the global map of important centers for map research and education. He was a generous and stalwart supporter of the Newberry, and for those who were privileged to know him well, a great friend who will be sorely missed.

Photo Credit: Ed Dahl

# The Newberry Acquires the Diary of Mapmaker Dillon Henry Mapother

The Newberry Library recently acquired a manuscript travel diary kept by a young Irish immigrant named Dillon Henry Mapother (1832-74) from July 1, 1855 to February 9, 1856, thanks to the generosity of donors at the Newberry's 2018 "Booked for the Evening" silent auction. Mapother came to the United States in 1849 or 1850, eventually settling in Louisville, where he formed a mapmaking and publishing partnership with Henry Hart. The journal documents Mapother's travels in the pursuit of business to Columbus, Ohio and Chicago, with an interval in Louisville. Mapother was a painstaking diarist; most of his daily entries start or end with a report that he acknowledged that he dutifully had written in his diary. His handwriting, fortunately, is mostly legible and his prose, though written informally and often lacking punctuation, is clearly that of an educated young man, keenly observant of his surroundings and knowledgeable of world affairs. He wrote of what he was reading almost every day, which included a mix of local and national newspapers, novels, and histories, including *Harper's*, *Leslie's*, *The Illustrated London News*, the voyages of Capt. James Cook, *The New York Times*, Jonathan Swift, and *the Galway Vindicator*, an Irish nationalist publication.

The Library would probably have acquired this diary on the strength alone of the fact that Mapother spent about six weeks in Chicago in November and December 1855. Our interest was also piqued by the fact that he wrote from the perspective of a recent Irish Catholic immigrant, traveling in the Midwest at the height of a wave of anti-immigrant and anti-Catholic violence provoked by the Know Nothings, the nativist social movement and political party of the 1850s. However, our primary interest in Mr. Mapother and his travels is his profession. The diary offers a rare and fascinating look into a professional mapmaker's life in the Midwest in the mid-nineteenth century, networking (as we would call it now) with clients, local officials, fellow surveyors and publishers, and friends made in the course of his lengthy stays in Columbus and Chi-

ago. We were delighted that we were able to purchase it, with the help of several donors, in September 2018. Mapother worked in the Midwest when the area was ripe with opportunities for surveyors and mapmakers. All that was required was some training as a civil engineer, a talent for drafting, and entrepreneurial ambition. In the decades after the War of 1812, the settlement colonization of the new states and territories of the old Northwest, as well as adjacent parts of the Ohio and Mississippi river valleys—of course, displacing and partially destroying the indigenous communities that had inhabited the region for millennia—created an explosive demand for maps. The surveyors of the U.S. General Land Office were actively laying out the grid of townships and square-mile sections to facilitate land sales throughout the region. Ambitious rail and canal projects in Ohio, Indiana, and Illinois were opening new lines of communications and commerce between the Great Lakes and the Mississippi and Ohio valleys and opening connections to the markets of the East, South, and beyond. The communities spawned by these enterprises brought surveyors and civil engineers into the region. They platted grids of streets and properties and prepared and published maps promoting these paper towns. Henry Hart and his junior partner, Dillon Mapother, were among them. Following a common professional arc, they built on their training and opportunities as civil engineers, eventually becoming map publishers and printers as well.

Standard histories of nineteenth-century American cartography deal preponderantly with large publishers based in Philadelphia or New York but with national markets, such as John Melish, H. S. Tanner, S. A. Mitchell, J. H. Colton, and John Disturnell. With their greater access to printing equipment, financial resources, skilled labor, and distribution networks, Eastern firms often provided a service to Western mapmakers, who in the early stages lacked local resources to print and publish their works. Morris Birkbeck, for example, turned to Melish to prepare and publish the maps for his *Letters from Illinois* (Philadelphia: M. Carey and Son, 1818). John Mason Peck and John Messinger relied on Colton to publish and distribute several editions of their large map of Illinois, published in the 1840s and 1850s. Apparently this was also the

case for Hart & Mapother. Most of their early maps bear New York imprints. As capital moved West along with people, cartographic operations in Buffalo, Pittsburgh, and Cincinnati, St. Louis, Chicago, Detroit, and Louisville began to be self-reliant.

Proximity to clients was a key factor in the modest success of such mapmakers and publishers. It allowed them to deal directly and personally with clients among local officials and business elites, as sources of information, as sponsors, and as subscribers to their products. By the 1850s, as Michael Conzen has shown, the regional trade in county maps and atlases had come to rely on this model; and so, too, had the producers of maps of growing and ambitious Midwestern cities and towns.<sup>1</sup> Civil engineers were especially well suited to these enterprises. They had access to clients, many who may have originally hired them to do some private or public surveying. They had the required mapmaking skills and, as long as the number of their projects was relatively small, they could do much of the work of publishing the maps themselves, usually by contracting with local lithographers and printers. The small scale and labor intensiveness of these operations—evident everywhere in the personal transactions Mapother’s describes in his diary—explain why Mapother and Hart published only about four maps per year in the mid-1850s. It also explains why, by 1860 and continuing after the war, they appear to have supplemented their income from their own custom productions to become lithographers as well. After 1860 they are mostly cited on maps as lithographer. By serving as the final preparers and job printers for other people’s work they ensured a steadier and less strenuous work-flow and source of income. That allowed them mostly to stay at home and in Mapother’s case, to raise children.

Hart surveyed and published several maps of towns in upstate New York and the upper Midwest between 1851 and 1853, including a large, but now rare map of Chicago published in 1853 (a copy of which is in the Chicago History Museum; Figure 1). He acquired Mapother as a partner around 1853, when the Irishman was 21 years old. Hart and Mapother prepared and published at least fifteen maps of cities and towns in Illinois, Indiana, Michigan, Ohio, and Kentucky between 1853 and 1857. The towns included

Louisville and Lexington (Kentucky), Columbus and Dayton (Ohio), and Joliet and Springfield (Illinois). The first three months recorded in Mapother’s diary finds him in Columbus at work surveying, compiling, and drafting of, as well as selling subscriptions for, a map of Columbus they would publish in 1856. (Figure 2).

The diary reveals how hard this daily work was. The Columbus entries document a frenzy of activity, partly in the company of Hart, pitching their map to potential subscribers, trekking across town to verify existing plats of properties, tracing and measuring railroad alignments, sketching buildings to be included on the map, visiting public record and real estate offices, networking with local officials and businessmen, and, often in the evening, drafting the results of each day’s work. The busy day of Friday, August 17, 1855 finds him showing a working draft of the Columbus map to a client and offering

*... to put on a view of his house and give him 6 copies for \$100... We next went down to the Court House trying to see Brown on the way[,] without avail[.] [We] remained some time in... Hoffmanns office and then into the County Clerk’s office where we remained till 12 o'clock examining some plats and the map – leaving thence came home and occupied the time till dinner in putting in some of Heyls Addition[.] After dinner ... Mr. Hart and I then went to Franklinton & there remained till 3½ figuring over things with Mr. Sullivant<sup>2</sup>, he selling land [all] the while / or trying to / to some Dutch folks[.] [L]eaving them[,] we came to town and finding also Chittenden at the American we put it to him but he wanted them all round him to pay so that his would come in naturally[,] and [he] even brought us down to the Ohio Manufacturing Co. office to see Mr. Rickley [?] and also told us to go to W.S. Sullivant and the Piqua R R Co. Went first to the former who subscribed for 3 copies and then out to the Piqua R R Co. where we saw Mr. Walkup and he appointed [[unclear]] to come and see Mr. Hilliard the Engineer in the morning. [W]e required them*

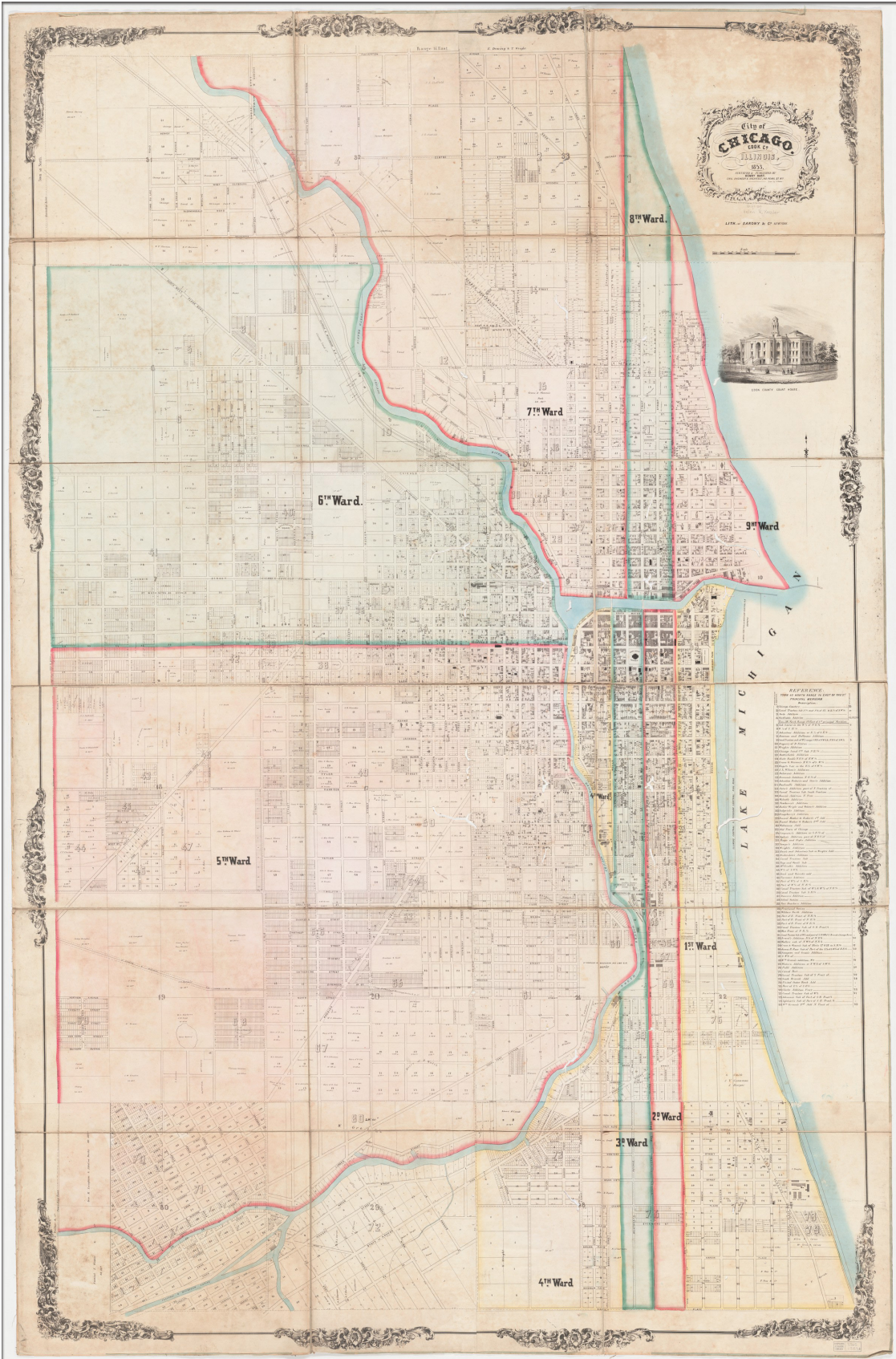


Figure 1. Henry Hart and C. Potter: *City of Chicago* (1853). Chicago History Museum, IChi-29424.

*to subscribe for 4 copies to put their plat on [the map].*

Small publishers like Hart and Mapother lacked the capital to publish a map without prepaid subscriptions. It was imperative that they obtained those subscriptions in cash while they were researching and compiling their maps. Each successfully obtained subscription encouraged others to sign on, as illustrated by Mapother and Hart's encounter with Mr. Chittenden, who made his subscription conditional on landowners "all round him" also participating. By the end of the trip Mapother reports having obtained 102 subscriptions, enough apparently to launch the map, which was published as promised in 1856, with Mr. Heyl's academy and residence appearing prominently on the bot-

tom margin of the map (Figure 3).

Though it offers valuable insights into the workings of a small cartographic enterprise, Mapother's is a personal diary, meant for no audience but himself, not a business journal or ledger. He narrates his mapmaking and business transactions seamlessly with other daily events, without emphasis, and without much punctuation. For example, his entry for Friday, July 27, in Columbus, begins:

*Up at 5 but lay down again & read until 6½ when I got up dressed – paid the washergirl and then wrote up diary before breakfast and immediately after went out to work finished down to South Public Lane and then went out along the National [i.e. the National Road]*



Figure 2. *City of Columbus, Franklin County, Ohio*. New York: Hart & Mapother, 1856. Courtesy of the Columbus Metropolitan Library

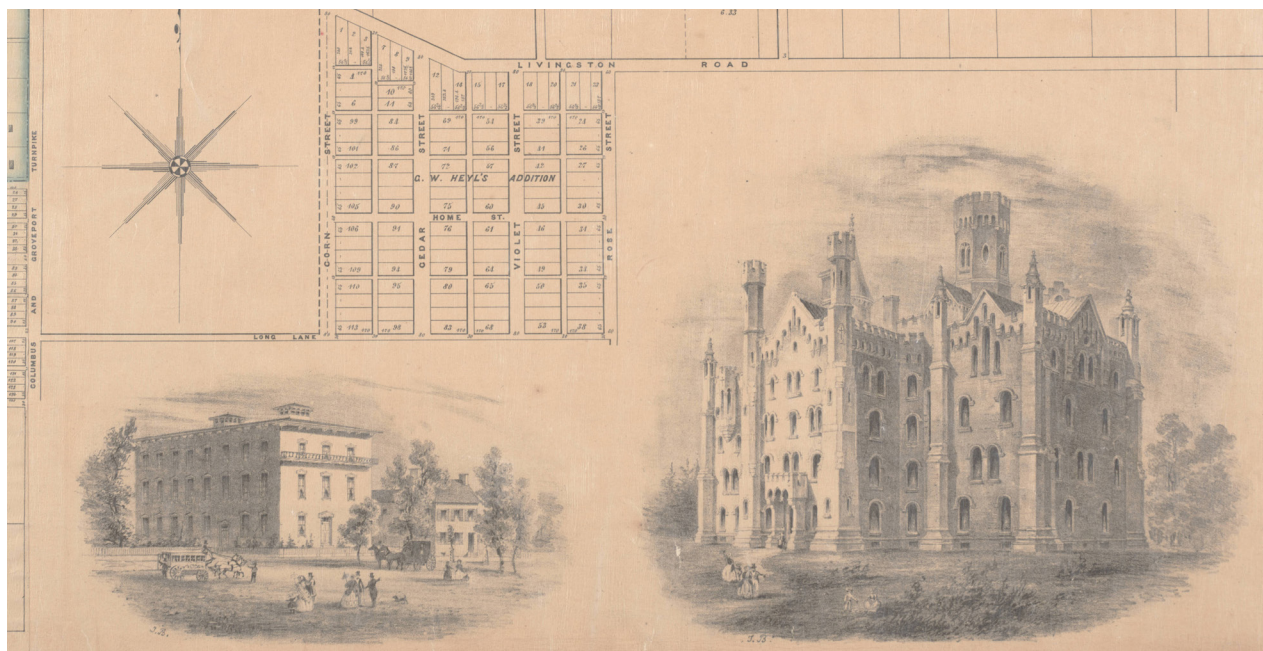


Figure 3. Detail of Esther Institute, J. Heyl, Principal. From *City of Columbus, Franklin County, Ohio*. New York: Hart & Mapother, 1856. Courtesy of the Columbus Metropolitan Library

*was till 12 o'clock doing both sides. Then home and read till dinner[.] After dinner [i.e. lunch] prepared tracing south of Public Lane & at 2 o'clock went out and worked till 5 not coming up stairs till after tea.*

On August 3, he found time to advise his friend John Joyce on the drafting of a letter to a young woman, with whom Joyce, apparently, was taken:

*After tea I plotted till dusk and then starting to see John Joyce. I met him & Will at the corner and as John wanted to show me a letter he had written to Miss Magruder, we sat on the planks across the street and he read it to me. [I]t was a lengthy document awfully severe on English and not at all of the style it ought to be in my opinion. I told him so & we talked about it till 8 o'clock when he left and I soon came up stairs[,] wrote up diary and then wrote a letter such as I thought Joyce should write to Miss Magruder until 10[.] I went to bed reading till sleepy.*

There are also reminders that he was a young Irish immigrant, moving about the city streets at a time—*not unlike ours*—when immigrants faced discrimination, distrust, and even violence. On July 4, he writes that as he and some companions were returning to their hotel

*... we saw a large crowd at the American and learned that the Dutch [i.e., Germans] whom we saw pass just as we started had on returning round Front St. to High, were attacked with stones at corner of [Town?] Street and had fired on the assailants killing one man & wounding others[,] and on going to the Drug Store where the worst wounded had been taken we saw them carry him out dead.... The Marshall and police are out after the Turners<sup>3</sup> and have arrested 16 already. Will was there when some of the firing took place but saw nothing of the man shot ... An excited crowd has just passed and there's no knowing whether it will end here for tonight. I hope this state of affairs will lead to nothing worse. The Know Nothings are to blame for it all; if that society had never been started none of this would have taken place.*

The motivation for Mapother's sojourn in Chicago, beginning in mid-November, 1855, was to promote sales and perform research for a new edition of Hart's 1853 map of Chicago. (For reasons that are not explained, the map apparently was never published, as I cannot find any record of it.) His journey from Louisville, with a colleague named Trowbridge, took them by ferry to Jeffersonville, Indiana and then by train. It was punctuated by the frequent need to change trains because of the different ownership of lines and resultant delays. Nevertheless, Mapother completed the journey in a single day. A fast new engine made a speedy trip to Edinburgh, Indiana, but a delay between there and Indianapolis meant that the travelers "barely got on the Lafayette [Ind.] cars when they started." At Lafayette at 3 PM, "we took some pie and ale." In Michigan City "the Engine that was to take us on was off the track." Finding a seat, he fell asleep, not waking until 14 miles from Chicago. "From there to the city our progress was extremely slow and tiresome." Arriving after a long day of travel at 11:15 p.m., "to get ahead of the omnibuses we walked through the mud to the Sherman [House] and were fortunate enough to secure the last bedroom."

Mapother documents some field work (which, Chicagoans know, would have been miserable that time of year), but he seems to have spent most of his working days indoors at the county courthouse reviewing records and drumming up sales both for the new publication and for Hart & Mapother's maps of Joliet, La Salle, and Peru, Illinois, published in 1853 and 1854. Several entries in the diary report him doing the research and drafting a plat for Elston's Addition.<sup>4</sup> On November 26, we find him writing a Mr. Gilson of Peru, Illinois "to ask whether he had sold any" of Hart and Mapother's maps of LaSalle and Peru. Most importantly, several entries find him interacting and negotiating with Chicago-based map publishers and land agents (who often doubled as map publishers) concerning the planned new edition of the Hart map of 1853. Mr. Burley – one of two brothers who formed the firm of A. H. & C. Burley – had written to Hart in late September, ordering \$56 worth of Hart's map of Chicago, "they having sold all the maps of Chicago on hand." In Chicago, Mapother delivered a formal

proposal for the new edition to the Burleys, but they turned him down. "[T]hey thought the profit would not be large enough to go into, so I offered to allow them 30 per cent if they would take 150 copies." He also "went and saw [the Chicago publisher] D.B. Cook[e] in the hopes of selling the edition to him but he said he had now more work on hand than he could get along with." On December 7, Mapother paid successful visits to the real estate developers Nicholas P. Iglehart and Rees and Kerfoot, obtaining subscriptions for the new Chicago map. Another potential subscriber named Davison or Davidson, "who said Mr. Hart owed him some rent and he would take a map if Mr H paid him." By December 26, after celebrating Christmas in Chicago, Mapother was on his way home to Louisville.

His accounts of the sights and scenes on Chicago's streets cannot fail to hold our interest. His Chicago in the mid-1850s is the fascinating boomtown of our imaginations. There was much to draw the interest of a bright young man there. He spent many hours listening to court proceedings—they were conducted in the same building as the real estate records he was consulting—and made frequent visits to a tavern called the Young American for oysters and liquid refreshment. On November 26 he reports that his work was interrupted at 4 p.m. by a fire alarm:

*[G]oing out on the steps [of the courthouse] I saw it was a very large fire so I went: it was an Elevator & Mill on the river near the Ferry & it was a grand sight to see the flames careening round the top while the smoke rolled away as black as night. I continued to watch it from the river side till the top was pretty well burned and then went round to the front... Seeing the walls begin to warp I thought when they fell the place would be too hot. So I continued on & turned up Wabash Avenue and had just turned round to look when about a Story of the front fell down with a crash.... Seeing it was very near... I left & ran to the Court House to put up my things and got there just in time.*

On Saturday, November 24, he encountered a former acquaintance, a "young lad whom I immediate-



ly recognized as Johnny Adams.” They went “down to where they are building the Ill. Central depot and then to Fort Dearborn thro’ which went, and finally dug a couple of the Indians bullets out of the old block house for relics.” Adams became Mapother’s companion in his explorations of the city over the next several weeks. The next day, “after dinner we immediately started for a walk going out along Clark Street to the Cemetery [now the south end of Lincoln Park] and over it across to the Lake where we amused ourselves picking up pretty stones for an hour or so and then started toward town along the Lake on our way seeing a Schooner ashore &c. Crossing the Ferry we continued on down Wabash Avenue past the Cathedral from which the folks were coming out from Vespers.” A few days later, he and Johnny went

*... to the top of the new depot from whence a good view of the city is obtained, and from where we saw a steamboat coming[.] So we went down to the River by the Fort & saw her arrive (the Cleveland).... After supper I got engaged in a conversation with the Indian Chief, [[Farmer?]] and learned much from him about his tribe (the Chipeways) [Ojibwa] and the abuse they were subjected to by the Indian agent & traders. [Q]uite an audience collected and the Indian waxed eloquent and indeed spoke English well.*

The diary ends in Louisville, early in 1856, Perhaps Mapother continued his diary in another volume or volumes; if so, we hope that these might prove to exist elsewhere.

A final point may be of some interest. Mapother married Mary Pauline Russell-Cruise in Detroit in 1858. He apparently already knew his wife’s family, the Cruises, in the mid-1850s, as the diary mention letters to and from his future wife’s kin on several occasions. They had several children. The elder Dillon Mapother, however, died in 1874, and not long after Mary married Thomas O’Mara. Mary and Thomas had one child, Thomas, Jr. When Thomas Sr. also died, Thomas Jr. adopted a hybrid surname combining his mother’s maiden name, Cruise, with Mapother, the name of and his

half-siblings and deceased step-father. Thomas Cruise Mapother, had three direct male descendants christened with the same name. We know Thomas Cruise Mapother IV as an actor of no small repute, Tom Cruise.<sup>5</sup>

James R. Akerman

## Endnotes

1. Michael P. Conzen, “The County Landownership Maps in America: Its Commercial Development and Social Transformation, 1814-1939,” *Imago Mundi* 36 (1984): 9-31; and Conzen, “The All-American County Atlas: Styles of Commercial Landownership Mapping and American Culture,” in *Images of the World: The Atlas through History*, ed. John A. Wolter and Ronald E. Grim (Washington: Library of Congress, 1997), 331-65.
2. W. S. Sullivant was a prominent early American botanist.
3. The Turners were a German-American athletic and cultural organization, comprising many German immigrants who left Germany after the Revolution of 1848. They were active in the United in promoting and protecting the rights and welfare of German-Americans well into the Twentieth Century. Many chapters still exist.
4. A newly platted addition to the city made from land owned by Daniel Elston.
5. <https://www.geni.com/people/Tom-Cruise/6000000008052817842> ; Andrew Morton, *Tom Cruise: An Unauthorized Biography* (New York: St. Martin’s, 2008), pp 1-3.

# Frank Glossop: Chicago Mapmaker

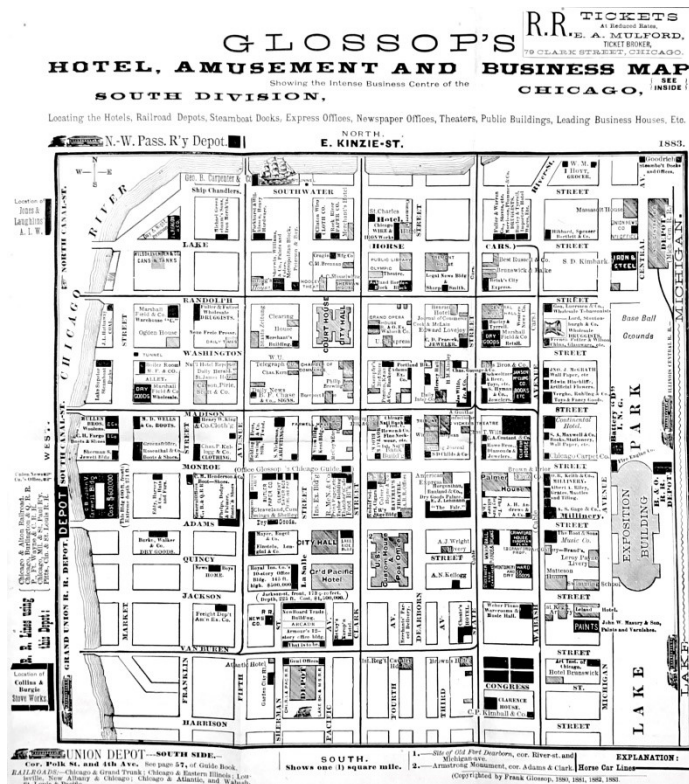
The name “Frank Glossop” is not well known among the students of Chicago cartography, but Michael Conzen convinced those at the well-attended May 2019 meeting of the Chicago Map Society that it should be. Prof. Conzen (Geography, University of Chicago) began his presentation “Chicago Diagrammed: Frank Glossop and the Mapping of Business Before and After the Fire” with a history of the Glossop family and its enterprises in Sheffield, England as well as of the family’s migrations—and re-migrations—to the United States. The epicenter of these migrations was Winchester County in central Illinois, where Frank, his older brother, and their father settled around 1852.

By 1859, Frank was building a career in small-town journalism; he also became proficient in the printing trade. In 1868, Frank moved to Chicago and began to practice these trades. He set up a printing plant that produced programs and advertisement flyers, and he worked as an advertising agent for various publications. On the eve of the Great Chicago Fire, Frank was working for the *Showman’s Railroad Guide*, traveling

nationally selling advertising space in this business guide for traveling showmen.

During the city’s meteoric rise after the fire, Frank latched on to the idea of publishing a newspaper for local hotels—one that was a daily and Chicago-centric, but carried national news. Although the paper was a success, Frank was forced to sell it when the enterprise became too much for him to manage. Then, he had a new idea: sell a weekly, international hotel newspaper. Frank published this paper for a year or so, and then appears to have settled into printing work for a few years. Beginning in 1879, Frank began publishing a series of city guides or directories, which within two years contained a map of the business district, a city-wide street map, and pages that contained city-block diagrams that showed “representative buildings” and the businesses housed (and in most cases, willing to advertise) therein.

Between 1879 and 1892, sixteen different Glossop guidebooks were published, a number matched only by the Rand McNally Company. Frank employed a geographically intense orientation to the business core of the city, as can be seen in this 1883 map of the “South Division.”



Representative Buildings.

Location of the new First National Bank Building and the famous Montauk Block; also Chicago National Bank and other notable business interests.



NEW FIRST NATIONAL BANK BUILDING—The largest, most substantial and costly building devoted to banking purposes in the United States. Is thoroughly fire and burglar-proof.

MONTAUK BLOCK—The highest business building in the city, being 26 feet from sidewalk, nine stories and basement, with an average of 22 to 24 feet between ceilings; is fire and burglar-proof.

SELECTED FOR THEIR PROFESSIONAL STANDING.

**CHICAGO BANKS.**

The First Nat'l Bank, n. w. cor. Dearborn and Monroe-sts.  
 The Chicago Nat'l Bank, s. w. cor. Dearborn and Madison  
 The Merchants' Loan & Trust Co., Washington & Dearborn  
 The Commercial National Bank, 90 Dearborn-st.  
 The North-Western Nat'l Bank, Clark and Washington.  
 The Corn Exchange Bank, 92 La Salle-st.  
 The National Bank of Illinois, 115 Dearborn-st.  
 The Fifth Nat'l Bank, La Salle-st., n. w. cor. Washington.  
 The Union Nat'l Bank, s. w. cor. La Salle and Washington.  
 The Illinois Banking Ass'n, s. w. cor. Clark and Lake.  
 The Illinois Trust and Savings Bank, 145 and 147 Randolph  
 rest on, Kean & Co., 100 Washington-st.

REPRESENTATIVE BUILDINGS. THEIR LOCATION.



**EXPLANATION:**

Street Car Lines.....

- 1—Edson H. Goodrich, Jeweler and Silversmith.
- 2—L. Manasse, Optician, Etc.
- 3—J. S. Barnes, Hats, Caps and Fu
- 4—Floresheim Bros., Boots and Shoes.
- 5—Guntner's Confectionery Palace Establishment.
- 6—Lindsay Brothers.
- 7—O'Neil's Ladies' and Gents' Restaurant.
- 8-9—S. H. Thomson, Ladies' and Gents' Restaurant.
- 10-11—S. H. Thomson, Ladies' and Gents' Restaurant.

(A)—Lyon & Healy, Pianos, Organs, Etc.

**L. MANASSE, OPTICIAN,**  
 IMPORTER OF AND DEALER IN  
 Optical, Mathematica and Surveying Instruments, Spec-  
 tacles, Opera Glasses, Microscopes, Telescopes,  
 Barometers, Thermometers, Compasses,  
 Magic Lanterns, Etc., Etc.

These highly specialized maps, which located individual businesses (with typeset names), streetcar lines, railroad stations, and major institutions, had precedents in previous views of the business district, such as Rufus Blanchard's iconic 1862 map and Rand McNally's 1875 guide map. Since these maps were hard to make and needed frequent updates, it is no wonder that not many followed Frank's use of them in his city guidebooks. The same may be said for Frank's use of city-block maps, such as the example above.

Thus, Prof. Conzen noted, the Glossop downtown business maps offer a unique view of the vital core of Chicago's economic rebound after the Great Fire, and for this alone they should be acknowledged and understood. Moreover, the Glossop block-diagram style of mapping the city's business district can be seen in later maps of the area, and indeed, one may make the case that it is still emulated by mappers today (think of the block-diagram on a Google street view).

In sum, Frank Glossop reimagined what a city guidebook should present to the businessman and tourist, and the role maps could play in such publications. He would not live to see the last of his guidebook editions, however, as he died in 1889 at the age of fifty-five. His obituary in the *Hotel World* noted that he was "a man with a talent for originating good business schemes but without the business ability to carry them to a successful issue." In the case of his guidebooks, Frank's wife Alice would take over the business, possibly making her the first woman publisher in Chicago. If she and her business manager, Florence Taylor, also printed the guidebooks published from 1890-92, then she may have been Chicago's first commercial woman printer. Alice's last guidebook was published in 1892, was clearly targeted to women, and was designed to be sold at the upcoming World's Fair.

Robert Holland

## Indian Trails in the Chicago Region

It is possible to identify at least six major trails in Illinois as a whole (*Mapline*, no. 130). Around Chicago, the trails are much denser, to judge by the pioneering map of Albert Scharf (*Indian Trails and Villages of Chicago...* [figure 1]). Scharf spent a lifetime studying the Indigenous peoples of the region, using archaeological, literary and oral evidence, at a time when some trails survived in the memory of older people of the region. To make it easier to read this map, it has been marked with red to indicate the villages, with blue to mark the rivers, and with brown to show the trails.

Scharf's map is relatively crude, showing fifteen trails generally centering on the area by the mouth of the Chicago River. To assess the validity of this map, it can be compared with the township maps drawn up by the surveyors of the township-and-range system, who began work in the area about 1816, and continued their surveys well into the 1830s. Scharf probably did not have access to these maps. The surveyors made detailed field-notes, from which the maps were then generated. It is possible that these notes contained more information about cultural remains than reached the maps, but we shall here be concerned only with the latter. Figures 2 and 3 show the 70 or so townships to the north and to the south of the Chicago River entrance. The dates of the township maps are all noted,

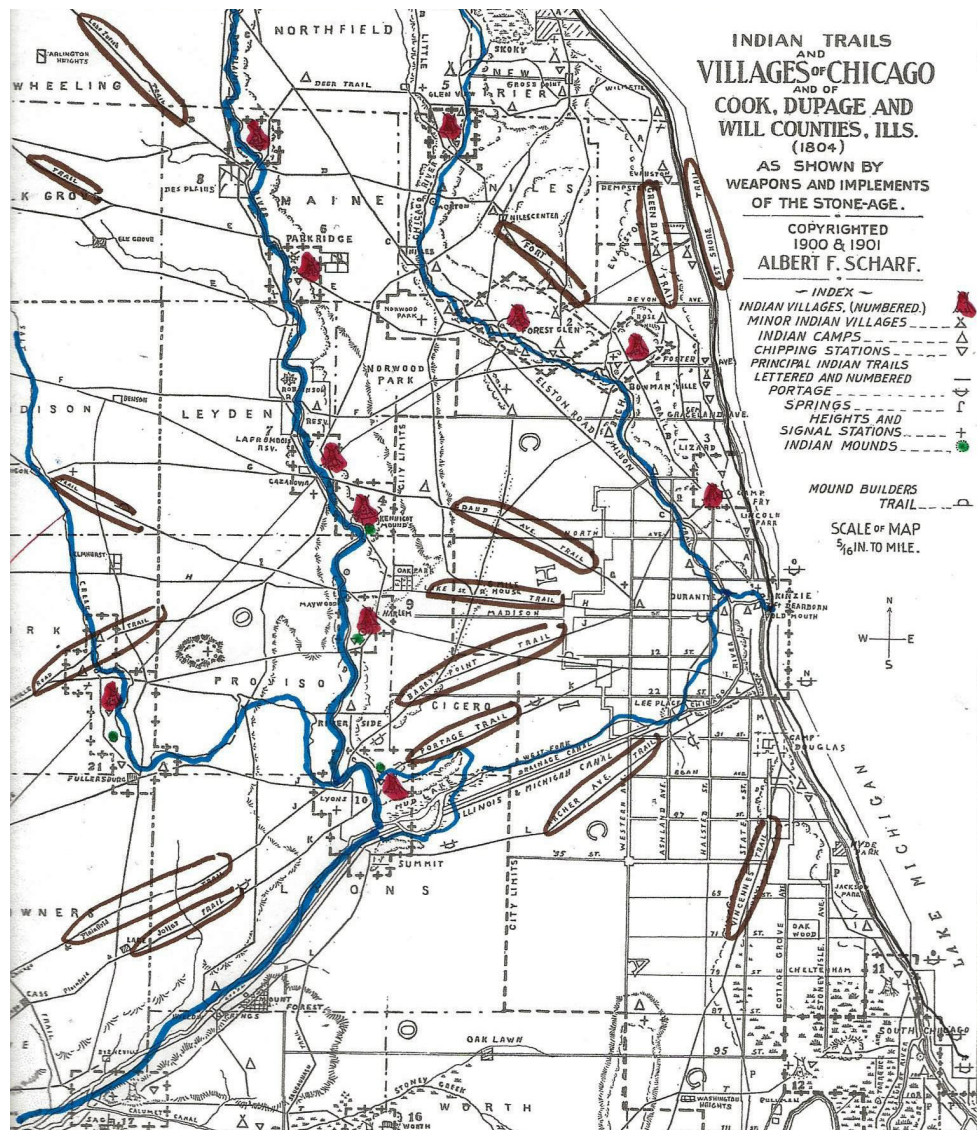


Figure 1. Albert Scharf, *Indian Trails and Villages of Chicago...* (Chicago, 1901).

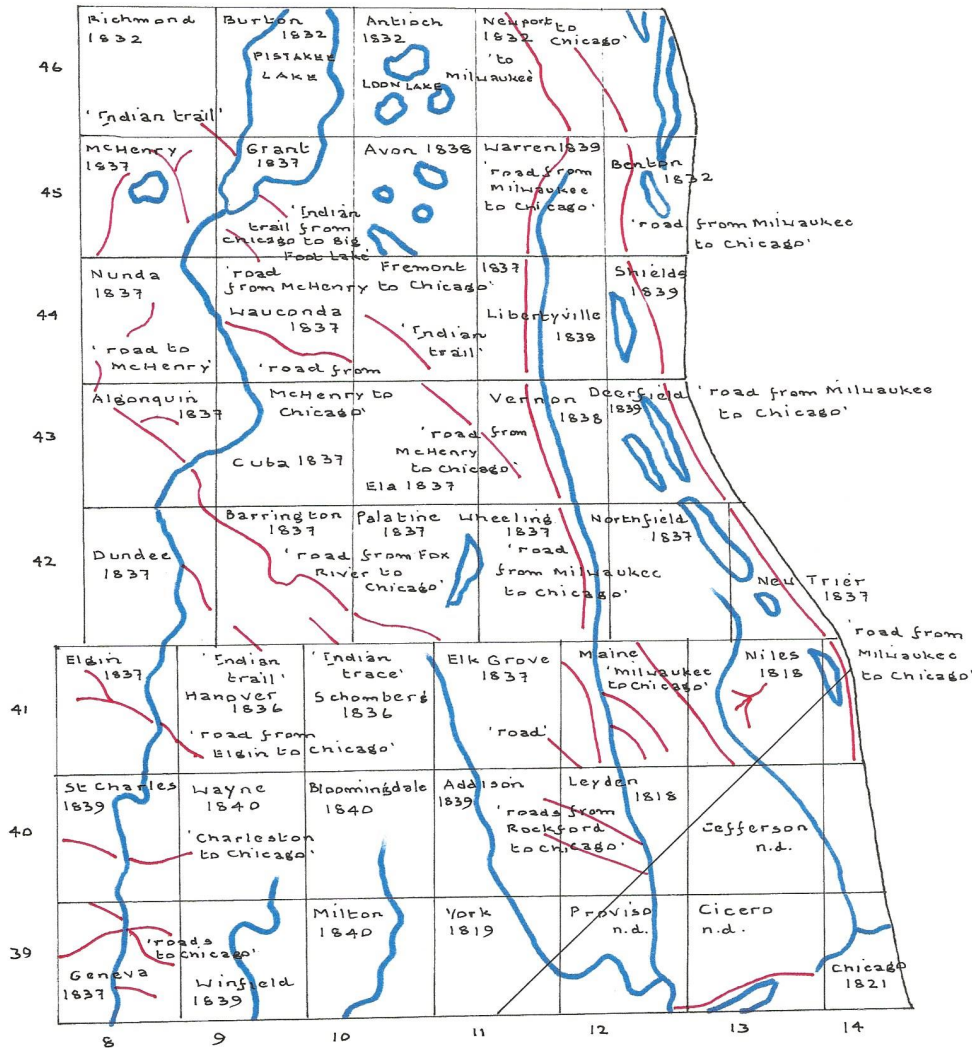


Figure 2. Map to show the townships to the North of Chicago, with an indication in red of the trails shown on maps of the General Land Office; see “landplats. ilsos.net”.

the watercourses are shown in blue, and the surviving delineations of trails are shown in red, together with their descriptions.

Immediately to the north of the mouth of the Chicago River, Scharf showed the “West [of Lake Michigan] Shore Trail,” which seems to have run northwards along the shore of Lake Michigan; this trail does not appear on the GLO maps (see figure 2). To the west are shown two substantial trails, one to the east of the Desplaines River and one to the west of it. Scharf calls these the “Green Bay Trail” and the “Little Fort [Waukegan] Trail,” but the GLO map simply calls both of them the “Road from Milwaukee to Chicago.” Running quite close to each other in Newport Township, the trails would eventually run together on the way to Milwaukee; the combined trail would be known as the “Green Bay Trail.”<sup>1</sup> Citing a reference from 1837, Milo

Quaife explains that “this path was originally an Indian trail and very crooked, but the whites would straighten it”<sup>2</sup>; this often happened, as rivers were bridged and timber was cut down to make a passage. As it passed through Evanston, along the prominent ridge, this trail was so well travelled that it was worn about a foot into the ground.<sup>3</sup>

To the west of this trail the GLO surveyors noted the successive segments (Townships Richmond, Grant, Fremont, Ela and Vernon) of the “Indian Trail from Chicago to Big Foot Lake,” by Lake Geneva; this corresponds with the “Lake Zurich” Trail shown by Scharf. The various segments offer a chance to assess the route chosen by the Indian peoples; in general, they avoided both sloughs and forests

Further to the south, a well-defined trail begins in Algonquin Township and then, crossing the Des-

plaines River, meanders down to Elk Grove Township. This trace, which may be Scharf's "Rand Avenue Trail," takes a pronounced curve in Barrington Township, in order to avoid a grove of timber. These diagonal trails were able to take advantage of the north-south run of the rivers. In general, they avoided crossing substantial watercourses, and when this was inevitable, they probably used fords.

Two isolated sections of the "Indian trail" and "Indian trace" may be seen in the southern end of Barrington Township. These perhaps linked up with the "roads from Rockford to Chicago" shown in Leyden Township, and may correspond to Scharf's trail emerging from "La Framboise" settlement in the same township.

The sequence of Fox River towns running south from Elgin to St. Charles, Geneva (Figure 3), Aurora and Oswego was well supplied with trails crossing the river and then heading towards Chicago; unfortunately this area is not covered in Scharf's map. According to Quaife<sup>4</sup>, the road to Plainfield (Na-au-Say Township) formed part of a major trace from Chicago to Ottawa. It was known sometimes as the "Potawatomi Trail," and sometimes as the "High Prairie Trail."

Closer in to Chicago (Cicero Township), Scharf

and the GLO surveyors both show the "Portage Trail," which ran between the southern arm of the Chicago River and the Desplaines River. This apparently insignificant link seems in fact to have been the reason why so many indigenous trails converged on the mouth of the Chicago River. Of course, the construction (beginning in the 1830s) of the Illinois and Michigan Canal over the portage area would soon lead to the emergence of Chicago as a European city.<sup>5</sup>

Another early trail that became fixed in later communications was the "Vincennes Trace," running due south out of the city. Known as the "State Road," it originated at State Street, and ran almost due south to Vincennes. This trail was well known to early peoples, and perhaps originated as a buffalo trace. Like many of the early trails, it has been more or less subsumed into a new highway, Illinois 1.

In general, the sporadic traces found on the GLO maps coincide closely with those plotted by Scharf. He was in a sense twice removed from the earliest traces, in that some of these had been supplanted in the 1840s by plank roads. When he was working, these routes had in their turn been replaced by newer roads. But in the late nineteenth century, "old settlers" could still be found with memories of the first trails

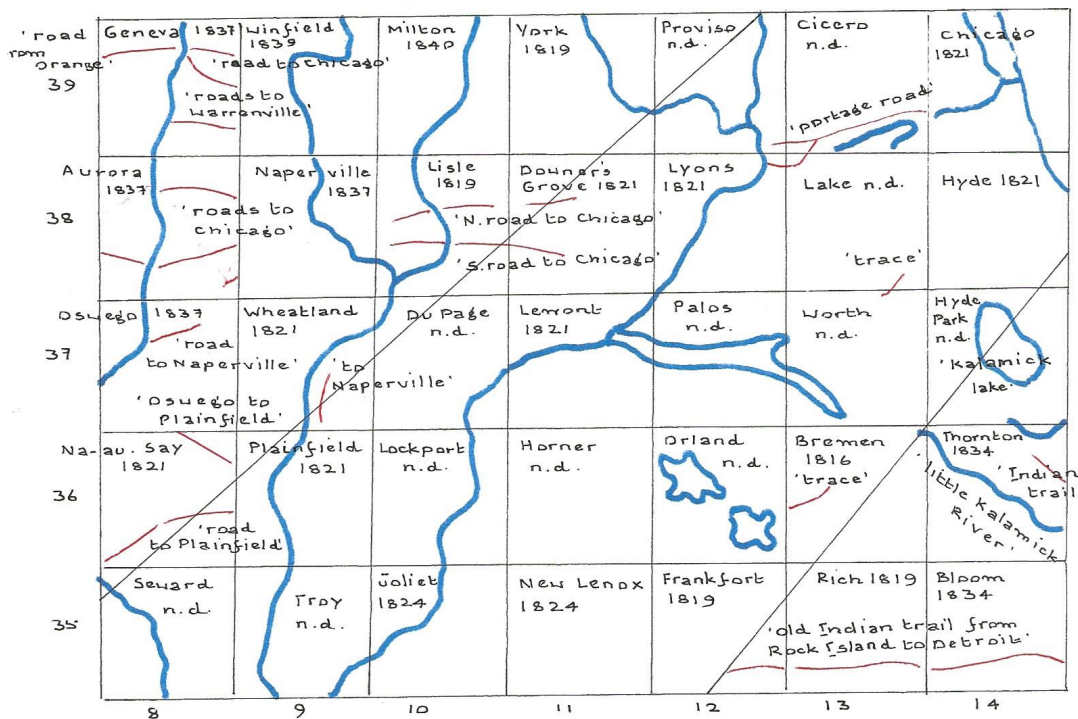


Figure 3. Map to show the townships to the South of Chicago, with an indication in red of the trails shown on maps of the General Land Office; see "landplats.ilsos.net."

and traces, and Scharf made good use of them.

Figure 4 introduces a curious problem. It delineates only sections of trace found on the GLO maps, and yet virtually all of these traces converge on the portage shown in Proviso, Cicero, Lyons and Lake townships. Can it be that this convergence testifies to the importance of the portage in the web of Indian trails? Or is it possible that the surveyors simply made note of such trails as served the emerging European settlement in Chicago? If the area near the mouth of the Chicago River was indeed of some importance before the emergence of the city, this would confirm the observations of Louis Jolliet, for whom this was particularly promising country.<sup>6</sup>

Carl Kupfer and David Buisseret

## Endnotes

1. see [www.trailink.com/trail/green-bay.aspx](http://www.trailink.com/trail/green-bay.aspx).
2. *Chicago's Highways, Old and New: From Indian Trail to Motor Road* (Chicago, 1923) p. 106.
3. Frank Grover, "Some Indian Landmarks of the North Shore," Address to the Chicago Historical Society, 21 February 1905, p. 264.
4. *Chicago's Highways*, p. 76.
5. Robert Knight and Lucius Zeuch, *The Location of the Chicago Portage Route of the Seventeenth Century* (Chicago, 1928) and *A Compendium of the Early History of Chicago* (Chicago, 1999) by Ulrich Danckers and Jane Meredith.
6. *Mapline*, 128

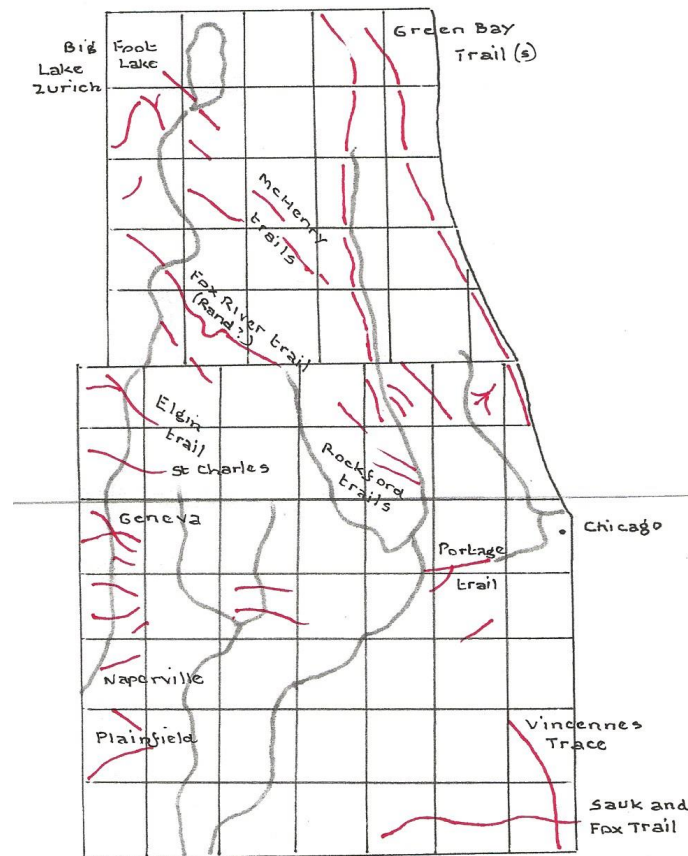


Figure 4. Map to show the relationship between the trails shown on Scharf's map and on the GLO maps.

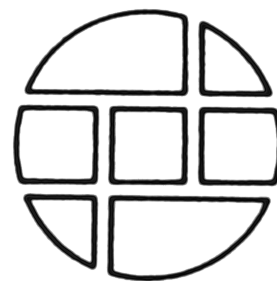
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