

# Chicago Portage Ledger

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Serving those interested in the Chicago Portage National Historic Site, early Chicago history, and the fur trade in Illinois. Privately published every four months with non-profit distribution.

## THE OGDEN DITCH

In 1864 the environs of the expanse known as Mud Lake was owned by fourteen men. Together they owned about 3000 acres of land. Individually, the two dominant landowners were William B. Ogden and John Wentworth. Ogden owned about 320 acres, all in the south half of Section 6, Lyons Township (T. 38 N., R. 13 E.)--what is today most of residential Forest View and Stickney--, while Wentworth owned about 1200 acres, mostly all wetlands.<sup>1</sup> Although there appears to be no formal agreement among the six landowners directly affected by the "ditch," since all would benefit from its presence, apparently there was no opposition to its excavation.

History books do not tell us who its prime motivators were, but two men reaped most of its benefits and it is for these two that it is named: William B. Ogden and John Wentworth. However, by the late 20th Century the "Ogden-Wentworth Ditch" was known simply as the "Ogden Ditch," but earlier references to it include such fanciful descriptions as: The "South Branch Ship Canal," and the "South Branch Extension Ship Canal."<sup>2</sup>

Although Lyman E. Cooley (during the Economy, Light & Power Company trial) testified that the construction of the Ogden Ditch occurred contemporaneously with the deepening of the Illinois & Michigan Canal across its Summit level<sup>3</sup>--said deepening being from 1866 to 1871--, A. J. Mathewson's map of 1865 proves that the construction of the "ditch" had begun prior to the deepening of the canal--perhaps two years prior to that deepening.

The Ogden Ditch was approximately 27,135 feet in length (5.139 miles long), originally dug twenty feet wide and five feet deep. The purpose of the Ogden Ditch was to drain the property at the west end of Mud Lake into the Chicago River. Its extension to Portage Creek and the Des Plaines River was ostensibly to induce river inflow to erode a deeper and wider channel.<sup>4</sup> When it broke through to Portage Creek in 1871, the rush of Des Plaines River water into the ditch (which flow reversed the course of Portage Creek) soon widened its width to 60 feet and eroded its bed down to the level of Lake Michigan and below.<sup>5</sup>

In 1673 (as per the interpretation of Robert Knight) the upper end of Mud Lake was near what is today the intersection of Albany Avenue and 31st Street in Chicago (3100 South, 3100 West).<sup>6</sup> The east end of the "Chicago Portage," at that time, was near what is now the intersection of 27th and Leavitt Streets in Chicago (2700 South, 2200 West). From 1673 to 1852 the explorers, fur traders, and pioneers followed a pathway from the east end of the Chicago Portage to the head of Mud Lake, which pathway, in 1852, was deepened by the Cook County Drainage Commission to become the channel that drained Mud Lake into the Chicago River. When completed, the rush of Mud Lake's water through this ditch increased its dimensions from an original four feet width and three feet depth to 40 feet wide and a depth cut down to the level of Lake Michigan.<sup>7</sup> This deepened channel, in mid-19th Century Chicago, became known as the West Fork of the South Branch of the Chicago River. What remained of Mud Lake after 1852 became the Mud Lake mapped by A. J. Mathewson in 1865. The upper end

of that reduced-sized lake began at what is today a point about 242 feet south of 36th Street, at the city boundary line between Chicago and Cicero, Illinois, (4600 West). Between the upper end of the 1865 Mud Lake and the upper end of the 1673 Mud Lake was about 3700 feet of wet prairie followed by the upper reaches of the West Fork of the South Branch.

As per the A. J. Mathewson map of 1865, the Ogden Ditch began at a point which is today about 200 feet west of Central Park Avenue and 220 feet north of 33rd Street in Chicago (3300 South, 3600 West). On the A. J. Mathewson map this was property owned by H. O. Stone--the 40 acres consisting of the east half of the east half of the northwest quarter in Section 35 of Lake Township ( $E\frac{1}{2}$ ,  $E\frac{1}{2}$ ,  $NW\frac{1}{4}$ , Sec. 35, T39N, R13E). It should be noted, however, that in the 1971 edition of the Chicago Sanitary District's atlas of maps of the Right of Way of the Main Channel, the Ogden Ditch and the West Fork of the South Branch are labeled as passing from one into the other at Cicero Avenue.<sup>8</sup> This was probably due to the deepening of the ditch, east of Cicero Avenue, by the diverted flow of the Des Plaines River from 1871 to 1893.

The affidavit on Mr. Mathewson's map simply states that the map was drawn in 1865. The length of the ditch shown on this map is about 6750 feet long (the distance from Stone's property to the upper end of the 1865 Mud Lake). Since Lyman E. Cooley specifies that the Ogden Ditch was completed in 1871, and since its total length was about five miles, then apparently it took six years to excavate the last four miles of the ditch, at an average rate of about 3520 feet per year. If this average rate is applied to the first 6700 feet of the ditch, then the excavation process began in 1864.

The Ogden Ditch was excavated from east to west.<sup>9</sup> When completed in 1871 its course ran from its beginning point at what is now 33rd Street and Central Park Avenue in Chicago, southwesterly, in a straight line, to what is today the "Belt Railroad of Chicago" at a point about 200 feet north of 37th Street (3700 South, 4600 West). Here the ditch made a slight bend to the right, then ran in a southwesterly direction to what is now 50th Street, in Stickney, at a point about 165 feet north of 38th Street (3800 South, 5000 West). Here the ditch made another slight bend to the right and ran about 1710 feet to what is today the intersection of Laramie Avenue and 38th Street, at the city boundary of Stickney and Cicero, Illinois (3800 South, 5200 West). Next the ditch took a slight bend to the left and ran in a southwesterly direction about 1280 feet to what is now 54th Street in Cicero, at a point about 325 feet south of 38th Street (3850 South, 5400 West). Next the ditch made another slight bend to the left and ran about 940 feet to what is today the south curb line of 39th Street, at a point about 435 feet east of the center line of Central Avenue in Stickney (3900 South, 5566 West). At 39th Street the Ogden Ditch made another slight bend to the left, then ran in a southwesterly direction, in a straight line, to what is now Oak Park Avenue, at a point about 425 feet south of 46th Street, in Forest View (4664 South, 6800 West). Now nearing its western end the ditch again turned slightly to the left and ran about 525 feet in a southwesterly direction to the south section line of Section six in Lyons Township (T38N, R13E), at a point about 375 feet west of Oak Park Avenue (4700 South, 6856 West). At the south section line of Section six the ditch turned sharply to the right and followed the south section line west to Harlem Avenue (7200 West), where it then turned 90° to the left and followed the west section line of Section seven in Lyons Township (T38N, R13E) to its intersection with Portage Creek at about 5023 South.<sup>10</sup>

Researching the origins of the Ogden Ditch has been easier than researching its demise. This was partly due to the procedure used in making maps, which changed from ground surveys used in the period of the ditch's origin, to aerial surveys used at the time of its demise. Although standing water is clearly obvious in a land survey, it may be invisible in an aerial survey if the water surface is covered with duckweed. Duckweed (family Lemnaceae) is a minute, floating, flowering, monocotyledon plant, whose green, chlorophyll colored frond--measuring less than  $\frac{1}{4}$  inch long--appears only as a green dot on the water's surface. Millions of individual plants blanket the ponds of the Chicago Portage National Historic Site and are usually mistaken as a scum on the water, rather than the flowering plant that it



actually is. From an airplane a pond covered by duckweed will have the same appearance as a lawn covered by grass. On a map drawn from an aerial survey a pond covered by duckweed will appear as solid ground.

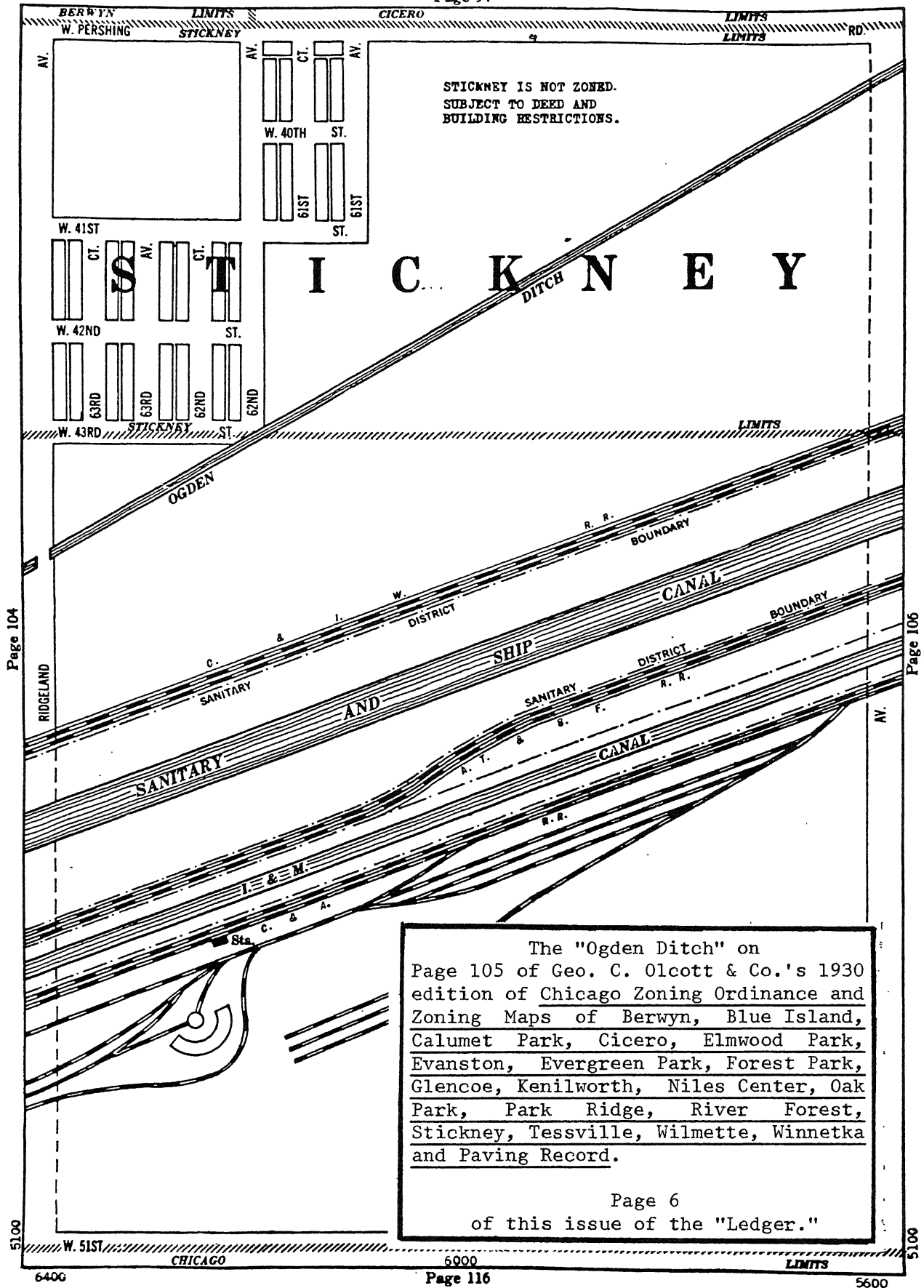
On the 1925 edition of the Berwyn Quadrangle Topographic Map and the 1926 edition of the Englewood Quadrangle Topographic Map the Ogden Ditch is shown to exist from Harlem Avenue (at the south side of the Santa Fe railroad tracks), east to its point of origin; and the West Fork of the South Branch of the Chicago River, from the east end of the Ogden Ditch to the turning basin at Ashland Avenue. West of Harlem Avenue, in what is now the Chicago Portage National Historic Site, the remnant ponds of the original Des Plaines River are shown on the 1925 Berwyn Quadrangle Map as either actual bodies of water or as marshland. On the 1953 edition of the Berwyn and Englewood Quadrangles the Ogden Ditch is non-existent; the West Fork of the South Branch ends at Oakley Avenue (2300 West); and there are no ponds of any kind in the Chicago Portage Woods. What happened in the intervening years?

Pages 5, 6, 7, 8, 9, 10, 11, 12 and 13 of this report show the course of the Ogden Ditch and the West Fork of the South Branch as they purportedly appeared in 1931.<sup>11</sup> In 1969 the author of this article sought to photograph the existing remnants of the Ogden Ditch. Only three segments could be found: (1) At the former bridge of Pulaski Road & 34th Street in Chicago; (2) a short reach of the ditch at Lombard & 43rd Street in Stickney; and (3) a longer reach of the ditch from Grove Street to Harlem Avenue in Forest View. In 1988 all three sites were visited again. On this visit the bridge at Pulaski & 34th no longer existed; the ditch at Lombard and 43rd was still visible, but heavily overgrown and enclosed within two security fences; and at Forest View the ditch was still present, but filled with cattails. In 1969 a deep cavity was beneath the Pulaski Road bridge, visible only on its east side, which was in the process of being filled with rubble. In 1969, at Lombard & 43rd, the ditch was only about twenty feet wide and four feet deep, but with a generally flat floor east of Lombard which narrowed to a "V"-shaped ditch at Lombard and was enclosed within a culvert west of Lombard. In 1969, from Grove to Harlem, the ditch was less than twenty feet wide, water-filled, with a steep, somewhat high bank on its south side and the Santa Fe railroad embankment on its north side.

On the 1925 Berwyn Quadrangle Topographic Map and the 1926 Englewood Quadrangle Topographic Map, the Ogden Ditch is depicted as having a width of about 35 feet from Harlem Avenue eastward to Avers Avenue in Chicago (3850 West) where it expands to a width of about 50 feet. It is 60 feet wide at Ridgeway Avenue (3750 West), and 75 feet wide at Lawndale Avenue (3700 West). If the Ogden Ditch had a width of 60 feet and a depth down to the level of Lake Michigan, as per Mr. Cooley's testimony in 1911, then that part of the ditch, so described, had to have been east of Lombard Avenue, as Mr. Cooley's description did not describe the ditch seen in 1969 between Lombard and Harlem Avenues. On the Marshall/Wheeler map of 1888-1889 the "Ogden Ditch/West Fork" has a depth of only  $3\frac{1}{2}$  feet at what is today the Belt Railroad just east of Cicero Avenue (4600 West). To the west depths are less than  $3\frac{1}{2}$  feet, but to the east the depth increases. The water is 4 feet deep at Keeler Avenue (4200 West); about 5 feet deep at Kedzie Avenue (3200 West); and is over 6 feet deep east of Sacramento Avenue (3000 West).<sup>12</sup>

Tracing the course of the former Ogden Ditch, if superimposed on the 1963 Berwyn and Englewood Topographic Maps, would have it running through a residential corner of Forest View, on the north side of the railroad tracks between Grove Street and Oak Park Avenue. From there it would run northeast through the property of Commonwealth Edison (paralleling a spur of the Chicago & Illinois Western Railroad) to a quarry in the northwest quarter of the southwest quarter of Section 5 in Lyons Township (NW $\frac{1}{4}$ , SW $\frac{1}{4}$ , Sec. 5, T38N, R13E), south of 43rd Street between Ridgeland and Lombard. On the east side of the quarry there would have been about 300 feet of the ditch ending at the culvert at Lombard Avenue. East of Lombard Avenue the ditch has been totally obliterated. Nevertheless its trace would have crossed the West Side Sewage Treatment Works from Lombard Avenue to 39th Street. North of 39th Street, extending to 38th Street and Laramie Avenue, the trace of the ditch passed through property





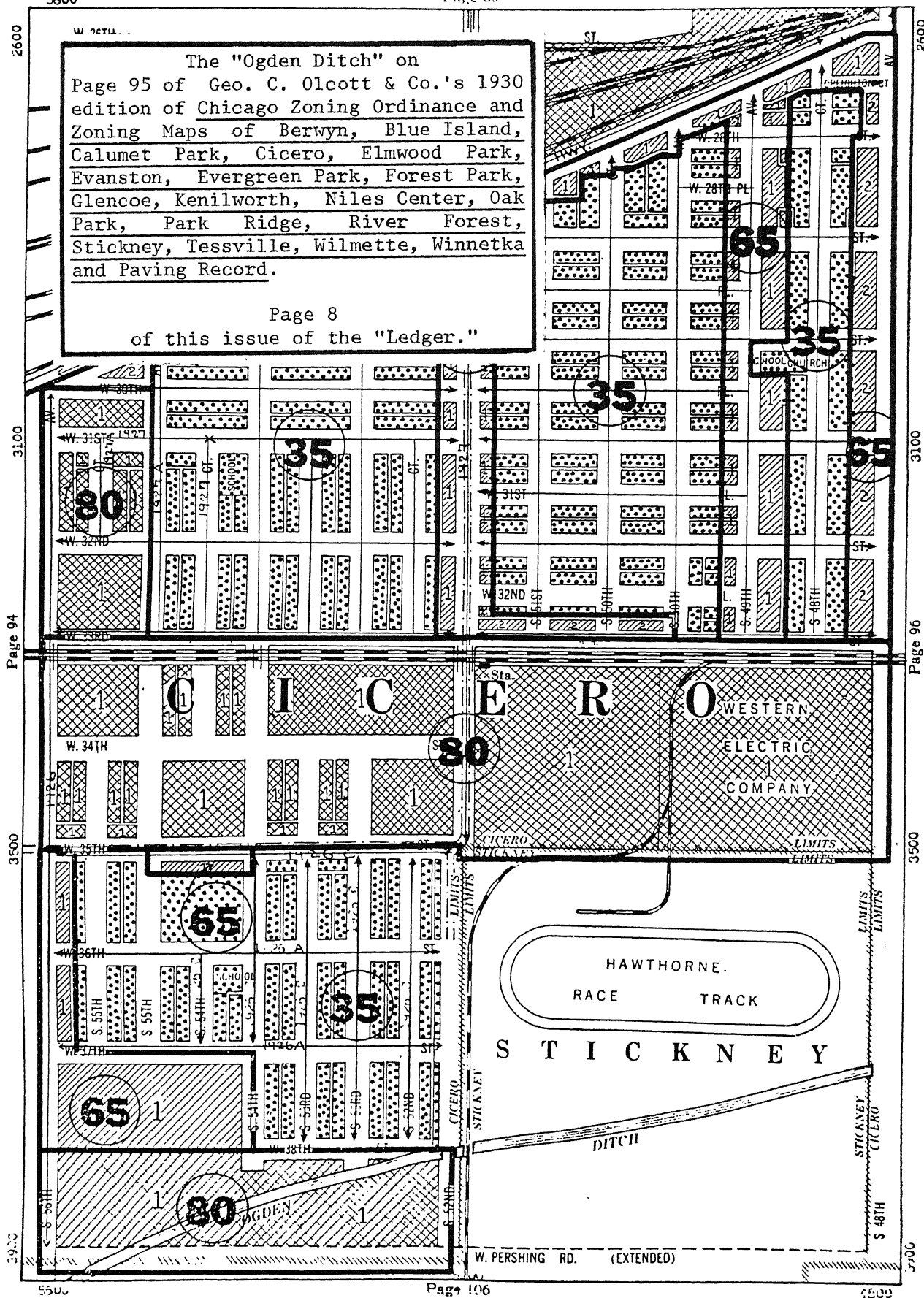


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of this issue of the "Ledger."



The "Ogden Ditch" on  
Page 95 of Geo. C. Olcott & Co.'s 1930  
edition of Chicago Zoning Ordinance and  
Zoning Maps of Berwyn, Blue Island,  
Calumet Park, Cicero, Elmwood Park,  
Evanston, Evergreen Park, Forest Park,  
Glencoe, Kenilworth, Niles Center, Oak  
Park, Park Ridge, River Forest,  
Stickney, Tessville, Wilmette, Winnetka  
and Paving Record.

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of this issue of the "Ledger."

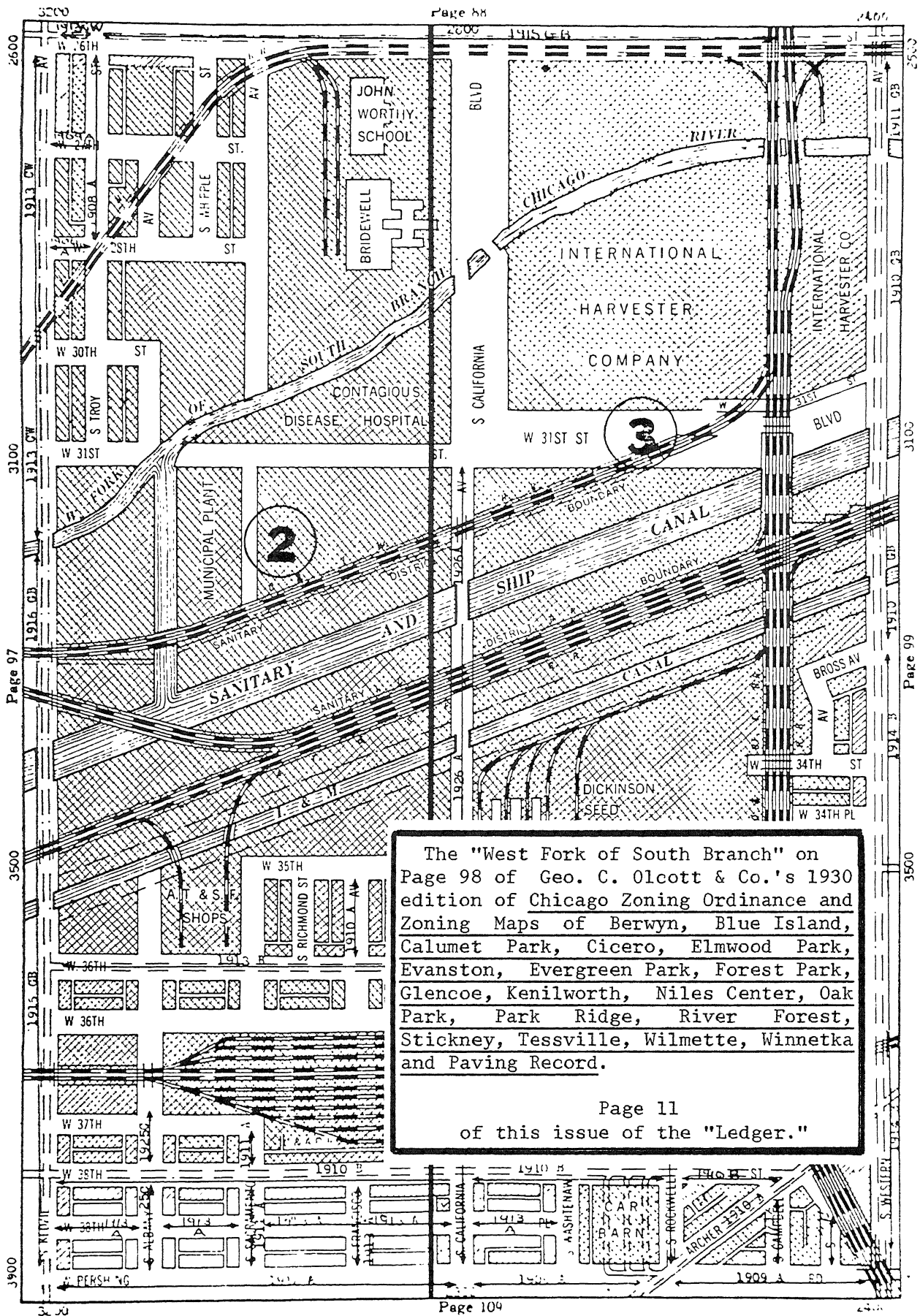


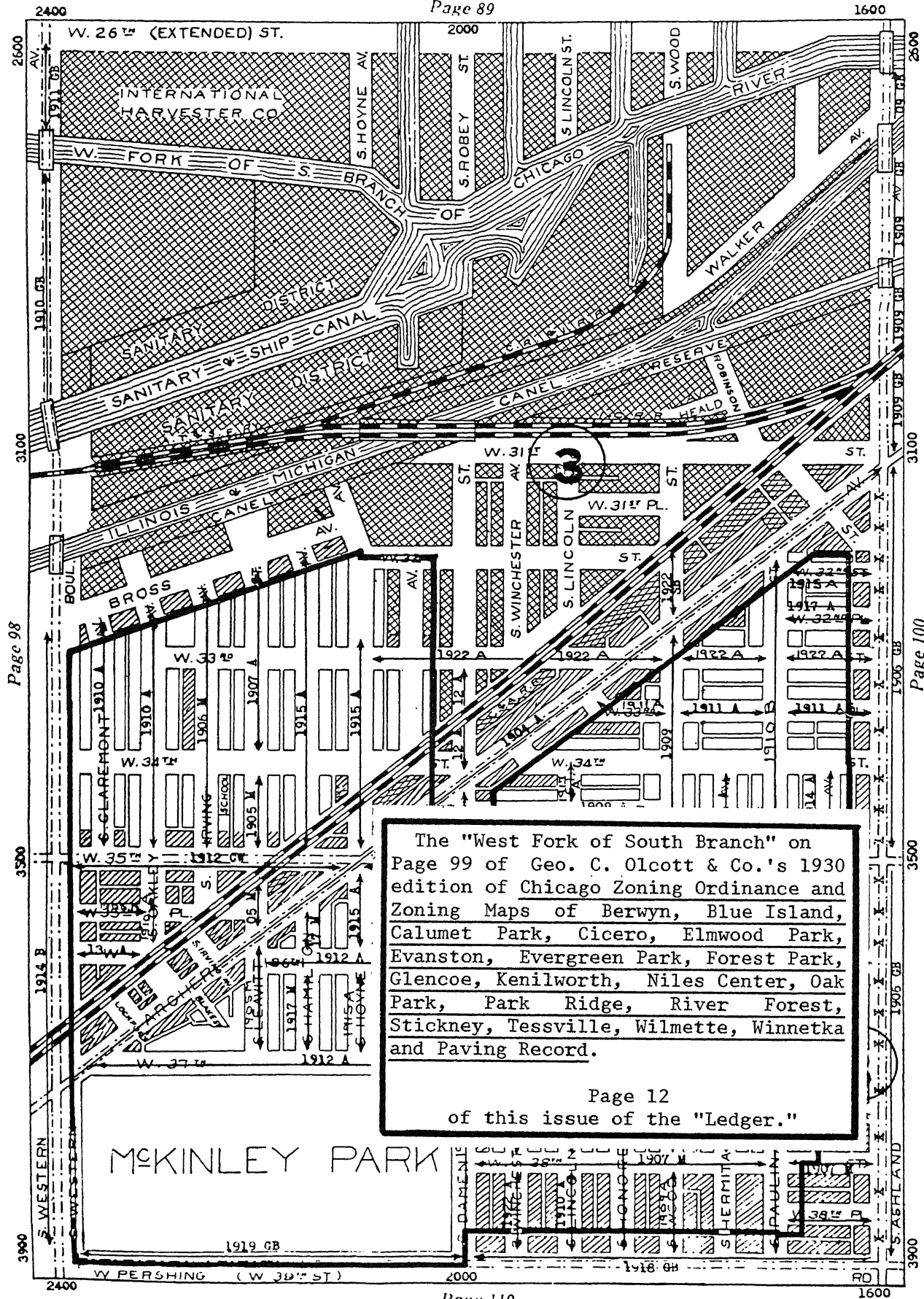


Page 9  
of this issue of the "Ledger."

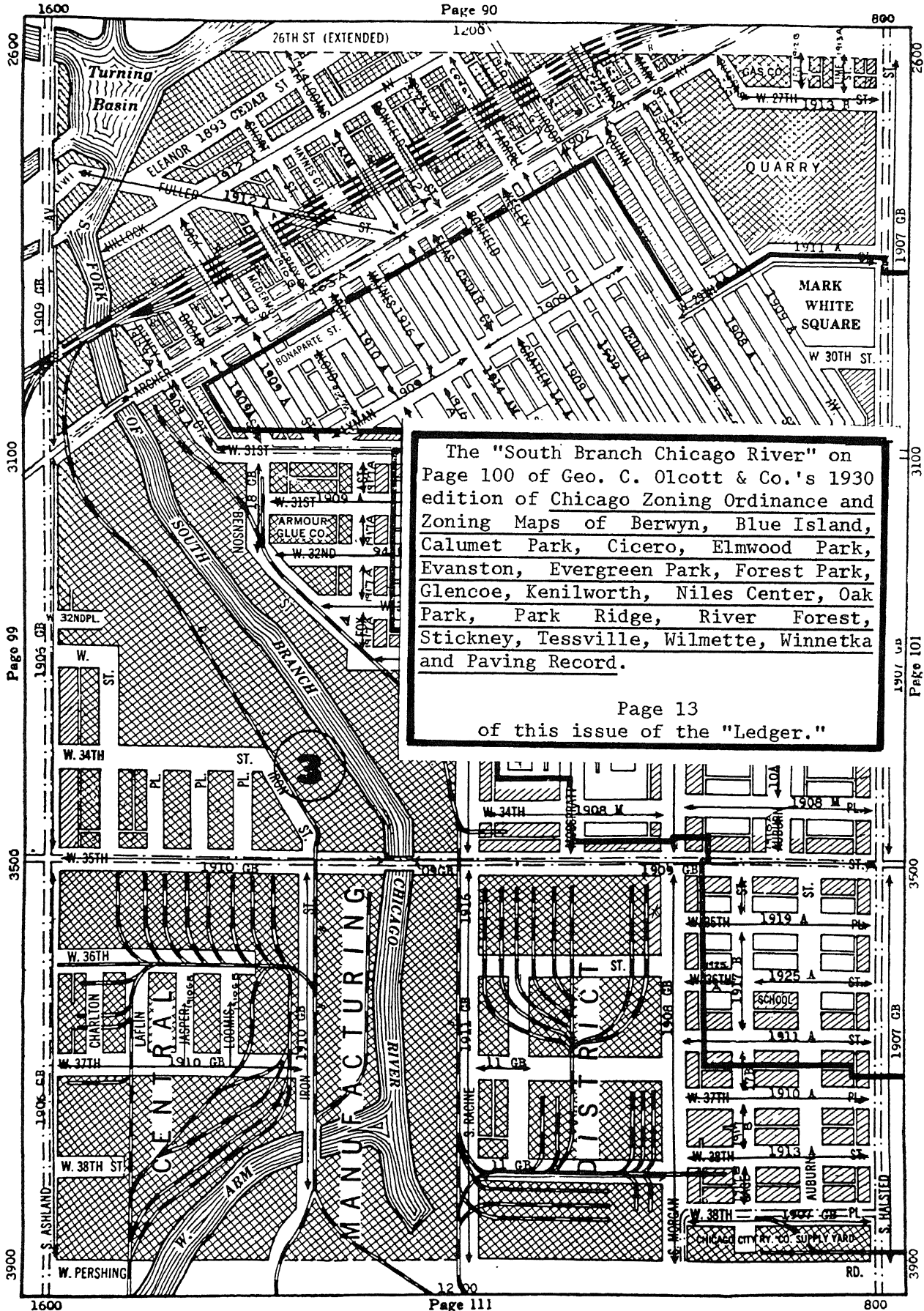
Page 107











now belonging to Morton College. From Laramie to Cicero Avenue the trace passes through the industrial property (in Stickney) immediately south of the Hawthorne Race Track. Between Cicero Avenue and Kilpatrick Avenue (4700 West) it next passed through the Colony Oil Company property; then from Kilpatrick to Pulaski, property owned by The Peoples Gas Light & Coke Company. From Pulaski to 33rd Street it then passed through Commonwealth Edison property, and from 33rd to Central Park, a residential subdivision of Chicago.<sup>13</sup>

East of Central Park Avenue was the former West Fork of the South Branch of the Chicago River. This defunct waterway passed through the property of the "Chicago Concrete Steel Company" and the "Liquid Carbonic Company" (from Central Park to Kedzie), an unidentified industrial site (from Kedzie to Albany & 31st), a railyard (from Albany & 31st to Sacramento between 30th and 31st), the "Bridewell Contagious Disease Hospital" (from Sacramento to California), and the "International Harvester Company" (from California to Hoyne).<sup>14</sup> East of Hoyne Avenue the West Fork of the South Branch of the Chicago River is still in existence.

As per Libby Hill's book, The Chicago River: A Natural and Unnatural History, the eradication of the Ogden Ditch and the West Fork of the South Branch of the Chicago River began in 1921 when, "the city began the legal maneuvering necessary to obliterate it."<sup>15</sup> Apparently, in 1923, Congress declared all of the waterway west of the Collateral Channel (at Albany & 31st Street) to be non-navigable. This included all of the Ogden Ditch and that part of the West Fork of the South Branch between Central Park Avenue and Albany Avenue. As per Libby Hill's book, "The city filled in (this) western portion of the West Fork, though no details are recorded in the Department of Public Works annual reports."<sup>16</sup>

That part of the West Fork of the South Branch east of the Collateral Channel was declared non-navigable by Congress in 1935. As per Dan Fogle's article in the Chicago Daily News of September 14, 1938:

"Inquiry in the Department of Public Works disclosed that since August, 1935, when Congress passed a bill declaring the branch non-navigable, the city has filled in the stream from Pulaski road east two miles to Western avenue, and is continuing to fill in west from Pulaski to where the source of the river is lost in railway yards at 47th street and Harlem avenue and east from Western avenue toward the junction of the branch with the sanitary canal at Hoyne avenue. Clay from sewer and water tunnel excavations and broken street surface material from WPA projects are being dumped in the old stream at the rate of 150 tons a day."<sup>17</sup>

Documentation of the filling of the Ogden Ditch and the West Fork of the South Branch is sketchy. In 1927, when the Chicago Sanitary District was planning to build the West Side Sewage Treatment Works between 39th Street and 62nd Avenue (Lombard Street) in Stickney, they were required to apply for a permit from the Illinois Division of Waterways to fill the Ogden and Nickerson ditches.<sup>18</sup> When the West Side Sewage Treatment Works went into full operation in 1931 it is presumed that the filling of these ditches was completed. That a permit was required to fill a waterway is, perhaps, the reason why the City of Chicago does not have a record of the filling of the West Fork of the South Branch in the annual reports of the Department of Public Works. The City probably didn't have a permit.

On August 5, 2003, a request was made by this author, to the Division of Water Resources Management (formerly the Illinois Division of Waterways) of the Illinois Department of Natural Resources, to search their records for a permit authorizing the City of Chicago to fill the Ogden Ditch. Under the topic head of "Ogden Ditch" permits were issued in 1931 to: (1) The Hawthorne Race Track to fill the Ditch from Cicero Avenue west to Laramie Avenue; (2) to a Louise Iannone to fill the Ditch from Laramie Avenue west to 54th Avenue (in Cicero, Illinois); and (3) to George S. Halas to fill the Ditch from 54th Avenue to Central Avenue & 39th Street. In 1947 and 1948 permits were also authorized for the "Brisch Brick Company" to destroy the Ditch from Lombard Avenue (6200 West) to Ridgeland Avenue (6400 West); and for "Commonwealth Edison Company" to destroy the Ditch from Ridgeland Avenue west to Oak Park

Avenue (6800 West). Although an exhaustive search was made by the Water Resources Management team, of their records, no permit was found authorizing the City of Chicago to fill any part of the Ogden Ditch.<sup>19</sup> However, the City may have had permits to fill the West Fork of the South Branch, but, since there are no records of the City having filled the West Fork of the South Branch in the official city records, it is assumed that no permits were issued by the Division of Waterways authorizing the City to fill this stream.

In closing, as per the 1938 Department of Public Works for the City of Chicago, the cost of removing a bridge in 1938 was about \$75,000.<sup>20</sup> The bridge over the Ogden Ditch at Pulaski Road wasn't removed during the 1930s because it was newly constructed. In 1969 the plaque at the bridge's southeast corner read as follows: "Crawford Ave. - West Fork South Branch Chicago River bridge; 1932." Because this bridge was new, it was left standing until the 1970s, and then, instead of removing it, the empty space beneath the bridge was filled with rubble.

Today the Ogden Ditch has almost totally vanished. The small remnant at Lombard & 43rd may still be in existence, but the remnant easiest to see is that located in Forest View between Oak Park Avenue and Harlem Avenue. But even here the ditch is passing into history. In the past several years the Santa Fe Railroad Company has built a service road parallel to its railroad tracks (south side) at the top of the embankment east of Harlem Avenue. Some of the fill from the widened embankment has narrowed the width of the Ditch between Grove and Maple streets and entirely obliterated the Ditch from Maple to Harlem. If you should visit the Ditch on the east side of Harlem Avenue, it is located immediately north of the old line of telephone poles, along the fenceline, south of the embankment.

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- 1 - A. J. Mathewson's 1865 Map of Mud Lake showing its property owners.
  - 2 - Book 7 of Plats, page 63; in the offices of the Cook County Recorder of Deeds. Photocopy of original plat of "Nickerson's Subdivision of the E $\frac{1}{2}$  of Sec. 6, T38N, R13E, registered at Chicago on May 15, 1874.
  - 3 - Abstract of Proofs: The United States vs. Economy Light & Power Company. Gunthorp-Warren Printing Co., Chicago, 1912, Volume I, Lyman E. Cooley testimony, page 600.
  - 4 - Andreas, A. T., History of Cook County, Illinois. A. T. Andreas, Publisher, Chicago, 1884, page 157, column two, last paragraph. ALSO, Abstract of Proofs, Volume I, Lyman E. Cooley testimony, page 600.
  - 5 - Abstract of Proofs, Volume I, Lyman E. Cooley testimony, page 600.
  - 6 - Knight, Robert, & Zeuch, Lucius, The Location of the Chicago Portage Route of the Seventeenth Century. Chicago Historical Society, Chicago, 1928, page 129.
  - 7 - Abstract of Proofs, Volume I, Lyman E. Cooley testimony, page 599.
  - 8 - Right of Way of The Main Channel. The Metropolitan Sanitary District of Greater Chicago, Chicago, 1971, map sheets 39 and 40.
  - 9 - A. J. Mathewson's 1865 Map of Mud Lake. ALSO, Abstract of Proofs, Volume I, Lyman E. Cooley testimony, page 600.
  - 10 - Bretz, J. Harlen, Chicago Area Geologic Maps, Supplement to Bulletin 65, Geology of the Chicago Region. Illinois State Geological Survey, Urbana, 1955 (first issued in 1943). Map #10, Berwyn Quadrangle, and Map #11, Englewood Quadrangle.
  - 11 - Chicago Zoning Ordinance and Zoning Maps of Berwyn, Blue Island, Calumet Park, Cicero, Elmwood Park, Evanston, Evergreen Park, Forest Park, Glencoe, Kenilworth, Niles Center, Oak Park, Park Ridge, River Forest, Stickney, Tessville, Wilmette, Winnetka and Paving Record. Geo. C. Olcott & Co., Chicago, 1930 (copyright, 1929), pages 95, 96, 97, 98, 99, 100, 104, 105 and 106.
  - 12 - Map & Profile of the Proposed Routes for a Waterway Between Lake Michigan and Mississippi River, by Capt. W. L. Marshall, Corps of Engineers, and by L. L. Wheeler; 1888-1889. A published copy of this map is in the "Canal Archives" room at the library of Lewis University in Romeoville, Illinois.
  - 13 - Chicago Zoning Ordinance and Zoning Maps; ALSO, Berwyn Quadrangle, 7.5 Minute Series Topographic Map. U.S. Dept. of the Interior, Geological Survey, Washington, D.C., 1963;



ALSO, Olcott's Land Values Blue Book of Chicago and Suburbs. Geo. C. Olcott & Co., Chicago, 1947, pages 96, 97, 98 and 99.

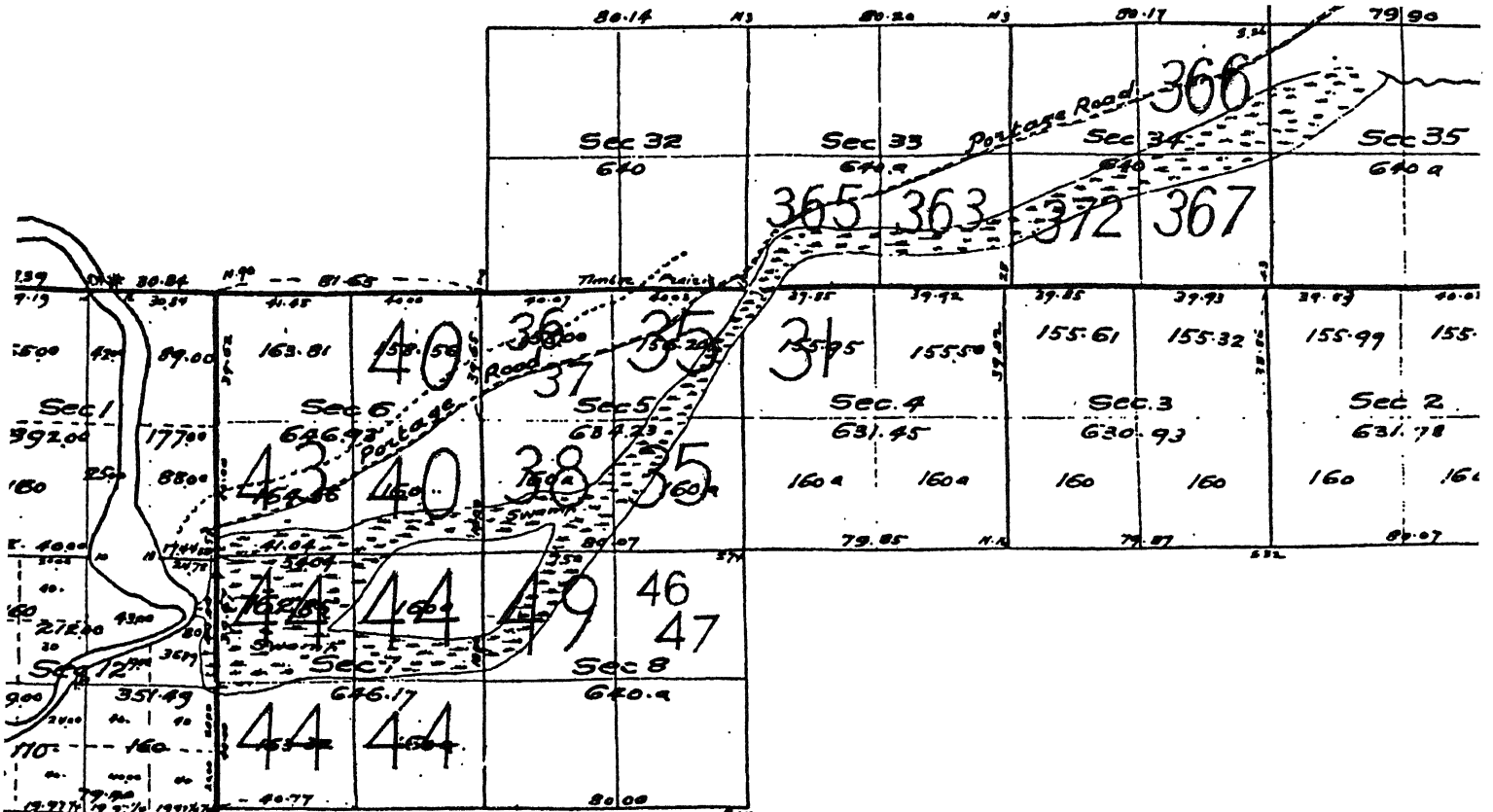
- 14 - Ibid.
- 15 - Hill, Libby, The Chicago River: A Natural and Unnatural History. Lake Claremont Press, Chicago, 2000, page 214.
- 16 - Ibid, page 215.
- 17 - Fogle, Dan, "Money Is Saved as City Fills in Historic Stream," article from the Chicago Daily News, September 14, 1938 (no page number given), in the "Chicago River File" of the research library at the Chicago Historical Society. This particular quote is the third paragraph of Mr. Fogle's article.
- 18 - Proceedings of the Board of Trustees of the Sanitary District of Chicago, 1927 Edition, pages 1918-1919.
- 19 - Telephone call from Civil Engineer James P. Casey of the Division of Water Resources Management, to the author on August 7, 2003, and on September 15, 2003. Location of the Iannone property given in Tract Book 93 Old, page 267, lines 4 and 13. Location of the Halas property given in Tract Book 93 Old, page 267, line 14.
- 20 - Fogle, Dan, "Money Is Saved as City Fills in Historic Stream," paragraphs two and five of this newspaper article.

P.E.V.



### MUD LAKE DEED RECORD - 3

Volume 277 of the Chicago Title & Trust Company's pre-Chicago Fire Deed Index Books contains (among numerous non-related entries) an index to the deed history and courtroom litigation of the property in Cook County formerly known as Mud Lake. A photocopy of John Walls' 1821-22 map of Mud Lake is reproduced below with the page numbers from the deed index book superimposed on the quarter-sections to which they refer. If no page number is given, no information was collected on those quarters.



Page 44 Entries  
(Sec. 7, T. 38 N., R. 13 E.)

Book M of Deeds, page 263. Don Carlos Barry to John R. Barry, a Warranty Deed to the E  $\frac{1}{2}$ , NW  $\frac{1}{4}$ , Sec. 7, T. 38 N., R. 13 E., containing 181.9 acres. Sold on April 10, 1837; recorded on June 20, 1837.

Book 57 of Deeds, page 32. Don C. Barry to John R. Barry, an agreement concerning the E  $\frac{1}{2}$ , NW  $\frac{1}{4}$ , Sec. 7, T. 38 N., R. 13 E. Agreement made on April 10, 1837; recorded on December 21, 1852.

Book 2 of Canal Deeds, page 433. The Canal Trustees to John Wentworth, a Canal Trustees Deed to that part of the northwest quarter of Sec. 7, T. 38 N., R. 13 E., which lay north and south of the Illinois & Michigan Canal; also that part of the northeast quarter of said Sec. 7, which is north of the said Illinois & Michigan Canal; also all of the southeast quarter of said Sec. 7; and also the east half of the southwest quarter of the said Sec. 7; in all a total of 458.81 acres. Sold on July 2, 1856; recorded on July 7, 1856.

Book 3 of Canal Deeds, page 3. The Canal Trustees to John Wentworth, a Canal Trustees Deed to that part of the northeast quarter of Sec. 7, T. 38 N., R. 13 E., that lay south of the Illinois & Michigan Canal; in all consisting of 71.13 acres. Sold on May 18, 1857; recorded on May 19, 1857.

Book 243 of Deeds, page 269. The Sheriff of Cook County to Franklin Hatheway, a Tax Deed to the W  $\frac{1}{2}$ , NW  $\frac{1}{4}$ , Sec. 7, that lay north of the canal; also the E  $\frac{1}{2}$ , NW  $\frac{1}{4}$ , and also the W  $\frac{1}{2}$ , NE  $\frac{1}{4}$ , all of the foregoing being in Sec. 7, T. 38 N., R. 13 E. Sold on September 29, 1862; recorded on November 1, 1862.

The Sheriff of Cook County to R. K. Swift, a Tax Deed to the E  $\frac{1}{2}$ , NE  $\frac{1}{4}$ , Sec. 7, T. 38 N., R. 13 E., that lay north of the Illinois & Michigan Canal. Sold on November 25, 1867; recorded on August 26, 1868. (No book and page number for this transaction.)

Book 306 of Deeds, page 381. Master in Chancery to R. K. Swift, a Deed to the property described above: The E  $\frac{1}{2}$ , NE  $\frac{1}{4}$ , Sec. 7, T. 38 N., R. 13 E., north of the canal. Sold on May 10, 1865; recorded on May 27, 1865.

Book 370 of Deeds, page 394. R. K. Swift to Michael Ward, a Quit Claim Deed to the property described in 306 of Deeds, page 381. Sold on January 1, 1867; recorded on January 7, 1867.

Book 385 of Deeds, page 63. R. K. Swift to Michael Ward, a Quit Claim Deed to the property described in 306 of Deeds, page 381. Sold on May 1, 1867; recorded on June 17, 1867.

Book 497 of Deeds, page 628. R. K. Swift to Michael Ward, a Quit Claim Deed to the property described in 306 of Deeds, page 381. Sold on November 27, 1868; recorded on February 1, 1869.

Book 586 of Deeds, page 198. Emily A. King to Michael Ward, a Quit Claim Deed to the property described in 306 of Deeds, page 381. Sold on July 8, 1869; recorded on July 18, 1869.

R. K. Swift, trustee, to Michael Ward, a Quit Claim Deed to the property described in 306 of Deeds, page 381. Sold on August 1, 1868; recorded on October 24, 1868. (No book or page number given.)

Michael Ward to John Forsythe, a Quit Claim Deed to the property described in 306 of Deeds, page 381. Sold on September 7, 1870; recorded on November 18, 1870. (No book or page number given.)

Canal Trustees to John Wentworth, a Canal Trustee's Deed to the NE  $\frac{1}{4}$ , Sec. 7, T. 38 N., R. 13 E., south of the Illinois & Michigan Canal, containing 71.13 acres. Sold on May 18, 1857; recorded on November 8, 1871, (this to correct an error in the earlier deed.)

Page 43 Entries  
(SW  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E.)

The United States to Frederic Bronson, Receivers Receipt #2386, the E  $\frac{1}{2}$ , SW  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E., consisting of 82.27 acres. Sold on June 26, 1835. Not recorded.

The United States to Frederic Bronson, Receivers Receipt #2387, the W  $\frac{1}{2}$ , SW  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E., consisting of 82.28 acres. Sold on June 26, 1835. Not recorded.

Book 2 of Deeds, page 475. Frederic Bronson to J. L. H. McCracken, a Warranty Deed to the SW  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on December 28, 1837; recorded on March 1, 1839.

Book 33 of Deeds, page 530. J. L. H. McCracken to William B. Ogden & William E. Jones, a Warranty Deed to the SW  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on January 1, 1850; recorded on May 11, 1850.

Book 105 of Deeds, page 273. Frederic Bronson to J. L. H. McCracken, a Quit Claim Deed to correct an error in 2 of Deeds, page 475, regarding the SW  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on December 21, 1855; recorded on January 3, 1856.

Page 40 Entries  
(NE  $\frac{1}{4}$ , and SE  $\frac{1}{4}$  of Sec. 6, T. 38 N., R. 13 E.)

The United States to Albert Shepard, Receivers Receipt #3166, the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E., consisting of 160 acres. Sold on December 17, 1835; not recorded.

The United States to Albert Shepard, a Patent Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Issued on October 1, 1839; not recorded.

Book N of Deeds, page 193. Albert Shepard to Louis T. Jamison, a Warranty Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on January 5, 1836; recorded on May 18, 1836.

Book Q of Deeds, page 354. Louis T. Jamison to John S. Wright, a Warranty Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on June 15, 1836; recorded on August 2, 1836.

Book T of Deeds, page 440. John S. Wright to Hosea Webster, a Warranty Deed to an undivided  $\frac{1}{3}$  of the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on October 31, 1837; recorded on April 12, 1838.

Book T of Deeds, page 446. John S. Wright to Frederick Deming, a Warranty Deed to an undivided  $\frac{1}{3}$  of the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on October 31, 1837; recorded on April 13, 1838.

Book T of Deeds, page 451. John S. Wright to Amasa Wright, a Warranty Deed to an undivided  $\frac{1}{3}$  of the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on October 31, 1837; recorded on April 14, 1838.

Book 60 of Deeds, page 635. Hosea Webster, et al, to J. W. Cochran, an agreement concerning the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Agreement made on May 14, 1853; recorded on June 25, 1853.

Book 66 of Deeds, page 104. J. M. Cochran to R. W. Hyman, all of Cochran's rights to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Assigned on September 28, 1853; recorded on October 6,

1853.

Book 100 of Deeds, page 442. Hosea Webster, Amasa Wright and Fred Deming to Robert W. Hyman, a Warranty Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold in May, 1855; recorded on October 26, 1855.

Book 120 of Deeds, page 94. Document number 76627. Robert W. Hyman to Francis M. Hyman a Special Warranty Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on September 24, 1856; recorded on October 15, 1856.

Book 217 of Deeds, page 573. Document number 47550. Francis M. Hyman to John Barrington a Warranty Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on June 1, 1861; recorded on September 7, 1861.

Book 224 of Deeds, page 36. Document number 51878. John Harrington to Gilbert Hubbard, a Quit Claim Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on September 7, 1861; recorded on January 29, 1862.

Book 224 of Deeds, page 125. Document number 57070. Gilbert Hubbard to Robert W. Hyman a Quit Claim Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on January 29, 1862; recorded on July 30, 1862.

Book 489 of Deeds, page 406. The United States to Chester Ingersoll, a Patent Deed to the NE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E., consisting of 158.56 acres. Receiver's Receipt #2922 issued on August 15, 1835. Patent Deed provided on October 1, 1839; recorded on November 25, 1868. (No other NE  $\frac{1}{4}$  deeds copied.)

Book 315 of Deeds, page 106. Robert W. Hyman to Francis M. Hyman, a Quit Claim Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on July 25, 1865; recorded on August 11, 1865.

Book 327 of Deeds, page 99. Francis M. Hyman to Robert W. Hyman, a Quit Claim Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on September 27, 1865; recorded on November 24, 1865.

Book 332 of Deeds, page 117. Robert W. Hyman to Francis M. Hyman, a Quit Claim Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on January 18, 1866; recorded on February 3, 1866.

Book 409 of Deeds, page 329. Francis M. Hyman to George L. Arps, a Quit Claim Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on August 12, 1867; recorded on August 23, 1867.

Book 409 of Deeds, page 330. George L. Arps to Robert W. Hyman, a Quit Claim Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on August 12, 1867; recorded on August 23, 1867.

Book 474 of Deeds, page 221. Francis M. Hyman to Robert W. Hyman, a Quit Claim Deed to the SE  $\frac{1}{4}$ , Sec. 6, T. 38 N., R. 13 E. Sold on August 1, 1868; recorded on September 17, 1868.

Book 519 of Deeds, page 1. Robert W. Hyman to Sparrow M. Nickerson, a Warranty Deed to the E  $\frac{1}{2}$ , Sec. 6, T. 38 N., R. 13 E. Sold on January 27, 1869; recorded on February 1, 1869.



P.E.V.

TURNING A CORNER

The next issue of the "Chicago Portage Ledger" will round up five years of publication. Throughout these five years most of the issues have dealt with an explanation of the physical

features seen at the Chicago Portage National Historic Site. When the newsletter was initiated, five years ago, the probability that it would reach a fifth birthday was extremely remote. Now we're at that point and with the culmination of this fourteenth issue, 225 pages of information relating to the Chicago Portage and Mud Lake have been published in an 8½ x 11 format. That's enough material for a book! Part of the sixteenth issue will be a cumulative index of the first fifteen issues, so after that index is published in 2005, the production of a book would be a good project.

The lead article in the next issue of the "Ledger" will be the third installment of "The Des Plaines River of the Fur Trade Era." This will feature tracings of the 1889 Marshall/Wheeler map of the Des Plaines River and the Chicago Portage, which illustrates the Portage with the use of contour lines and probably gives the most accurate description of the true outline of the remnant Mud Lake, as it existed immediately prior to the construction of the Sanitary & Ship Canal.

Looking beyond that fifteenth issue, in 2005 the "Chicago Portage Ledger" will begin a long series of articles on the fur trade in Illinois, commencing with a study of the fur traders and trading posts in Illinois' northwest counties. That sixteenth issue will be followed by a seventeenth issue featuring the traders and trading posts of northeastern Illinois, and then, in the eighteenth issue, a sixth installment in the series, "Batteaux, Canoes & Mackinaw Boats."