



1822 representatives of the state got the federal government to grant a strip of land from the Chicago River to the Illinois for a canal. As a result of this grant in 1824, the first survey to find a route for the canal was done by Rene Post and Justus Paul. In 1827 the state was granted additional land consisting of alternate sections on either side of the proposed canal for the purpose of financing the canal. The state then organized a canal commission that sought to exploit this gift of land by developing towns and selling lots. In 1830 Chicago was laid out in streets and lots, as was Ottawa at the junction of the Fox River and the Illinois. The purpose was to sell lots to speculators to finance the construction of the canal. The 1830 lot sale in Chicago were disappointingly insignificant. But the prospect of a canal connecting the Great Lakes to the Mississippi brought in a large number of settlers and speculators. In 1833, as a result, Chicago was chartered as a village. In 1836 construction began on the Illinois and Michigan Canal. Although it would be 12 years

material would be placed along the river-ward edge of the towpath. The work would be at the mouth of Pecumsaugan Creek, about mid-way between La Salle and Utica.

The other work would be the construction of a 10- to 12-foot

pilot channel 1-2 feet deep along 23,000 feet of the canal near the mouth of Crotty Creek and between North Kickapoo and Rat Run creeks. The purpose of the channel would be to facilitate drainage from the Village of Seneca.

Old Canal Days is observed at Lockport the third weekend of June. Our thanks to Rose Bucciferro, curator of the society museum and archives, for the picture and canal material.

(To be continued September 3.)