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696 – Kenosha Ramblings by Phil Sander

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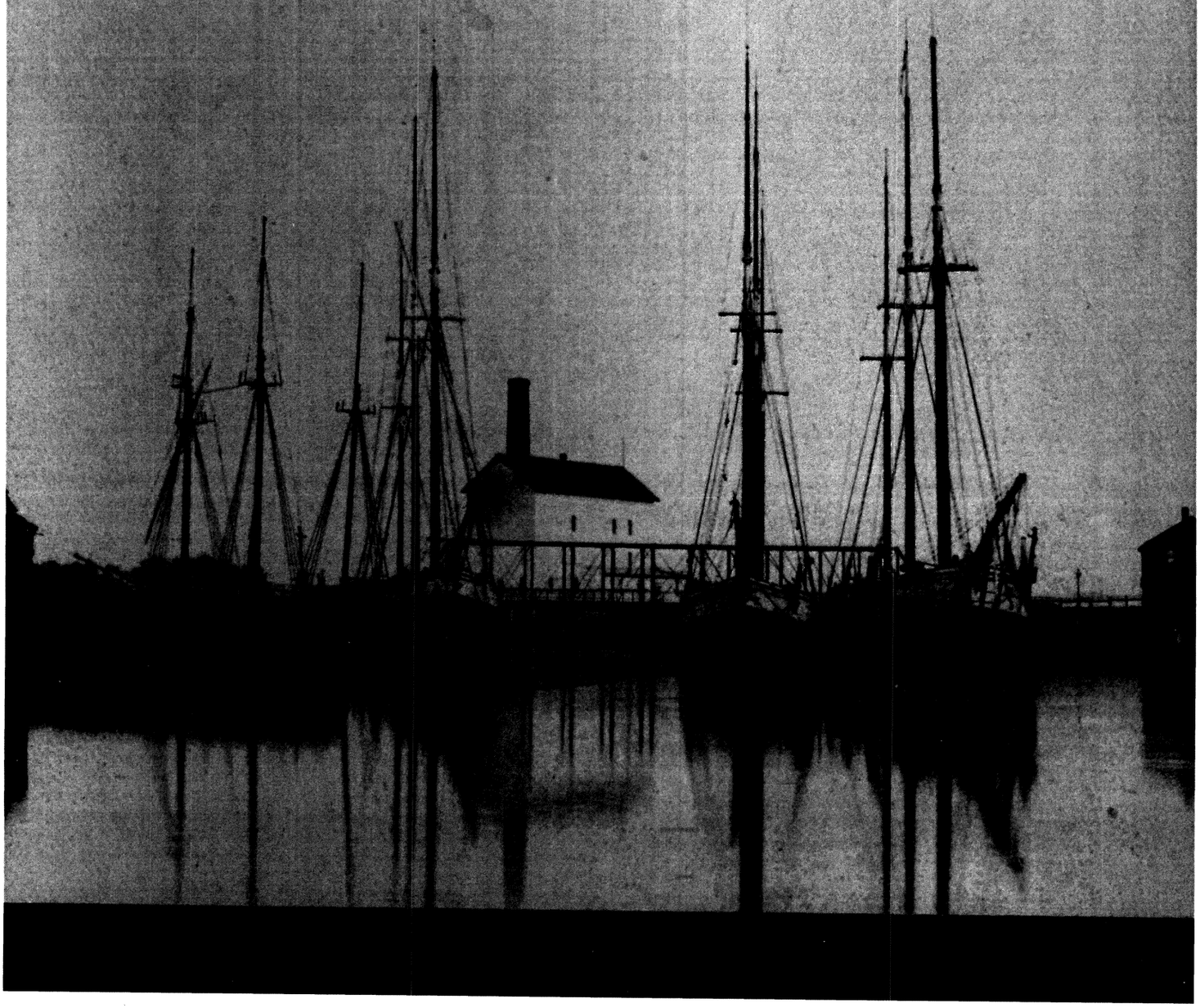
KENOSHA RAMBLINGS

by
Phil Sander



As our Country grows and its population increases — as it will — care must be taken to have each succeeding generation know the trials and tribulations of those who preceded them. History is an essential study to better government." —

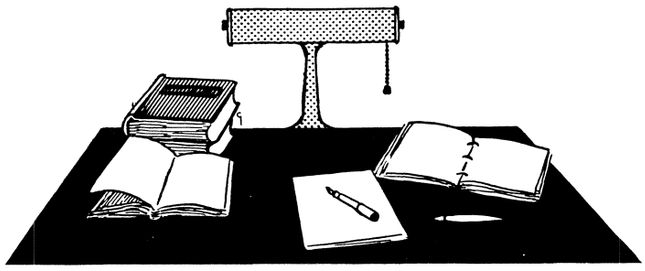
George Washington

"A morsel of genuine history is a thing so rare as to be always valuable. —"

Thomas Jefferson

KENOSHA RAMBLINGS

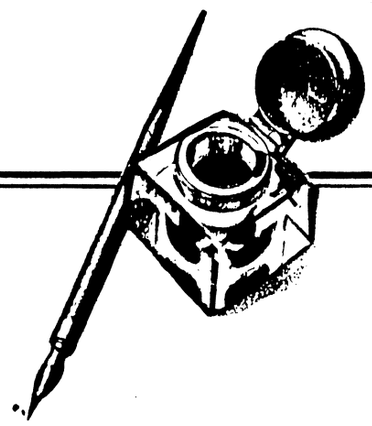
HISTORY, ADVENTURE & RECOLLECTIONS



by
Phil Sander

MCMXCI

Dedicated to friends who share with me an interest in Kenosha's historical heritage, and who enjoy memories of outdoor experiences that can be renewed again and again with a nostalgic feeling of the good life.



Foreword

Kenosha Ramblings is a series of essays that I would like to share with the reader. Subjects range from early pioneer days to geological and archeological finds. Also included are personal glimpses of our Kenosha heritage. This book was suggested by associates who urged me to record my collection of historical and natural history anecdotes relating to Kenosha County. I gratefully thank them for persuading me to "put it all together".

How did Kenosha get its name? What were her roots? Who were the founders? These and other questions are often asked by researchers, students, and historical buffs. An attempt is made to briefly address some of many inquiries. Recorded history of that memorable period, starting in 1835, reveals how the geographical location, a natural harbor, and the urge to seek a new frontier led to the Pike Creek site and development.

The epic of the first settlers has often been told and should again be repeated. No single book can possibly encompass the scope of Kenosha's history. By reviewing the writings of historians such as Col. Michael Frank, Rev. Jason Lothrop, Wallace Magatt, Frank H. Lyman, Carrie Cropley and C. Ernest Dewey I found that their scholarly manuscripts recorded in detail the early organization, exploration and settlement that occurred during those difficult and struggling years. Together, their collective text was used as a source for pertinent references.

Following the historical events is a group of explorations and discoveries that searched out segments of our county's natural areas. An occasional visit with rural acquaintances often led to those pristine places.

With friends I hiked along the bluffs of Jacobs Island (Alford Park), explored the sand dunes south along Lake Michigan, studied the plant and bird life of the prairies, trudged through swamps and marshes and climbed the glacial hills of our western townships as we attempted to read the landscape and its varied land formations. A single verse that I favor, "Speak to the earth, and it shall teach thee" (Job 12.8) aptly and succinctly describes our objective.

Through years of conservation activities I had the opportunity to canoe, row, and motor in the isolated nooks and bayous of the Pike, Des Plaines and Fox Rivers as well as the twenty-five picturesque inland lakes. Kenosha County offers a naturalist a vast array of subjects for research in the whole realm of our fragile environment.

Through a myriad of outdoor experiences, by walking over most of Kenosha's eight townships, new discoveries were encountered — unique flora or fauna, big trees, glacial copper, a remnant of an Ice Age mammal. A find was sometimes made while hunting or searching a promising countryside location for arrowheads.

As a result of matching observations with studies, I was prompted to record important scientific landmarks. Locating an unusual feature always presented a challenge and the reward of better acquaintanceship with the hidden treasures of Nature's ecological world.

This book was written in direct, non-technical language for the pleasure of readers from 6 to 60 (and beyond) — to interest them in their surroundings of the present and past, and to elicit their curiosity in a heritage that is yet to be discovered.

In recording history and personal experiences it is said, "The faintest ink is better than the best memory."

By the Author

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About the Author . . .

Mr. Conservation, Product Designer, Naturalist, Historian, Native Son (born in Kenosha on September 10, 1906); all of these many and varied titles identify Phil Sander.

Phil attended Frank, Columbus, Lincoln and McKinley Junior High Schools, graduating from Kenosha High School in mid-year of 1926. He subsequently attended classes at the American Academy of Art in Chicago, the University of Indiana-East Chicago, Indiana, and the University of Wisconsin-Parkside, Kenosha.

Phil has successfully pursued both his vocation and avocation over the course of his life. For 37 years his profession was that of a draftsman and product designer in wood, steel and soft goods with the Simmons Company. His second career was at American Motors Corporation where he acted as a plant engineer for ten years. And his third career, the one that afforded him as much pleasure as work, was as director of the Kenosha County Historical Museum for 18 years.

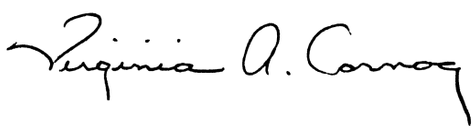
Phil maintains an interest in hunting, fishing and photographing wildlife, and enjoys carving birds and animals from wood. He also has a large collection of Indian arrowheads and artifacts — all found in Kenosha County.

Phil's interest in nature has led him to become a member of several advisory committees and the D.N.R. He is a member of the Nature Conservancy, Wisconsin and Kenosha Archeological Society, Wisconsin Society for Orinthology, Wisconsin Academy of Sciences, Arts and Letters, executive secretary of the Southeastern Wisconsin Sportsman's Federation and Trustee for the H. Chris Hyslop Foundation.

Phil has also published papers on the Chiwaukee Prairie, the Kenosha Sand Dunes, Petrifying Springs Park and Hasting and Barnes Creek Indian sites. He also has authored a series of Nature Notes.

Phil received an Honorary Recognition Award from the University of Wisconsin-Madison College of Agriculture and Life Sciences for 60 years of Conservation Service. He also received the 1990 Distinguished Alumni Award for Achievement in Local History and Conservation from the Kenosha-Bradford High School Alumni Association and a Citation of Recognition from the Wisconsin State Legislature for his dedicated involvement in civic, historic and charitable endeavors.

Phil Sander has a deep sense of commitment to Kenosha and Kenosha County — its people, its history and its natural resources.



Virginia A. Cornog

Phil Sander

These Things I Know

I have planted a garden, so I know what faith is.

I have seen oak trees in the breeze, so I know what grace is.

I have listened to birds singing, so I know what music is.

I have seen morning without clouds, after showers, so I know what beauty is.

I have seen the miracle of sunset, so I know what grandeur is.

And because I have perceived all these things, I know what wealth is.

Early Explorers

Introduction

In the early dawn of American History, French explorers were the first to discover the unknown regions of the St. Lawrence River and the five Great Lakes as explorations spread into the mid-continent. The discoveries that resulted, the hazardous events that transpired along the way and factors significant to the history of Wisconsin deserve to be recounted. This narrative addresses, admittedly in retrospect, the fortitude, the courage and the sacrifices those early explorers made in search for a western passage to China (Cathay), Japan (Cipango) and India. Their discoveries also revealed the important impact the fur trade had in motivating the development of mid-America.

JACQUES CARTIER

The Spanish in the fifteenth century claimed the newly-discovered wilderness of North America. Spain claimed the country by right of discovery by Christopher Columbus and her other navigators. All the land that Spain asserted was hers was named Florida.

The French were the next to claim the new land. In 1534, Jacques Cartier was a French navigator who was seeking passage from France to China. A storm drove him off the coast of Newfoundland into the mouth of a large river. He named this river St. Lawrence and took possession of the country in the name of Francis I, King of France.

In 1536 John Francis de La Roque was appointed by the King of France as Viceroy of the newly discovered country, and the possession was named "New France".

In 1599 an attempt was made to establish a colony of 500 persons by the authority of Henry the IV, then King of France. An expedition in charge of Capt. Chaurin attempted to establish a post at Tadonrsas. But he died on his second voyage to the post and the venture failed. Another attempt to colonize New France was made in 1601 and a post was established at Port Royal.

Little has been written or recorded about the earliest explorers in the northeast coastal waters. Viking seamen apparently were the first to explore the frigid shoreline of Labrador.

SAMUEL de CHAMPLAIN

After sailing the coastal waters of Northeast America in 1608, Samuel de Champlain (1567-1635) descended the St. Lawrence River. He founded the first French colony in New France and named the settlement Quebec. Soon after he was appointed Governor. A born adventurer with a zest for the lure of the unknown, he advanced upstream from Montreal and discovered Lake Ontario in 1615.

He explored the St. Lawrence River region extensively, winning the respect and friendship of neighboring Huron and Algonquian Indian tribes. They told him that toward the west were several large lakes and a remote Nation living next to a Great Sea. This information fired Champlain's imagination. But he knew he was too old for further exploration and would need young men with a spirit of adventure to act as his agent.

Champlain was confident that his discoveries, plus Indians' information about the St. Lawrence and Lake Ontario would easily enable explorers to reach the Kindom of China and the East Indies. There, it was thought, "great riches could be drawn". He so informed King Louis XIII and urged the king to authorize an extension of the program in which Champlain was engaged.

Should the opportunity be neglected and settlement on the St. Lawrence be abandoned, the English or the Flemish would enviously seize it, Champlain said.

Although he wrote so confidently that the St. Lawrence River and the lakes were the doorway to the riches of the Orient, Champlain never set foot on the soil of what became Wisconsin. But, Champlain remained committed and he began a search for young men with an urge for exploration of the challenging and mysterious west. After a careful review of eager candidates, Champlain selected Jean Nicolet to represent him.

JEAN NICOLET

It was in 1634, only fourteen years after the Pilgrims' ship, the Mayflower, brought them to Plymouth Rock, that Wisconsin's recorded history began. The first white man selected to search for the distant western people was Jean Nicolet, (1598-1642) a French woodsman who came to Quebec in 1618.

Nicolet lived with the Nipissin Indians for ten years learning their language and life styles. With that preparation, Champlain commissioned Nicolet to explore the unknown waters and strange lands stretching west of the St. Lawrence River and to cement friendly relations with a Nation called the "People of the Sea". He was also to broaden the fur trade and pacify the Huron and Ottawa Indian Tribes.

In company with seven Huron guides, Nicolet set out in 1634 from Montreal. They paddled in a large bark canoe. The mission: To search out a water route that might lead to a passage that entered the western sea. If it did, France would have found the shorter route to the Orient.

Nicolet's expedition canoed from the St. Lawrence River up the Ottawa River, with short portages to Georgian Bay. Then, to Lake Huron and a stop at Mackinac Island. He turned into the Great Sea (Lake Michigan) and entered the waters of Green Bay. After ten weeks of hazardous canoe travel, he landed near Red Banks where he expected to meet Oriental people. Upon landing he realized he was nowhere near China, but he did wear a colorful Chinese robe to impress the Indian village. To attract their attention, he fired two pistols when he got ashore. After meeting the People of the Sea he found them to be Winnebagos, a tribe belonging to the Sioux language nation.

Nicolet was received with excitement and hospitality. In return, he offered gifts of trinkets and French trade items to show his good will. During his stay he collected tribal and geographical information, smoked their peace pipe and arranged a treaty that would ally them with France. The Indians told him of a "Great River" whose course may flow in a westerly direction.

Leaving the village at Red Banks, Nicolet's search southward brought him to the mouth of the Fox River. Ascending the river, he visited with several tribes along the shore of Lake Winnebago and entered the upper Fox River, at the now city of Oshkosh. Visits with Indian leaders encouraged him to continue following the course of the winding river. Soon he arrived at the principal village of the Fire Nation, the Mascoutin tribe, whose settlement he found south of the present city of Berlin. This water route lead into the very heart of Wisconsin.

This tribe provided more information about a Great River that flowed south. Unknown to Nicolet, he was only a three-day journey to a portage that lead to the Wisconsin River and then to the Mississippi River.

Feeling that this part of his mission was finished, Nicolet went no farther. Instead, he went into the Illinois country. Retracing his route he returned to Montreal, probably because of the Governor's order to explorers was that they were not to risk the loss of information they had gained.

Nicolet must be considered the first white visitor to set foot in Wisconsin.

Nicolet arrived safely at Montreal and then Quebec where he reported to the Governor. The highlight of his account was the new information about a passage to the western sea. Governor Champlain's instructions, besides concluding peace treaties, were to draw maps of the route with names of villages, lakes, streams and Indian tribes. These Nicolet accomplished.

Nicolet's one-man expedition was among the most remarkable explorations in history. As a result, his daring enterprise paved the way for others to move into America's interior. The beginning of a new era of exploration was accelerated.

Jesuit missionaries were among the first to begin canoe travel into the midwest. They built missions and brought christianity to Indian tribes along the Great Lakes.

Nicolet made no further explorations but continued as an agent and interpreter. He retired to his home near the St. Lawrence River. He died when his canoe overturned and he was drowned. He had crossed the Atlantic Ocean, lived with the Indians, traveled by canoe to Wisconsin and back, was well versed in woodcraft — yet he had never learned to swim.

Governor Champlain died a few months after Nicolet's return to Quebec. Champlain managed his post with wisdom and good judgment for twenty-seven years. He labored hard for France and its welfare. He sacrificed his fortune, pursued peace and encouraged exploration. On Christmas day, in 1635, he died after a short illness. He was 68.

JOLLIET AND MARQUETTE

Count de Frontenac became the newly appointed Governor of New France in 1672. He was an ardent adventurer with an urge to seek out unknown lands. He was a devoted servant of France. Like Champlain, he continued to encourage young men to prepare for exploration and fur trade knowledge. He regarded both as promising opportunities that would open new and greater possibilities for the advancement of the new country.

With the aid of crude maps and notes from Nicolet, young Frenchmen began training for the rigorous trip to find the Great River. Recruits spent three years living with Indians learning their vocabulary, customs and woodcraft. It was felt necessary to be able to speak at least six Indian dialects.

In the spring of 1673, two intrepid Frenchmen were assigned by Frontenac to search for the mysterious river of which the Indians spoke. It was hoped their efforts might find a new route to the Orient. The chosen men were Quebec-born Louis Jolliet, (1645-1700) coureur de bois (fur trader or trapper), explorer and leader of the expedition, and Father Jacques Marquette (1637-1675), a French Jesuit missionary, linguist and skilled map maker.

On May 17, 1673, they departed from the St. Ignace Mission on the Straits of Mackinac in two birchbark canoes with five fellow voyagers and guides to search for the unknown river. After many hard weeks of paddling the expedition landed at Green Bay. After stopping briefly at the De Pere Mission, they proceeded along the winding Fox River Waterway, often carrying their canoes past raging rapids.

A portage was made to the Wisconsin River and as they drifted with the current, deer and elk were a common sight along the river banks. On June 17, 1673, they arrived at the confluence of the two waters and entered the "Great River". They were the first white men to cross Wisconsin and discover the upper Mississippi River.

After many weeks of perilous canoe travel the group passed the placid Illinois, muddy Missouri and the blue Ohio Rivers. Jolliet carried an Indian calumet (long-stemmed ceremonial) peace pipe which allowed the expedition a safe passport when passing native settlements. They encountered no hostile warfare. Arriving at the Arkansas River it was decided not to continue their course because of possible conflicts with the Spanish and unfriendly tribes. It was ascertained that the river flowed south toward the Gulf of Mexico and not toward the western sea. A decision was made to return northward to Canada rather than risk capture, perhaps death, by the Spanish. Captured also would have imperilled their important journals compiled along the way.

The arduous trip upstream started July 17, 1673. Indian guides told them of a shorter route by way of the Illinois River, Des Plaines and Chicago River portage. Taking that route they arrived at the Checagou Indian

village and portage. Here the canoemen made a brief stop to rest and replenish their food supply. Resuming their course into the waters of Lake Michigan they headed north along the lake shoreline. Marquette's map designates Lake Michigan as Lac des Illinois.

The power that glided the canoes over thousands of miles of water was solely that of the hearty voyagers or boatmen. Bearded, short in statue, spindly legged, broad in shoulders and with muscular arms, they could easily carry a ninty-pound packet of pelts. Mostly French-Canadians, dressed in their brightly-hued flannel and calico shirts, buckskin trousers, tasseled stocking caps, gaudy sashes and deerskin moccasins, they addressed each other as brother or cousin even though there was no actual kinship.

Their gleaming paddles plied in unison with some forty or more French chansons (songs) they sang along the way. It was the steersman, or the boss of the canoe, who lead the songs. The tempo he set determined the pace of the paddle strokes of his oarsmen.

As they traveled, the river echoed with the boisterous songs of the voyagers. Singing kept the timing with strains of "Le Rooier Blane", "En roulant ma boule", "Leve ton plied, ma jolie berger" and many other Canadian melodies.

Voyagers could average from four to seven miles an hour, depending on the current. When canoemen became tired a pause — called a "pipe" — was made on shore. While resting and refreshing themselves they smoked their pipes. They ate only twice a day, in the morning and at night. Food consisted of parched corn, pemmican, wild game, fish and other wild edibles obtained along the way. The explorers slept under their upturned canoe. Their home was the woods and on the water. They lived off their bounty.

Following the west shoreline of Lake Michigan, landings were made at several Indian villages. Jolliet and Marquette's expeditions were the first of white men to view the Pike Creek and Pike River outlets at the now city of Kenosha. They may have stopped to parley and barter for food at the Potawatomi Island village. (This must remain a conjecture.) The creek bayou served as a harbor of refuge during inclement weather. Both streams were the spawning grounds for many species of fish, primarily Northern Pike and Muskellunge, which was a seasonal food source for the Indian settlement.

Continuing their route along the shoreline, a stop was made at the principal village of the Potawatomi at the Milwaukee River and other villages north. At Sturgeon Bay they portaged to Green Bay where their journey ended, at the St. Francois Xavier mission home, near De Pere. By September of 1673 they had paddled more than two-thousand five hundred miles and had seen country never before viewed by white man.

At the mission, Jolliet and Marquette collaborated to record their discovery notes and maps of the rivers in manuscript form. Jolliet prepared for his return trip to Quebec while Father Marquette remained at St. Francois to rest before continuing his missionary work among the Indian villages of the Illini.

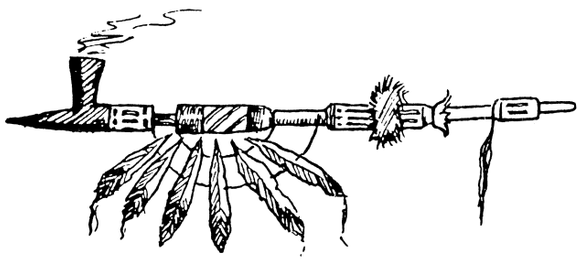
Nearing Montreal, Jolliet's canoe overturned in the turbulent waters of the La Chine rapids. Two of his voyagers and his chest of manuscripts and maps were lost. After some four hours in the water, he was rescued by fishermen. Recovering from his misfortune, he set out for Quebec to report to Governor Count de Frontenac.

Jolliet told the governor how his travels had taken him and his men into the heart of the northern continent. He described the land as rich in forests, prairies, fish and wild game. But he regretted that no western passage to the sea was found. He told how he gleaned from numerous tribes information about geography, minerals, fauna and lands beyond their route. He emphasized the fertility of the land and the vast resources which he felt made the territory suitable for colonization.

Father Marquette also kept a journal (Marquette's Journal of 1673) and maps of their exploration. His report was sent to France and later published in the Jesuit Relations. Although disappointed that no new route was found to the western sea, Frontenac and his advisors determined that the explored lands of the Mississippi valley were extremely important for the power image of France. Further explorations were immediately planned and new efforts were made to recruit young men who possessed a spirit for adventure.

Jolliet and Marquette did their assignment simply, modestly and unostentatiously. Marquette returned to the Illinois country to continue his missionary work. But he was plagued with ill health and died while trying to return to the St. Ignace Mission in upper Michigan. He was buried beside the mouth of the river named after him, near Ludington, Michigan. He died on May 18, 1675. He was only 38.

Jolliet settled on land near Montreal and continued exploring and mapping. Later he was appointed as the Royal King's hydrographer for Canada. He married and received a grant from Governor Frontenac. He lived a quite life on Anticosti Island and died when he was 55.



ROBERT de LA SALLE

When news reached France that explorers had discovered a passage through the St. Lawrence River and into the Great Lakes, it presented a challenge for future explorers. One such adventurer was a young French nobleman, Robert Sieur de La Salle (1643-1687). In 1666, when he was 23, he crossed the Atlantic to Montreal.

Governor Frontenac granted him a large wild frontier tract at La Chine, nine miles from Montreal. He also secured a royal license as a trader because it promised to be profitable. European markets welcomed the beauty and warmth of North American fur. The pelts of beaver, martin, mink and ermine were in great demand. Fur suddenly became the foundation and basis of the New World's economy.

La Salle became known as an honest and fair trader in his dealings with Indian trappers. Each season his business increased and proved to be a great asset for New France. Despite his success, he thought of finding a shorter passage to China. He prepared for an explorer's career by acquainting himself with the wilderness and by mastering nine Indian dialects.

He was a visionary. He planned to build forts and trading posts at strategic locations thus expanding his fur trade venture. La Salle scouted the St. Lawrence and Lake Ontario and was the first European to see Lake Erie. Respect from Indian contacts led to valuable information about the Ohio valley and the fertile plains of the Illinois country.

La Salle foresaw the paramount importance of colonization and that whomever held the upper Mississippi valley, and its latent riches, and the head-waters of the Great Lakes, had power to rule America.

Constant problems with the Iroquois Nation discouraged Indian trappers and French explorers who canoed the route by way of the Ottawa River, Georgian Bay and Lake Huron. Many lost their trade goods, their furs, and their lives. The Iroquios raiders made it almost impossible to travel to and from the Montreal trading center.

La Salle's explorations on Lake Ontario and Lake Erie opened a new canoe route for traders. To protect this route, La Salle convinced the Governor to build a fort at the head of Lake Ontario.

Governor Frontenac looked upon La Salle with great favor and in 1673 Fort Frontenac was built at Lake Ontario (Kingston, Ontario). La Salle was placed in command. He was highly qualified in rhetoric and in diplomacy. He was a skilled woodsman. His ability to make peace with Indian tribes assured Frontenac that La Salle would achieve success on behalf of his bold enterprise and the advancement of France.

In 1674, La Salle returned to France, under Frontenac's sponsorship, and was made a member of nobility. He was granted a large feudal seigniory (estate) at Fort Frontanac to found a settlement and to further his plans for exploration and expanding the fur trade.

Indian trappers played a key role in the fur-gathering system. La Salle was determined to satisfy the European fur market by reaching into remote areas along the Great Lakes and rivers of the Midwest. He drew plans for a ship that would collect large quantities of prime fur from principal trading posts. The ship would replace the hundreds of canoes that made the long, slow journey to Montreal.

In 1677 he returned to France to present his plans, to seek permission to explore the Mississippi, to claim land for France and to build forts. He also wanted a license that would give him a monopoly on the fur trade. The requests were granted by the King, but he was required to find his own financing. On this trip he enlisted the help of his faithful lieutenant, Henri de Tonty, an Italian-born soldier who had lost a hand in battle. Both agreed that exploring the Mississippi would be of great value to France.

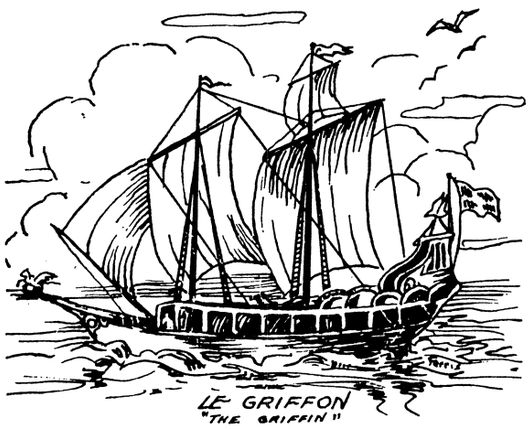
To finance his expedition, La Salle sold part of his land. With the backing of the King and assistance from friends who helped him get credit from merchants in Montreal, and with profits from his fur trade, La Salle was ready. With other outside financing he engaged carpenters and blacksmiths to build the first sailing vessel to enter the Great Lakes, west of Niagara Falls. The ship was to be called "Griffin" and would be built during the winter of 1679. The lumber came from nearby forests and Tonty was in charge of the construction.

During the prior winter, La Salle had led an expedition from Montreal to the upper end of Lake Erie, past Niagara Falls.

To complete the ship, La Salle and his men stripped the ironwork, lading, all movable hardware, spars, masts, other parts and rope from a smaller fifteen-ton vessel which La Salles' companion, Father Louis Hennepin, had sailed from Montreal to the mouth of the Niagara River. Heavy loads of salvaged parts were carried through deep snow from Niagara to the construction site at Cayuga Creek. Before the snow had melted the Griffin was launched. In August her canvas was spread. The vessel was sixty-feet long and displaced forty-five tons. Her construction was an heroic and historical feat. The quality of the work was

akin to the masterwork of shipwrights. The Griffin — the first ship to sail the Great Lakes — was a floating fur trading post.

The Griffin accommodated a crew of thirty-four. It carried five cannons. Trade items it carried included knives, guns, kettles, blankets, gewgaws (showy trinkets), and food. While the Griffin was under construction an advance party of voyagers established landing sites, built trading posts and bartered with the Indian trappers for fur. The group also collected needed food provisions.



On August 7, 1679, La Salle sailed west with Captain Luke at the helm. The Griffin sailed in good weather on Lake Erie and anchored at Fort Detroit. On Lake Huron, storms were encountered but the ship made it safely to Mackinac Island. Indians and trappers were in awe as the ship glided through the water without paddles. Indians called it the ''Canoe with Wings'' or ''The House that walked upon the Water''.

In September, Captain Luke embarked for Potawatomi Island (Washington Island) at the head of Green Bay where the ship's hold was filled with prime fur. The value of the cargo was about sixty thousand lires, a handsome sum then.

Autumn storms made Lake Michigan treacherous, but Captain Luke would not wait and set sail on September 18, 1679, for Mackinac Island. La Salle prepared to continue his explorations. It was October when he embarked in four canoes with eleven canoe-men and three Flemish Friers. They paddled south along the shoreline enroute to the Mississippi River.

Unknown to La Salle, the Griffin and its cargo disappeared. It is unknown whether storms wrecked the ship or if it was looted and burned. This loss of the Griffin was a heavy financial loss for La Salle.

Nearing the Kenosha shoreline, the La Salle party had their first view of the Pike River and Pike Creek outlets. Ceaseless storms and the danger of swamping presented a hazard which may have been why they stopped at the Pike Creek bayou until the weather improved. On the Island (Simmons) was the summer village of the Potawatomi.

When the journey was resumed, the party paddled to the St. Joseph River at the south end of Lake Michigan. There, the men constructed a crude stockade, named Fort Miami, and waited a number of weeks for Henri de Tonty, who arrived with a contingent of men and needed supplies. It was agreed the explorers would push on toward the Mississippi. Four men were left at the fort to forward supplies from the Griffin as soon as she arrived. Winter was setting in and ice was building up on the river's edge.

Twenty-nine men in eight canoes left December 3 on the St. Joseph River paddling to a place near the present South Bend. A portage was made to the Kankakee River, past a number of thriving Indian villages. Stops were made to establish friendly relations, exchange trade goods and seek route information.

Exceptionally cold weather and difficult river conditions made it almost impossible to travel. At times, the canoes were carried. Hardships and delays plagued the men. All were gloomy, especially La Salle, because nothing was heard about the Griffin.

On the Illinois River ice and inclement weather slowed travel. But, the men were enlightened to see herds of buffalo grazing on the vast prairies.

The expedition eventually beached their canoes near the Illini village at what now is Lake Peoria. La Salle made peace with the Indians and on January 5, 1680, he ordered the men to build winter quarters, which he named Fort Crevecoeur (Heartbreak). The journey would be resumed in Spring. This fort was the first civilized settlement in the State of Illinois.

However, unrest that bordered on treachery, grew among the men. Uncertainty about the Griffin also caused anxiety. To keep the men occupied, La Salle planned a new vessel. It would be sailed down the Mississippi to the Gulf of Mexico and then on to the French Island of Martinique. Tonty was put in charge of building the ship. In six weeks the hull was finished.

La Salle, impatient at no word of the Griffin, decided to return to Fort Frontenac, a 1,200-mile journey by canoe and on foot. He left Tonty in command of the fort.

With five others, he started the journey in March. Terrible weather made the trip arduous and the party had to continue on foot when ice wrecked their canoe. At Fort Miami, La Salle learned of the loss of the

Griffin. Upon reaching Fort Frontenac, they got another canoe and continued to Montreal. The journey from Fort Crevecoeur to Montreal took 65 days and was characterized by hardships and privation.

At Montreal La Salle learned that his creditors had foreclosed on all his properties and holdings, leaving him with a crushing financial burden. Despite that La Salle was challenged and now, more than ever, he was determined to complete his long-range task. With fresh financial support and Henri Tonty, he decided to continue his journey of discovery.

Soon after La Salle left Fort Crevecoeur, the men there mutinied, burning the Fort and disappearing. In April 1680, Tonty and his remaining loyal men left the destroyed site and canoed up stream to the friendly Illini village at Le Rocher (Starved Rock) to build a fort and await La Salle's return.

But in the Fall, another disaster fell upon Tonty and his men. An Iroquois war party struck the village. Tonty, in an attempt to make peace with the Iroquois, was stabbed and seriously wounded. He almost died trying to save the village people who fled to safer territory. Their village and crops were burned by the Iroquois, who were determined to eliminate the Illini trappers from trading with the French traders.

Tonty decided it was unsafe to remain. With five remaining companions, he left by canoe to seek safety with Potawatomi friends at Green Bay. After weeks of terrible difficulties and near starvation, they arrived at the Potawatomi village and stayed through the winter. In the spring, Tonty went to Mackinac to wait for word from La Salle.

La Salle returned to the Illinois River in early 1681, searching for Tonty and his men. He found only the Illini villages and fort destroyed and his ship burned.

Disheartened that his man had abandoned Fort Crevecoeur and that his planned enterprise had failed, he returned to the Starved Rock village. There he modified his plans. He met in Grand Council with the Illini and Miami nations, promising protection from the raiding Iroquois. He would build a fort and fur trading center.

The Illini and Miami nations agreed to ally with La Salle and the King of France for protection against the Iroquois and to supply the French with furs. The treaty accomplished, La Salle returned to Mackinac Island.

He learned that Tonty was alive and would rejoin him in May, 1681. La Salle was determined to complete his exploring plans. The importance of obtaining visual proof that the Mississippi valley held enormous resources for settlement, fortification and the exchange of French trade goods for valuable fur was paramount in his mind. In spite of ill fortune and the loss of the Griffin, La Salle and Tonty did not waver in their objective to continue explorations to the mouth of the Mississippi.

Returning to Fort Frontenac they immediately began preparations. Creditors caused delays, but La Salle obtained new financial support.

They embarked upon the third exploration voyage to the "great river" and the Gulf of Mexico in late October. Forty-one Frenchmen, voyagers and Indian guides accepted the challenge. Little did they know their fate during this unfavorable time of the year.

The expedition paddled along the ice-cliffed shores of the Great Lakes. The voyagers strained at their paddles to reach the Chicago portage at the lower end of Lake Michigan.

Winter had set in when they arrived. They built sleds to carry the canoes and supplies and pulled them on the frozen Illinois rivers.

About a mile above the great Illinois village, La Salle saw a remarkable lofty cliff of yellow sandstone. He named it the Rock of St. Louis and he and Tonty decided this strategic location was ideal for a fort to protect the Illini against other invading Indians. Construction would start on their return trip. La Salle left several men to build a trading post and to collect fur.

On February 6 they reached the Mississippi River and shouted "Vive le Roi". They had reached the "great river". Visits were made along the way at Indian villages to cement relations on behalf of the French, build future trading posts and collect fur. La Salle was a master with words and his ability to deal with Indian Nations led to a peaceful coexistance along the Mississippi valley and the Midwest.

The voyagers reached the Arkansas River as Spring approached. The strange trees, plants and animals constituted a strange and mysterious land. On April 9, 1682, La Salle and his tiny flotilla reached the end of their six-week journey, at the place where the Great River broadens into the Gulf of Mexico. They shouted with joy.

La Salle made an impressive and ceremonial entry. Dressed in a plumed beaver hat, scarlet coat trimmed with gold satin and with his sword swinging in its scabbard, La Salle presided while his companions planted a cross and an ornate column bearing the Arms of France and the name of their King Louis XIV.

It is written on that day: "The realm of France received on parchment a stupendous accession. The fertile plains of Texas; the vast basin of the Mississippi, from its frozen northern springs to the sultry borders of the Gulf; from the woody ridges of the Alleghanies to the bare peaks of the Rocky Mountains — a region of

savannahs and forests, sun-cracked deserts, and grassy prairies, watered by a thousand rivers, ranged by a thousand warlike tribes, passed beneath the sceptre of the Sultan of Versailles; and all by virtue of a feeble human voice, inaudible at half a mile''.

La Salle named the new domain ''Louisiana'' in honor of King Louis XIV. La Salle had spent his entire fortune and was now ready to report his success and prepare plans for forts, trading posts and colonization. La Salle, ever in the grace of the French Royalty, dreamed of a personal empire which he would control.

La Salle put his men to building a fortified outpost near the mouth of the Mississippi to guard against intrusions from the Spanish and English. While La Salle had written his name in history, his hard earned success was only the beginning of a harder task.

La Salle retraced his course, against the muddy currents of the Mississippi and Illinois Rivers to Starved Rock. He sent Tonty to Mackinac to report the success of the mission and to relay it to Frontinac.

In December 1682, La Salle planned a stronghold against Iroquois attacks. It was to be at the top of Starved Rock, 125 feet above the river. The fortress had storehouses and dwellings. Access from one side of the cliff was by a narrow, steep passage.

From the top, La Salle could see Indian lodges cluster red along the open plains and river. They housed the Illinois — about 6000 — who had returned after the Iroquois attack. Over the neighboring prairies, a half score of other tribes gathered under the protection of France. This colony consisted of 4,000 warriors and 20,000 persons in all.

La Salle's problem now was to obtain more soldiers, ammunition, guns, and goods to exchange for fur pelts. As long as Frontenac was in power he was sure of support. But, Frontenac was recalled to France and the new governor, La Barre, a naval officer, was assigned in his place.

La Barre used his position against La Salle and the trade monopolies he held. La Salle's properties were seized. His supplies were cut. That Fall, La Salle left Tonty in charge of the Rock and went to Quebec to find out what his position was. At Quebec, a message from the King instructed him to depart at once for France. In Paris, the King praised him for his Mississippi valley exploration and in secret the King revealed a new assignment for La Salle.

The King was irritated because the Spanish had excluded his subjects from their American ports, and forbid them from entering the Gulf of Mexico. The King proposed to established a French port and a colony in the Gulf. This scheme was favored by La Salle. His experience with his fort at the mouth of the Mississippi indicated he knew the best location for a colony.

The King further promised to furnish La Salle with four ships, 100 soldiers, mechanics, laborers, 30 other volunteers and several families. From the Royal Navy, he assigned the principal vessel, ''Joly''. It carried 36 guns. A second vessel with six guns, a storeship and a ketch rounded out the fleet.

La Salle had asked for sole command of the expedition, including the ships. However, the ships were put under the command of a Captain of the Royal Navy, Beaujeau. La Salle was to control the route, the troops and the colony on land.

Four ships sailed July 24, 1684. They left in secrecy to keep the Spanish unaware of the mission. After two months the Joly reached the Island of St. Domingo. Other ships lingered and one, the ketch ''St. Francis'', was captured by Spanish buccaneers. She was laden with provisions, tools and other necessities for establishing the colony. Her loss was irreplaceable.

After a month's delay, due to illnesses, the search for the mouth of the Mississippi was resumed. Poor navigation and disagreement as to their location was disastrous because they sailed 400 miles beyond their destination.

La Salle was sure they had passed their destination and wanted to turn back, but Beaujeau, afraid of the dangerous coast and shortage of supplies, demanded they find a landing site.

Reaching a stream outlet, La Salle decided to land a group of soldiers and send them along the shore until they came to the principal outlet of the river. Thinking they had found the western mouth of the Mississippi, La Salle decided to locate here and have Beaujeau bring the ''Aimable'' and ''Belle'' to a safe anchorage at the Bay of St. Louis, now Matagorna Bay. Beaujeau warned that shallow waters and currents were dangerous, so the ''Joly'' stayed in the open sea.

La Salle's soldiers began cutting trees for a clearing. Soon after a cannon shot was heard, a signal of distress.

The ''Aimable'' had struck a reef. She was carrying all the stores of the colony. She was hopelessly aground with one side staved in. Salvage efforts, especially of the gun powder and flour, were attempted but the ship broke open. The commander of the ship had disobeyed orders and signals, resulting in a serious disaster for La Salle.

After several weeks on the sands of the inlet, people became sick. Five or six died each day because of brackish water and bad food.

Two days before the ''Amiable'' went aground, Captain Beaujeau, who was aboard the Joly, sent La Salle

ominous news. Beaujeau, having completed his mission of seeing the flotilla reach the Gulf waters, said it would be dangerous to disturb his ship's ballast by removing La Salle's supplies. He said he would sail to Mobile Bay for fresh supplies and leave La Salle's stowage at Martinique. Beaujeau returned safely to France.

La Salle and his lieutenant, Joutel, now faced the difficult task of attempting to organize a colony with soldiers and civilians inexperienced in the vagaries and difficulties the wilderness presented. Of consolation was the fact that the ''Belle'' was safely in a sheltered harbor and if necessary could be sent to Martinique to replenish supplies left there by Beaujeau.

A fort was built, near the Lavaca River in Texas, and Joutel was left in charge. La Salle moved the civilians to a high point of land.

But, by mid-summer, some men had deserted. Some were reported to have become ''savages among savages''. Fortunatly, wild game abounded. But the high temperatures, the inexperience of the people and even rattlesnake bites contributed to the peril. Thirty people died.

After houses were built, La Salle resumed his search for the mouth of the Mississippi. In October, he led 50 men on the trek. He returned in mid-January. The effort was a near disaster. Unfriendly Indians, even encounters with alligators, had reduced his force to 28 men.

The ship Belle seemed to be the only means by which the colonists could be transported to a settlement site on the Mississippi. La Salle said he would then make his way up the Mississippi and Illinois Rivers to Canada and report the condition of the settlers to France.

But La Salle was not to deny himself one more overland attempt to find the Mississippi. He selected 20 men. Some of their clothing was made of the ship's sails. They left the fort April 22, 1687.

Misfortune continued to strike the fort. A month after La Salle departed, the pilot and several others left the Belle to get fresh water ashore. A sudden storm blew the ship on a sandbar, where it capsized. Several crewmen drowned. Few of the provisions it carried were saved.

When La Salle returned, his group again had been disseminated. Only eight of the 20 returned. Indian attacks and desertions were responsible.

Of the 180 colonists and the crew of the Belle, less than 45 remained. The colonists were in despair. La Salle's only hope was to make the arduous journey to Canada. Christmas came and the little colony tried to celebrate with mass and songs. After the holiday season, men and equipment were prepared for the long journey to Canada.

La Salle was competent in every field of command. In spite of his unfortunate losses he was unwavering and remained determined to complete his mission. Despite suffering severe financial loss, he felt duty bound to forge ahead for his King and France.

When all was ready, La Salle's new party, of 17, which included his younger brother, two nephews, and trusted aide Joutel, marched out of the settlement. Their encounters with Indians were friendly, but disquieting influences surfaced, such as La Salle's command mannerisms, problems with footwear, the scarcity of food and finally an argument in camp in which two of the party swore to get vengeance against La Salle.

Shortly after, the two were in a food-hunting party sent from the main group. After killing a buffalo, they sent word to La Salle they needed assistance. When help, in the form of more men and horses, arrived, the hunters attempted to keep the choicest parts of the meat for themselves. In retaliation, a friend of La Salle's seized all of the buffalo. The men bedded down for the night, intending to return to the main party the next day.

After all of the others were asleep, the two dissidents shot La Salle's follower and La Salle's servant, who also was in the group.

When the hunting party did not return, La Salle went in search. As he approached them, they shot him from ambush. Two companions of La Salle's were not harmed by the assassins. La Salle's body was left in the grass, unburied.

The total party was now reduced to six men. They continued toward the Indian village of the Cenis but more violence broke out, and the two responsible for murdering La Salle were killed by their companions.

Joutel resolved to return to Canada and then France.

Tonty, meanwhile, had made a fruitless search for La Salle, to the mouth of the Mississippi. When he turned back he left two volunteers along the route to relay any news of La Salle. Joutel found their shack and was reprovisioned by them and given a canoe and four guides. They traveled on the Arkansas River to the Mississippi and then upstream. At Fort St. Louis, Joutel kept La Salle's death a secret, wanting to report directly to the King of Franch.

Joutel reached Montreal July 17, left for France at the end of August and arrived in France in October.

Joutel's trip itself was one of the most adventure-some on record.

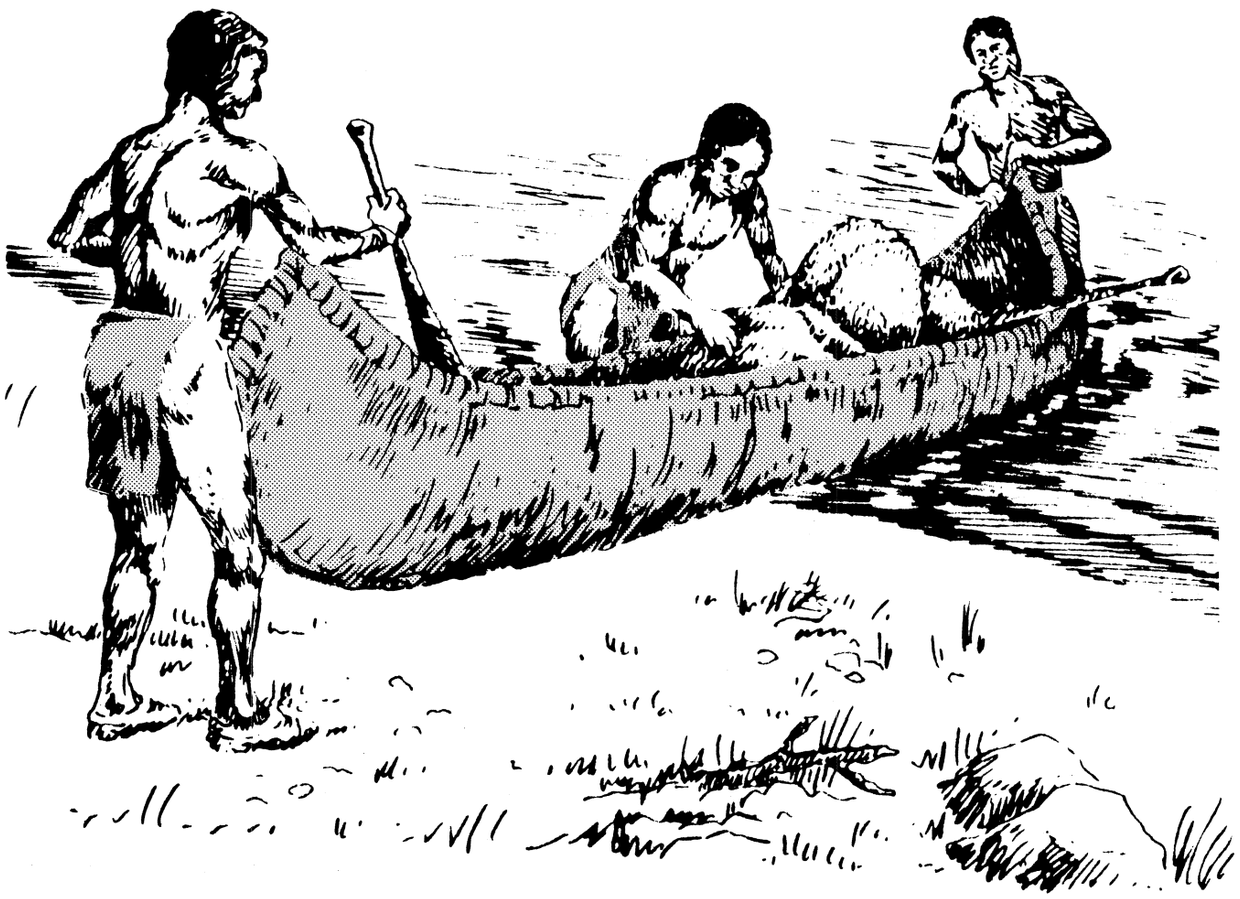
He revealed his secret to the King who ordered the arrest of the killers should they return to Canada.

Joutel hoped that the King would send a rescue

ship to the stranded settlers at Fort St. Louis of Texas, but, disappointed with the venture, the monarch left the colonists to their own fate.

The presence of La Salle's four vessels indicated to the Spanish that the French were trying to get a foothold in their territory. Spanish land forces, with the help of a French deserter who once was with La Salle, led troops to the fort and settlement. It was abandoned and three bodies were found nearby. Two men, also deserters from La Salle, did appear and they related a story of a strong Indian attack. The men said they later buried 14 bodies.

Thus ends the saga of La Salle, who had spent much of the last 21 years of his life (he was 43 when killed), establishing a profitable fur trade, creating footholds for France in the New World, and exploring the breadth of this country, via the Mississippi and some of its major tributaries. His accomplishments far outshadowed his final venture, although the failure of that attempt points to mismanagement, to inadequate navigation and, to some extent, a split command. La Salle's life was taken by unscrupulous and perhaps jealous men at a time when he was in the midst of his prime passion in life: Plunging into unknown territory in an effort to save his settlers and to further the cause of his beloved France.



Illini trappers loading their canoe with furs to exchange for trade goods.

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The Old Trail

If one of the oldest roads in Wisconsin could whisper to us its tales of the countless footsteps that have worn a path through forest, and prairies, it would indeed tell a fascinating story — a tale of the transformation of ancient Indian footpath to one of today's major highways.

I shall attempt to recall the Old Trail's past, unravel its legends and review the prominent place it has in the history of Kenosha County. In researching the subject, an old adage comes too mind: ''Gather up the fragments that nothing be lost''. So, you will recognize I have joined collected bits and pieces so that the highway's history and growth can be retold.

It began as a prehistoric path. Then in 1832 it was surveyed as a military and postal road. It started at Fort Dearborn (Chicago) and continued to Fort Howard (Green Bay). It was named the Green Bay Road. It still is known by that name, although its official designation on state highway maps is Route 31. It passes through Pleasant Prairie and Somers Townships and this chronology of historical events will be woven primarily around these two Kenosha Townships.

The following narrative is included merely to acquaint the reader with the Ice Age Era and the resultant topographic features that helped determine the trail's location.

Why was the location so ideal for the Old Trail? Could it not have been further east or west? Not realistically, because the physical geography designated the natural location, which is a remnant of the last Continental Ice Age, known as the Wisconsin Phase. The melting and receding ice mass left a distinct ridge or elevation which the Old Trail follows. This raised phenomenon is known as a glacial moraine.

How are moraines formed? A geological interpretation gives us this explanation:

Somewhere between 25,000 and 15,000 years ago Wisconsin was covered by a giant Labrador Ice Sheet in the form of lobes. The massive Lake Michigan lobe, one of several advancing ice movements, funneled its way southward along the lake basin. It was probably as much as one to two miles high. Constant ice movement caused by pressure and gravity, resulted in a gigantic transformation on the surface of the landscape.

An ice lobe can best be described as a super giant (''colossal'' would not be an exaggeration) bulldozer. As it advanced from Canada it scooped out the earth, scratched the bedrock and reduced stones to pebbles, sand and clay. This material became suspended in the ice sheet with other soils and fragments of copper. Portions of the debris in the moraine were probably carried from as far as Canada and Lake Superior.

When the glacial lobe reached its most southerly point, near the Ohio River, and the climate became warmer, it began to retreat. Debris and glacial drift were deposited along its outer edges forming a belt of recessional moraines. These moraines extend through Kenosha County and farther north into Wisconsin and south into Illinois.

It is within the vicinity of the moraine ridge that the ancient trail lies. It is located approximately four miles west of and parallel to the shore of Lake Michigan. In Pleasant Prairie Township it takes the form of a subcontinental divide that separates itself into two watersheds.

It is interesting to note the direction the watersheds take that control the drainage in the moraine area. In Somers Township the north and south branch of the Pike River meet just before crossing under Highway 31. It then flows through Petrifying Springs Park, first eastward and then south, parallel to Lake Michigan. It empties into the lake at Alford Park. These waters eventually flow into the St. Lawrence River and then the Atlantic Ocean.

In Pleasant Prairie Township the Des Plaines River, just west of Highway 31, flows south joining the Illinois River and then the Mississippi River. Eventually it reaches the Gulf of Mexico. Several small streams that flow east into Lake Michigan have formed deep eroded gullies or ravines, such as Barnes and Wolf Creeks as well as others southward. These depressions created inconvenient travel crossings and were avoided

by travelers.

On the summit or within the immediate vicinity of the moraine is the trail, which is as old as mankind — perhaps even older. Browsing mammals were the early trailmakers. Bison, elk, deer and other animals followed this ancient game trail, migrating from one location to another seeking new food sources, cover or wintering yards. Instinct led all shrewd animals to follow high ridges for easy traveling and a view that would alert them to danger. As a game trail, it offered access to choice and diverse habitat.

Prehistoric Indians of Wisconsin came to the state in a series of migrations spaced as much as several thousand years apart. Archeologists have hypothesized that the Early Paleo Indians entered Wisconsin about 9500 B.C., followed by Aqua-Plano, Archaic, Early, Middle and Late Woodland stages. All these cultures have been classified and identified by the type of artifacts, ceramics, mounds discovered and by other diagnostic analyses.

On a number of farms in the vicinity of the Old Trail, projectile points, spears, drills, banner stones and trade items have been found. They are convincing evidence pointing to the extensive use made of the trail by the first travelers who hunted, gathered and camped along the way during their yearly migrations.

On the former plowed fields within Petrifying Springs Park, many excellent stone and copper artifacts have been found. Numerous implements were recovered on nearby farms of William Thompson, Leverett F. Leet, E. J. Gardinier and on other locations along the Pike River. My best finds were made after fall plowing when spring rains washed the earth — exposing arrowheads, stone tools and debitage.

In 1792 a Frenchman, living at Green Bay was appointed as a company agent for the American Fur Company. He was sent out to establish a line of wilderness trading posts near principal Indian villages along the west shore of Lake Michigan. He was Jacques Vieau, Sr. (1757-1852). He was born in lower Canada in Cate-des-neige, a suburb of Montreal. Because the Indians had difficulty in pronouncing his last name, they called him Jean Beau or Jambeau. In 1795, Vieau came to the Indian village of Milwaukee and established his principal trading post on the east bank of the Milwaukee River.

Since lake travel was limited to spring through fall months, Vieau would transport goods during that period by canoe from Green Bay to his posts in exchange for valuable furs. On occasion he would leave an agent at the post during the winter to trade and barter with Indian trappers. Furs, especially beaver, which were in demand at European markets, proved profitable for Vieau.

In 1816 a young French-Canadian named Solomon Juneau was assigned to the Milwaukee post by the American Fur Company as Vieau's clerk. Later he married Vieau's daughter. Because of his age, Vieau Sr. sold his post to Juneau and retired to his farm at Green Bay in 1818.

When canoe travel was restricted during the winter months, traders and explorers followed the Indian trails on foot or horseback. One such trail led from Milwaukee to the Rapids at Root River, then west to a Potawatomi village at Skunk Grove (Franksville). Here in the early 1830s, the sons of Vieau Sr., Jacques and Louis, established a trading center known as the Jambeau Trading Post. Like many French traders they married Indian women and made the post their permanent home.

From the post the trail led south through Racine County to Somers and Pleasant Prairie Townships, Grosse Point, with a stop at the cabin of a French trader, Antoine Quilmette (after which the Village of Wilmette is named), and then to Fort Dearborn. Soon this route became known as the Jambeau Trail.

In Pleasant Prairie Township, in the old Dexter woods, a remnant of the Old Trail exists. Still visible is the trodden path, almost a foot deep, as it winds through the oak and hickory woodlot. This segment of the trial is just west of the present Highway 31 located on the Momper property. This trail was part of a network of trails that connected with Indian camp sites and villages in the territory.

During the 1820s and 1830s, residents of New England states looked westward. Many, seeking to own their land, migrated to Kentucky, Ohio, Indiana, Illinois, and Michigan. Tales of unexplored opportunities in the Michigan Territory (Wisconsin was included) were circulated about the newly-opened land.

As early as 1825 a primative postal service used the trail and in 1832 Pierre Bernard Gringnon, of Green Bay, had a contract to carry mail between Fort Howard and Fort Dearborn. He hired Alexis Clermont, a French-Canadian, about 25, of De Pere, to make regular trips as a mail carrier, on foot.

He would start in Green Bay and was accompanied by an Oneida Indian. They carried a sixty pound mail pack, musket, shot, two bags of parched corn, knife, axe and snowshoes in the winter. Their main diet depended on the game they shot along the way. They camped out in the woods and slept in blankets. The men encountered frequent hazards and hardships especially in the winter months. Sometimes they wandered off the trail because of deep or drifting snow.

From Green Bay, Clermont followed Indian trails

to Manitowoc and Sheboygan, followed by a stop at the trading post of Vieau and Solomon Juneau in Milwaukee. But, there were many miles yet to travel: West to the Rapids at Root River, with a visit at the Vieaus' trading post in Skunk Grove, another halt at the Indian springs (now Petrifying Springs Park in Somers) and Pleasant Prairie Townships, (following the Old Trail), Grosse Point and terminating at Fort Dearborn. There he turned the mail over to Postmaster John Logan.

Once a month the eagerly-awaited carrier arrived with his load of letters and news he had picked up along the way. The round trip was about 480 miles. Clermont was paid sixty to sixty-five dollars for his arduous work. Each letter delivered cost the receiver one shilling or twenty-five cents. At Fort Dearborn, Clermont stayed only one night before beginning the return trip with letters and dispatches from the East, Detroit and Chicago. Clermont served on the Fort Dearborn route until 1836.

The first post office for Pike Creek (Kenosha) was opened in 1836, at the Willis tavern (later the Elmer Maxwell home) at the northwest corner of Green Bay Trail and Prairie Avenue (60th Street). Harvey Durkee, a storekeeper, rode horseback from the village to the tavern where he would drop off and pick up mail. (He carried it in his hat.) Later a post office was opened at Pike Creek. Walter Towslee was appointed postmaster. During the summer months, mail occasionally arrived by sailing vessels.

An official land route became imperative for the U.S. Army and a survey for a road from Fort Dearborn to Fort Howard was authorized in 1832 by the Federal Government. It was originally planned as a Military Road to connect the two Forts. The estimated appropriation was $5,000. In 1835 the route was surveyed and mapped by James Duane Doty (Territorial Governor 1841-1844) and Lt. Alexander Center, of the United States Army.

The Old Trail was named the Green Bay Trail and opened a well-defined highway into the territory. The route supposedly would fulfill two objectives: (1) underlie a military capability, and (2) develop an important link in overland communication as a future dispatch and mail route.

As a military road it was never completed. Problem areas were taken over by civilian contractors and the road was not constructed along the surveyed route. Villages along Lake Michigan petitioned to have the route near their communities.Portions were worked on as necessity dictated. Despite some lack of continuity, the planned route led the march to territorial and statehood advancement.

By 1831 the little village of Chicago and the Fort Dearborn garrison, which was comprised of approximatley 200 settlers and traders, was becoming the crossroads of the midwest. The Chicago River, with its natural harbor, allowed sailing vessels to bring passengers and supplies from the east. Trails (or traces) branched out in several directions for foot and horseback travel to the new mid-west territories.

In 1832 there were but four white men in what is now Wisconsin, south of Green Bay and east of Rock River. All were French traders. During that year the Sac War broke out. It attracted the attention of the whole country. Black Hawk's defeat ended further Indian uprisings, making it safe for future settlement.

The title of the land was in the Indian Nations. By the treaty of 1833, between the Potawatomi, Ottawa, and Chippewa, the southeastern area of Wisconsin was ceded to the United States. However, the Indians could remain in possession until 1836. The Government reserved the right meantime to survey the tract. Lieutenant A. J. Center and his survey party then laid out the Green Bay trail, from Fort Dearborn to Fort Howard. That was in 1832.

News of the opening of the Michigan Territory (Wisconsin was part of that area) reached the small village of Oliveburg, Richland County, Ohio. Here Jacob Montgomery, a farmer, saw an opportunity to be among the first to explore and reconnoiter the new territory. He and his two sons, Able and James, left Ohio for Chicago.

In Chicago they found no roads leading into the territory, only Indian trails. They were directed to the Jambeau Trail, which was used by traders traveling north. They followed the winding trail. Montgomery was watching for suitable land with open prairies, nearby woodlots and a good source of water.

The trail passed through what now are Pleasant Prairie and Somers Townships. At the Indian Springs, the men became elated. They had found a majestic landscape with vast prairies, woods and the placid waters of a flowing stream (Pike River). It was ideal for homesteads and farming.

Montgomery saw the opportunity to become a land speculator and meet the needs of future settlers. The men began to blaze trees and stake out their preempt claims. They built a log cabin near the hillside springs in the southwest corner of the present Petrifying Springs Park.

Ward Ozanne showed me the location of the indented cabin site and Leverett F. Leet told me his grandfather lived in the cabin while he was building his nearby home at the corner of Green Bay Road and Highway JR. A glacial boulder and plaque along the hillside trail mark the cabin site. It was dedicated in

1976. Montgomery is considered to be the first permanent white resident in Kenosha County.

During December of 1835 and February 1836, U.S. Government surveyors Mullet, Brink, J. Hathaway, L. Lyons and S. Sibbley, plotted the six-mile square townships, and the ranges and sections in the eight unnamed townships of the present Kenosha County. These established bench marks made it easy to locate and identify claims and write titles that clearly described locations.

As soon as surveyors completed their descriptions, the U.S. Government opened an office in Milwaukee where land could be purchased. Montgomery and his sons each purchased 160 acres of land on both sides of the Old Trail in Sections 10 and 11 for five shillings ($1.25) per acre.

Monotgomery later built a home on the west side of the trail, about where the old Ozanne home stands. In 1837 he brought his family —wife Grace, seven sons and two daughters — to the Wisconsin Territory. As settlers traveled along the trail searching for farm land, Montgomery was on hand to sell some of his holdings for a fair profit.

By the summer of 1839, Montgomery and his sons had completed their successful land venture and decided to move on. They went to Little Fort (Waukegan) where Montgomery again speculated in land and properties. He also became active in community affairs. In 1853 he moved with his family to Iowa and died in 1866.

Montgomery and his family would make up an interesting genealogical study. He had three wives and fifteen children. Although he claimed to be a farmer, he made his fortune dealing in real estate, moving frequently and seeking greater opportunities. Certainly the Old Trail helped him accomplish his dreams.

The Old Trail Resumed

In the summer and fall of 1835, pioneer families followed the Old Trail from Chicago to Pleasant Prairie. Some of those early pioneers who decided to make their homes along the Trail were the Dowses, the Dexters, the Stanleys, the Holts, the Derbyshires and the Lucas.

In Somers Township, these were some of the pioneer family names: Willis, Maxwell, Smith, Ozanne, Longmore, Mygatt, Mueller, Rhodes, Leets, Strong and Rasmussen.

Soon a small community emerged at the intersection of the Trail and Somers road (Highway E). The village supported homes and had a cheese factory, sorghum mill, blacksmith shop and several churches. Pike River sawmills was built and operated in 1835 by Thomas Parsons. The Foster sawmill, operated by Benagh Burgess, started a year later.

Previous to this time the Old Trail was not passable by ox cart or wagon teams because only a blazed foot trail existed. About 1835-1836 plank roads made their appearance on the trail. Usually of oak or other hardwood, two inches thick and eight feet long, they were nailed to stringers four inches square. The planks were placed in wet or muddy portions of the road. Nearby woodlots and sawmills supplied the material for local planking needs. Prairie Avenue (60th Street) was known as Plank Road. During 1836 a weekly stage began to run from Chicago to Milwaukee.

By an Act of the State Legislature, the town was named ''Pike'' on April 15, 1843, after the river that flows through it. On April 1, 1851, 'Pike'' was changed to ''Somers''.

When the Chicago, Milwaukee and St. Paul Railroad was constructed in 1870, the village of Somers underwent a drastic relocation. Homes, businesses, and churches were moved west on the Somers Road to an area surrounding the railroad crossing. The depot served passengers, freight and the truck gardens produce of nearby farms. The depot became a telegraph office and Post Office. Gradually the village grew into a thriving community.

The Old Trail has seen many historical buildings. Sadly, all are gone. There was the ''Old Mill'' built by Rev. James Ozanne, an experienced miller, baker, and preacher. He came to Somers, then called Pike, from the Isle of Guernsey, in 1842, and established his home on the Green Bay Trail. Shortly after his arrival he constructed a large windmill one mile west of his home.

The ''Old Mill'' was an octagonal tower five stories high, built of heavy hand-hewn timbers and beams from the Ozanne woodlot. The huge windmill wheel was made of wood and strips of iron. The milling stones were imported from France. The Rev. Ozanne traveled to Boston, Massachusetts where he knew selected stones could be purchased. When the mill was completed farmers carried their wheat to the mill where it was ground into flour. Rev. Ozanne operated the ''Old Mill'' until 1868, when it was sold, taken down and moved to St. Martins in Milwaukee County. Wheat was the important crop in Somers Township, but as early as 1865 and for many years after, the chinch bug ruined the wheat crops in many southeastern counties. Farmers then turned to crops such as cabbage, tomatoes, onions, carrots, beets, potatoes, corn and other garden produce. Many shifted to dairying and helped established Wisconsin as the nation's leading dairy state.

Another relic along the Old Trail was the

Government Observatory. It was built in 1860 on the farm of William Robertson, now the Einer Hansen Farm. From that vantage point one can look far to the west and north. Daily weather conditions were read and recorded at the Observatory. It was located about 1¼ miles south of the Oakwood Cemetery. All that is left of the tower is a small pile of stones. It is the highest point on the trail between Chicago and Milwaukee. From it, one can see Lake Michigan a distance of three miles.

In my boyhood days I remember a unique landmark in the Leet woods. On weekend hikes to Petrifying Springs to camp and fish we sometimes used the bandstand or gazebo for shelter when it rained. This bandstand was located in Mitchell Park and was moved to the Leet Grove. It was used for many years for concerts and social gatherings. It was finally destroyed by vandals.

Nearby in the east woods was a small cottage named Camp Fogwell. As Boy Scouts we used the building for camping and scouting tests. Naturally we did a lot of exploring in the nearby Petrifying Springs Park.

An area that became part of the south boundry of the Park was the only part that was owned continuously by one family, the Leets. That part of their farm east of the Green Bay Road is now part of the University of Wisconsin-Parkside campus. The home, built before 1840, and barns have been razed.

Until a town hall was built, town meetings were held in the living room of the Leet home.

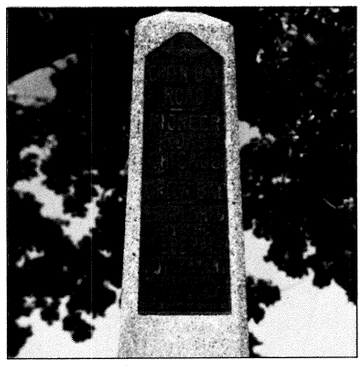
The Town Hall, one of the landmarks of the Old Trail, originally stood at the southeast corner of Green Bay Road and Somers Road (Highway E). Built in 1859, it is gone. But it is now relocated as a historical landmark at Hawthorn Hollow, opposite Petrifying Springs Park. The old Town Hall, the one-room Pike River school house, built in 1847, and a larger school house, built in 1906 to replace it, remain in a setting as a recreation of the old days of Somers.

Today, unnoticed by travelers, along the Green Bay Road is a series of historical markers with a bronze plaque as a reminder that the highway began as an early pioneer trail.

On September 29, 1927, the first marker was placed and dedicated in tribute to the pioneer road builders in Wisconsin. The first marker is in Somers Township on the west side of the Green Bay Road and Highway A.

Imbeded in the monolithic post is a bronze tablet. It says:

Green Bay
Road
Pioneer Road
Chicago
to
Green Bay
Established
by the
Federal
Government
1832



The author at Green Bay Road marker.

Beneath this is a smaller inscription indicating that it was sponsored by the Wisconsin Society of Chicago.

Similar markers, each a tapered shaft about five feet high, were set at each crossroad abutting Green Bay Road. Many monuments have been removed or destroyed. Some, broken by cars, have been replaced by the Kenosha County Highway Department. Five remain along the highway in Somers Township and four remain in Pleasant Prairie Township. Green Bay Trail is listed as Wisconsin Registered Landmark No. 3 by the Wisconsin State Historical Society.

With the setting of the first marker, the Wisconsin Society of Chicago hoped that similar markers would be placed at every mile between Chicago and Green Bay. The nine in Kenosha County remind us that for more than 150 years the Green Bay Road has changed from not much more than a geological foot path to a major highway. It is one of the oldest thoroughfares in the state. It can be credited with being the opening wedge for pioneer settlement in Kenosha County and other southeastern counties of Wisconsin.

The Old Trail has seen numerous name changes: The Jambeau Trail, The Green Bay Trail, The Green Bay Road, and Highway 31. It has undergone many changes in construction, in alignment and straightening. From a footpath the Old Trail now is in the construction process of becoming a double, three lane highway to accommodate the constant increase in traffic.

The Old Trail has many more stories to tell — of people, churches, schools, the railroad, stores, farming and community activities. Some, but not all, earliest records and memories have been lost in time or forgotten. But, thanks to local history buffs and fourth and fifth generations in Pleasant Prairie and Somers, the heritage that had its foundation on the Old Trail lives on.

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Pioneer Days 1835-1850

Prologue

In reconstructing the pioneer days of Kenosha for this chronicle, valuable resource material was gathered from the writings of Col. Michael Frank, Rev. Jason Lathrop, Francis Lyman, C. A. Dewey, Carrie Cropley and other Kenosha historians.

Their narratives reveal the ambitions, hardships, and growth of a frontier village and its advancement during those trying years. Researching and reading about the territorial days of one's own home town — or early village — is a rewarding way to be reacquainted with local history.

When studying Kenosha's infancy one cannot but pause and reflect on the events of the past. An analysis of them shows that the judgement of the founding fathers regarding the promising geographical location and its many natural advantages was correct in that the community was destined to succeed and make progress.

Our early settlers and worthy citizens devoted endless effort toward developing a progressive village image. We should not forget the rich and colorful heritage those pioneers gave us.

Kenosha now stands as a tribute to both those spirited citizens and leaders who followed. They have helped the city advance and record outstanding accomplishments.

In essence, people are Kenosha's priceless resource and progress has a way of outrunning our wildest dreams. Kenosha's image is changing into that of a growing city with a positive future. With cooperation and input we can enjoy changing with it.

Historical Overview

Events that led to the opening of the Midwest Regions of America were the Treaty of Paris of 1783, which ceded to the United States the Great Lakes Country, the Northwest Ordinance of 1797, and the Sauk War of 1832.

Treaties and removing Indian people to reservations were necessary then to encourage exploration and migration into the new territory. Land fever and the American dream to own land and pursue opportunities in agriculture, manufacturing, commerce and other forms of business were the motivating forces.

The Northwest Ordinance laid the ground work for the development of the Midwest. In 1818, the Michigan Territory was founded and later divided into five neighboring states: Ohio, Indiana, Illinois, Michigan and Wisconsin. On July 4th, 1836, land west of Lake Michigan was organized as the Wisconsin Territory.

There were three hamlets in the territory at that time: Green Bay, Prairie du Chien and Milwaukee. All were occupied by French-Canadian traders and trappers. They bartered with Indians, primarily for beaver fur. Packets of fur were taken by canoe to Montreal and Quebec and exported to Europe.

President Andrew Jackson favorably mentioned the Wisconsin Territory in his message to Congress (1832-1833); treaties were concluded with the Winnebago and Potawatomi for their removal beyond the Mississippi, to the relief of prospective settlers. Land offices were opened in Green Bay and Mineral Point in 1834. A land office also was opened in Milwaukee and became an important landing port for Eastern settlers and a center where supplies could be replenished.

At the close of the Sauk War of 1832, a struggle that lasted only fifteen weeks, regular military and volunteers marched from Illinois through Wisconsin and then subdued Chief Black Hawk and his people at the Bad Axe and Mississippi Rivers. Soldiers returning to their homes extolled about the vast rolling prairies, forests, lakes, rivers and the abundance of wildlife they had observed.

These accounts were picked up by newspapers in the Eastern states. Glowing descriptions of the vast resources in the country west of Lake Michigan were published.

In order to encourage settlers to inhabit the new territory, the United States Government, by treaty and annuities, acquired lands from several Indian Nations.

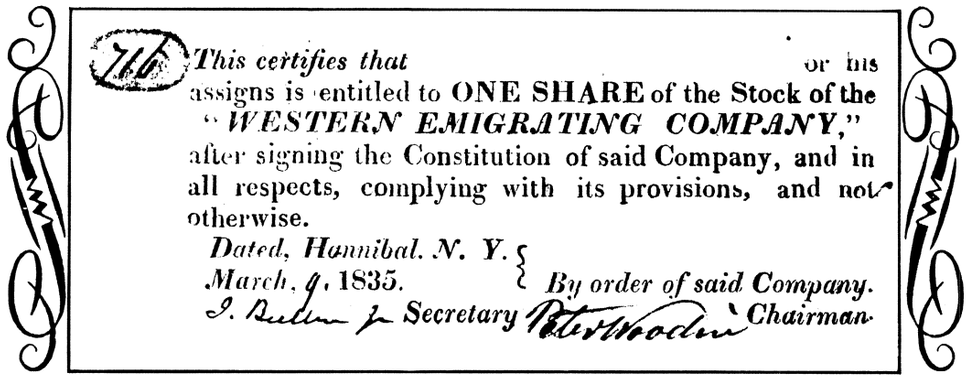
By 1833-1834 much of the Indian lands were ceded to the United States. When ownership terminated, the Indians were moved to reservations in Iowa and Kansas.

News of the territorial lands reached the little town of Hannibal, in Oswego County, New York. In December of 1834 Post Master John Bullen, Jr. and friends were intrigued by stories of the western lands with their many untouched natural resources, including the possibilities of building a town with a good port.

In February, 1835, a committee was appointed to draft a constitution for a society to invest in western lands for a village site and future commercial harbor.

A constitution, prepared by Rev. Jason Lathrop, was adopted a month later and "The Western Emigration Company" was formed. Rev. Peter Woodin, a Baptist clergyman, was elected chairman and John Bullen, Jr. secretary.

Active in promoting the joint stock association were: Peter Woodin, Hudson Bacon, Alfred Foster, Orlando Foster, William Bullen, George Bennett, Sidney Roberts and James Scott. Certificates, at $10.00 each, were issued to finance an expedition to search for a site and to purchase land.



STOCK CERTIFICATE WESTERN EMIGRATING COMPANY—*Organized by citizens of Hannibal, N. Y., in 1835 to finance the settlement which became Kenosha.*

Excitement grew. People throughout the community were attracted. Many New Englanders were anxious to relocate, with visions of a new home, new opportunities and riches. Some four hundred stock certificates were sold to supporters.

Chosen agents to explore for a new colony were: John Bullen, Jr., Warters Towslee, Sidney Roberts and Charles Turner. Bullen, the appointed leader, was detained, but the others left Hannibal on March 25, 1835. They sailed on Lake Erie, bound for Detroit and the eventual destination the village of Milwaukee.

The agents took $2,800 of company money to make investments. Each was allowed $1.00 a day while on duty for traveling expenses. Each carried a gun, knife, and hatchet. Food consisted of dried meat, parched corn and game they shot. Their mission was to search for a good port location and plenty of fertile "back country".

From Detroit they walked through the wilds of Michigan, following Indian trails to Chicago. At Chicago they set out for Milwaukee by following the Lake Michigan shoreline. Along the way they boarded a small vessel and it landed them at Milwaukee.

At Milwaukee they met with village leaders Solomon Juneau, Myron Kilborn and George Walker. The village consisted of a small collection of buildings and a sparse population. It was the gathering place of traders and trappers. Town lots were comparatively high in price, so it was decided to look elsewhere.

They learned there was unoccupied land south along the lake. They went to the mouth of Root River, afterward called Racine. Here they met Captain Gilbert Knapp and learned that all land bordering the river had been claimed. Preliminary plans existed for a town. The agents tried to purchase a claim on which the principal part of Racine now stands but a firm agreement could not be reached.

Towslee and Roberts returned to Hannibal to consult with the company officers. Turner remained in Racine. At Hannibal, the stockholders decided that if a purchase agreement could not be negotiated in Racine, the appointed agents should continue to look further south along the lake.

It was further decided that John Bullen, Jr. be appointed as sole agent for the company to handle funds and the purchase of lands. Bullen returned to the Root River but no agreement could be reached. They continued their search.

On June 14, 1835, Kenosha's history began, when the exploring party arrived at the Island (Simmons) and

the crescent-shaped mouth of Pike Creek. Because there was no claim to the land, the men agreed that this site met the requirements for the future village of the Western Emigration Company. With Bullen came Edwin C. Hart, William Bullen, and C. W. Turner. The following day, Hudson Bacon, Gardner Wilson, and Cephas Weed joined them.

Bullen, Bacon and Wilson were satisfied with their selection and saw it as having great potential for a village, future harbor and agriculture.

They found the island was a former Indian camp ground. Some lodge poles were standing and indications of a former burial ground was visible. The men built a temporary shack near the creek for shelter.

It was necessary to immediately stake-out a claim and they surveyed both the north and south sides of the creek, selecting land for the company and for future purchase from the U.S. Government.

Bullen decided not to use the Indian name ''Muskenoza'', meaning ''The place of the Pike''. He chose the English version, ''Pike''. Bullen then returned to Hannibal to report the successful discovery. Turner was left to guard the claim.

At Hannibal, Bullen's news was met with cheering and excitement. Fifteen families made immediate preparations to migrate to the frontier.

Farmers, merchants, tradesmen and others who took stock in the venture were anxious to pioneer in the new land. During the summer and fall of 1835, other New England Yankees, from Vermont, New York and New Hampshire, left their comfortable homes to travel to the exciting land on the west shore of Lake Michigan. The trip by schooner took four weeks.

Pike River Settlement

One of the original explorers and representatives of the Western Emigration Company, Charles W. Turner, disagreed with some of the plans of the committee. He scouted the area and decided that the mouth of the Pike River had greater potential. Differences between him and Bullen caused Turner to withdraw from the company and form his own settlement. About August 1835 he made his claim and built a cabin near the south bank of the river which became known as Pike River Village.

Turner's claim consisted of 160 acres and was surveyed into blocks and lots and later sold for homes and stores. People settling the Pike Creek Village were uneasy, fearing that the Government might decide to provide funds for a harbor development at Pike River. Turner resided at the river until his death in 1841. Soon after, however, homes, a blacksmith shop and store buildings were gradually moved and relocated to the Pike Creek Village. The last building to be razed was an ice storage shed. Thus the Pike River Village disappeared. Turner's village was located in the area of the present Pennoyer Park. The name, ''Pike'', for the two villages, caused U.S. Mail confusion and was clarified in 1836 by calling one Pike Creek and the other Pike River.

First Arrivals at Pike Settlement

The first Yankees at the new settlement arrived June 21st, 1835. They came overland with two teams of horses and three yokes of oxen. It took nineteen days to travel from Hannibal to Chicago and another four days to reach the new settlement.

Those first pioneers were Mrs. Gardner Wilson, Jonathan Pierce and Orrin Jerome. There was no building on their arrival and the first woman in the settlement used the wagon for sleeping quarters. The others slept under the wagon or on the beach. Mrs. Wilson cooked over an open fire and served food to a dozen men for five weeks until cabins were built.

Nelson Gatliff drove the second wagon to the site and the Caldwell family came about the same time. After selecting their claims, the men felled trees to build cabins. Tools they used were the broadaxe, adze and crosscut saw. The buildings were usually 16 feet by 20 feet with a bark roof and dirt or plank floor.

Other pioneers arrived on foot and some came by sailboat and were brought to shore in small boats. By August there were 28 people in the village.

The Pike Village was dependent on lake traffic for supplies, provisions and new arrivals. During the winter months, sailing was halted and supplies had to be brought by packhorse from Chicago or Milwaukee over Indian trails. That Fall food became a problem. Some settlers brought salt, flour, corn, rice and other staples with them and they soon learned to use wild available foods — berries, nuts, deer, rabbits, quail, prairie chicken, ducks and fish.

In September, 1835, canoes carrying 400 Indians, who had been in Chicago to receive payments for their land, were driven ashore on the Island (Simmons) by a lake storm, Bad weather kept them there for three weeks. Daily hunting for food resulted in a scarcity of game. The settlers were concerned, but partially because of fear and to show good will, they slaughtered an ox for the Indians. The Indians left, much to the relief of the village, when the weather improved.

Land claims for the Company were made by John Bullen, Hudson Bacon and J. G. Wilson all on the north side of of Pike Creek. Land claims on the south side of the creek were filed by David Crosit.

Claim jumpers and speculators occasionally caused

problems. For example, a Samuel Resique and a John Noble, described as experienced squatters, apparently felt no claim existed for Simmons Island, which originally was named Washington Island. They built a cabin which they opened as a tavern and rooming place for new arrivals and travelers.

The Bullen family said they had a claim on the Island. Resique held possession of the Island until the summer of 1836 when the dispute was compromised. The Bullen family was allowed to keep part of the claimed Island land.

The Island, regarded as the most valuable portion of the projected town, was destined to become the nucleus of the shipping business. It is said a Mr. Garrett, a capitalist of Chicago, offered $7,500 for a good claim to the Island in 1835.

The winter of 1835-36 was a difficult one due to lack of food, prairie fires, severe cold and unfamiliarity with the rigors of prairie life. Thirty-two people braved the winter and while many were young and adapted to it, some people returned East. At that time, the main part of the village was north of Pike Creek and appeared to offer the most advantages for business and homes.

The survey of public lands by government surveyors was completed in February, 1836. In May, 1837, a survey of the village was made by Thomas Marr for the Emigration Company. Lots, blocks and streets were established. The method used was known as the French projection — right angles to the main Pike Creek and bayou so each owner had access to the water. The main street on the Island, named Washington Street, ran north and south dividing the Island. Lots ran east and west. In December, 1836, the Western Emigration Company was dissolved. It proved to be a losing operation to most stockholders. The company had done its part in establishing a village. Settlers had to travel to the Milwaukee Land Office that opened in May 1839, or purchase land from local owners. Early settlers bought land from the Government for $1.25 per acre.

A simple method was devised to measure and record property. Land was divided into townships, six miles square. Each contained 36 sections of 640 acres eash. Sections were subdivided into ''halves'' and ''quarters'' and those divisions were again split into ''eighties'' and ''forties''.

Land was easy to locate and identify and titles could be clearly described and this method is now in use in all surveys of public lands. An early ordinance provided that Lot 16 of every township be set aside for public schools.

The anniversary of this nation's Independance Day was first observed on July 4, 1836, and took place here on the island where it still is celebrated. The entire settlement turned out. A hitch of twenty oxen, carrying flags and decorations, came from Racine. Elder Lathrop was the orator of the day. Mr. Tobey, who kept the Resique House, served refreshments.

In spite of the severe national depression of 1837, the village leaders hoped to draw settlers by establishing itself as the most southerly port in Wisconsin and by changing the name of the village to Southport. That year 61 steamboats, 80 schooners and 2 brigs arrived at the village. The shallow harbor and sand bars required that passengers and supplies be unloaded on small scows called lighters, and brought to shore. Piers were built later at private expense.

Michael Frank, who came in 1839, became the first village president.

In the summer of 1842, 60 settlers, including many who became prominent in building Kenosha, arrived by boat. Among them was the Simmons family. Z. G. Simmons founded the Simmons Bedding Company. Fred W. Lyman, the Baldwin family, and others, who helped the town's business life, were in the group.

The settlement continued to grow. Lumber and supplies came by sailboat. Bullen had a cargo of lumber sent from Sheboygan. The lumber was tossed overboard near the Pike Creek outlet and it floated ashore. Bullen built the first frame building for a store and home. It was about where the Kenosha Municipal Building now stands. His schooner brought provisions and seed to the village. Josiah Bond helped drive cattle from Illinois to supply milk.

Among the families to come to the new village were Mr. and Mrs. Charles Durkee, from Vermont. Their destination was Milwaukee, but when their steamboat encountered a storm, Mrs. Durkee became ill. She was put ashore. Durkee was so pleased with the village that he decided to remain. Durkee later was elected to the first Territorial Legislature.

In 1840 there were fifty-six families consisting of 337 people. Among the noted pioneers were Samuel Hale and Orlando Foster. Both had walked from Chicago. George Kimball came from Canada. Kimball and Durkee took land south of the edge of the village (60th Street). Durkee built a cabin at the south edge of Library Park. These men, accustomed to ''commons'' in cities back home, gave the land for the now Simmons Library Park.

A harbor and wharf were considered to be of great importance for the advancement of the village, so in 1837 the citizens asked Durkee to go to Washington to persuade Congress for a harbor appropriation. A survey determined that the cost of the harbor

construction would be $87,000. After many anxious days, everyone was happy when a dredge appeared at the mouth of Pike Creek. In 1840 a pier was constructed and the first boat docked at the pier on April 20, 1842.

First Printing and Newspaper

Elder Jason Lathrop was a man of many talents. When Claimant's Union was organized printed rules were needed. The only printing press in Wisconsin was in Green Bay. In 1836, Lathrop built a crude press using a box placed on a stump. He made his own type and ink and with a ball and roller, distributed the ink and pressed the paper on the type.

With little knowledge of world events except word brought by travelers or by an occasional letter, the people were eager for a newspaper. In 1840, C. Charles Sholes bought the old Green Bay press and started a newspaper here. His brother, C. Latham Sholes, was the editor. Michael Frank later became co-editor of the Southport Telegraph.

C. Latham Scholes is credited with being the inventor of the first practical typewriter and Michael Frank became known as the "Father of Wisconsin Education". The first paper was printed June 16, 1840.

According to the 1850 census, C. Charles Sholes was 23, C. Latham Sholes 19 or 20 and Michael Frank 33.

By 1837, more sailing vessels landed passengers and freight by lighter. To assist navigation and locating the village, a beacon was created. A large oak tree was cut and the bottom 10 feet were left. A layer of stone was placed on that and a fire was kindled each evening at sundown during the sailing season.

During that second year a log building, 20 feet by 20 feet, with rough timbers for seats, was erected as a school. Reading, writing and ciphering was taught. This building was located on Main Street between 56th and 57th Streets. It was also used as a meeting place and church.

Mrs. Allen was the first teacher. In 1844, Lewis Harvey, who later became Governor of Wisconsin, was also a teacher there. Many pioneers brought school books with them.

Sundays were reserved for prayer and rest. People met for worship in Walter Towsley's log cabin. In 1836, Reverend Ruben Deming came from Vermont. Combined Sunday services of Congregationalists, Baptists, Episcopalians and Methodists were held.

The first church to be built was the Methodist church in 1840. Later the Episcopal church was constructed. Protestants and Catholics helped with labor and material and gave what funds they could.

During the 1850s the little community began to develop commercially. The Bullen and Allen mercantile store, a cooper shop which made tubs, pails, and barrels, a manufacturer of hand pressed bricks and several blacksmith shops, are examples.

Other businesses included shoe and bootmakers, wagon and farm implements, a harness and saddle shop, a frontier cabinet maker who built furniture, a tailor shop, a bakery, and a small foundry making cauldrons, kettles and other household and farm implements.

Farms in the county produced wheat in great quantities. Flour mills made flour to ship to Eastern cities. A tannery was started for leather goods. Commodities became more plentiful and living conditions were better than during the first days of Pike Creek.

Through the years, Kenosha has faced many problems. Some have been solved, others not. Many still require solutions. Kenosha's life-stream depends upon wise and sound developments of its social, recreational, educational, economic and industrial opportunities.

If Kenosha forges ahead wisely, the words of industrialist Z. G. Simmons may prove to be prophetic:

"You can't down Kenosha. The old home town is bound to rise and rise so rapidly that we old timers will marvel all the more. The progress and growth of the city in the past few years has been remarkable, and it will continue to grow and progress. May the blessings that have been brought to this community by a public spirited citizenry continue to be showered upon you, forever and ever."

This paper presents a series of events that occurred in forming the early settlement of Pike Creek. A full and complete history of Kenosha's history was not attempted, but highlights of its beginning are presented for their value and interest to readers, students and researchers. I leave further historical topics to other historical writers.

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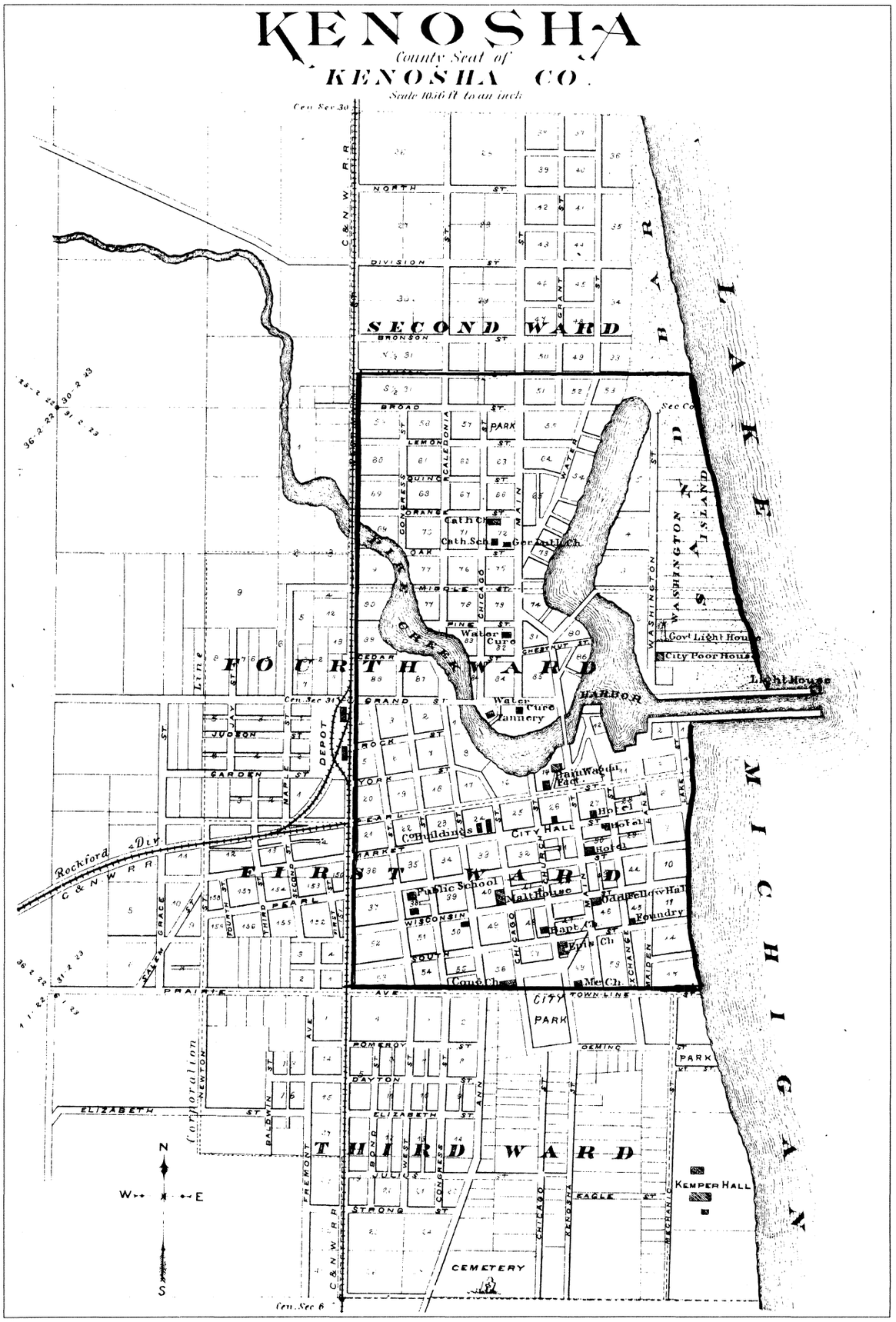
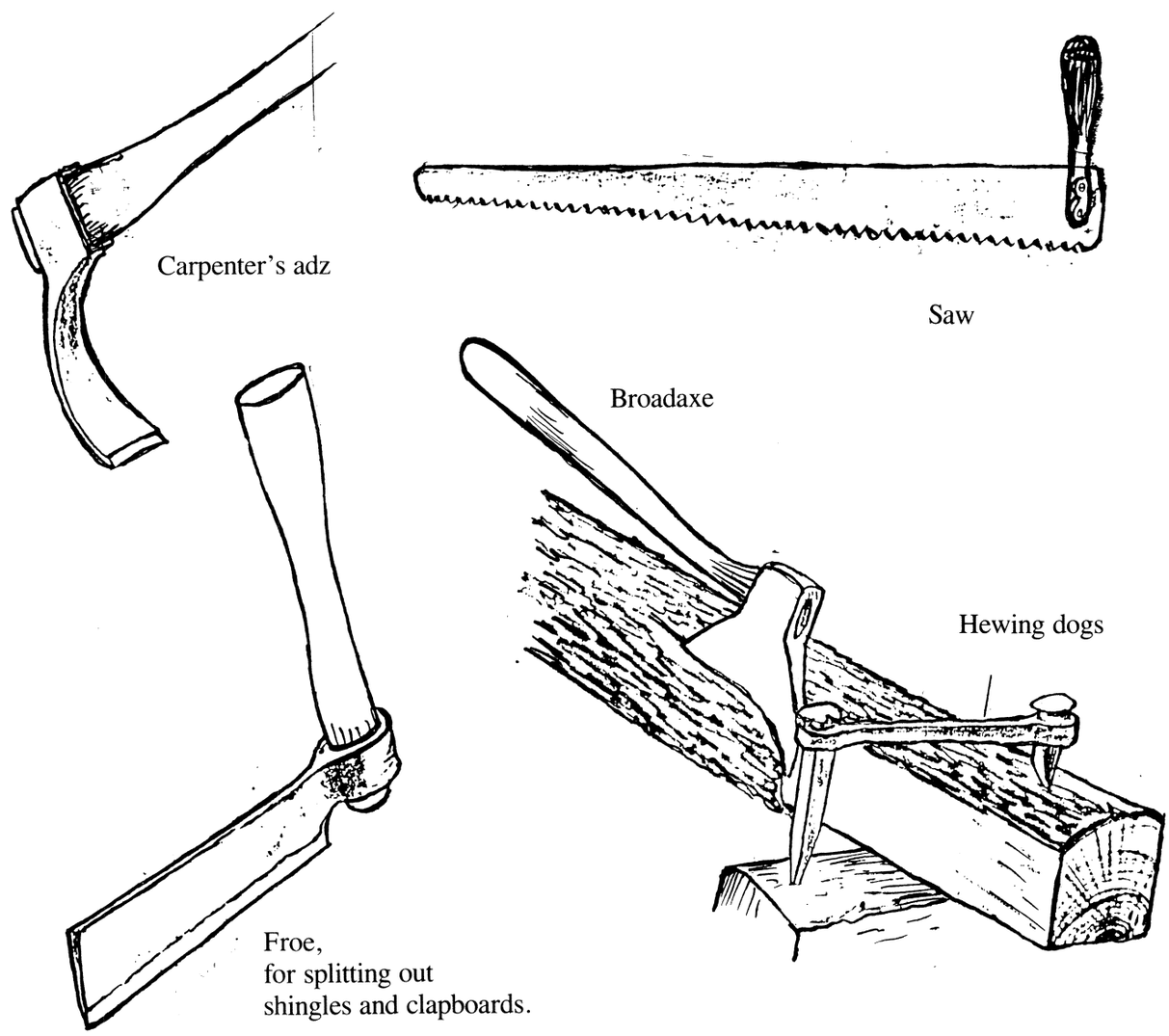


Map of Kenosha in 1850. Dark outline shows Southport in 1837.



Tools for building a log cabin.

The Pioneer Ax

The ax and the adz (a country cousin that was used to trim and smooth wood) were indispensable tools for the pioneer.

Axes, which were brought from Europe, were heavy, clumsy, single-bitted tools. They had been virtually unchanged since Roman times. But by 1750 — no one knows exactly when or by whom — the American chopping ax was perfected. It weighed between three and six pounds and played a vital part in the settlement of this nation.

The settlers in the Northwest Territory were both woodsmen and farmers. Forests provided the raw material for cabins, barns, furniture, implements and fences. The ax enabled settlers to harvest this basic resource and clear land.

No matter how poor a settler was, a long rifle and an ax were possessions common to each. They were the foundations for a rugged but fruitful livelihood.

In Kenosha County, one pioneer log cabin remains. It was built in 1840 and is at the Fox River Country Park near Silver Lake. It originally was on a farm near the Bong Recreational Area in Brighton Township.

Phil Sander 1991

October's Tapestry

October is a time when nights are resplendent with dew, or mornings with a touch of sharp cold. Gaze upon October's tapestry of spectacular color along the hedge rows and visually absorb the reds, yellows, gold and bronze leaves, as they flutter to the ground. Add the nostalgic smells of burning leaves or wood smoke from a blazing fireplace. Listen now! It is the time the wild geese announce themselves as they come honking southward. October is the time for the ancient migrating season.

Maple Syrup: 50 to 1

Have you ever wondered why maple syrup is so expensive to buy off the shelf? Here's an explanation: It takes 50 gallons of maple sap to make one gallon of maple syrup.

Kestrels The Smallest

Kestrels, colorful sparrow hawks, are the smallest of the native North American falcons. It's the only raptor bird with a notched beak and sharp talons that hovers over its prey.

Wetlands Destroyed

During the past two centuries, more than 100 million acres of America's wetlands have been destroyed. In other words, this means that about 54 percent of the wetlands that existed when the country was made up of colonies are gone for all time.

KENOSHA

How it got its name.

There is something about human make-up that cannot tolerate a place without a name. It is almost as if a land feature does not exist — at least not on a map or in the mind — until it is given a proper name. Since man-time began, a place name was necessary to identify a definite site in order to speak of or travel to.

Geographical labels are important because they affect the way we perceive the world around us. Today, most maps and atlases designate states, counties, cities, and prominent natural features. In a sense place names on maps are the language with which America's autobiography is written.

Wildlife and geological features had an important part in the nomenclature of many principal sites. The American Indian, the first to occupy the Midwest region, gave place names to lakes, rivers, hills, and picturesque land formations. Names were often derived from mammals, fish, birds, and plants.

The Indian language is musical, owing to the presence of many vowel sounds. Names are colorful and descriptive, although often their meanings are quite commonplace. For example: Muk-won-a-go, Place of the Bear; Gee-go-sen saug, Lake of small Fishes; Wah-ya-qua-kah-me-kong, Lands End; She-shik-ma-o, Des Plaines River, and Chip-pe-cot-ton, Root River.

Given names served as a guide to locate established villages, sites, and council places. In Wisconsin eighteen counties and a number of cities, rivers, and lakes have adopted Indian names.

What sub-group of Indian Nations first discovered and named the stream that formed Pike Creek and Pike River is unknown, and is lost in the dim corridors of the prehistoric past. Early Indian tribes named many streams and villages along the shores of the Great Lakes and inland waters and these names were adopted upon the arrival of the French explorers, Jesuit priests, and fur traders.

Early explorers and missionaries, when mapping name places, used the phonetic method of recording names. They matched a letter or group of letters with a sound. Indian people used descriptive speech to name places because they had no written alphabet, although an art form of picture messages was practiced. Pigment paint was used on cave rock. These are known as pictographs. Rock or cave carvings were incised into soft stone walls. The result is called petroglyphs or "rock art". Messages were also inscribed on birch bark.

Indian people never recorded their languages, so there was no correct spelling. The French learned the languages and then the English attempted to learn from the French. To translate and wrestle with the spoken word was at times difficult — especially because of the dialects of different tribes. Often the derivative word was used to translate to the official French cartographers.

To aid explorers in their map making of the territory through which they traveled, a simple seventeen century device was used. These instruments and techniques were the Mariner's Astrolabe, to determine latitude, and the Universal Ring Dial to establish north.

Map makers were dependent on the French-Canadian explorers and voyagers for recording information of place names. Some confusion was encountered in interpreting tribal dialects, and also when the name given by local Indian people was used. Early spellings were suspect because of the uncertain sources used for their information.

The origin of the Indian name for the two Kenosha streams means "the place of the Pike". Three species of Esox that entered the creek and river to spawn and feed were the Grass Pickeral, Northern Pike, and Muskellunge. In the Algonquin Nation language, pickeral is named ke-no-zhe and the large pike, mas-kin-onge.

Early maps show varied spellings. A 1778 map shows the stream as River au Masquelonge or Kenneoheque. A map published by John Malish of Philadelphia, in 1820, used the name Kennshcheque. When surveying the Green Bay Trail in 1835, Lt. A. C. Center used the name Kononshacon. Henry Wadsworth Longfellow, in 1855, writing his poem "The Song of Hiawatha" used the Ojibway word for Pike: "And he

said to the Kenozha, to the Pike, the Maskenozha''.

John Bullen Jr. in 1835, leader of the Western Emigration Company, named the early settlement Pike rather than use the archaic name. In 1836 the name was changed to Pike Creek in order to eliminate postal conflicts with the rival village of Pike River.

As shipping business increased, the name Pike was changed to Southport when the village incorporated in 1837. It was the most southernly port in Wisconsin on Lake Michigan.

During Col. Michael Frank's term as Mayor, in 1850, the citizens campaigned to call the city by its Indian name. Different writers dropped the prefix and spelled the word Kenosia, Kenozia and Kenozha. Some spelled the name as it is now spelled, Kenosha. It was finally agreed to adopt the orthographic name ''KENOSHA'', which gave an acceptable option in the Indian language.

This is the name progression over the years:
Mas-ke-no-zha — ?-1835.
Pike — 1835-1836. First settlement.
Pike Creek — 1836-1837. First post office established.
Southport — 1837-1840. Incorporated as a village.
Southport — 1840-1850. Incorporated as a city.
Kenosha — 1850-Present.

Kenosha became the official name when the county of Racine was split by an Act of the Wisconsin Legislature. At the request of local residents, the name Kenosha became official in 1850. Wisconsin became the 30th state of the Union in 1848. J. R. Polk was then the 11th president of the United States at the time.

The name Kenosha has a certain phonetic sound which led to many uses. I recall the High School football yell: K-E-N-O-S-H-A, Yea Kenosha! and the song ''We're from Kenosha''. The name Kenosha has spread far and wide around the United States.

The following is a list of places that bear the good name of Kenosha:
Kenosha Road — Washington Island, Door County, Wisconsin.
Kenosha Road — runs south in Kenosha to the county line.
Kenosha Road — runs south to Waukegan in Lake County.
Kenosha Street — Delavan, Walworth County, Wisconsin.
Kenosha Street — north suburb of Detroit, Michigan.
Kenosha Pass — 10,000 foot high pass southwest of Denver, Colorado.
Kenosha Tug — harbor tug for Kenosha, owned by Morelli.
Kenosha Steamer — coastal cargo vessel, owned by Hill.
S.S. Kenosha — U.S. World War I Victory Ship.
Kenosha-Rockford R.R. — 1850 city-owned railroad.
Kenosha, Rockford & Rock Island R.R. — owned by Z. G. Simmons (Simmons Beds) and Sam C. Johnson (now Johnson Wax).
Kenosha Barge — 25 ton derrick built by Calumet Shipyard and D.D. Co., Chicago, IL, 1931.
Kenosha Canoe — New York Broadway skit starring Ray Bolger.
Kenosha Polka — a popular polka written during the Civil War. Kenosha soldiers, members of the Wisconsin Old Abe Regiment, sang it while marching and at the siege at Vicksburg, MS.

Kenosha, in 1925, was awarded First Place in the Wisconsin Better Cities contest.

Wisconsin is dotted with place-names rich in the lore and origin of the state's Indian and immigrant past. Changing Kenosha's name would blot out reminders of where we came from.

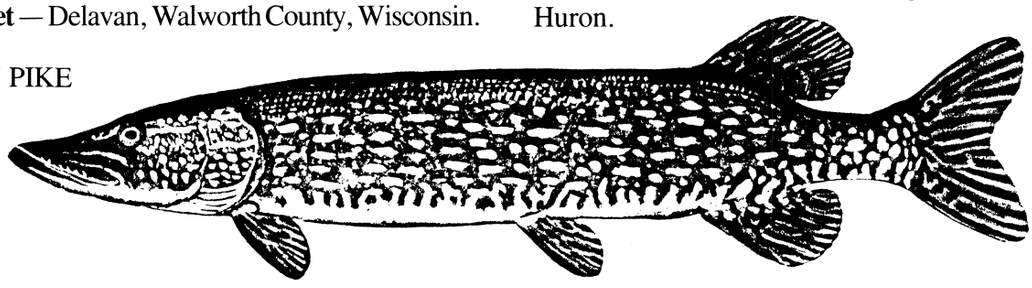
''Kenosha.'' It's a good name and it echos the sound of history being kept alive. No name is a mere label. All tell of a lost way of life and something about the history of their communities.

Wisconsin has successively been under the Government of Virginia, Ohio, Illinois, and Michigan. Within a space of one hundred and sixty-six years, Wisconsin has been ruled by two Kings, been part of four Territories, and one state.

Wisconsin was under the Governments of:
France — 1670 to 1763 *(93 years)*
Great Britian — 1763 to 1794 *(31 years)*
Virginia and Ohio — 1794 to 1800 *(6 years)*
Indiana — 1800 to 1809 *(9 years)*
Illinois — 1809 to 1818 *(9 years)*
Michigan — 1818 to 1836 *(18 years)*

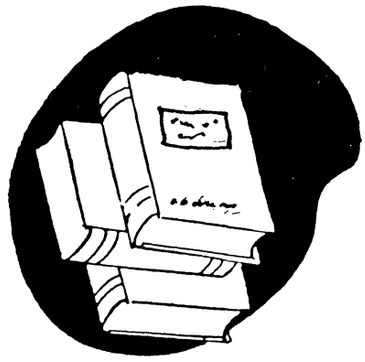
Four of the five greatest freshwater lakes in the world have Indian names: Michigan, Ontario, Erie, Huron.

NORTHERN PIKE
Esox lucius



The Indian name ''Maskeno'zha'' means ''the place of the Pike''.

School Days



In 1835, members of the Western Emigration Company, led by John Bullen, Jr., left Hannibal, New York, and arrived in June at a site in the Wisconsin Territory they named "Pike Creek". As awareness of Pike Creek spread, other families came west to build a new life, with visions of opportunity for farming, industry and business. There is valid documentation that in spite of the hardships of those days, the people of this small settlement became pioneers in the cause of education. Some of their most valued possessions were the books they brought with them. The settlers knew that time for learning was an important segment of the good life.

During that first summer and fall every person was busy, especially the men — cutting trees, clearing the land, hewing logs and building cabins. By fall, thoughts turned toward "learning". In the winter of 1835-36, Miss Laura Malthy, with about half a dozen children as pupils, opened a school on the north side of Pike Creek.

About the same time, Rev. Jason Lothrop opened a private school in his log cabin in the neighborhood known as Springbrook, south of the village. A number of families on the prairie in the vicinity welcomed the opportunity to send their children to school. Some twenty-seven pupils attended.

In 1836, according to the history of education, there were eight private schools in Wisconsin with an attendance of seventy-five students — an average of nine students per school. The population of Wisconsin at that time was some 9000 persons.

The first schoolhouse here was built in 1837, and was known as the Block Schoolhouse. It was constructed of logs hewn on the inside and measured twenty feet square. The floor was made of unmatched boards. The benches and tables were of rough cut lumber. The building was the second structure on Main Street (located near 56th Street and 6th Avenue). In the crude block school, the pupils were taught by Mrs. Allen (afterwards Mrs. J. V. Quarles, Sr.). The building served not only as a school. In it, sermons and debates were heard, elections, caucuses and communions were held, and it served as the all-purpose gathering place of the small settlement of Pike Creek.

In 1838 a frame building was erected by William Bullen on the north side of Pike Creek at about the present location of the Weiskopf School at 50th Street and Sheridan Road. The first regular academy was opened in 1839 under the direction of Martin P. Kenney, an accomplished educator. It was next supervised by L. P. Harvey, who in 1862, became Governor of Wisconsin. These select schools charged a fee of $3.00 per quarter for higher learning and $2.00 for common school studies.

In 1839, David Crosit recorded a plot of subdivided land and part of the description under the survey of the Village of Southport reads: "Lot No. 2 in Block 58 is given to the school district in which it lies for the use of a common school, and may be sold by the trustees of the district for that use." (Also on the document: "A. W. Doolittle, County Surveyer, recorded by David Crosit and witnessed by F. S. Lovell, May 3, 1839.") The described lot is the property on which the present St. Matthew's Episcopal Church, 5900-7th Avenue, now stands. The school authorities took possession of the lot and built a plain one-story wooden structure. This school building was used until 1845.

Instrumental in establishing free schools in Wisconsin was Col. Michael Frank, who came to Southport (Kenosha) in October, 1839, from New York. Col. Frank, who had newspaper experience, joined C. L. Sholes in editing "The Southport Telegraph" in June 1840.

In that year, Col. Frank began to promote the idea of free schools through the newspaper and continued his editorial endorsement of the concept during the next three years. Among those supporting Col. Frank's free school system were Rev. R. H. Deming, O. F. Dana, Judge J. B. Jilson and Hon. Charles Durkee. Numerous meetings were held to discuss the free school question. In 1843, Col. Frank introduced the first bill in the

territorial legislature, of whch he was a member, to establish free schools in Wisconsin. It met with unfavorable response.

In 1845, he secured passage of a law to authorize the establishment of free schools in the corporate limits of the village of Southport, subject to local approval. After many stormy and controversial meetings, citizens here approved taxing themselves and steps were taken to secure vacant rooms or buildings in which to open school. The system soon became popular when people came to understand that education was public property and essential to good government. The free school formulated in Southport continued until it merged into the Free School System under the State Constitution in 1849.

After the completion of the first two free school buildings, Mr. J. G. McMynn was employed, first in the second ward and later in the first ward. Under his direction and that of John M. Coe, the schools of Southport soon ranked among the finest in the state. An academy and female seminary was established in 1870. Later this institution became Kemper Hall.

Education was also important to the people in the western part of Kenosha County. At Wilmot, education was inaugurated about 1846. A Miss Caroline McCammons opened a school with seven pupils. The building was a rough board shanty on the southwest corner of Water and Main Street.

Mr. W. W. Beham, an early pioneer settler, donated a block of land to the village for park purposes. When the land was not used as designated, it was converted to a school site. The school shanty was moved to the new location and an addition was built for an expanding attendance.

Other improvements were made and later a brick building was constructed in 1878. The spirit of the pioneer people of Wilmot shows their determination to offer education to the children of the village and surrounding farm families.

Somers Township has an interesting history of schools. The first school was started in the winter of 1836, with a class being held by Miss Brizee in the old Longwell home at Green Bay Road and 56th Avenue, north of Petrifying Springs Park. The first school building in District No. 1 was erected in 1843 on Green Bay Road. In 1886 a new site was purchased one-half mile west on Somers Road. This is the site of the old Washington State Graded School.

In 1841 the first school building in District No. 2 was built and located on the Newman Farm. It was a crude log cabin known as the Ridge School. In 1852 a new building was erected on the site of the old Hillcrest School.

It is noteworthy that in 1862, Mr. Robert Graham taught school at the old Hillcrest School. He served also as Township Superintendent of Schools and later became State Superintendent of Schools.

District No. 5 was organized in 1845. It was called the Burr Oak School, with some 30 children enrolled. A number of other schools were built, either of logs and timber hewn from the nearby woodlots or from rough lumber cut by the old saw mill on the Pike River, east of Petrifying Park. School names chosen were: Sylvania, Kellogs Corners, Burr Oak, Berryville, Wood Road, Bullamore Forks and Pike River.

Two old schoolhouses of the Pike River District, one built in 1847 and a later building in 1905 which was used up to 1963, are now preserved as historical buildings and have been moved to the H. Chris Hyslop Foundation property, called Hawthorn Hollow, on Highway 31. They are placed in a setting with the old Somers Town Hall (1859).

Other Kenosha Townships also have an interesting early historical background of schools. An earnest attempt should be made to compile their early educational progress.

The highlight of education in Kenosha was when the cornerstone of the first free school building west of the Alleghenies was laid in 1848. The new structure was said to be the best schoolhouse in the state. Its dimensions were 43′ × 70′ and it was two stories high. The cost of the brick building was $4,500. It occupied a lot in the southwest quarter of Block 28 (southwest corner of 11th Avenue and 58th Street). The lot was donated to the city by Serano Fisk, a man of vision for a growing Kenosha. He also gave other valuable property for city improvements. On July 30, 1849, the building was dedicated and the next day school opened with an enrollment of 400 pupils.

Marking the location of the first school building of the Free School System is a huge glacial granite boulder (found on the Dowse farm in Pleasant Prairie). It contains a plaque given by the Daughters of the American Revolution. Records indicate that during the Civil War, the number of graduates totaled only twelve. Many of the high school boys answered President Lincoln's call and volunteered for the Army. They called their regiment The Park City Greys.

The first school, and later high school, was used until 1891. Crowded conditions made it necessary to build a larger structure. The cornerstone was dedicated September 23, 1890. In 1892, the first classes entered the new building called Kenosha High School. (Later generations were to know it as "The Annex".) Eventually this building too was found inadequate. More room was achieved by an extension of a wing

on the west side of the building.

In 1895 the Frank School was built on 57th Street, named in honor of Col. Michael Frank for his efforts in founding the Free School System. The Durkee and Deming Schools were also named to honor the early supporters of free education.

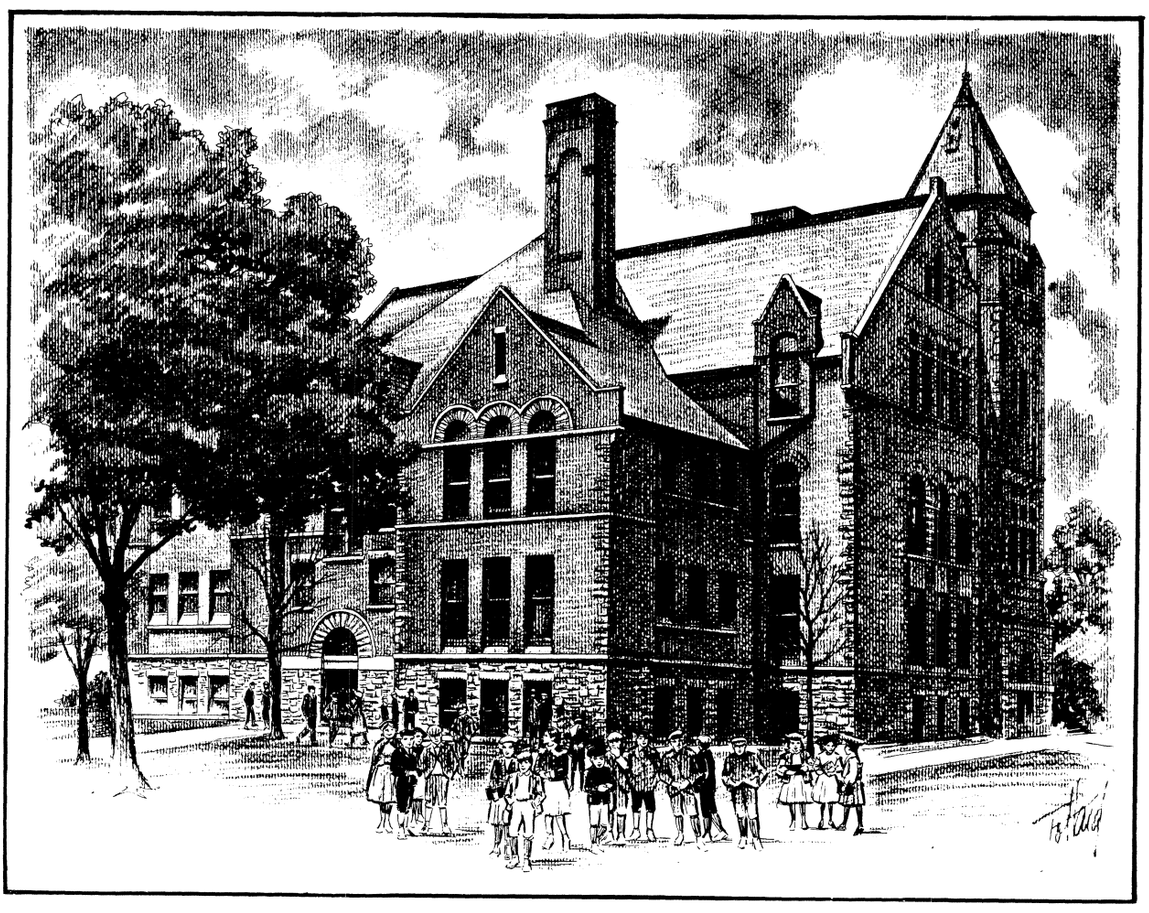
The first principal of the Kenosha High School was Francis Cleary. In 1911, Mr. George Tremper was elected principal, serving until 1925 when he took over the supervision of the new Central High School, later named Mary D. Bradford High School. This building has now been named Reuther Central High School. In 1980, the massive limestone structure was considered outdated and a new Mary D. Bradford Sr. High School was built on Washington Road.

Time has taken its toll. The Annex was condemned and demolished on July 8, 1980. At the northeast corner of the block is a bench marker made from the brick, head and corner stones from the old building.

The class of 1891 was the last to graduate from the 1849 building and the first to graduate in the auditorium of the new building which was being erected next to it. The afternoon of the graduation was also the birth date of the high school Alumni Association which has become an organization of alumni that gathers for reunions. On June 19, 1991, the 100th Anniversary of the Kenosha Bradford Alumni Assocation was observed.

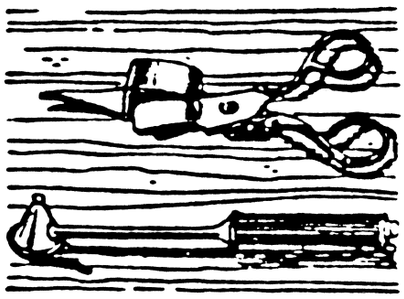
This sketchy review has only touched the early school days. Over the years, population increases and a wider range of curriculum required the city and county school districts to build other elementary, junior and senior high schools. Parochial schools also were developed. A complete history of these later schools should be reviewed and their history recorded.

The continued growth of Kenosha schools shows that from the first log cabin school to the present institutions, Kenosha has been a leader in education.



Located at 1015 57th Street, the Kenosha High School was built in 1890 by F. S. Allen. The last class to graduate here was that of 1926. When the new Mary D. Bradford High School was built in 1925, the old building became known as the Annex. It was demolished in 1980. Its cornerstone and headstone are part of a landmark bench located at the northeast corner of 57th Street and 10th Avenue.

(Note: This was drawn from material furnished by the Kenosha County Historical Society.)



Douters And Candle Snuffers

Early American candles were carefully tended and conserved. Candle making is time consuming and in those days tallow and wax were precious and scarce. It was necessary for householders to constantly trim a candle wick while it was burning and immediately extinguish the flame when the light was not needed. Most homes had a snuffer for trimming a candle and a douter for extinguishing the light.

The two instruments are described as follows: A Douter is a small metal cone attached to a short handle. When passed over a flame, the cone prevents the hot wax from splattering and keeps the wick from smoking. Some cones were made of silver and brass but the tin cones did the job just as effectively. Snuffers were used solely for trimming the wick to make the candle burn more brightly. Early wicks were not entirely consumed by the flame. Unless trimmed, they stood up through the center of the flame causing the light to dim.

A snuffer is shaped like a scissors, about six inches long with a lip on one blade to hold the burning wick long enough so it could be tossed into the fire place. Some were called, ''Box Top'' snuffers; they had a small box on one blade to catch the snuff.

After cigar smoking became popular the scissor was used to trim the cigar end.

Kenosha's Harbor

In the Spring when the lake boating season opens at the Kenosha harbor, it is interesting to look back through the 1857 Collections of the State Historical Society of Wisconsin and read sketches of the early shipping problems described by Col. Michael Frank in his paper "Early History of Kenosha". Kenosha's first name was Pike Creek and in 1837 its name was changed to Southport, a name derived from lake shipping, because it was the most southerly port in Wisconsin on Lake Michigan. In 1850 it became Kenosha.

Col. Frank relates that during the season of 1835, no steamboats stopped at Pike Creek, but several sailing vessels anchored offshore.

The first cargo of any kind to be unloaded at Pike Creek arrived on July 10, 1835. It consisted of 50,000 feet of lumber, bought in Sheboygan for John Bullen. The lumber was thrown into the Lake and floated ashore in rafts. The second cargo arrived in August, also for Bullen and consisted of merchandise shipped from the East. The steamer Detroit anchored one-half mile off the mouth of the Creek (now the present harbor), and landed passengers and freight. A number of sailing vessels also stopped during that year.

By 1837, the town had become generally known and the number of arrivals of steamboats and vessels was greatly increased. Quoting from a commercial record kept by A. D. Northway: "The number of arrivals in 1837 was 61 steamboats, 89 schooners and 2 brigs. In 1838, 72 steamboats and 83 schooners. In 1839, 102 steamboats, 47 schooners, 3 brigs and 1 ship."

The method of landing passengers and freight from steamers and vessels was quite a problem since no harbor facilities existed. A "lighter" capable of carrying several tons was built in the Spring of 1836 and kept on the beach. When a steamer or sailing vessel anchored offshore to land passengers or freight, the lighter was launched from the beach.

The lighter being heavy, required strong, able-bodied men of the town to handle it. Among those hardy men was Judge Hale, whose stentorian voice called men to launch the lighter in many midnight hours. If the boat arrived on Sunday during church services, Judge Hale would go to the church, open the door and shout "man the lighters." The men would immediately leave the church service and head for the beach.

For the convenience of navigators on Lake Michigan, it was necessary to have some kind of beacon, acting as a lighthouse, at Pike Creek. Records show that a large oak tree on the bank of the lake about 200 feet south of the present harbor, was cut so as to leave a stump ten feet high. On top of the stump was a layer of stones. On this foundation a wood fire was kindled every evening during the navigation season. Citizens volunteered to act as lighthouse keeper, alternating one week each. Among those was George Kimball.

This contrivance for a beacon light served until 1840 when an improved lighthouse was built by subscription. The cost was $60.00. It consisted of four posts, 24 feet high, on the top of which was placed a sash lantern, three feet square. As shipping increased the Government lighthouse was built in 1866, just west of the present water department.

The landmark building is owned by the City and is designated as an historical site. In recent years the building served as a weather station. Now it is retired and is a part of harbor history. Restoration is being attempted. Today the Government lighthouse is located on the end of the north pier with beacons on the south pier. These automatic lights guided the large American and foreign ships into the Kenosha harbor.

Thus, for more than 150 years Kenosha has been recognized as a lake port, for both pleasure boats and commercial vessels. Effort, ingenuity and vision on the part of civic and community leaders contributed to its distinction.

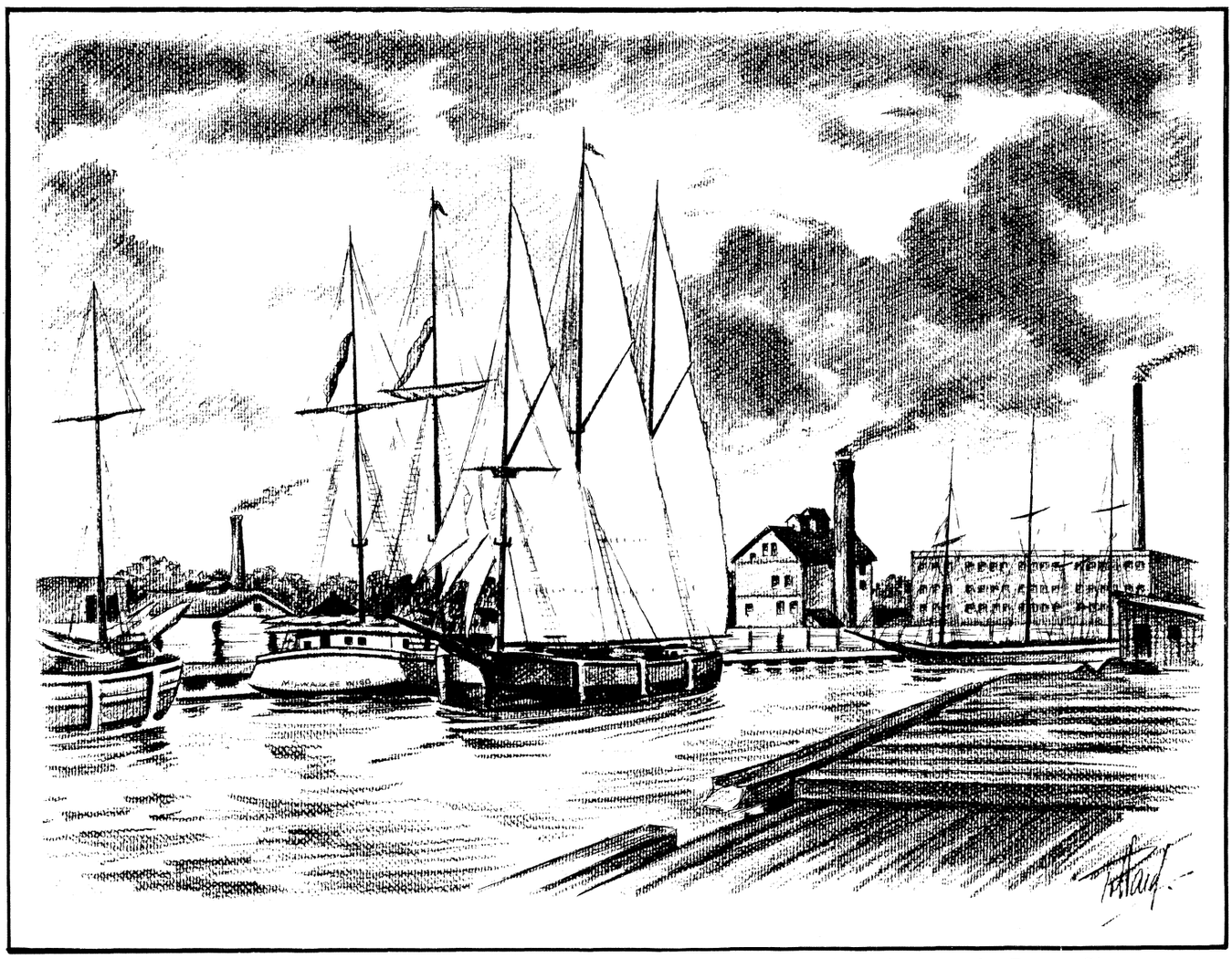
As appears that Kenosha's harbor will be used primarily by recreational craft, Boaters now have ample mooring slips at Simmons Island and Southport Marina. Ocean-going vessels are rare in the harbor as the south side has undergone a vast transition, from a factory site

(Simmons Co., American Motors Corp. and then the Chrysler Corp.) to a marina and possibly other related uses. The factory buildings have been razed and huge boulders impound a protected area for mooring several hundred recreational boats.

The harbor is an enviable community asset and its continued development and the attainment of its full potential seems to be an objective that will be accomplished as time unfolds.

Early Kenosha grew because it was a point of transfer for commerce between sea and land. Kenosha's early name — Southport — reflects the historic importance of the community's location.

History is created every day, whether locally or world-wide. It would appear to be a fair assumption that changes contemplated at the harbor and its adjacent area will contribute strongly to this community's always-changing history.



Sailing vessels are shown here west of the Main Street bridge. Some brought hides, salt and tanbarks for the N. R. Allen Tannery as well as lumber and coal. In the background can be seen the Rouse Simmons Flour Mill, circa 1890.

Hiking Adventures

Fond recollections of my teenage years would not be complete without prominent mention of weekend hikes and overnight campouts. My pals of those days on Dayton Street (62nd Street) were Jack Curtiss, Cliff Galaster and Earl Zimmerman. The outings usually were planned for a Saturday or Sunday. Cloudy skies, snow or biting cold temperatures never deterred our plans.

First I had to take care of chores around the house. To mention a few: Cutting the grass, cleaning up the basement, taking out the ashes and screening the coke, weeding the garden, washing windows, and a host of others that my father assigned me. There always seemed to be something to do and I usually hustled home from school to complete my assignments. My weekend hikes could not begin until all unfinished work was accomplished!

Our hike destinations were south, west, and north of Kenosha. South along Lake Michigan were places such as the sand dunes, Butcher's Beach (Southport Park), Van Igen's Woods (Carol Beach) and Barnes Creek. Early spring hikes along the Lake Michigan shore took us to the Weyhe Prairie (Chiwaukee Prairie) where we made many bird and plant discoveries. We would search the dunes for arrowheads and watch the prairie wildlife. It was not unusual to see marsh hawks, killdeer, Franklin ground squirrels, and on occasion the rare spring visitor, sandhill cranes.

On overnight hikes we carried our sleeping gear and a homemade knapsack loaded with a can of beans, hot dogs, buns and canteen of water. Our first task was to build a small shelter in the beach dune. Material on hand was usually driftwood, dogwood branches and prairie grasses. Sometimes the nights would become a little cooler than we expected, so we just built a bigger fire.

Southwest of the city limits was Bain Creek (south 30th Avenue). In July and August swimming was the big attraction. And in nearby Allen's Woods (39th Avenue and 85th Street) we found the sweetest raspberries and blackberries.

Further south was the Thomey farm. Here we watched the thirteen striped gophers standing in the field and looking like sentinels as they sunned themselves. If we approached too close, they disappeared like a flash into their underground lair.

Due west was the hazelnut patch (west of 39th Avenue between the K.D. tracks and 60th Street). Further west was French Drive (51st Avenue). Here we picked the big black choke berries for jam and jelly. East of French Drive (Forest Park) was the wooded area where hickory and hazelnuts could be found. At times we carried a small ax and nails to build a tree hut. Our work often resulted in a bruised hand or an occasional ripped shirt or trousers.

Another overnight campout took us on a hike along the K.D. tracks to the village of Pleasant Prairie and then south along the Des Plaines River. Good camping sites were easy to find, and with a few gunny sacks, nails, willow poles and cattail leaves, we fashioned a hut. With a place to store our gear and food, we were off along the river scouting for new adventures. The river offered many interesting activities, including fishing for northern pike, bass and bluegills. Swimming in the warm river water was refreshing. Once we built a raft and poled up and down the old stream. In the bays and backwaters we saw many nesting birds and were thrilled at the sight of ducks, herons, shore birds and muskrats. In the nearby plowed fields we looked for Indian arrowheads and sometimes found enough to fill a pocket.

Along the areas east of the river a dense hardwood forest of hickory and oak trees grew. On the forest floor we found communities of woodland plants, mayapple, ginger, jack-in-the-pulpit, ladyslippers and many other wildflowers. A secret we treasured was to find ginseng plants growing. Some we dug and later sold the dried roots. This river valley was the lush wildlife area of Pleasant Prairie Township.

Northwest of the city in Somers Township was Petrifying Springs, now conserved as a county park. Our hikes in the fall led us along either the North

Shore Line Railroad tracks to Birch Road or along Howland Avenue (22nd Avenue) to Dunnebecks Woods, west to the Wood Road (30th Avenue), then north to Somers Road with a stop for a drink of well water at Bill Thompson's farm. There was a shortcut through his apple orchard we sometimes used, and if the apples were ripe we helped ourselves to a few. This property is now part of the University of Wisconsin-Parkside campus.

Along the Pike River we always found convenient camp sites. Fishing was the big attraction, especially in the early spring when the redhorse would run up the river. We also caught bluegills and rock-rollers. Most of all we looked forward to seining crabs for a crab boil. The river in those days was fairly clean, and near the water were two huge walnut trees which marked the location of our favorite swimming hole.

We explored the hillsides and our efforts were rewarded as we saw an array of birds, espeically warblers, towhees, owls, and cardinals. As a bonus we also found many early woodland flowers. Sometimes we surprised a woodchuck or a raccoon that was feeding or dozing in the sun. The big trees and a grove of cedar made one feel that this primitive spot was hundreds of miles from home. Several springs percolated from the south hillside and the cool water that trickled from a pipe was delicious to a thirsty hiker. Ned Ozanne, who lived on a nearby farm, called these the ''Indian Springs'' and told us that Indians had camp sites in the river valley and traveled the Green Bay Trail (Highway 31). They often stopped here to drink the refreshing water.

The composition of the water as it passes through the calcareous soil picks up lime and other minerals that seep out on the hillside. This stone-like formation, that through a chemical process has formed into a hard mass around twigs, leaves and plant life, can be found under the humus of the hill. Eventually the woody material decays and only a matrix remains. Early settlers believed the material to be petrified wood and so the name ''Petrifying Springs'' was applied.

To the north along Milwaukee Avenue (7th Avenue) and past the city limits and Pennoyer Sanitarium (St. Catherine's Hospital) was the outlet of the Pike River and the Lake Michigan beach. Our summer was not complete unless we went swimming near the confluence of the river and lake. Just a short distance upstream we crossed over the old wooden bridge that led east to Peter Jacobs' home on the island hillside, which he called ''Castleburg''. West of the bridge was an old Indian trial that skirted the St. George Cemetery. Along the high lake bluffs, facing Lake Michigan (now the Carthage College campus), we found and followed the hillside trails. Here we saw where hundreds of bank swallows had dug holes in the bluff to build their nests. If we approached too close, the birds would dive at us and show their resentment for being disturbed.

Continuing north along the bluff we would pass Central Park, a wooded area where many oldtime picnics were held. Further north were Berryville and Piper's Grove, also picnic areas. Sometimes we visited friends who had canoe camps along the Pike River and went canoeing. Camp names I remember were the Half Moon, White Swan and the Charlie Klunder camps. It was a treat to paddle a canoe along this lazy river, see the white water lilies at the river edge and occasionally watch the wake of a big catfish or northern pike.

My longest trek was with Jack Curtiss. We hiked to Evanston, Illinois, a distance of a little more than forty miles. On a bright fall Saturday morning we started from my home about 7;30 A.M. By noon we were having a sandwich at a little restaurant at Fort Sheridan. Here we had a chance to take off our shoes and enjoy a short rest. Then on to Highland Park.

Along the Sheridan Road route, cars would frequently stop and offer us a lift, but we declined. It was interesting to see the mansions and beautiful homes along the way. About 6:00 P.M. we were at the North Shore Electric depot, in Evanston. Jack went on to see friends there and I decided to take the train back to Kenosha. It was a long hike and it felt good to be back home and rest my tired feet.

Other long hikes were to Paddock Lake, hiking west along Geneva Road (Highway 50). Sometimes we hiked to Hooker and Montgomery Lakes. On our return trip we would catch the North Western K.D. train at Salem. On other hikes to George Lake we camped out over the weekend, exploring and fishing. On the return trip we took the K.D. train at the Bristol station.

Those were great days for hiking and enjoying the outdoors. We saw numerous aspects of nature and the changes with the seasons. Today. many inviting camp sites have disappeared or can barely be recognized. The open spaces with a diversified landscape provided a truly congenial environment. Nature, in its abundance and exciting beauty, is all around us if we take the time to recognize it. The outdoors offers a welcome door to the secrets of the land and water. It is for all of us to use, but to use wisely.

Walking is fast becoming the sport of all ages. It is said 90 million people enjoy this outdoor exercise. Walking in the outdoors is an escape to the reality of year-around pleasure.

Today there's a new movement afoot. Literally, it's walking.

Kenosha Sand Dunes

At the south edge of Kenosha's Southport Park, paralleling the west shoreline of Lake Michigan, lies a unique area of sand dunes which is generally overlooked by most people in this area and unknown to the majority of people in Wisconsin. These dunes, extending south from 80th Street to 86th Street and between 7th Avenue and Lake Michigan (T1N, R23E, Sec. 8), present an undulating topography with a variety of animal life and vegetation. This natural feature represents a segment in time which is rich in scientific information and should be preserved as a natural area. In fact, these dunes are an outdoor museum where nature seems to reflect its past and present a story of its geology, plant and animal life to scientists, amateur naturalists, students and others who see beauty in natural settings.

Geological History

The Kenosha dunes are the result of natural phenomena which began nearly two million years ago in the Pleistocene Epoch of Geological time. During this Epoch, the continental glaciers passed and retreated at least four times. As the last ice sheet melted (known as the Lake Michigan lobe of the Wisconsin Stage), it left behind the large body of water known as Lake Michigan and tremendous amounts of sand, gravel and finer particles which subsequently have been reworked by water and wind and deposited as dunes.

The early Lake Michigan (known as Glacial Lake Chicago) was about 55 feet higher than now, with its shoreline located just west of the present Wood Road (30th Avenue). During this stage (Glenwood Stage), about 15,000 years ago, the site of the city of Kenosha was inundated. As the lake receded, it left behind two other levels of shorelines, respectively at 38 feet and 23 feet above the present lake level. These ancient beaches have been designated by geologists as the Calumet and Toleston stages of Glacial Lake Chicago. The area between the Glenwood and Toleston beaches has been stablized for thousands of years and shows little dune topography. In contrast, from the Toleston beach, which was formed about 10,000 years ago and now lies west of and parallel to 7th Avenue, to the present shore of Lake Michigan is the area of the present day sand dunes. These have been variously modified by long-term climatic variations, although more or less stabilized by vegetation and in recent times altered by man.

How Dunes are Formed

A walk along the lake shore will disclose that each wave casts a new layer of sand on the beach — grist from the ancient mill of Lake Michigan — from material deposited as the last glacial stage retreated. A close examination of a few grains of this sand will show that each has been rounded by wave action. On a dry beach this sand may be blown about by the wind. In a 5 mile-per-hour breeze the sand grains are easily rolled along the beach; in a 10 mile wind they hop along; in stronger winds they literally fly. At times, in a strong steady wind, the sand actually seems to sing. This modulated humming is caused by millions of sand grains striking each other as they are carried aloft.

Wind movements as well as strong wave action in the immediate vicinity of the lake shore keep the sand in motion, and form an area known as the storm beach. Vegetation has little opportunity to become established and stabilize the area. Some sand is transported by the wind some distance inland. If the wind is checked by some obstruction, the sand may be deposited away from the immediate storm beach. Rocks or such plants as the sea rocket, bugseed, wormwood or sagebrush, Russian thistle, winged pigweed and cocklebur, which are able to grow in dry sandy areas, may serve as the obstructions or "nuclei" for sand deposits. The sand which accumulates about these obstructions takes on the appearance of roundish mounds; some may exceed 20 feet in height. Changes in wind directions and velocities often modify these mounds into linear, oval and crescent shapes.

These mounds of young dunes are more or less stabilized by the invasion of such sand-binding grasses

as the dune reed, beach grass, wild rye and wheat grass. These grasses are capable of regenerating roots higher on their stems and literally continue to grow above the dunes when covered by additional sand. Eventually they form a dense growth and stabilize the dunes. In time as plant growth continues, the decay of dead plant material contributes humus to the sand and a soil evolves which enables other plants to appear and compete with the grasses. Shrubs which invade these dunes include the dogwood, meadow rose, pin cherry and various willows. Later, cottonwood and black oak trees appear, followed by other trees of the deciduous forest. The final or forest stage may be reached in several centuries after the grasses have stabilized the dunes. Only when the tree stage is reached are the dunes secure from the wind.

While the dunes are undergoing this kind of development, the Lake may recede and expose additional sand which may begin forming another series of dunes nearer the beach. This process may be repeated several times resulting in a series of dunes showing a sequence of development from unprotected dunes near the beach to increasingly vegetated ones farther inland, to eventually stablized dunes farthest from the beach. This is the dune formation process which probably occurred in the area between the present Lake Michigan shore line and the Toleston beach.

Since their formation, the dunes have changed from time to time. Where some disturbance has altered or destroyed the vegetative cover, blow outs have occurred. In such instances, strong winds may cause dunes to again move. Sometimes a wandering dune may drift 50 to 60 feet in a year, engulfing trees, buildings and obliterating landmarks. A movement of this type may also uncover trees buried years or decades earlier and reveal their whitened skeletons. Such a tree graveyard may be seen at the south end of this area.

Flora and Fauna of the Dunes

The development and stabilization of dunes is accompanied by a sequence of development of animal and plant communities. We have already seen how closely the development of plant communities is interrelated with the stabilization of the dunes. Various species of animals also show preferences for the various dune stages. The sand dune habitat is characterized by extreme fluctuations in physical conditions, generally resembling those of a desert. Temperatures, especially at the ground surface, are very high during bright sunny days and often read 120^{0}F. The relative humidity is very low. Evaporation is generally 2-3 times higher than in forest habitats at the same time of day. At night the ground surface temperature may be even lower than that of the air since there is little or no surface covering to prevent rapid heat radiation.

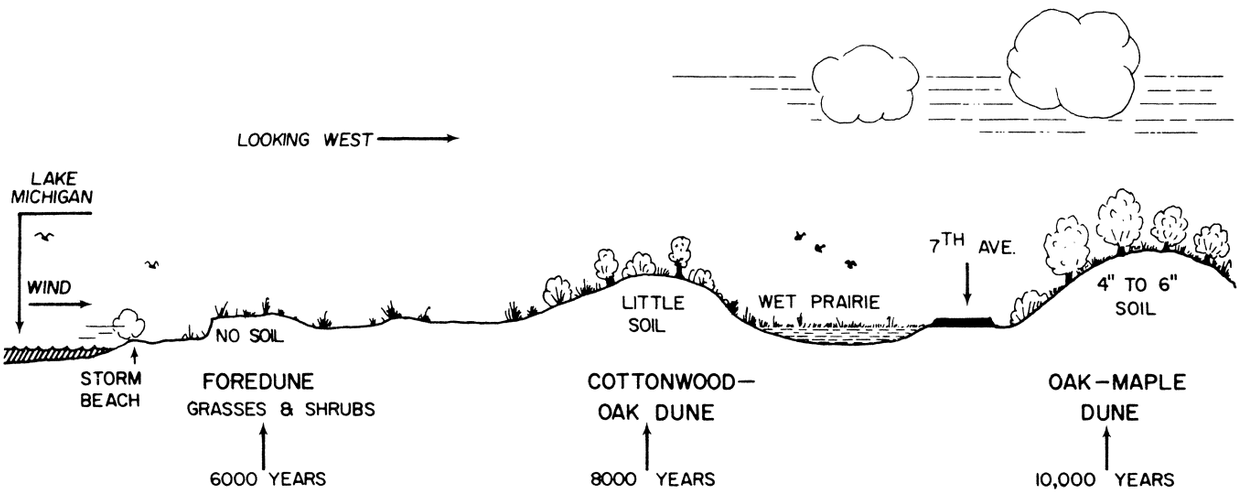
Under these environmental conditions animal activities are varied. The storm beach, lacking in any permanent vegetative cover, is a haven for predators and scavengers. Dead fish, insects and other drowned animals are washed upon the shore by wave action and are devoured by gulls, various mammals and many kinds of insect scavengers. These animals are generally considered transients, visiting the beach frequently but not living there permanently. The more nearly permanent dwellers of the beach area include such predators as the tiger beetle, burrowing spider and the digger wasp, as well as sandpipers, plovers and similar birds. The arthropods live in underground burrows where they retreat when the temperatures exceed their physiological tolerances.

The animal life of the foredune and the stabilized dunes is quite different from that of the open beach. In the grassy dunes and partially stabilized foredune, some of the same insects are found which occur on the beach. These come down to the beach for food. Other insects which remain in the grassy dunes include snout beetles, spittle bugs, various butterflies and several species of bees. Mammal species include the gopher or thirteen-lined ground squirrel, Franklin ground squirrel, red and grey squirrels, cottontail rabbit, red fox, opposum and raccoon. Most of these mammals range throughout the dune area and cannot be considered denizens of one particular dune community.

Other animal life includes a wide variety of birds. In the wooded areas occur chickadees, woodpeckers, bluebirds, orioles and thrushes, while in the grassy and marshy areas may be found the red winged blackbird, the Henslow, song, field and vesper sparrows, short-billed marsh wren, upland plover, woodcock, bronzed grackle and the pheasant.

One of the most interesting features of bird life which is regularly observed here by ornithologists is the fall and spring migration of hawks. These birds follow a well-defined sky-path which is over this dune area. Speculation is that the meeting of land and lake air masses in this area create favorable thermal air currents for the flight of these birds. Some of the species observed during this migration are the broad-winged, sharp-shinned, sparrow, red-shouldered and Cooper's hawks and, more rarely, peregrine falcons, goshawks and eagles. This flyway is also used by other migrating species including the monarch butterfly, night-hawk, swallows and various insects.

Between the dune series are two types of somewhat lower areas known as inter-dunes. One type is



Sketch showing the formation of the sand dunes, from the unprotected dunes near the beach to increasingly vegetated ones farther inland, to eventually stabilized dunes farthest from the beach.

composed of dry sand and is marked by potholes or blowouts. The vegetation and animal life in this habitat is similar to that of the foredune or the sparsely vegetated dunes farther back. The other inter-dune areas are low depressions or swales, and because they are underlain with calcareous clay they retain rainwater and spring runoff for considerable periods of time. These habitats are unsuitable for woody species and have developed into marshes and wet prairies. Those which contain water throughout most of the year have become marshes and contain cattails, bulrushes, sedges and other more aquatic species.

In those depressions which are seasonally dry, luxuriant wet prairies have developed. A fairly large marsh and a small prairie patch occur in this area below the Toleston beach and the central series of dunes. The best example of a wet prairie is the Chiwaukee Prairie located approximately 2 miles south of the dune area. A portion of this prairie, south of Tobin Road (116th Street), has been preserved through the efforts of local citizens and The Nature Conservancy. Here may be seen a continual parade of showy plants from early spring to late autumn. Such species as the bird's-foot violet, puccoon, marsh marigold, shooting star, wild onion, ladies tresses and white fringed orchids appear in the spring and early summer; followed by the gayfeather, black-eyed susan, rattlesnake master, and coneflowers in mid-late summer; with the various grasses, gentians, goldenrods and asters appearing in the fall.

Ancient Life

Early Indians migrating along the west shore of Lake Michigan probably as early as 9,000 years ago used the dunes area as camp sites. Artifacts such as arrow points, fire rock, hammerstones and sinkers have been found in the central portion of this area. Evidence of broken rock, flakes of chert and stone refuse material indicates that some of these Indians used the area as a kind of workshop. The lake beach probably was the source of waterworn igneous rocks, which were used to fashion axes, spears, arrow points and other implements.

The Kenosha Dunes area, with its array of dunes, lakeshore, and variety of plant and animal life, is one of the few such remaining areas in Wisconsin and certainly is worthy of preservation. Its value as an educational resource is unquestionable as it has something for the scientist, and students in elementary schools, secondary schools and colleges. To the ordinary citizen it also has much to offer — peace of mind and release of tensions. With increased urbanization (and more areas being covered with asphalt and concrete), an increasing population and a rapidly developing technology, it is only in such areas where man can relax and renew his physical and spiritual needs. The people of the Kenosha area are extremely fortunate in having such a "natural" area in their vicinity. It is hoped they will cherish and maintain it for their generation and future generations.

Sincere appreciation is expressed to Dr. Peter J. Salamun and Dr. Charles M. Weise, University of Wisconsin-Milwaukee, and to Mr. Kenneth Dearolf, Kenosha, for valuable help.

Notes & Quotes

Rest is not idleness, and to lie sometimes on the grass under the trees on a summer's day, listening to the murmur of water, or watching the clouds float across the sky, is by no means a waste of time.

Today is short. Yesterday is gone. Tomorrow may never come. If you have anything to do, GET BUSY!

How few think justly of the thinking few. How many never think who think they do.

Better to preserve than repair. Better to repair than restore. Better to restore than reconstruct.

Nothing that I have is worth a lot, and yet nothing that I have is so priceless.

Thought for the day: Count your life by smiles, not tears. Count your age by friends, not years.

This I would keep: The most precious thing anyone can have is the good will of others. It is something as fragile as an orchid and as beautiful. It is more precious than a gold nugget, and as hard to find. It is as powerful as a great turbine, and as hard to build. It is as wonderful as youth, and as hard to keep. It is an intangible something, this good will of others, yet more to be desired than much gold. it is the measure of a man's success and determines his usefulness in this life.

Remember: if you tried to do something and failed, you are vastly better off then if you tried to do nothing and succeeded.

"Friendship renders prosperity more brilliant, while it lightens adversity by sharing and making its burden common."

You don't have to shop around for the right smile to wear: the same size fits everybody.

You'll have a better life if you make the most of the best and the least of the worst.

The tax man cometh, the tax man goeth, leaving everyone a tough row to hoeth.

Remember: The secret of financial success is to spend what's left after saving, instead of saving what's left after spending.

One of the pleasant things about going home is that you don't have to make a reservation.

It takes less time to do a thing right than explain why you did it wrong.

Did you know that the word "smiles" is the longest word in the dictionary? There is a mile between the first "s" and the last "s".

Remember: Man doesn't live by bread alone. He needs buttering up once in a while.

Speak to people. A cheerful greeting is always nice.

Smile at people. It takes 72 muscles to frown and only 14 to smile.

Call people by name. People like to be recognized.

Be friendly. If you want friends, you must be one.

Be genuinely interested in people. Concern for others is always appreciated.

Be generous with praise and cautious with criticism.

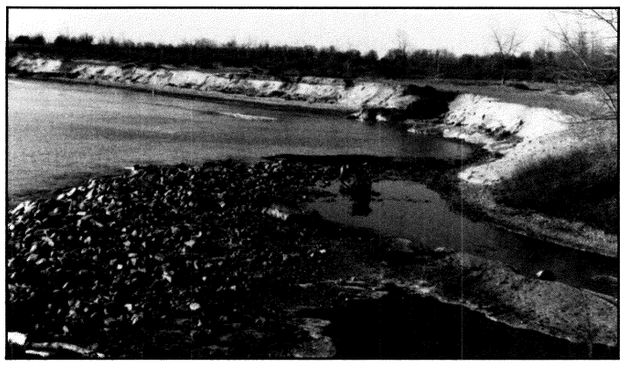
Respect other's point of view. People admire fairness.

Lend a helping hand. Often it is very needed and appreciated.

Maintain a good sense of humor. Patience and humility. It is a winning combination.

MAY I ALWAYS REMEMBER TO:

Encourage youth.
Find the time.
Keep a promise.
Forego a grudge.
Forgive an enemy.
Listen.
Think first of someone else.
Laugh a little.
Gladden the heart of a child.
Take pleasure in the beauty and wonder of the earth.



The Southport Buried Forest

Introduction:

Retreating continental glaciers left Wisconsin and other Midwest states a magnificent gift — a mysterious and sparkling fresh-water sea called Lake Michigan.

This paper presents a study of a buried forest discovered along the west shore of Lake Michigan, just south of Kenosha's Southport Park in Pleasant Prairie Township (Sec. 8, T1N., R.23 E.).

The Lake Michigan basin has not been static. Through eons of time, many awesome changes have carved out the present boundaries, or shoreline, of the lake. At several locations along the shoreline, fossil wood remains have been discovered, indicating a fluctuating lake level.

At the Southport Sand Dunes an exposure of woody material appeared, uncovered by erosion from violent wave action. This exposed feature made for a challenging documentation.

Discovery And Interpretation

Where the waters of Lake Michigan meet the land, natural agents such as waves, currents, and winds have created a unique shoreline. Here, never-ending waves have lapped across the narrow beach to meet a high sand bluff.

The site, known as the Southport Sand Dunes, is south of Southport Park. It can be described as a north-south sand strip, one-half mile long, and one-eighth of a mile west to a foredune that is contiguous to an environmental corridor that is parallel to Seventh Avenue. The area consists of 130 acres of which 27 acres are owned by the Kenosha Water Utility Pollution Control Plant. The remaining 103 acres are owned by the Wisconsin Electric Power Company.

At first sight, the land presents an unusual setting, with wandering and stable dunes partially covered with sand grasses such as Sea rocket, *(Cakile edentula)*, Marram grass, *(Ammophila arenaria)*, Rye grass *(Elymos canadensis)*, Wormwood *(Artemisia caudata)*, Cockelbur *(Xanthiam echinaium)*, and others. Here the land, lake, and sky visually join to form a dramatic and changing topography. Driftwood, odd-shaped stones, fossils, and pyrite (also called Fool's gold) can be found along the beach. The dunes offer untold avenues of ecological research for a naturalist.

In the 1920s, the beach and dunes were one of my favorite out-of-the-way places to visit during the changing seasons. This inviting spot was then called Butcher's Beach, and as boys we gathered there to swim as early as the middle of May. A ridge of sand bluffs, parallel to the beach, extended from 75th Street to 86th Street. Many times we jumped from the twelve to fourteen-foot high bluffs and landed in the soft beach sand below as we played the familiar "Follow the Leader".

Strong northeast winds and lake currents would periodically cast windrows of water-worn stones onto the beach. Early Indian people discovered this cache and made yearly visits to the shoreline to select hand-size pebbles from which to manufacture stone tools.

They also searched for flint or chert pebbles, which are forms of fine-grained quartz. Direct percussion flaking with a hard igneous rock was the method used to strike off cores of sizes and shapes suitable for pressure flaking with a bone or antler tool. The final products were implements such as arrows, spears, scrapers, drills, and other necessary tools. Sometimes by searching in the blowouts of the wind-swept sand dunes we were lucky to find an arrow, chips, sinker, or broken firerock.

Frequent changes in the dunes, that are poorly protected by vegetation, are caused by ground-sweeping winds. The action of airborn sand will completely shift a dune to a new location. Often the sand-laden blasts will leave a circular depression called a blowout.

It was during our swimming adventures that I first noticed long tree roots, twelve to fifteen feet in length, extending from the base of the bluff into the lake. Through the years I watched this beach exposure.

Occasionally, wood logs and branches protruded from the lower part of the sand bluff. A similar exposure was discovered in 1905 at the Two Creeks Forest Bed in Manitowoc County by Dr. J. W. Goldthwait, a geology professor at Northwestern University. All samples of wood there were either black or white spruce.

During the spring of 1961, severe wave erosion exposed sections of entombed logs and fragments of tree branches. Visible was the forest bed and overlying lacustrine sand, which contained the buried wood, topped with layers of dune sand. In the sand bluff, numerous pieces of driftwood were visible. All of this exposed section made a unique stratigraphic display.

After a visit to the Two Creeks site, I determined that the Southport site was also a buried forest. With the assistance of Henry Hartnek, a student at the University of Wisconsin-Parkside, I collected and photographed fifteen *in situ* water-logged samples and prepared them for drying. When first dug from the lacustrine sediments, the dark grey wood was like a sponge. As it dried, it shrank to one-third its original size. Downward water movement between the upper part of the sand preserved the entombed wood from decay.

With the collected data and photographs, it was important to communicate with the Wisconsin Geological and Natural History Survey at Madison. George F. Hanson, state geologist, asked Dr. Robert F. Black, Professor of Glacial Geology at the University of Wisconsin-Madison, to visit the site and investigate it further.

Dr. Black examined the Southport Forest Bed and bored several holes to obtain additional samples of the buried wood and till. He stated that the site was sufficiently important to warrant further study and passed the information on to other geologists and colleagues.

Samples of the wood were sent to Robert C. Kopen, botanist at the Wood Anatomy Research Center, Forest Products Laboratory in Madison. The samples were identified as oak, hickory, ash, and elm — all hardwood trees. Samples were also sent to the U.S. Geological Survey Geochronology Laboratory in Washington, D.C. One wood specimen was identified as red oak. A C-14 determination (a very precise measurement) showed this sample to be 6,340 $\pm$ 360 years old. That indicates that the wood is distinctly younger than the Two Creeks wood, which has an average radiocarbon age of 11,850 years. Field evidence of the area shows that the Southport site is related to the rise in lake level to the Nipissing Stage in the Lake Michigan basin.

In 1962, I was invited to give a paper on the buried forest at a meeting of the Wisconsin Academy of Science, Arts and Letters at La Crosse. This gave me an opportunity to call the attention of geologists and botanists to a scientific discovery that would add to their knowledge of Wisconsin's Quaternary chronology. Later the paper was published in the Wisconsin Academy Review (Fall 1969).

During the summer of 1966, I viewed the site with Kenneth Dearolf, Director of the Kenosha Public Museum, who made studies and collected nineteen wood samples for the museum files. In mid 1973, I viewed the site with Allan F. Schneider, Department of Geology at the University of Wisconsin-Parkside. In 1979, Dr. Schneider presented papers at the Annual Meeting of the North-Central Section of the Geological

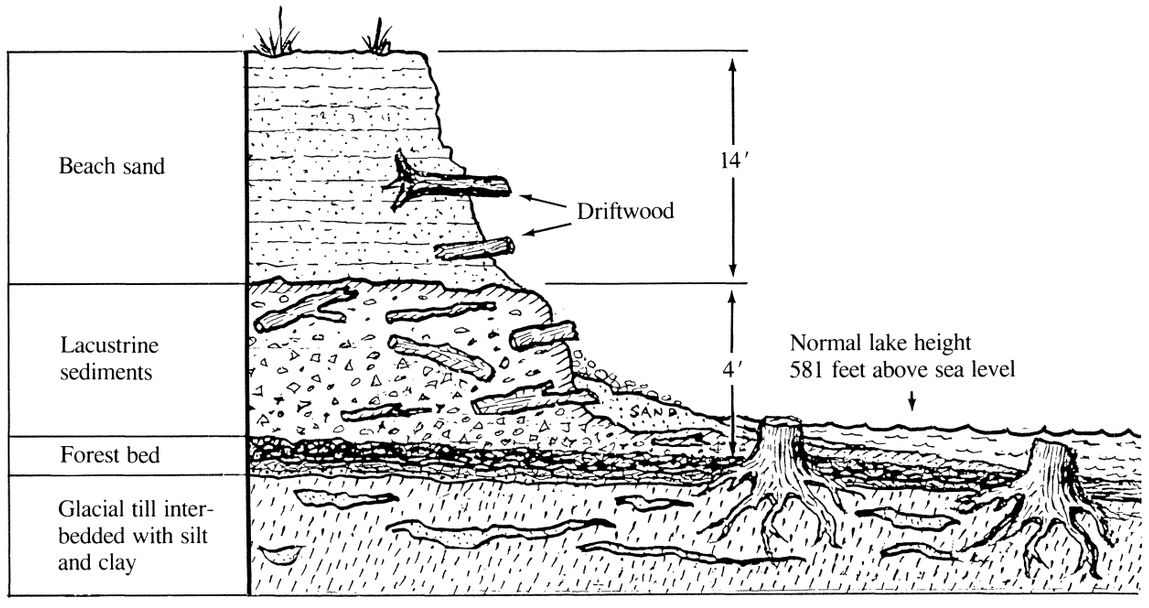


Figure 1. Profile of Bluff and Buried Forest.

Society of America in Duluth and at the Annual Meeting of the Wisconsin Academy at Carthage College.

Dr. Schneider has also lectured about the site before audiences at Parkside, the Kenosha Public Museum, Wehr Nature Center in Whitnall Park, West Allis, and for the Kettle Moraine Audubon Society at the Ridges Sanctuary, Baileys Harbor. He has illustrated his numerous presentations with slides that I have taken over a period of several years. This collection of slides has been given to Parkside for classroom use.

Scientists from the Illinois State Geological Survey and botanists from the Milwaukee County Museum made observations and collected wood samples and till. The Museum describes the site in an article in its official booklet LORE, 1970.

Continued erosion during the summer of 1970 dramatically ate into the bluff, removing almost seventy-five feet of shoreline material. Figure 1 shows the profile of bluff and forest bed with inbedded tree stumps.

In early spring of 1972, receding lake levels exposed new evidence. Four tree stumps, ranging from fifteen to twenty inches in diameter and about two feet high, appeared on the beach. The in-place stumps were rooted in a black humic-rich layer of soil that overlies unoxidized, clayish till. Three stumps were identified as red oak, the fourth as elm. Constant modification of the shoreline now has either buried or destroyed the stumps. They are no longer visible, but at the same time, additional logs and debris were exposed. The growth position of the stumps and roots indicates that a forest actually grew at the site.

Further evidence of a drowned forest appears in the Wisconsin Archeologist, October, 1903 Vol. No. 1, which indicates there was an offshore submerged hardwood forest in Racine County. Capt. David I. Davis, an old lake captain, told about hauling up portions of trees with his anchor, and having lost several anchors when they were caught in submerged timber. Racine fishermen often lost their nets because they became snagged in sunken trees.

In the Fall of 1989, divers discovered a field of wood stumps in 80 feet of water near Calumet Harbor, south of Chicago. During the low-Lake Chippewa Stage, this forest could have grown about the same time as the Racine and Kenosha Southport trees which eventually were drowned by the rising lake level.

Glacial ice that once covered Wisconsin and other parts of the Midwest is estimated to have been one to two miles high in some places. This tremendous weight depressed the earth's crust and was instrumental in gradually forming the size and shape of the Great Lakes basins.

As the lake became free of ice and melted water filled the Lake Michigan basin, two phenomena occurred: (1) It started to drain north toward the St. Lawrence watershed, and (2) The earth's crust was relieved of the weight of the ice. Scientists call the latter ''isostatic rebound''. This bouncing action of the crust reduced the drainage of the north and promoted rising water in the southern part of the lake basin.

Geologists have interpreted the sequence of the late-glacial and post-glacial lake in the Lake Michigan basin phases. Of impotance to the Southport buried forest study was the period known as the post-Algonquin pre-Nipissing Interval (10,000-5,000 year B.P.-Before Present) when the lake experienced drastic changes in water levels.

From a high point of 605 feet during the Algonquin phase, the lake basin drained down to the 230 foot level. This lower pool was called Southern Lake Chippewa and it was the smaller of the two lakes in the basin (Figure 2), for reference, see the Bulletin of Geological Society of America. Vol. 68, 1957 (J. L. Hough).

A shrinking water level exposed more shoreline and it was during this low phase that vegetation and a dense mixed hardwood forest, predominently oak and hickory trees, appeared. Some ash, maple and elm trees also grew. This forest extended in spots from Racine to Chicago.

Subsequently, during the Nipissing phase, the lake level again rose to an elevation of 605 feet. This would place the lake shore at Kenosha 27 feet above the modern level of 578 feet. Visible is the old lake edge today by the shoreline and dunes along 7th Avenue, from approximabely 66th Street south to the Wisconsin-Illinois state line. When the lake level rose to 605 feet, the rising water literally drowned out the vegetation and forests.

On the basis of six C-14 dates, it appears that the average of the Southport Forest Bed is about 6300 radiocarbon years. The dates also suggest that the forest lived for several hundred years on either side of this mean date.

During the Nipissing phase (5500 to 3800 year B.P.) water levels of the lake system were stable at the start but then were lowered by reduction of their outlets. The Lake Michigan basin then stablized at 587 feet above sea level during the Lake Algoma Stage.

Following the Algoma Stage, the lake took on its present appearance about 2500 year B.P. and the flora and fauna were virtually as they existed at the time of the first European explorers.

In the fall of 1973, high lake levels and violent wave action resulted in extensive erosion and shoreline damage. The Wisconsin Electric Power Company placed huge blocks of Niagaran dolomite along the shore to act as a revetment and an erosion-control measure.

In the fall of 1986, Dr. A. Schneider, Steven Leavitt, Department of Geology, Parkside, and I visited the buried forest site. Numerous wood and soil samples were obtained for the Parkside collection. At this time the level of Lake Michigan was 581.7 feet, the highest measured in this century.

Professor Leavitt is in the process of a study interpreting climate information from tree rings of the ancient buried forests in Wisconsin and other United States areas.

Fortunately however, the buried forest site is not entirely lost for further research. Study samples can still be obtained by digging or boring down from the top of the bluff.

There is much more research to be done at the site because it will contribute to our knowledge of Wisconsin's geological history. And, because the site is a visible chronology of events of the late Quaternary period, efforts should be made to preserve the sand dunes and the buried forest as a Wisconsin State Scientific Area.

Acknowledgements

Helpful comments for improving the quality of this paper and data were given to me by Dr. Allan F. Schneider and Steven Leavitt, Parkside Department of Geology. Robert C. Kopen, Forest Products Laboratory, Madison, made wood identifications. Kenneth Dearolf, Director, Kenosha Public Museum, gave valuable help. And Henry Hartnek gave assistance in obtaining wood samples and photos.

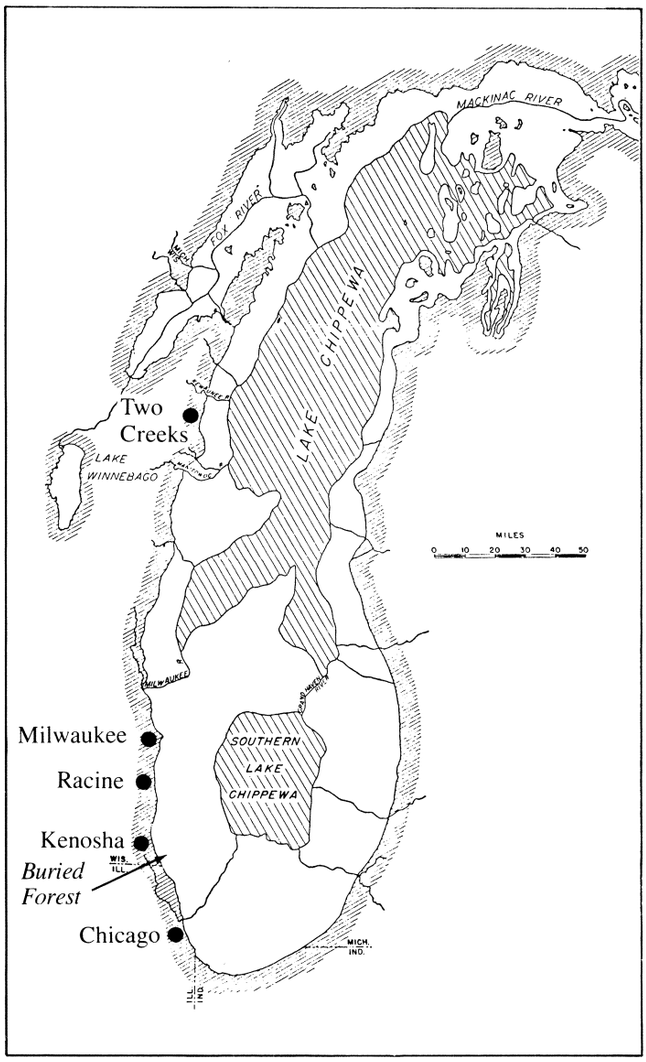
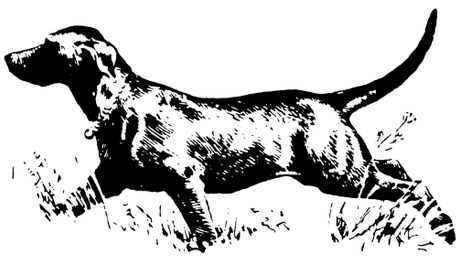


Figure 2. Map of Lake Chippewa, the Low Stage in the Lake Michigan Basin between the Algonquin and Nipissing Stages. Also site of Southport Buried Forest. (Map J. L. Hough, 1957).

Tribute To A Dog



The one absolutely unselfish friend that man can have in this selfish world, the one that never deserts him, the one that never proves ungrateful or treacherous, is his dog. A man's dog stands by him in prosperity and poverty, in health and sickness. He will sleep on the cold ground where the wintry winds blow and the snow drives fiercely, if only he may be near his master's side. He will kiss the hand that has no food to offer. He will lick the wounds and sores that come from encounters with the roughness of the world. He guards the sleep of his pauper master as if he were a prince. When all other friends desert he remains. When riches take wings and reputation falls to pieces, he is as constant in his love as the sun in its journey through the heavens.

Elm tree stump, in situ, exposed on the Southport beach.

Three Oak tree stumps in situ, also surrounding Forest Bed.

Henry Hartnek excavating an ancient tree trunk. Buried in the Lacustrine sediments.

Fireside Reflections

Wood has a fast or slow burning combustion action, depending on the species of tree. A good guide is reflected in the following verse:

Beechwood fires are bright and clear
If the logs are kept a year.
Chestnut only good, they say,
If for long 'tis laid away.
But ash new or ash old
Is fit for queen with crown of gold.

Birch and fir logs burn too fast,
Blaze up bright and do not last.
It is by the Irish said
Hawthorn bakes the sweetest bread.
Elm wood burns like churchyard mold,
E'en the very flames are cold.
But ash green or ash brown
Is fit for queen with golden crown.

Poplar gives a bitter smoke,
Fills your eyes and makes you choke.
Apple wood will scent your room
With an incense like perfume.
Oaken logs, if dry and old,
Keep away the winter's cold.
But ash wet or dry
A king shall warm his slippers by.

TRAMP TRAMP TRAMP

Reminiscing an Extinct Phenomenon

Looking back to my youth, I recall frequent hikes to the nearby countryside with pals. A typical route was past Van Igen's woods (Carol Beach), then west of 39th Avenue along the K.D. railroad tracks, into the hazelnut patch (Forest Park), and through the willow thicket south of Jacob's Island (Alford Park). This trek led us past several hobo jungles.

In passing these camps we always stepped up our pace, but we envied the carefree life the vagabonds led. They seemingly had no responsibilities and plenty of traveling time. Some people called them tramps or loafers, but many of the men traveled around the country looking for work. Their mode of traveling in those lean years was by walking (and frequently counting ties along the railroad tracks) or riding a freight train.

A certain skill was required to "flip" (the term they used) a moving freight. As a train pulled out of the marshaling yard, men would swing aboard and ride between the cars. When a boxcar was empty and the door was open, they traveled inside it, in more comfortable and safer accommodations.

Professional tramps traveled north for the summer and south in the winter months. A majority of the men who traveled around the country found work on a temporary basis. During the winter ice companies at Powers, Camp, Twin, Paddock, and Silver lakes looked for men to cut ice. Others helped on farms for room and board, a form of migrant worker labor.

I remember a number of times a "Knight of the Road" would knock on our door asking for a handout. Sometimes my father would give him a quarter. At other times there was a job to do, such as cutting the grass, cleaning the basement, painting or fixing the porch. When finished, he would be rewarded with sandwiches and a bottle of hot coffee. On those occasions I enjoyed a certain satisfaction, because I did not have to do the work. We lived near the Chicago & North Western Railroad and I looked forward to these occasional visits.

On one summer hike we saw two travelers stop at the former location of the Gordon Lumber Company (75th St. and 30th Ave.). In those days Bain Creek ran north and south on the now 30th Avenue. The two set up a camp, took a swim in the creek, washed their clothes, and for several days were busy making willow baskets.

The only tool they used was a big jacknife. They cut a large bundle of willow switches about three feet long. Then a one-inch round willow stake was driven into the ground. With the knife, the stake was split through the center. Each willow switch was placed into the split section of the stake and drawn through the wedge, causing the bark to strip from the slippery wood. A bundle was then made of the switches and it was washed in the creek to remove the sap and further soften the wood.

With skilled hands a base was made and the weaving started. Various types and sizes of baskets were woven — waste baskets, market baskets, and fruit baskets. The workmanship fascinated us. Later I tried to make a basket but had little success. When a dozen baskets were made they were placed in the sun to dry. The next day the men went from door to door, offering the baskets for twenty-five or fifty cents. Several days later they moved on.

These Knights of the Road had a system of trail markers — symbols they drew on a fence, barn, telephone post, or sidewalk with chalk or wax crayon. These marks were placed as a warning or welcome sign for others as they passed that way.

During the Great Depression of the 1930s, hard times found many men unemployed. In searching for work they encountered never forgotten hardships and experiences. Many traveled the tracks of the nation's railroads learning the lessons of the open road. They went everywhere — mile after rattling mile, and became masters of survival as they searched for an honest living.

Their lives consisted of aimlessly riding freights

and trading an occasional days work for a meal or a few dollars.

Today the unfortunate have shelters, social agencies, food stamps, job placement and other services where they can seek help.

The vagabond life of the hobo or tramp now is part of the history of a vanished life style of the 1930s. Wanderers no longer frequent the railroad freight yard areas, although an occasional traveler is still seen on the main highways thumbing a more comfortable ride in a car or truck.

Danger | Nothing | Dog | Keep Quiet | Jail | Officer | Bad Dog

Wetlands Watch

South along the Des Plaines River is an extensive marsh that comes alive with sights and sounds of wildlife on an early Spring morning.

Soon after sunrise begins to unveil, I am standing at the water's edge, with binoculars in hand, shivering in the dampness of a chilling air.

Suddenly the quiet is broken by the sound of a flight of low-flying Teal directly over my head, but the early Northern migrants disappear as quickly as they arrive. In their place several great Blue Heron silhouette the open water of the Goose Pond. Then the chatter of Sandhill Cranes in a distant corn field sets the day in motion.

As the sun peers higher over the horizon a mist rises as the warm air settles over the vast marsh. Within this calming serenity comes constant and varied chittering of the Red-wing Black birds, the crowing of a cock Pheasant, and the burping of frogs. Now and then I hear a splashing of water in the marsh, caused by Northern Pike that have left the Des Plaines River to spawn among the cattails.

The wetlands and the river have a personality all their own. Climate, geography and wildlife differ, but a calmness and order run through each one.

The marshland probably once was a large bayou of the river but has been disrupted by environmental changes. Though the balance of Nature is delicate, the force itself is strong, creative and determined, and through changes, it survives.

Some people think this place is ugly and smelly. I guess it depends on your point of view. I take time to see and hear the variety of wildlife, examine the new growth of plants and foliage. All around me I can find the vibrant phases of Nature. Be it Spring, Fall or Winter there is always something new to experience along the river's wetland corridor.

Petrifying Springs Park

A Natural Asset

Nature has endowed Kenosha County with one of the most picturesque parks in southeastern Wisconsin. It has the intriguing name of "Petrifying Springs Park." County owned, it consists of approximately 350 acres of wooded and leisure time space.

The name comes from a Calcareous formation that appears on the South Ravine. These stony clusters, caused by rain water and chemical action, resemble petrified flora material.

A series of park interpretations correlated with early history, geology and environmental features, will introduce the visitor to the interesting adventures of this colorful woodland retreat.

Activities

Petrifying Springs was opened April 1, 1928. It offers an excellent choice of outdoor activities. It is a cornucopia of a four-season recreation area. Examples: picnics, group outings, baseball, hiking, nature trails, horseshoes, cross country skiing, sledding, an 18-hole golf course and a variety of places for passive relaxation and enjoyment of the good life. Visitors from all sections of the midwest are attracted annually to this well planned outdoor playground.

Archeology

On the South Ravine, at several locations, water trickles from the hillside. Early settlers called this run-off "The Indian Springs." The water was believed to have great curative powers and was the favorite place for Potawatomi Indians and early travelers to rest and to drink the refreshing water.

The low basin, with meandering Pike River, formerly occupied the setting of an Indian camp site. Archeologists and farmers have found arrowheads, trade items and other artifacts in the park, adjacent farm fields and nearby University of Wisconsin-Parkside Campus grounds.

The "Old Trail" and Early Traders

In the early 1800s, Highway 31, which bounds the west side of the Park, was called "The Jambeau Trail" after Jean Vieau, a French trader located in Milwaukee. Later it was called "Green Bay Trail". In 1816 it ran from Fort Howard to Fort Dearborn (Chicago).

Vieau, called Jean Beau or Jambeau by the Indians, had fur trading posts from Green Bay to Chicago. The old highway was one of several original trails used by Indians traveling between campsites and villages at Chicago, Milwaukee, Lake Winnebago and Green Bay. Vieau's son, also known as Jambeau, had a trading post in Racine County at Skunk Grove, just east of Franksville. In 1837, he sold his land and moved to an Indian reservation in Kansas and the post disappeared.

A monolithic marker, with bronze plaque, on the west side of Highway 31 and "A", marks the "Old Trail". The inscription reads: "Green Bay Road established by the Federal Government 1832".

A small section of the old "Jambeau Trail" is still visible in Pleasant Prairie Township, west of Highway 31 in the former Dexter Woods, now the Otto L. Momper Horse Ranch. The old trail, about 12 feet wide, winds through the Oak woods for a distance of about one-quarter mile.

Early Pioneers

Historic Green Bay Trail became the overland route, or trace, used by the United States Army, U.S. Mail, and settlers traveling by foot, horseback or ox team, as they entered the Wisconsin territory.

Among the early families that settled in the park vicinity were George & Charles Leet, Rev. Ozanne, Hugh Longwell, Benjamin Felch, William Smith and others. All were attracted by the promising farm lands, forests, rolling prairies, river and dreams of the future.

Records indicate that in 1835 the first settlers to reside in Pike Township (later named Somers) was Jacob Montgomery and his two sons. They built a small log cabin near the old trail and "Springs". Hunting was

good and game was plentiful.

The nearby Pike River bottoms guaranteed an undisturbed trapping territory for the Montgomerys. Their primary take of pelts included mink, muskrat, beaver, fox, wolf, raccoon, weasel, badger, skunk and several other fur bearing animals.

A small depression in the soil, at the southwest corner of the park, still shows where the old log cabin may have stood. Nearby, along the park trail, is a boulder and plaque marking the Montgomery site.

Geology

The ravines, basin and winding Pike River are remnants of a geological period, the Pleistocene Epoch, which started one million years ago. A continental glacier or ice cap, formed by snow turning to ice, moved southward from the Labrador-Hudson Bay Region until it covered North America as far as the Ohio and Missouri Rivers.

This huge ice mass passed over the area and then receded four different times. The result was that it left a colossal hallmark or symbol upon the landscape. Of importance was the last ice movement, known as the Lake Michigan Lobe of the Wisconsin stage. This giant phenomenon ended approximately 10,000 years ago. The continental ice sheet was a stupendous thing, which few of us can really visualize.

During the southerly advance of the ice sheet through the Lake Michigan Valley, tremendous pressure was exerted on the earth's surface. In the forward advance, ridges developed on the east and west outer edges of the huge lobe, causing earthen dikes called terminal moraines. Also in receding, a rolling belt of boulders, clay and till was dumped when the glacier melted at these points.

Highway 31 follows the top of one of these moraines. At the park the highest elevation is approximately 120 feet above lake level. Sighting toward the east horizon, Lake Michigan can be seen about three miles away. South on Highway 31, approximately two miles from the park, is a U.S. Coast and Geodetic Survey bench mark. This point is the highest elevation on Highway 31 between Chicago and Milwaukee at 164 feet above lake level. (Nearby, in 1860, stood a weather observation tower, 72 feet high, built of field stone. Now only a few boulders remain.)

During the last stages of the retreating ice lobe, converging meltwaters formed a main stream that followed the natural eastward contour of the land. Such a stream, with tempestuous volume and force, carved the deep (some 100 feet) ravine through the park as it shows today.

As the volume of glacial meltwater was impounded with other watersheds, it formed glacial Lake Chicago, with water overriding the land to a 55 foot elevation above the new lake level. Most of the city of Kenosha was covered with water, west to 39th Avenue. This high stage or beach is known as the Glenwood Stage and can be seen one-half mile east of the park, east along Parkside's Tallent Hall, south along 30th Avenue. It is visible just west of the Gateway Technical College.

Glacial Lake Chicago soon found outlets at the new Chicago River joining the Illinois and Mississippi River then south to the Gulf of Mexico. Another outlet moved eastward through Lakes Huron, Erie and Ontario and the St. Lawrence River to the Atlantic Ocean. Three stages or terraces left their marks: the Glenwood Stage at 55 feet, Calumet Stage at 38 feet, and Toleston Stage at 23 feet. In this way, glacial Lake Chicago later became Lake Michigan. The lake then established the now mean level, predicted at 580 feet above sea level.

Pike River also receded with lake levels and established a well defined watershed. Headwaters of the stream meet at the northwest corner of the park and Highway 31, flowing easterly through the park, Parkside Campus and Kenosha Country Club. One-half mile from Lake Michigan, near Berryville, it turns at right angles and follows a southerly valley course of about three miles through Carthage College Campus, Alford Park and finally joining Lake Michigan north of Kennedy Park.

Soils

General soil types in the park and U.W.-Parkside Campus areas appear as a unique isolated island in eastern Kenosha County. These types do not appear again until the soil surface reaches the Fox River watershed, 16 miles west of the park.

Soils were formed mainly by material that was laid down through glaciation. Later, park surface soils apparently were disturbed by glacial melt water erosion, resulting in deep ravines and the Pike River watershed.

Soil surveys by the U.S. Department of Agriculture, Soil Conservation Service, classifies the park soil series as follows:

Fox-Casco Association: Well-drained soils that have a clay loam and silty clay loam sub-soil; moderately deep to shallow over sand and gravel, on stream terraces.

Morley-Beecher-Ashkum Association: Well-drained to poorly drained soils that have a silty clay or silty clay loam sub-soil; formed in thin loess and underlaying clay loam or silty clay loam glacial till on ridges and knobs.

Hydrology

Soil deposits that dropped as the glacier melted are rich in limestone, clay, granite and other minute mineral particles. It is the calcareous soils and rainwater, leaching out on the sculptured hillside, that are the important factors in producing the petrified-like material.

An explanation of the spring's hydrology is given by G. F. Hanson, geologist, University of Wisconsin-Madison.

"The 'spring' that furnishes drinking water in the park is a drilled artesian well in the Niagara dolomite, but the spring on the hillside is not an artesian flow but a contact spring. It is caused by rainwater percolating downward to a relatively impervious layer and then emerging as a spring from the hillside.

"The weakly acid rainwater percolating through the calcareous soil dissolved the carbonate which is reprecipitated due to the changing chemical equilibrium at the surface.

"The petrified sticks, acorns, etc., that occur at such springs are not petrified in the sense that the organic matter is replaced with mineral matter. It is simply covered with lime. After a time, the organic matter may decay and be entirely removed. The deposits or stony material is described as calc (or calcareous) tufa can be used to describe the deposits."

It has taken many years for the lime-laden water to form the moss-like stone which appears on the south ravine, and can be seen along the hillside trail. It lies just under the leaf humus.

Wallace Mygatt, an early pioneer grain buyer, mentions in his 1850 history of Kenosha County that in Somers Township there are certain springs that have the properties of turning vegetation to stone.

Plants and Flowers

Nature areas of the park, with their galaxy of wild flowers and plants, display a colorful view of individual species and "pockets" of native plant communities. Early spring is the time for the "plant watcher" to search the ravines, woods and river basin to discover woodland flora.

Seeking, and then discovering, spring wildflowers is one of the special experiences that kindles an interest in nature. Success in finding spring plants is more assured by a knowledge of Botany and Ecology.

Early plants should not be picked, as they wilt immediately, and are easily crushed by trampling. In addition, geared as they are for the short period of early cool-season growth, they are slow to increase and often are actually unable to respond, if damaged, until the following spring. By that time their food reserves and ephemeral short-lived cycle may be depleted.

Some years, spring forbs appear early due to an abundance of snow which prevents the deep freezing of soil. Warm sunlight and acid soils with a good supply of moisture bring out the special beauty of their mature luxuriance.

The very earliest Wisconsin flower, skunk cabbage, is able to release enough heat to melt ice and snow. It actually pokes its leaves through the snow covered ground. The skunk flower colony is near the base of the south ravine trail, where the "spring's" seepage keeps the frost to a minimum.

Following the first welcome flower are the hepatica, blood root, trout lily and other early arrivers. Woodland flowers boom early and disappear as the leaf canopy of the surrounding trees blanks out the direct sunshine.

Plant life of the park grows as nature intended, and most ardent admirers of wild flowers usually return to discover additional species as the season progresses.

Plants and flowers can be observed from April through October. A flower guide will help with identification.

Spring and Summer Wildflowers

Skunk Cabbage
Hepatica
Blood Root
Dutchman's Breeches
Marsh Marigold
White Trout Lily
Wild Leek
Spring Beauty
White Trillium
Purple Trillium
Twin Leaf
Cut Leaf-Toothwort
Blue Violet
Yellow Violet
Wood Anemone
May Apple
Blue Phlox
Bellwort
Small Buttercup
Early Buttercup
Gill-Over-The-Ground
Meadow Rue
Wild Ginger
White Snake Root
Wood Nettle
Zig-Zag Golden Rod
Prairie Wild Onion
Jack-In-The-Pulpit
Joe-Pye Weed
New England Aster
False Solomon Seal
Golden Rod

Trees

Tree identification is a challenging adventure for all nature enthusiasts. With the help of a tree guide, new knowledge will be acquired and personal diligence will be rewarded.

A majority of the deciduous and coniferous park trees are native and well in their biotic range, but scattered transplants, which have been placed to enhance the landscape, will also be found.

Several of the largest trees in Kenosha County are found in the wooded areas: A black walnut tree, with a

trunk circumference of approximately eight feet is seventy-five to eighty feet tall; a basswood and maple tree with circumferences of almost ten feet.

A community of arborvitae trees, also known as white cedar, grow on the northeast ravine. It is the largest stand of this specie in the county, and a possible remnant of post glacial time.

Within the park perimeter is an excellent collection of native trees and shrubs. In addition, introduced specie have been planted by early settlers and the late H. Arndt, and Richard J. Lindl, retired park director. Select tree plantings have increased the natural beauty of the arboretum areas.

Near the main drive is the Arndt Memorial. It is found by entering the south entrance and continuing to the flag pole. West of the road is the glacial stone and plaque.

It reads: ''Herman E. Arndt
Park Superintendent
1928-1954''.

Richard J. Lindl was Park Director from 1955 to 1979. He was succeeded by Ric Ladine. All County Parks are governed by the County Highway and Park Committee.

A fall trip through the park is a *must* to see nature display the colors that are symbolic of autumn. It is during October that nature emblazons the wooded areas. It is then that the park's color is unequaled for brilliance and variety.

Kenosha County, under principal North America Biological Zones or Biomes, is classified as being in the temperate deciduous forest area.

Native Species

American Elm	Trembling Aspen	Cottonwood
Sugar Maple	White Oak	Black Oak
Basswood	Black Willow	Slippery or Red Elm
Black Walnut	Choke Cherry	Rock Elm
Shad Bush	Black Cherry	Butternut
Wild Plum	Hawthorn	Largetooth Aspen
White Ash	Witch Hazel	Swamp White Oak
Box Elder	Hornbean	Red Oak
White Birch	Prickley Ash	Scarlet Oak
Black Locust	Bladder Nut	Blue Beach
Shag-Bark Hickory	Arborvitae	Bitternut Hickory
Sycamore	Hemlock	Wild Crabapple

Shrubs

Red Osier Dogwood	Gooseberry
Elderberry	Buckthorn
Nanny Berry	Hazelnut
High Bush Cranberry	Sumac
Alternate-Leaved Dogwood	

Vines

Virginia Creeper	Bur Cucumber
Bitter Nightshade	Wild Grape

Introduced Species

Ohio Buckeye	Austrian Pine	Kentucky Coffee Tree
Sassafras	Ponderosa Pine	Honey Locust
American Chestnut	European Larch	Bur Oak
Redbud	Norway Spruce	Scotch Pine
Norway Maple	Blue Spruce	Silver Poplar
White Pine	Balsam Fir	Lombard Poplar
Red or Norway Pine	Hackberry	Mulberry

Birds

''Birding'' in early spring and fall along the trails and lagoon, and with the assistance of binoculars, can be rewarding. The park offers many protective spots and food patches for both ground and tree feeders.

An amateur ornithologist, by walking cautiously, and employing a watchful eye, can compile an interesting bird list. The park's location places it in the path of the migratory flyway for both fall and spring migrations.

Some birds stay only briefly — to rest and feed. Others establish a summer residence — to nest and range for food. Ducks and shore birds occupy the lagoon in late March, but move on after a brief stay. Each year a new arrival may appear that can be added to the listing.

Bird List

Warblers	Red-headed Woodpecker
Catbird	Brown Creeper
Mourning Dove	Black-capped Chickadee
Wood Duck	Flicker
Mallard	Screech Owl
Teal	Woodcock
Killdeer	Sparrow Hawk
Pheasant	Rose-breasted Grosbeak
Grackel	Gold Finch
Wood Thrush	Rough-legged Hawk
Robin	Slate-colored Junco
Blue Jay	Red-winged Blackbird
Fly Catcher	Nuthatch
Ruby-crowned Kinglet	Wren
Towhee	Horned Lark
Cardinal	Kingfisher
Phoebe	Downy Woodpecker
American Bittern	Ruby-throated Humming Bird
Cardar Waxwing	Bluebird
Crow	Baltimore Oriole
Brown Thrasher	Canada Goose
Indigo Bunting	

Mammals

Keen observers will be thrilled by seeing animals that appear at various times within the park boundaries. Mid-summer, perky chipmunks can always be seen along the hillside trails or a thirteen striped gopher sunning itself on the open lawn. Often a squirrel will be chattering a salute, high in a tree.

Raccoon may travel about dusk, and opossum come in from surrounding farms. A lucky observer may scare up a nesting rabbit.

Mid-winter, a fox will display meandering footprints on the fresh snow-covered lawn and woods. Pheasants tend to flock-up during mid-winter and during deep snows of January and February they may use the Scotch pines as roosting areas. As Spring approaches, they drift out to surrounding fields to find nesting sites and cover. Mink and muskrat frequently prowl the river bottom searching for a new territory of food. On occassions, a woodchuck, skunk or deer will visit the park.

Wildlife depends on soil, water and plants. The actions of man on the land, as well as his actions directly on wild animals, are becoming two of the most important considerations in wildlife conservation.

Mammals

Chipmunk	Flying Squirrel	Woodchuck
Red Squirrel	Gray Squirrel	White-footed Mouse
Rabbit	Opossum	Fox Squirrel
Gopher	Red Fox	Weasel
Raccoon	Mink	
Skunk	Muskrat	

Amphibians

Tree Frog	Leopard Frog
Salamander	Toad

Reptiles

Snapping Turtle	Grass Snake
Wood Turtle	

Conclusion

Park land, complemented by trees, plants, wildlife, water, and open spaces are valuable asthetic and educational resources. The preservation of our available park resources requries an awareness of our total environment and necessitates visitor respect for the land, property and regulations.

A sense of responsibility for preservation of those ''wild pockets'' should be an important ingredient of everyone's enjoyment. A creed to follow is stated this way: ''Take nothing with you — leave only your footprints behind''.

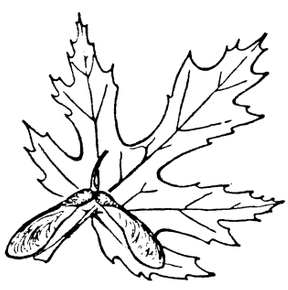
A compelling perspective of our environment was expressed long ago by Aldo Leopold: ''Conservation is a state of harmony between men and land.'' In the final analysis, man is part of nature, not above it.

A most fulfilling experience anyone can enjoy is to take a child on his or her first tour of the park and discover the excitement and wonder of nature's domain. As you walk over the bridge and trails, watch the child's face when the first wild flower, chipmunk, bird or squirrel is seen. It will rekindle your own wonder at the gifts that our earth offers to mankind.

No one can deny that nature is full of wonder, and it seems especially true for those willing to discover our natural heritage in Petrifying Springs Park.

Red maple

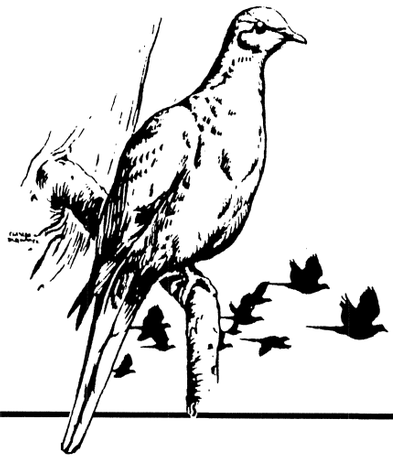
Sugar maple



Silver maple

New Friends and Old Friends

Make new, but keep the old;
Those are silver, these are gold.
New-made friendships, like new wine,
Age will mellow and refine.
Friendships that have stood the test -
Time and change — are surely best;
Brow may wrinkle, hair grow grey,
Friendship never knows decay.
For 'mid old friends, tried and true,
Once more we our youth renew.
But old friends, alas! may die,
New friends must their place supply.
Cherish friendship in your breast —
New is good, but old is best;
Make new friends, but keep the old,
Those are silver, these are gold.



Empty Skies

"The pigeon was a biological storm. He was the lightning that played between two opposing potentials of intolerable intensity; the fat of the land and the oxygen of the air . . ."

— Aldo Leopold
From A Sand County Almanac

Researching the bibliography of the Passenger Pigeon (Ectopistes migratorius) it is inconceivable that a single species of bird that frequented Wisconsin skies, like a mighty undulating cloud, has now been extirpated.

The pigeon once migrated in the North American continent in such vast numbers that reliable observers reported, "From a given point, and from horizon to horizon, the dense wave after wave formed a canopy that would take approximately four hours to pass." Their flight defied comprehension, and their widespread phalanx partly blotted out the sky.

At the time of America's discovery, the passenger pigeon could have numbered three to five billion birds. The feathered tempest, migrating through Kentucky in 1810, was observed by Alexander Wilson. He estimated one flock was 240 miles long and contained 2,230,272,000 birds — in a single formation.

John James Audubon estimated a flight, in 1813, to contain 1,150,136,000 birds. It is evident that this streamline migratorius was the most abundent species of bird ever to populate America, probably adding up to nearly half of the total bird life in this country.

Wisconsin's ideal temperature, with its staple crop of acorns and beechnuts, supplemented with other seeds and berries, attracted the massive flights each spring. Roughly a zone between 43° and 45° north latitude was their prime territory in Wisconsin, and eastward through the forests of Michigan, Pennsylvania and New York. All had a similar biotic zone that was favorable for roosts and nesting colonies.

Starting in 1850, immense flocks of pigeons migrated into Wisconsin mainly through the western two-thirds of the state. There also appeared the market hunters with their guns,nets and traps. In 1871, the oak and beech forests of central Wisconsin drew the largest community of birds known. This ideal site occurred in the area of some 850 square miles, or 544,000 acres.

Its shape was like a huge "L". The long arm of the "L" had an average width of six miles and ran from Black River Falls to Kilbourn (Wisconsin Dells), a distance of 75 miles. The short arm reached from Kilbourn toward Wisconsin Rapids for 50 miles, averaging eight miles in width. It was estimated by Dr. A. W. Schorger that the area may have contained as many as 136 million nesting pigeons.

At the rookery sites, trees were overburdened with a multitude of nests. Gregarious in habits, the bird existed well in crowded roosts and nesting colonies. When nesting, the female laid only one egg. The tom assisted the hen in the fourteen-day incubation period. Later both adults would feed the squab. Often they had a second hatching if the nesting was broken by shooting or trapping.

Should one of the adult birds be killed by man or predator, the egg would be lost by chilling after the remaining bird left the nest for its feeding grounds. Likewise the squab would suffer and die from malnutrition. Adult birds often flew 50 miles or more in search of food. Overshooting and netting had a definite effect on the pigeons' annual reproduction.

The 1871 bumper crop of acorns attracted the greatest contingent of birds ever assembled to the west-central sites of Wisconsin. Here pigeons were slaughtered in the thousands by the commercial hunters and local people. Railroads shipped freight-car loads of iced carcasses in barrels and other containers to the food markets in the big cities of the midwest and eastern states.

Prices paid by the pigeon trade varied, but were considered highly profitable. The price ranged from 35 to 40 cents per dozen at the nesting sites. Chicago markets paid 50 to 60 cents a dozen.Squabs in the metropolitan markets were 60 to 70 cents per dozen. Live birds, in cities, brought $1.00 to $2.00 per dozen. The flesh was a good economical food source. Parts of the viscera were used in the manufacture of patent medicines, and feathers were made into pillows and quilts.

Shooting started with the northern migration in March and April; then through mid-summer at the roosts. Squabs were preferred by the market trade, ending with the southern migration in August and September. This long season gave a continuous spring-fall harvest for the professional pigeoners.

John Muir described the passenger pigeon in flight.

"I have seen flocks streaming south in the fall so large that they were flowing from horizon to horizon in an almost continuous stream all day long."

Since there was no thought of conservation; there were no seasons or limits. No game laws were enacted until it was too late. By 1882 the last shipment of birds by railroad ended, as market hunting ceased to be profitable. This was an early sign that the bird was doomed.

The pigeon was an important source of food for the Indian people. They gathered only what their needs warranted. The Potawatomi name for the pigeon was O-Me-Me-OO or MEEME. The Chippewas call it ME-ME. Their names mimicked the call-note or cooing of the bird. Other names used were "Pigeon of Passage" or "Poor Man's Chicken." Early accounts simply called the bird "Wild Pigeon."

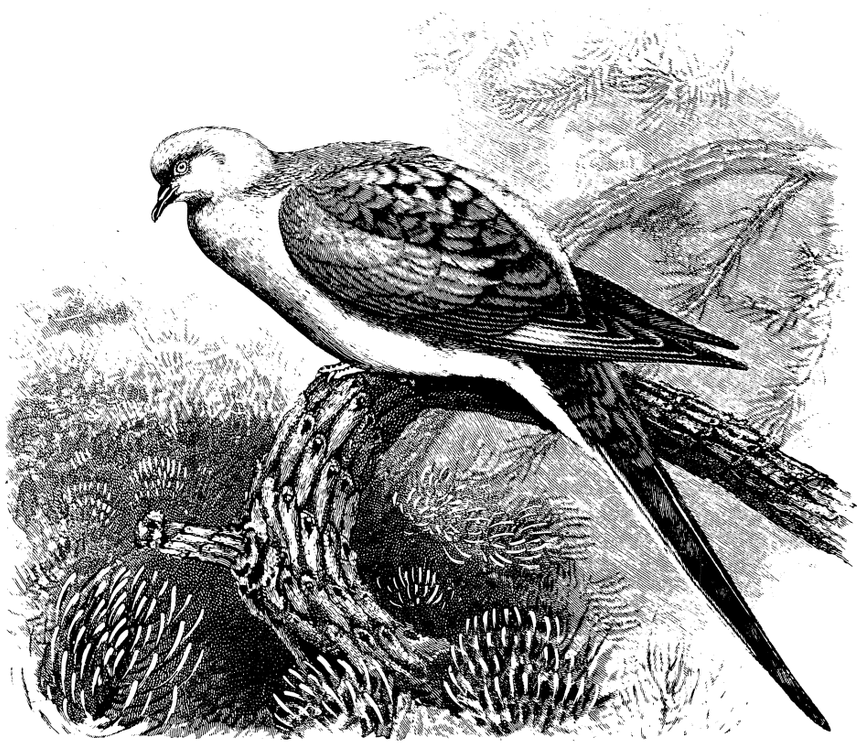
There are other factors to examine which contributed to extinction. The pigeons did show all signs of old age, such as their build-up of countless numbers. As their flocks were reduced, they entered a stage in which they could not cope with the environment.

My research, relative to the pigeons decline, evolves around a series of pitfalls. Principally, the uncontrolled harvest of adult birds, especially during the breeding period, taking of nesting squabs, and the loss of unhatched eggs. In addition, clearing beech and oak forests greatly decreased their food supply.

These multiple factors put pigeon flocks under a pattern of constant stress. When breeding and egg hatching is suddenly disturbed, a crash decline in reproduction results. Furthermore, the ratio of old birds to young birds increases, leading to a gradual dieoff of a

"Like winds and sunsets, wild things were taken for granted until progress began to do away with them. Now we face the question of whether a still higher 'standard of living' is worth its cost in things natural, wild, and free."

— Aldo Leopold
Sand County Almanac



In 1899, records show the last pigeon in Wisconsin was shot near Babcock. The last surviving pigeon in the United States, named Martha, died at the Cincinnati Zoological Gardens, September, 1914. Thus ended the fate of Ectopistes migratorius and it passed into oblivion.

There are a number of questions for researchers to answer. Why did the species dwindle so abruptly? Could there have been other causes beside hunter depredation that resulted in the pigeons' extinction? It was true that easy harvest and man's lust for financial gain contributed to exploiting a natural resource that seemed inexhaustible.

once prolific species.

As the pigeons' range changed, they were crowded into smaller and smaller areas. The possibility of an unknown avian disease could have spread among the heavy concentration of birds. Disease would have had a disastrous effect on the large colonies. This was not known or recognized by early ornithologists. Today's example is avian botulism, that attacks concentrations of wild geese, ducks and shore birds. The spread of a virus today is of concern to state and federal researchers.

The question of food could be considered. A shortage of mast necessary to feed the hordes of pigeons may have been another factor which led to their depletion. Acorn and beechnut crops are known to materialize at irregular intervals, two to three year appearances.

Large amounts of food were necessary to sustain both the adult and squabs in order to perpetuate the hungry flocks. The result — birds were weakened gradually by drastic and wide-spread declines in their food sources.

Recalling a meeting in Madison in 1947, the writer had an opportunity to talk with Dr. A. W. Schorger, ornithologist and naturalist, about the possibility of the pigeon's survival in today's environment. Could it exist as its counterpart, the mourning dove?

He indicated that the wild pigeon could never be restored. Some creatures cannot exist in numbers below a certain level. What happens is that either they refuse to breed or else grow sterile. The birds were highly colonized. They lived, flew and nested en masse.

Adding to their mortality rate was the lumberman who denuded their prime nesting range. A second harmful influence was agriculture, the clearing of the habitat and natural foods along their migrating routes.

A close cousin and the best known of the wild pigeons in North America is the mourning dove (Zenaidura macroura). It is the only North American bird to nest in every state in the Union except Hawaii.

A virulent disease that takes a toll on doves is trichomoniasis, a protozol disease that is called frounce or canker disease. Trichomoniasis affects birds of the Columbidae family, such as doves and pigeons.

This disease can drastically reduce a dove population because it can destroy nestlings as well as adult and juveniles. Some ornithologists believe trichomoniasis may have been a significant factor in the extermination of the passenger pigeon.

Overlooking the great Mississippi River at Wyalusing State Park, a lone passenger pigeon, graven in bronze, watches over the old ancestral flyway. It is a reminder of birds that once flew over Wisconsin. Their wing-beats were like the roar of an oncoming cyclone. Now the *empty skies* are silent.

A plaque and monument, designed by the writer, was dedicated May 11, 1947, at the state park by the Wisconsin Society for Ornithology as a tribute to a magnificent bird that is now extinct.

The legend on the bronze tablet reads:

Dedicated
To The Last Wisconsin
Passenger Pigeon
Shot At Babcock, Sept. 1899

This Species Became Extinct
Through The Avarice And
Thoughlessness Of Man

Erected By
The Wisconsin Society For Ornithology

Although the passenger pigeon has vanished its name has been retained on maps of Wisconsin and is the title of the society's publication, *The Passenger Pigeon.*

Researching the name pigeon, with the assistance of the Walter Scott Historical and Scientific Library, revealed that the name was given to four lakes, seven creeks, four rivers, a grove, one island, and a waterfall in Wisconsin. Also the word was adopted in other states as a nameplace.

At the I-94 rest area in Jackson County, stands an official Wisconsin Historical Marker that tells the traveler the story of the huge flocks of passenger pigeons that once were commonplace in Wisconsin.

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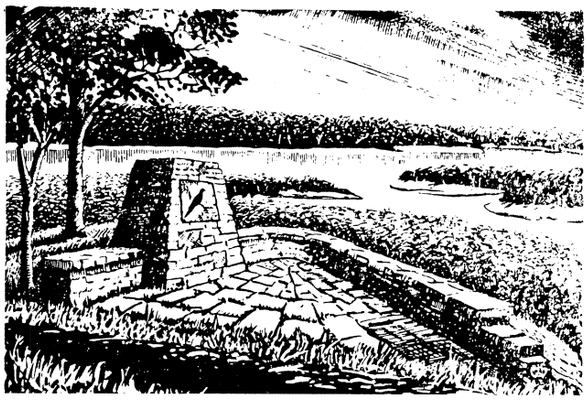


Passenger Pigeon Monument

Nature's Bird Food

During the late fall and winter months, Nature shares a bounty of wild fruits and berries with migrating and non-migrating birds, as well as other wildlife.

Berries, with their nourishing juice pods and seeds, produce fuel for the long flight to warmer climates.

Non-migrating birds and animals often depend on the berry-like fruits such as thorn apple, mountain ash, wild crab apple, rosehips, and other fruits to supplement their winter diet. Raccoon, squirrel, fox, rabbits, deer, cardinals, thrushes, and other wildlife search out these natural foods.

It is during the rigors of winter that the birds' diet is supplemented by the seeds of berry-type plants which they depend on for body nourishment.

Sorghum seeds, corn, soybeans and grass seeds are also important winter foods. Grain, especially corn, consumed by game birds, supplies body heat during subzero weather.

In a recent survey at several prairie lands, I listed other important stand-by food plants: Autumn olive, high bush cranberry, buckthorn, multi-flora rose, wild grape, and nightshade. All produce seeds that are winter food for Pheasants, Cardinals, Mourning Doves, Blue Jays and a host of other song birds that stay over winter.

Without the addition of fruit pulp and berry seeds that Nature provides, many birds and animals could not survive.

Trees and shrubs also benefit by wildlife feeding on their fruits. Birds and animals help disperse plant seeds. Ultimately new growth appears and a new cycle of plants continues the species. I guess Nature planned it that way.

Decline In Grassland Birds

During the mid-1930s I visited frequently with Henry DeBerg and Mike Link, old-time Kenoshans. Our mutual interests were Kenosha's history, hunting and fishing. DeBerg and Link told of seeing Passenger Pigeons, now an extinct native species, during the spring and fall migrations along the Pike River valley in the 1890s. I remember my father telling me about hunting pigeons along the Rock River, in Illinois, and seeing barrels of pigeons at market places in Chicago.

Observers documented wide-spread migrations through all the counties along Wisconsin's southern border as the birds winged their way to their nesting sites near Wisconsin Dells. More than 100 million birds once migrated through the state.

The Passenger Pigeon disappeared forever in 1914. Will other birds succumb to the same fate? Ornithologists and biologists have placed a number of species on the "Watch List". Their recent inventory in the United States shows an increase in the number of endangered species, which includes 72 birds, 38 mammals, and 81 plants.

Kenosha County once had an average population of native game birds. Quail and prairie chicken were common on many farm prairies. Since the 1920s these birds have disappeared from the county. The last prairie chicken I saw was in 1925 east of George Lake. Quail vanished about that same time in the Twin Lakes and Wilmot areas.

Pheasants and Hungarian partridge, introduced about 1929, adapted very quickly to their new environment and were exceedingly prolific. From the 1940s through the 1960s, these birds could be found in substantial number on all farm lands in each of the eight townships of Kenosha county. Recent surveys show that the number of ground-nesting birds, such as pheasants, bobolinks, meadowlarks and upland sandpipers, is dwindling each year.

The Wisconsin Department of Natural Resources and sportsmens' clubs are monitoring this decline and are initiating plans to revive critical habitat with the cooperation of farm owners.

Multiple abuses such as intensive land use, fall plowing, loss of habitat and heavy use of pesticides are the main factors in the decline of game birds and song birds. The effect of chemical pesticides, specifically DDT and chlorinated hydrocarbons, on raptores, game and song birds in the mid-1960s resulted in a population crash. Drastic changes in the environment are due to the use of long-lived chemicals. Studies show that pesticide residue in food sources cause birds to produce thin egg shells that are too fragile to last through incubation period.

Heavy DDT spraying in the 1960s to control Dutch Elm disease dealt a critical blow to many song birds. It was not the spray that affected the birds, but the insects and worms that absorbed the chemicals and were subsequently eaten by the birds.

Chemicals known as PCBs also affect bird life. The Salmonid Fish species of Lake Michigan absorb crustacea which has eaten toxic plankton. PCBs at the end of the food chain are retained in the fatty tissues of the fish. Shore birds and song birds that eat contaminated fish often develop serious physical defects. The end result is a deformed or mutant bird.

Recently I observed some of these defects that may be attributed to PCBs: a plover and a male cardinal with defected bills. Some fish-eating birds from the Great Lakes are showing rising rates of "cross-beak" syndrome. Fish eating terns, especially near Green Bay, have been born with club feet that prevents them from standing properly. Also observed were two mallard ducks with twisted wings and a purple grackle with a closed claw. Birds are delicate barometers of our environment. They will multiply or decline as a result of changes in their surroundings and food habits.

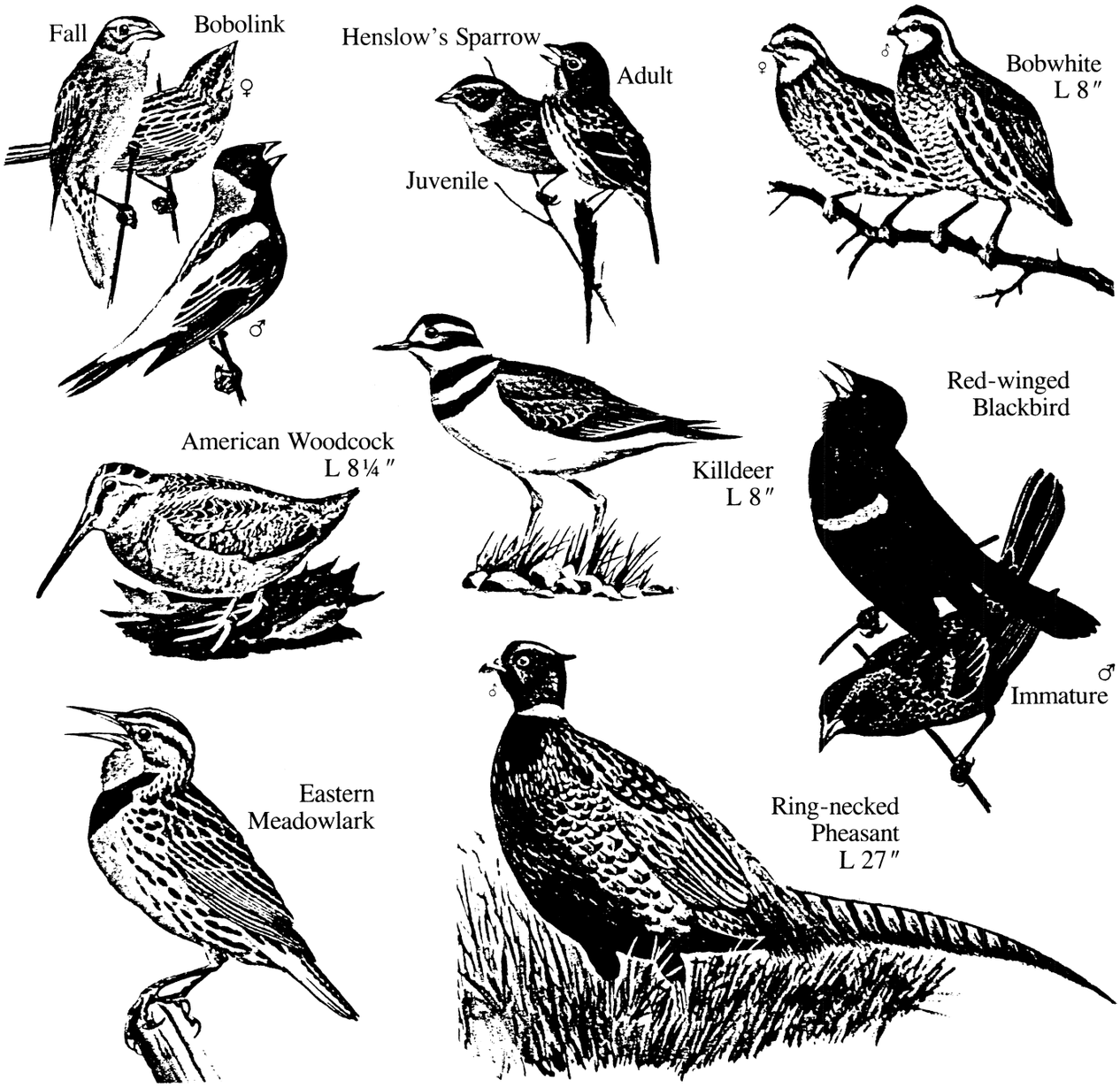
Factors such as periods of drought or extended rainfall can cause a sudden decline in bird populations because of unsuitable nesting habitat damaged by weather. The period between egg hatching and the feeding of the young birds is critical. Natural weather conditions play an important part in survival. Predators also take their toll of bird life.

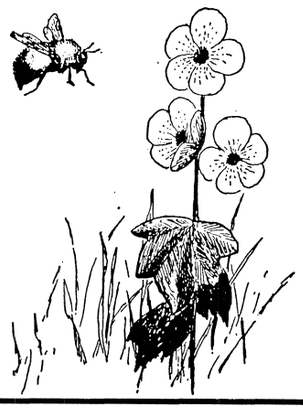
Crippled by increased human demands on the land and on the waters, nature can no longer manage wildlife alone. The helping hand of mankind is essential! Primary requisites for the preservation of wildlife and habitat are protection and management.

The Wisconsin Department of Natural Resources and the U. S. Fish and Wildlife Service are dedicated to the management, research, educational and recovery programs for our natural resources.

Sportsmen, landowners, bird watchers, conservationists and interested citizens must all cooperate and financially support practices that protect the wildlife and habitat of our environmental heritage.

Clearing of South America's rain forests is also contributing to the decline of migratory birds. Forests are being cut and burned for agricultural purposes and as a result bird habitat is destroyed and food is insufficient.





Chiwaukee Prairie

To make a prairie it takes a clover and one bee, —
One clover, and a bee,
And revery.
The revery alone will do
If bees are few.

— Emily Dickinson

When the advancing tide of early settlers arrived in southeastern Wisconsin they were greeted by a landscape of rolling prairies and oak openings. Tall waving grasses interspersed with communities of wild flowers made the land attractive for homesteading.

Prairies in Kenosha County looked ideal for farming and in fact, a township was named "Pleasant Prairie". Soon oxen were pulling the sod plows that converted prairie lands into tillable soil.

Today, only a few patches of prairie remain. The last remnant of a true prairie, untouched by the plow, is called Chiwaukee Prairie. It is a wet or mesic (moderately moist) lake prairie and an ecological jewel. A cycle of constantly changing wild flowers and grasses bloom from May through October. Bird watchers find it a haven for ground-nesting and migratory birds.

Here, serious students (and some with a more relaxed approach) garner knowledge in Nature's classroom which offers study aides in biology, entomology, geology, ornithology and other sciences. Its setting is an outdoor laboratory — for the scholar or the average person who wishes to enjoy a quiet place to stroll and discover Nature.

Living near the prairie environment has given me an inherent interest in the land, wildlife, history and numerous facets of the field of science. This paper will share some of my Chiwaukee Prairie observations and experiences.

Prelude on the History of Chiwaukee Prairie

In my growing-up years, one of many haunts to roam and explore was the area south along Lake Michigan's ancient shoreline. Often I recall those pleasure-filled weekend hikes with my pals, Cliff and Jack. We started at 75th Street. Then, south to Butcher's Beach (Southport Park), where we would swim. Then we would hike to Van Igen's Woods, and Barnes Creek (Carol Beach), Weyhe Prairie (Chiwaukee Prairie) and ending at the Wisconsin-Illinois state line.

We were always looking for interesting finds and discoveries. Several times on our hikes we found evidence of former chipping stations. Strong winds blowing over a sand dune pocket uncovered chert chips and flakes. These remnants were left as refuge by Indian arrowmakers. Stones they used were found on the beach, cast upon the shoreline by wave action. Occasionally we would find an arrow or stone implement.

Searching along the beach, we sometimes stumbled onto pieces of Fools Gold and wave-worn driftwood. A prize find was a piece of sassafras wood that probably drifted across the lake from lower Michigan. At times we found the floats from fishermen's nets.

In those halcyon days there were no roads or homes in the beach area and we had free access along the shoreline, woods and prairies. From Tobin Road (116th St.) to the Wisconsin-Illinois state line, and east from the Chicago Northwestern Railroad tracks to the shore of Lake Michigan, was the Weyhe Prairie (now Chiwaukee Prairie) a mysterious stretch of isolated land of swells and wet swales, tall grasses and cattails that reached over our heads. At times it felt as though we were lost in a prairie jungle. No summer was complete without cookouts and overnight camping along the lake sand dunes.

Migrating birds soared over the prairie during Spring and Fall. Colorful flowers appeared all summer long, which I tried to identify by referring to "Spring Flora of Wisconsin" by Norman C. Fassett.

A great change came over the lakeshore property in 1924 when Mrs. Edith Rockefeller McCormick purchased 1800 acres; extending from 80th Street to Tobin Road. The western edge was nearly a mile from the Lake — Hwy. 42 (now Hwy. 32). Mrs. McCormick's plan was to build a model city with retail shops, a golf course, space for a school, playgrounds and marina.

Surveyors scrutinized the land. Roads and several bridges were plotted and built. Barnes Creek was rerouted directly east from the railroad tracks to Lake Michigan. The exciting Gold Coast Development was named "Edithton Beach" (after Mrs. Edith McCormick's first name).

About this same time, during those prosperous 1920s, J. R. Penny and Sons from Chicago and C. D. Wagstaff & Co., Golf Course & Landscape Architects from Evanston, Illinois, drew up plans for a subdivision south of Tobin Road. The project was named "Chiwaukee on the Lake". In 1925 an eighteen-hole golf course, surrounded by homes was plotted. A beachside hotel, clubhouse, and a special depot for passengers from Milwaukee and Chicago were planned. A road was constructed from Sheridan Road to the lake.

The clubhouse and a nine-hole golf course were completed. Later, the golf course was abandoned due to wet soil. Moist undulating land made home developing difficult and that phase was held in abeyance because of high lake levels and problems with drainage.

Luxury homes were built along the high dune areas of the lakeshore. But later rising lake levels plus violent wave action submerged many lake lots and homes were undermined and lost. Some were moved to new locations. Protective barriers of huge stones and concrete that were placed on the shore saved a number of homes. Parts of First Avenue were swept into the lake.

One of the lakefront homes that was lost was owned by the Fisher family. Bud Fisher was a cartoonist. His strip featured "Joe Palooka", the boxer, and it appeared in many newspapers. In 1937 Joe Louis, heavyweight champion boxer, stayed at the Fisher home while training at the Kenosha Lakefront Stadium to defend his title.

The Edithton Beach and Chiwaukee-on-the-Lake plans for a model city and urban living did not materialize. The economic crash of 1929 caused the project to be abandoned. Mrs. McCormick died in 1932. The ownership of Edithton Beach land went into court as a foreclosure action. The case went all the way to the State Supreme Court in 1936. In 1937 the Kenosha County Sheriff had the final say. The land was sold for $186,000 plus back taxes.

In 1932 a Chicago group bought the land for $131,000. This group said it would revive Mrs. McCormick's dream for a model city, Their plans never materialized. In 1943, approximately 845 acres were used during World War II as an anti-aircraft training site by a company of soldiers stationed near Barnes Creek. They shot at targets towed by planes over Lake Michigan.

The Wisconsin State Planning Commission, in Bulletin No. 3 issued in 1936, recommended that the lakeshore land, beginning at the sand dunes, be acquired as a State Park. During the mid-forties, James Wallace, Kenosha City Manager, headed a committee of interested citizens and business leaders in support of the proposal. The Kenosha County Conservation Club also urged the state to purchase the lakeshore properties. But, due to lack of state funds and local interest, the project was terminated. Some felt that Illinois residents would have the most to gain. At that time, no thought was given to the potential of tourism.

About 1947, the Edithton Beach properties were purchased by a new group of developers. Joseph E. Shaffron, realtor and builder, was the principal officer. The new subdivision was called Carol Beach Estates. His daughter's name was Carol. Seven units were plotted. Homes were built for both middle class families and the families of business and professional people.

The 130-acre sand dune area, which was north of the wooded subdivision, was sold to the Wisconsin Electric Power Co. for future development.

My memories often wander to the many years that I have roamed through the Chiwaukee Prairie, watching migrating birds, prairie mammals and photographing colorful flowers, always trying to produce a better picture.

Even at dusk, around a campfire on the beach, I enjoyed conversations with friends, often hearing the peenting (sound created by rapid wing beats) of the woodcock as it skydives above the prairie. Watching falling stars was a timeless pleasure that this secluded domain, this wide open stretch — forever stimulating and accessible to all who enjoyed the outdoors — offered. This is why I became a prairie advocate hoping that this undisturbed land would remain in its natural environment as a haven of biological diversity.

On occasions I walked the prairie with Norbert Roeder, curator at the Kenosha Public Museum, who helped me identify the wild flowers and grasses by their common and scientific names. Roeder also supported and spoke for preserving this rare geographical landmark.

In the early spring of 1964, Al Krampert stopped at my home for a visit. He was quite excited after seeing the profusion of Shooting Stars that appeared on the swells in a serpentine formation as well as other prairie flowers. We talked about a wide range of subjects — fishing, traveling and ecology — but the main topic was the future of the prairie. Krampert asked, "Phil, is there anything we can do to save the Chiwaukee Prairie?"

"Well Al," I responded, "to save this large a tract of land it would take the State, or a private organization with available funds to purchase some 300 acres. The site is about one-half mile by one mile in size and is divided into lots, averaging 60′ × 130′, each individually owned."

"Krampert then asked me, "Do you know of any State or environmental group that would be interested in acquiring the Chiwaukee Prairie? You know it is

one of the last prairie remnants left in Wisconsin.''

I continued, ''The State Department of Natural Resources made an effort to acquire the prairie, but it proved too costly due to rising land values and scattered owners. The DNR gave up on the project. I do know of an organization called ''The Nature Conservancy'' which is a State and National group whose mission is to preserve rare natural and scientific areas.''

I told him that Paul Olson was the Director of the Wisconsin Chapter and his office is in Madison and Krampert said he would call him and tell him about Chiwaukee Prairie and keep me advised.

Krampert's contact with The Nature Conservancy was favorable. Olson told him that the organization helped to save high-value prairies with a high inventory of native plants. Chiwaukee Prairie fell into that category.

As homes began to dot the prairie and undisturbed lands shrank, interest in their preservation grew. Then in early 1965, promoters announced plans for a large marina in the southeast corner of the prairie at the Wisconsin-Illinois State line. The development was named ''Pompeii-on-the-Lake''. When plans were to come before the Kenosha County Board of Supervisors for rezoning, local and state environmentalists opposed dredging and channeling a basin into the prairie lands.

On the night of the County Board meeting a blustering snowstorm swept the area, but supporters of the Prairie came in full force. It was encouraging to hear the people who oppposed the rezoning. Dr. Darnell from Marquette University, E. Krueshke, from the Milwaukee Museum, and Kenneth Dearolf from the Kenosha Public Museum led the opposition.

Dr. Orie Loucks and Dr. Hugh Iltis, who came from Madison, talked against the proposed marina. From Racine came Louise Erickson, Dr. Von Jarchow and Dorthea Kuehnl and others. Krampert and I gave our views. Other Kenosha supporters present and strongly opposed were Dorothy McAleer, Fred Schmidt and Dr. James Olson, a Professor of botony at the University of Wisconsin, Kenosha Center.

The marina was represented by attorney Earl D. Morton, who gave a glowing account of the marina plans. They would spend $12 million, perhaps even $20 million to construct 1,000 boat slips, a large motel and recreation facilities, including a golf course.

John Esterbrook, who owned a large tract of the prairie area, spoke about building homes that would add to the township tax base. The marina promoters convinced the County Board and the new zoning was granted.

After the meeting, a group interested in preserving the Prairie met in the corridor. Louise Erickson, pad in hand, collected everyone's name, address, and telephone number. Dr. Olson offered the group a meeting place in his laboratory. Hugh Iltis gave his file on Chiwaukee Prairie to Krampert and said, ''Here, it's up to you people locally to save the Prairie''.

Several weeks later a meeting to organize a committee of conservation and nature minded people from Kenosha and Racine was held and Krampert was elected chairman. I was named vice chairman and Dorothy McAleer and Ruth Teuscher were elected secretary and treasurer respectively. Professors James Olson and Barrie Hunt, also of the University Center, were selected as advisors. Other members of the group included Louise Erickson, Ed Prins, Dorthea Kuehnl, Gen Crema and Ken Dearlof.

The group named the organization the ''Kenosha-Racine Project Committee Wisconsin Chapter of Nature Conservancy''. Krampert and his committee were convinced that this treeless relic of approximately 300 acres had important ecological and scientific values and supported a plan to acquire and preserve the prairie. Someone quoted Aldo Leopold, well-known naturalist, who said, ''The first prerequisite of intelligent tinkering is to save all the parts''. Subsequent meetings were held in the Kenosha and Racine University Centers.

In May of 1965, Krampert and I spent an entire day walking in the Chiwaukee Prairie, checking plot maps, trying to find out who owned the various parcels, and how much was paid for each lot. The difficult task was how would we contact more than 400 individual property owners.

Would these owners, scattered all over the continent, be willing to dispose of their lot at a fair market price? How would we pay back a loan to The Nature Conservancy? Would environmentalists and the general public support our project?

Most of all, our thoughts were motivated by the decision to proceed to save the prairie.

After discussing the pros and cons, Krampert, seeking my support, said, ''Phil, what do you think we should do?''.

I answered, ''Let's go ahead and purchase the first parcel that's available. That will get our foot in the door.''.

With enthusiasm, he said, ''Fine! Let me talk to others on our committee and get their opinion, and I will then go to the Madison office of The Nature Conservancy''.

Krampert found that a 15-acre parcel in the northwest corner of the prairie was for sale by the Northwestern Loan and Trust Company for $5,500.

The Chiwaukee Committee met at the Kenosha and Racine University Campus to discuss plans and recruit

new members. Krampert announced that The National Nature Conservancy had granted our request for a $5,500 loan to purchase 15 acres in the northeast section of the prairie.

That news motivated the committee to plan to solicit funds from the public in Kenosha and Racine to preserve the prairie — a ''first'' for a cause such as that. We wondered how we could convince people to donate to save a prairie. How would people respond? Frankly, we didn't know.

In June, 1966, the first land was purchased. It was a mile-long strip that ranged in width from 100 to 300 feet. The property was deeded to the University of Wisconsin-Parkside. This purchase was our strategic means of ''getting our foot in the door''.

The fund-raising campaign, to repay the $5,500 loan, was started with a dinner at the Women's Club of Kenosha that month. This was followed by a series of fund-raising luncheons, appeal letters, campaign literature and related events. All were under the auspices of the committee. Dr. James W. Olson lectured to service clubs. The news media gave good coverage and described Chiwaukee as a critical nature area in need of protection and conservation. This writer took the first colored slides of the prairie's plants, birds and flowers and used them in presentations. Individuals, firms and organizations assisted in the campaign.

Programs were presented to larger audiences in high schools in Kenosha and Racine. They were given by Murl Deusing, a naturalist and ornithologist with the Milwaukee County Museum. Admission charges to these went to the fund.

Despite those strong and time-consuming attempts to sell The Nature Conservancy program, funds came in ever so slowly. At times it was discouraging. The Committee had a goal of $50,000 but contributions came to some $8,000. The result was a letdown.

But then the Dr. James Zimmerman family of Madison, Wisconsin made a bequest to the Wisconsin Chapter of Nature Conservancy for $10,000, for land purchases in the Chiwaukee Prairie. The gloom that hung over the committee disappeared and additional funds kept coming in. By the latter part of June, the initial purchase of 15 acres had now grown to 83 acres.

Orie Loucks of the University of Wisconsin-Madison, petitioned the U.S. government for a grant of $18,500 to permit the University to buy land in the Chiwaukee Prairie.

In 1967, the area was dedicated as a State Scientific Area by the Department of Natural Resources and a National Natural Landmark by the U.S. Department of the Interior. Chiwaukee Prairie is one of the last unbroken stretches of lakeside prairie in Wisconsin and its colorful palette of perennials of native American flowers has been saved in perpetuity.

Krampert did much of the advance work to get the prairie project off the ground. He wrote letters to lot owners telling of the scientific and educational values of the land. In 1979 the Conservancy office sent 400 letters describing the significance of the prairie. Several lot owners donated their property.

Krampert and I went to Chicago to talk with interested sellers. Some agreed to sell at a proposed price of $350.00. Others wanted to keep their lot for a retirement home.

Owners were scattered all over the continental United States, in Hawaii and in Portugal. The man in Portugal, after being contacted by Krampert, sold his three lots for $450.00 Krampert can tell many stories about convincing owners that their property would better serve as a scientific preserve.

About 1977, Al Krampert retired from his business and relocated to his new home in Tillamook, Oregon. While the Prairie lost a great environmentalist, Krampert redirected his efforts to Oregon's natural areas.

The Kenosha-Racine Chiwaukee Committee continued with volunteer and stewardship programs and prairie tours. In June 1985, the committee was dissolved. It was felt that expertise in land negotiations, correspondence with lot owners and legal work must be done by a professional staff with volunteer assistance.

Past directors Brent Hagland and Russell Van Herik paid special attention to the progress of land acquisition in the Prairie, in addition to overseeing 40 or more projects throughout the state. In 1981, Van Herik appeared before Kenosha and Racine business and community leaders. He said that Chiwaukee Prairie was the richest mesic prairie in Wisconsin. Other appearances were made at a Carol Beach-Chiwaukee citizens meeting and at the dedication of floodplains along the Des Plaines River which were donated by the WISPARK Corporation to emphasize the need of preserving natural areas.

In 1985 a new group of prairie enthusiasts from Racine and Kenosha launched an organization named ''Chiwaukee Prairie Preservation Fund''. It was headed by Joan H. Rohan and Donna Peterson and would assist the Wisconsin Chapter of The Nature Conservancy and Department of Natural Resources in acquiring natural areas. The hardworking group sponsored a number of successful fund drives. One of the projects resulted in the purchase of five lots in the Chiwaukee Prairie for $3,500. Seminars were held at Parkside and Kemper Center to tell the story of the importance of preserving the prairie. Funds were also derived from sales of

books, cards, paintings and other nature items.

The preservation group broadened its objective and acquired land west of the prairie known as the Barnes and Iris Prairies. Committee members have helped Nancy Braker of The Nature Conservancy staff, and Tom Becker of the DNR in conducting tours, prairie burns and roadside cleanups, Gen Crema has trained a class of docents to assist on tours. This dedicated group has accomplished much through patience, determination, negotiation and anticipation toward the successful efforts to preserve Kenosha's natural areas.

The Prairie has been toured by hundreds of interested people. A dozen Universities have used the Prairie for studies. Dr. Eugene Gasiorkiewicz, professor of biological science at the University of Wisconsin-Parkside, describes the Prairie as a "Multifaced Jewel". He produced a manual, "Chiwaukee Prairie Plant Checklist" in 1980. It gives scientific, common name and plant family name.

When Peter McKeever became the state director of the Wisconsin Chapter of The Nature Conservancy, he was very enthusiastic about Chiwaukee Prairie and accepted it as an interesting challenge. On June 22, 1990 he announced a landmark event. The Nature Conservancy acquired the marina tract in the southwest portion of the prairie. After 25 years of effort, these forty-nine acres of priceless prairie were added to the preserve, assuring them of permanent protection.

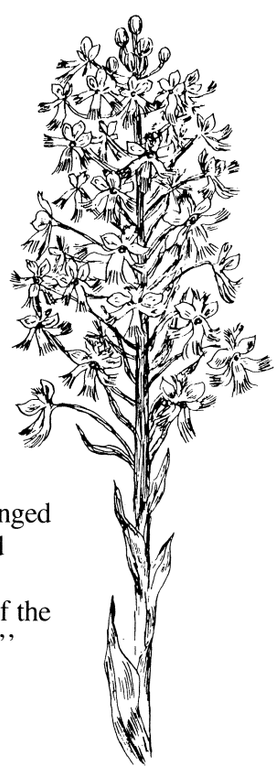
Chiwaukee has survived because of dedicated and understanding supporters, both local and state-wide. The University of Wisconsin-Parkside, and The Nature Conservancy now co-own 226 acres. Approximately 75 lots remain in private ownership at the end of 1991. Their purchase is necesssary to the integrity of the prairie.

The Chiwaukee Prairie area so urgently needed will be the place where in future years students, professors and everyday folks can go and, in the words of Aldo Leopold:

". . . on a still night sit quiet and listen, and think hard of everything you have seen and tried to understand. Then you may hear it — a vast pulsing harmony — its score inscribed on a thousand hills, its notes the lives and deaths of plants and animals, its rhythms spanning the seconds and years."

Grass Pink Orchid

Shooting Star



White Fringed orchid or "Queen of the Prairie"

Chiwaukee Prairie Wild Flowers

Prairie Colloquial

Chiwaukee Prairie sets serenely at the southeast corner of Kenosha County. If you seek to commune with a really true natural prairie, here is where one can walk and enjoy a unique natural environment. The prairie is a vegetational community dominated by native grasses and colorful forbs (broad-leaved flowering plants).

Within the prairie is a series of abandoned sandy beach ridges. The small ones superimpose on larger ones, paralleling the lake and lying over limestone. Acid-lovers include such possible northern relics as royal fern. Lime-lovers abound — grass of parnassus, valerian, both fringed gentians, Riddell's goldenrod, and a truly spectacular profusion of shooting stars. Such forbs are often associated with wet meadows.

Also found here is the four-flowered yellow loosestrife, bluejoint, cord grasses and a number of rather uncommon sedges (plants indigenous to wet ground). With them grows the sweet grass famed for its use in the almost lost art of Indian basket weaving.

Chiwaukee is often called a wet prairie, partly to emphasize that plants of moister prairies are the closest to extinction and partly because of Chiwaukee's poor drainage and numerous tiny sloughs containing cattails, roundstem bulrush, blue flag, swamp milkweed, marsh marigold, marsh lousewort, cardinal flower, and others of the wetlands. Patterns and bright streaks of color on flowers serve as road maps to guide insects to nectar and pollen.

But only feet or inches from these, on small ridges and plateaus, grow the true high prairie species such as prairie willow, orange puccoon, little bluestem and dropseed grasses, blazing star, and one of the most intense ultramadrine blue downy (sand) gentian found anywhere.

In between are found many typical (and now rare) mesic prairie species such as red avens (prairie smoke), lead plant, tall bluestem, four milkweeds (including the rare Asclepias hirtella, a tall green plant which blooms in August), early (cream) baptisia, white rattlesnake master, flowering spurge, purple prairie clover, white senega snakeroot, yellow coneflower, all three silphiums, seven goldenrods, four asters, arrowleaf violet, golden alexander, the fragrant fall ladies tresses, the elusive white fringed orchid, the beauty queen of all prairie plants, and the "two leaves" twayblade orchid.

The numerous swells and swales insure the perpetuation of this diverse plant complex. In dry years the low areas retain moisture, while in wet seasons the tops are still unflooded. Some 400 species of plants have been discovered here and include some specific habitats and life zones. Shifting sandy areas favor aletric (colic root or unicorn root), lyre-leaved rock cress, butterfly weed, lupine, birdsfoot violet, and spiderwort.

Among southern species just reaching over the Illinois line are the pink nodding onion, smooth pink phlox, smooth gayfeather, and at least one rare sedge (Fimbristylis drummondii).

Plants associated with limy Lake Michigan shores mingle here with Prairie denizens such as the showy yellow Kalm's St. John's wort, the dune-trailing silverweed, the Ohio goldenrod, and the intensely fragrant tiny pink savory (Satureja glabella).

On wet sandy sites botanists seek the rare green false asphodel, while masses of grass-pink orchids and Indian paint cups excite the photographers.

One of the great curiosities is the absence of trees in this obviously humid region on the lake. Several factors, no doubt, contribute to this. In the dry years, prairie fires may have swept over the area more frequently, as they did farther west, or burned during Indian occupation. Wet years may have drowned tree roots but spared the hardier priairie species as was the case on the poorly drained Illinois prairie lands in early days. Today's practice of planned burns has helped restore and maintain a wealth of precious plants found at Chiwaukee.

Dominant Prairie Grasses

> "Grass - it yields no fruit in earth or air, and yet should its harvest fail for a single year - Famine would depopulate the world."

The ever present native grasses, with their galaxy of species, have been of special interest in my get-acquainted observations — which resulted in many visits to the prairie site.

Studies show that tall lush grasses just reach into the southern tip of Wisconsin. Unnoticed, and probably under appreciated, they offer a wealth of knowledge in the science of Agronomy.

Like most perennials their grouth starts in the Spring, with a deep root system that defies the prairie burns. Their summers are spent as low tufts of leaves, the hard working leaves provide energy that transforms into flowering stalks. Some individual plants may grow for 50 years or more.

Grass flowers are scarcely noticeable, but produce from several to hundreds of flowers as a cluster at the top of the stem, and they do not show their richness until mid-August as the wiry clumps change with the light of the passing weeks and as their appointed maturity time nears.

At Chiwaukee Prairie, grasses in the Fall are easily identified. Two species are most dominant, little and big bluestem (neither of which is very blue).

Little bluestem is perhaps the strongest of the mixed grasses. It grows only a few feet high, initially appearing green-gray and crimson and maturing to a golden tan that lasts through Winter.

Big bluestem is the rough shaggy, red grass. It grows as tall as eight feet, with short clusters radiating from the top like fingers of a hand. Its three branched spikelet is called ''turkey foot''.

Another prairie resident is Indian grass with its narrow, pointed warm yellow flower cluster. Indian grass has a luster of gold in the morning sunlight. Growth begins about the first of May.

Cordgrass likes the wettest part of the prairie and grows to a height of about three feet. Indians used the grass for thatching material and for making floor mats. Leaves must be handled with care otherwise fingers or hands may be cut. It flowers during the early Fall phase.

Prairie dropseed, another native perennial grows in tufts and bunches because of its short rhizomes (the creeping stems, usually horizontal, immediately under the surface). The plant matures and flowers in late September and is considered a minor or secondary species of grass in a true prairie. It is easily recognized by the presence of copious white hairs radiating in all directions at the nodule areas. It is sometimes considered an invader in the prairie.

It is of interest to study other prairie grass species for their picturesque growth, color, seed and plant characteristics. Walking among the grasses is where solitude reigns.

Prairies with their grasss and forbs are an untapped genetic resource that may in the future provide valuable sources for the development of hybrids and new food plants as well as material for medicinal purposes and study. Grasses are an important part of our heritage and underlie our very existance.

''Prairie'' is a French word meaning meadow. Early French explorers used the word prairie to describe the vast reach of grassland they first saw when viewing the endless stands of waving grasses.

Prairie Ornithology

Chiwaukee Prairie attracts many species of birdlife. Although Sandhill cranes occasionally made a Spring stop, the presence of houses and traffic have deterred their visits. All birds need sensitive nesting areas for reproduction. Among the first arrivals in May is the American woodcock, with their nasal calling and peenting. Fascinating to watch is the common snipe performing his aerial courtship display.

Less easily appreciated, but typical of wet prairies, are the early bird redwings, the Henslow and other sparrows, Brewer's blackbird, along with horned larks, meadowlarks, warblers, killdeers, bobolinks, and marsh wrens. The migration of shorebirds, waterfowl, herons, swallows, and birds of prey that drift into the prairie brings a pleasant surprise to bird watchers. Some 76 species of birds have been cataloged by birders.

Also thrilling to view is the dodging flight of nighthawks and swallows swooping the prairie sky. Here too, during the Fall and Spring migration, hawks can be seen as they glide and reach the ascending thermals. The success of viewing them depends upon the season.

Bird life is known to be an important monitor of our environment and must be watched. Chiwaukee Prairie and other bird habitats have experienced, during recent years, a puzzling decline in ground-nesting bird populations. This is especially true among the ''Neotropical migrants'' — those species that breed in the United States and Canada and winter in Latin America and the Caribbean.

It is thought that a number of factors contribute to this drop in population. Could it be preditors or human disturbance? Insecticides or toxic chemical burden drifting with prevailing winds? Loss of prairie nesting sites due to intensive farming? The clearing of tropical forests? These and other factors could lead to further avian decline. The need for vigilant concern is obvious. Bird life needs our protection as it is an important segment of our environment.

As one who looks and cares, the insect life may be the most rewarding of all. From the spectacle of migrating monarch butterflies that stop to feed and rest enroute to Mexico, to the humble — but absolutely essential — tiny flower pollinating bee, flys and moths found in an infinite and as yet unstudied variety frequent the richest remaining prairie anywhere in the Nation.

Summer and Fall wildlife residents that frequent the prairie are mammals such as white-tailed deer, fox, raccoon, Franklin ground squirrels, thirteen striped gophers and woodchucks. All usually roam the dry prairie ridges. In Fall these mammals return to the higher ground, west of the Toelston ridge and railroad tracks to build burrows or to find cover and safety during the winter months.

Numerous reptiles, amphibians and other small mammals such as the common brown bat are found where the lush prairie vegetation goes to the swales — the shallow, wet prairie habitat — that is an enduring feature of Chiwaukee's pristine prairie.

Prairie Geology and a Forest Bed

In the late Fall or early Spring, a keen observer can view segments of the prairie landscape that slowly emerged from beneath the retreating Glacial Lake Chicago. Also, a prominent geological feature bounds the west edge of the prairie site. Geologists have ascertained that the glacial melt waters of Lake Michigan extended approximately two and a quarter miles farther west than the present shoreline.

As the lake receded, traces of three complex ridges remained and are still visable. The oldest ridge is known as the Glenwood Stage — 12,000 years old at 55 feet high. This can be seen at 80th Street and 39th Avenue and again west of Gateway Technical College on 30th Avenue. The second ridge, known as the Calumet Stage, is 10,000 years old and 38 feet high along Sheridan Road, North and South of Highway 165. And, the third ridge is the Toelston Stage. It is 8,000 years old, at 23 feet high. From the state line to 116th Street it continues north on the west side of the railroad tracks and appears again along 7th Avenue to and beyond 66th Street. Heights are based on Lake Michigan's normal elevation of 581 feet above sea level.

North of the one-half mile section of the prairie, one can walk on the old abandoned Toelston beach. In places the sandy soil is visable and has not built up like soils of the mid-prairie. On the old beach slope, an occasional chert flake can be found left by an Indian arrow maker. This indicates that native Americans hunted the prairie for game and probably utilized selected prairie plants.

With a probe, I found soils, in the mid-Prairie, approximately 15 to 18 inches to the sterile beach sand. These humus soils (Organic Horizon) have accumulated over thousands of years through the process of decaying vegetation. North and east of the Oak Island, soils are constantly wet and are known as a fen.

Sighting eastward from the Toelston terrace is a series of low, undulating ridges running almost parallel to the lake. These ridges, or swells, were the storm beaches formed by wave and wind action as the lake basin receded. Ridge heights vary from one to two feet. Adjacent low swales retain the moisture for the wet portions of the prairie.

An important geological feature was discovered, in the Fall of 1968, by Al Krampert and me along the lakeshore, opposite the prairie about 200 feet south of Tobin Road (116th Street). It emerged on the sand beach as the remains of an ancient forest bed. Noted also, was a three inch layer of black metallic material in the sand bluff and scattered along the beach.

In April of 1969, violent northeastern wave action literally drew volumes of sand and lake sediment from the beach and bluff exposing additional forest bed features. This exposure extended about 100 feet along the shore, revealing layers of black decayed humus and traces of marl (a mixture of clay, sand and limestone) and tree roots which represented the lake level during a post glacial period.

This exposure also extended out into the lake about 15 to 18 feet. Roots and small logs protruded from the forest bed in many places. A single piece of wood was removed from the bed for future study. After the wood dried, I sent the speciman to the Forest Products Laboratory in Madison, Wisconsin.

R. C. Koeppen, biologist and wood researcher, identified the wood as Eastern White Pine (Pinus strebus), evidently remains of a post-glacial forest.

This feature may coincide with the Southport Buried Forest Bed that has a radiocarbon dating showing it to be 6,340 years old. I was unable to obtain additional specimens of wood and soil samples for pollen study because continual storm waves and erosion destroyed the entire scientific find.

There is still a relic stand of white pine in the northeastern corner of Illinois, at the Illinois Dune State Park, near Zion. The range maps do not indicate that the pine forest extended into Wisconsin, but this feature could be the extreme fringe area at that time.

The site is now covered with large limestone rock and rubble to protect the shoreline and roadway.

Chiwaukee Prairie has been described as a ''Primeval Sanctuary''. Here prairie, marsh, savanna, and fen coexist. It is one of Wisconsin's finest wetland ecosystems.

And, it remains as one of the greatest preserves for environmentalists, geologists, archaeologists, and other scientists. The true miracle is that we still have it — to protect, to study, and to enjoy.

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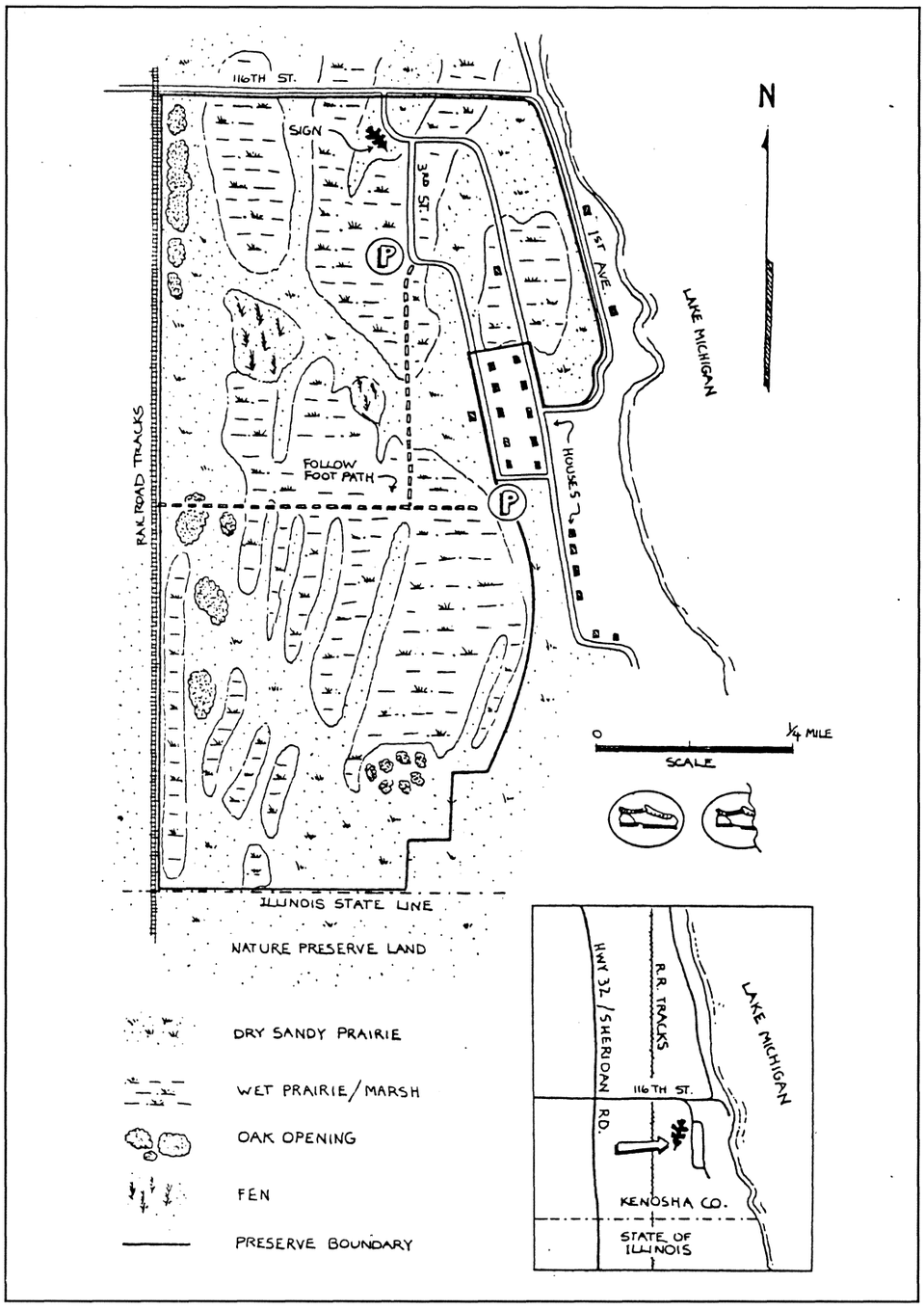
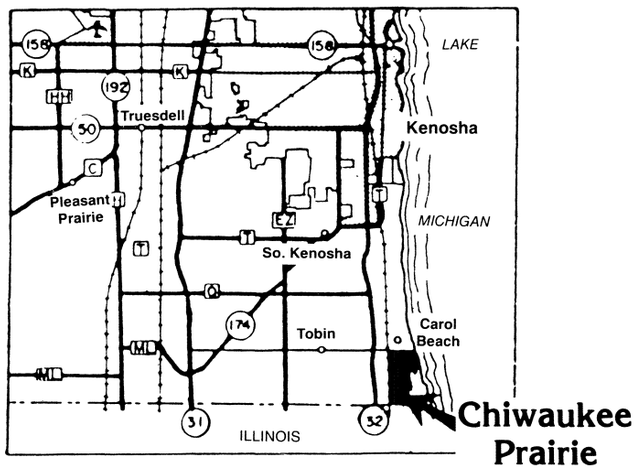


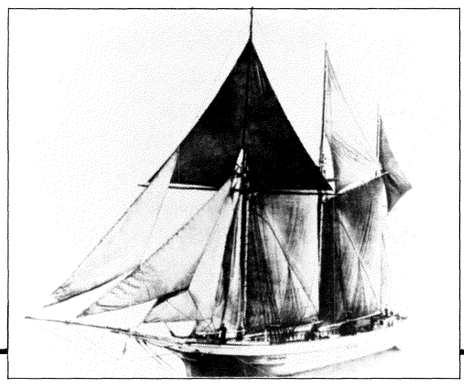
Chiwaukee Prairie

Located in the Town of Pleasant Prairie in southeast Kenosha County. Bordered on the south by the Wisconsin/Illinois state line, on the east by Lake Michigan. Owned and managed by The Nature Conservancy of Wisconsin and the University of Wisconsin-Parkside. Frequently used for educational studies and field trips. Open to visitors for hiking and observation.

How To Get To The Prairie:



Take Highway 50 east into Kenosha. Turn south onto Hwy. 32 (Sheridan Road). Go 4 miles; turn left onto 116th Street (Tobin Road). Go toward the lake less than ½ mile. Cross railroad track by Conservancy sign. Turn right onto Third Court.



Christmas Tree Ship

During the summer of 1832 the Black Hawk conflict, in the Wisconsin Territory, ended at the Bad Axe river. The Illinois Militia, upon returning to their homes, told families and friends of the resources they saw as they marched through an uninhabited wilderness. They told of the far-reaching forests, rivers, lakes, wild game and the rich prairies. They described what they saw as a land of opportunity and a new life. News of the exciting Wisconsin Territory also spread to the eastern states and people in several small communities made plans to explore this new frontier.

In 1834, exploration parties traveled west in search of places for future settlements. One such group was the Western Emigration Company of Hannibal, New York. They founded a village at Pike Creek, now Kenosha, in June, 1835. The pioneer group dreamed that this new home might bring them riches when its growth and increased trade made it a known Great Lakes port.

Sailing ships became profitable ventures. Passengers, household goods and provisions for frontier communities were transported. A fleet of some forty sailing vessels, plying from Buffalo and Detroit, brought eager settlers to a new land and new homes.

The promising Great Lakes Waterway found ships on their return trip eastward carrying cargoes of lumber, shingles, wheat, fish, fur and other commodities. Easterners welcomed these products which were shipped from Wisconsin, Illinois and Michigan ports.

In the years following the Civil War, Kenosha's harbor was a busy port. In 1874, about 330 vessels with crews totaling 1,560 men, cleared her docks. Twelve of the vessels were owned or partly owned by Kenoshans. The ports on the west shore of Lake Michigan were said to be the greatest shipping areas of grain and lumber in the world. This was the golden era when "Wheat was King" and in great demand in eastern markets.

From the seemingly inexhaustible primeval forests of Wisconsin and Michigan, where the greatest lumbering operations in history were taking place, came schooner loads of finished lumber, which were then trans-shipped by rail to the treeless plains which had been opened up to settlers by the magic of the Homestead Act.

Three Kenosha citizens with a vision of the future saw the great potential in getting into the profitable shipping business and increasing the economic development of a growing Kenosha. They decided to build a suitable schooner primarily for transporting lumber. In 1868, R. B. Towsley, with shipping and business acumen, and Capt. Alfred Ackerman, who had an excellent record of seamanship and lake port knowledge, planned to build a three-masted lake schooner. Rouse Simmons was not a partner, but he helped finance the building of the ship. It was christened in his honor.

The "Rouse Simmons" was built in Milwaukee. The 200-ton vessel was 125 feet in length and had a beam of 27 feet. Capt. Ackerman was proud of his new vessel and immediately contracted to ply between Manistee, Michigan and Chicago, with lumber as the main cargo. Kenosha was her home port.

Lumber shipping proved to be successful, and in 1873 Towsley and Ackerman sold the ship to Charles H. Hackley, one of the forty millionaire lumber barons of Michigan. Capt. Ackerman then retired to Twin Lakes, in Kenosha County. From 1873 to 1893 the Simmons plied between Muskegon and Chicago, carring more than one thousand loads of timber and cargo.

As the forest resources of marketable timber declined, there was less need for cargo ships. Hackley sold the Simmons in 1893 to John Leonard, representing Chicago interests. Later it passed on to a succession of captains who picked up tramp cargos around the lake.

Hackley became a philanthropist, giving his city of Muskegon a library, an art center, statuary, and other gifts, in gratitude to the city that helped make him a millionaire.

Of special interest is the fact that Hackley commissioned sculptor C. H. Niehaus to do a Lincoln statue for a Muskegon park. A duplicate statue, by Niehaus, is in Kenosha's Gilbert Simmons Library Park. It was given by Orla M. Calkins to the city in 1909. Hackley had spent his childhood in Kenosha and apparently was still interested in it when he suggested this statue to Calkins.

Later, the ship was acquired by Capt. M. V. Bonnar of St. James, Beaver Island. It continued to tramp around the lake picking up cargo at various ports. During the early 1890s two brothers, Capt. August and Capt. Herman Schuenemann were sailing the Great Lakes, often taking cargos to Chicago. Capt. August discovered that if he carried a shipload of Christmas trees from Michigan to Chicago on the last trip in November, it would be a profitable run. He became known as Christmas Tree Schuenemann. In the autumn of 1893 Capt. August lost his cargo and his life when his schooner, Thai, sank off Glencoe, Illinois.

The following year, in 1894, his brother, Capt. Herman, took over the trade and in 1910 he acquired an interest in the Simmons. Under Capt. Herman the ship was a vagabond, wandering around the lake wherever a cargo of lumber, logs or cedar posts took her. The Captain spent most of the shipping season in this haphazard encounter, but in the fall he set sail for the Upper Michigan Peninsula to the Port of Thompson to collect evergreens. Here the Simmons was transformed from a tramp schooner to a Christmas Tree Ship.

Chicago's Yuletide season began when the Christmas Tree Ship arrived with evergreens lashed to her masts and rigging. Her hold held thousands of young pines and balsams from northern Michigan. Residents would travel out of their way to see the ship in the Chicago River. Children, especially, were anxious to see the ship that brought Christmas trees from the far north.

Her skipper would welcome throngs of Chicagoans aboard almost as soon as the ship's moorings were secure. The choicest trees were the first to be sold. Whole families would hurry to the dock to get the pick of the crop. Many wandered on deck to watch the captain's daughter, Elsie, weave pine branches into wreathes, which were also for sale.

Personal memories of the Christmas Tree Ship go back to December 1911, when my father operated a small grecery store in Chicago. Just before the Christmas season, he took me to the Clark Street bridge to see the schooner and to order trees to sell during the holidays.

I still recall the old three-master with it's rigging and trees lashed to the masts, and the wintery smell of pine from the Michigan woods. My father greeted the Captain in German and we were given a tour of the upper deck and living quarters. Some 50,000 trees were stacked on the ship and dock. It was a novelty for eager customers to buy trees directly from the ship's berth.

After my father placed his order for trees, the Captain invited our family and another German family, by the name of Luehrs, for a Christmas dinner. As I remember there was lots of conversation in German and stories by the Captain relating to his sailing experiences. The main dinner course was venison and a bear roast. My sister, Ella, who was then one year old, attracted the attention of Elsie, who wanted to be the baby sitter. The gathering at Yuletide was a joyful, old-fashioned family get-together and a Christmas I will always remember.

The fall of 1912 was to be a fateful one for the Rouse Simmons. In October she set sail from Chicago for the 300-mile voyage to Thompson harbor near Manistique, Michigan. As soon as the ship docked, Capt. Schuenemann and his crew of sailors and woodcutters began roaming the back country for suitable trees. Local residents helped cut, haul and load trees aboard the deck and in the hold. Every available space from keel to deck beams, from bow to stern was used for the fragrant cargo.

On November 22, a tug pulled the heavy-laden Christmas Tree Ship out of the harbor. The people on shore waved goodbye. Some expressed fear for the safety of the vessel and her crew. The sky was grey. The wind was rising and the gale intensified. As the temperature dropped below freezing, a heavy snow swept the lake. The crew of the tug, Burger, heading for port with the schooner Dutch Boy in tow, reported seeing the Christmas Tree Ship aiming for open water. They concluded that Capt. Schuenemann preferred to face the fury of the lake rather than risk being blown aground on the rugged shore.

The next day the crew at the Kewaunee Coast Guard Station sighted the ship flying distress signals. They telephoned the nearby Two Rivers station, where the 34-foot power boat, Tuscarora, was based. The Tuscarora searched the heaving lake for the troubled ship. Then, during a lull in the storm, the coast guardsmen caught a glimpse of the distressed ship. Her hull was ice-coated and her sails in tatters. With this new sighting the men turned their launch toward the stricken ship, but before the Tuscarora had covered half the distance, the Rouse Simmons was suddenly engulfed by a curtain of blinding snow. Guardsmen searched for many hours before giving up. The storm had finally swamped the ice-coated vessel and it sank somewhere near Two Rivers Point.

A corked bottle found near Sheboygan after the storm carried a note from Schuenemann: ''Everybody good-by. I guess we are thru. Leaking bad. Endwald and Steve fell overboard. God help us''.

Further evidence of the ship's fate continued to appear for twenty-five years. After every heavy storm, fishermen from Two Rivers reported that their nets were fouled by water-logged evergreen trees. Schuenemann's wallet, still intact with oilskin wrapping, and secured by a rubber band, was found on the beach south of Two Rivers in 1925, thirteen years after its owner's demise.

When the loss of the schooner's crew became known, it was a sad day for friends who knew the Schuenemanns. Our family visited Mrs. Schuenemann and the daughters at their home on Clark Street to offer our condolences.

The many Chicagoans who waited in vain for the appearance of the Christmas Tree Ship had to buy their trees from other sources that year, but in later years they could buy trees from the Captain's widow, Barbara, and her three daughters. She was known as the Christmas Tree Lady.

For twenty years they imported the trees, first by boat and later by rail, until Mrs. Schuenemann's death in 1933. She was buried in Acacia Cemetery, 7800 Irving Park Road, Chicago. The Captain's name appears with hers on the headstone, and between the two names is carved the figure of an evergreen tree.

The legend of the Rouse Simmons was enriched by a news feature in the Milwaukee Journal, December 5, 1971. The exact location of the schooner was discovered.

On October 30, 1971, a scuba diver, Kent Bellrichard of Milwaukee, while diving for the Vernon which sank in 1887, discovered another wreck — the Rouse Simmons. He was the first man to see the ship since it disappeared with a crew of eight men that stormy day in November, 1912. Bellrichard had borrowed a boat with highly sophisticated sonar equipment from John Steele, Board Chairman of the First National Bank of Waukegan, Illinois. Steele enjoys diving as a hobby. When Bellrichard decided to hunt for the Vernon he used the sonar transducer. No targets showed as he drifted northwest, but suddenly he received a signal. After two hours of trying to get grappling hooks to hold, he was ready to go down.

Diving into the cold depths of the lake, he was able to identify the wreck as a schooner. Unfortunately his light went out. The weather was adverse. He decided that one dive that day was enough.

Since, Bellrichard and John Steele have made additional dives. When they discovered the schooner's name, Rouse Simmons, on the quarterboards, it verified that the Christmas Tree Ship had at last been found. Still crowded in its hold and on deck were the remains of hundreds of Christmas trees. The divers brought up several trees, a china bowl, with letters R.S., and a hand-cranked foghorn.

After lying on the bottom of Lake Michigan for 59 years, two Christmas Trees, minus their needles, arrived in Milwaukee. One tree was put on display in the lobby of the Marine National Exchange Bank. During the Christmas holidays the tree and an oil painting of the schooner were viewed by throngs of Milwaukeeans. Since 1968, the Marine Bank has had a reproduction of the painting on its checks.

Since Kenosha people, Capt. Ackerman, (first captain to sail the schooner), Towsley and Rouse Simmons, were involved in building and financing the ship, it was of interest to the Kenosha County Historical Society to learn everything possible about the discovery. During the Christmas week of 1971, the President of the Marine Bank, C. Geilfuss, invited a small group, including the writer, to a lunch and to view the underwater movie of the ill-fated vessel. Another guest was Theodore S. Charrney of Chicago, who was writing a book about the Rouse Simmons. The movies taken by Bellrichard were very impressive, and the most thrilling part was when the divers passed the bow and the words Rouse Simmons were still visible. Also shown were the divers bringing up the Christmas trees from 160 feet of water. A foghorn and other salvaged objects were viewed by the group at the bank's conference room.

Later dives by Steele and Bellrichard brought up the schooner's huge anchor. It is displayed at the entrance of the Milwaukee Yacht Club, not far from the ship's birthplace. Salvaged artifacts from the Simmons are on display at the Living Lakes Exposition at Algoma, Wisconsin.

The anchor from the Rouse Simmons is at the entrance of the Milwaukee Yacht Club.

Historians have viewed the Rouse Simmons as a symbol. She was neither the first nor the last sailing vessel on Lake Michigan, but her 44-year career spanned parts of two eras: the heyday of lake schooners and the period of decline. These valiant little ships had carried the commerce of the Great Lakes for more than half a century, but a changing world retired them into obsolescence. The familiar sight of the Christmas Tree Ship in the Chicago Harbor, with fir trees lashed to her mast, has passed into history, but the legend of the Rouse Simmons will be retold each year during the Christmas season.

I SHALL PASS THIS WAY but once; any good thing therefore that I can do, or any kindness that I can show, let me do it now. Let me not defer it or neglect it, for I shall not pass this way again.

... ANON.

Wisconsin State Symbols

Wisconsin State Flag Adopted in 1848
State Motto "FORWARD"

Antigo Silt Loam	State Soil
Sugar Maple	State Tree
Badger	State Animal
Robin	State Bird
Granite	State Rock
White Tailed Deer	State Wildlife Animal
Honey Bee	State Insect
Galena	State Mineral
Wood Violet	State Flower
Muskellunge	State Fish
Mourning Dove	Symbol of Peace

Cover: Kenosha Harbor, circa 1890. View looking east. Building, Rouse Simmons flour mill.
Cover Photo: Kenosha County Historical Society