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165 – BACK TO BEGINNINGS, The Early Days of Dane County

Contents: A history book for fourth grade students on the anniversary of 150 years of statehood pertaining to Dane County.

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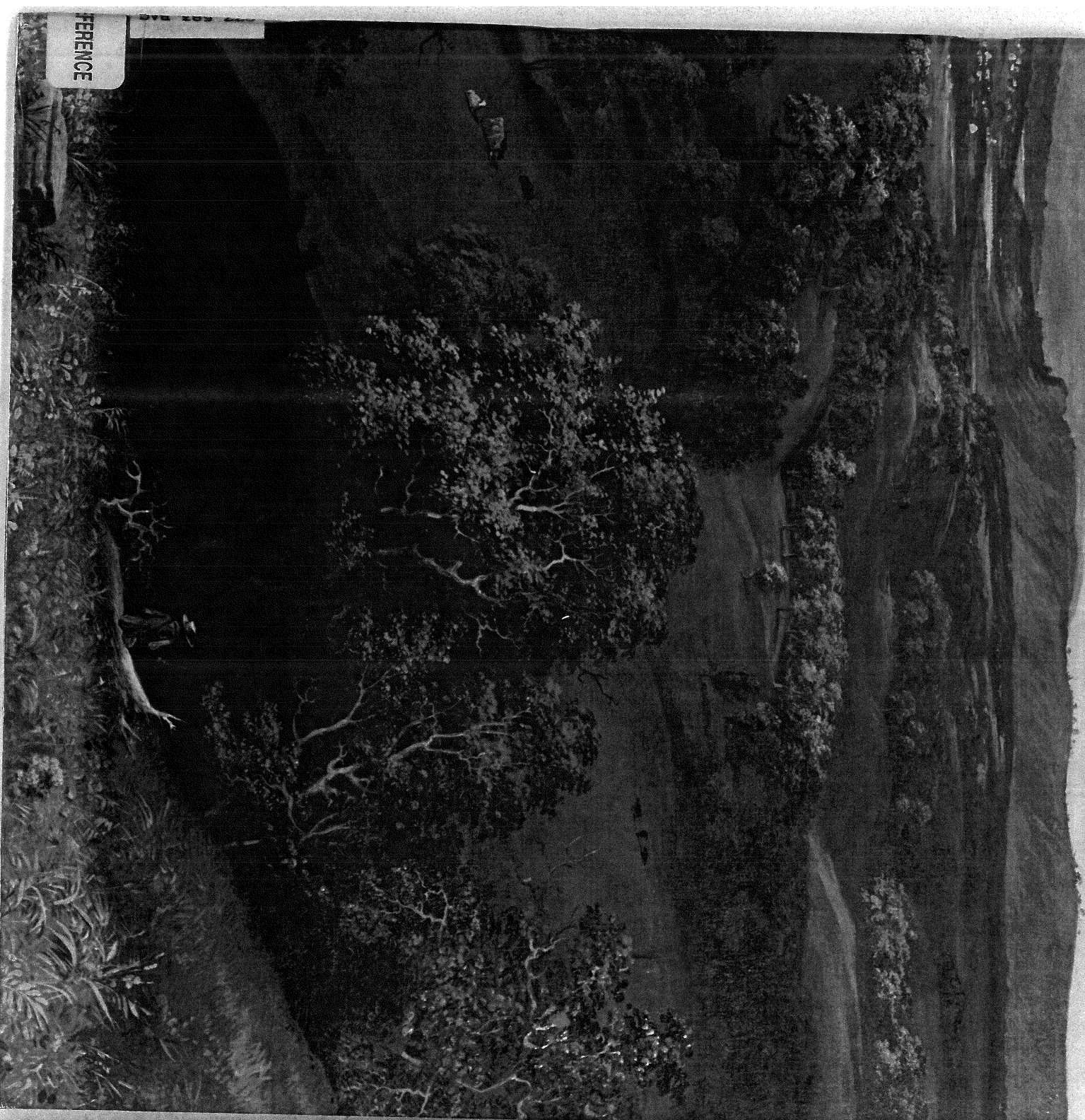
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BACK TO BEGINNINGS
The Early Days of Dane County



REFERENCE

BACK TO BEGINNINGS

The Early Days of Dane County

On May 29, 1848, Wisconsin was officially recognized by President James Polk as the thirtieth state in the Union. Long before and after this important event, Dane County played a leading role in the development of the state. And for good reason.

One hundred fifty years ago in the heart of Dane County, the University of Wisconsin and state government were established a mile apart on facing hills. Surrounded by sparkling lakes and rich agricultural land, these two great institutions, anchored in a splendid setting, quickly attracted thousands of Yankee settlers and European immigrants to the area. In succeeding years, the population grew to become a diverse and expanding mix of farmers, educators, government workers, artists, business people, and others who in their daily life helped shape the intellectual, political, and cultural life of the state.

Wisconsin's 150th birthday is an occasion to celebrate Dane County's unique place in state history. *Back to Beginnings* helps us do just that. Illustrated with nineteenth-century maps, photographs, drawings, and artifacts, the book highlights our early struggles and successes from pre-settlement times through the Civil War. It creates a fascinating portrait of some of the area's first residents and offers a look at the early cultural and natural landscape.

Back to Beginnings was produced by the Dane County Cultural Affairs Commission for Dane County's fourth-grade students. Its publication was made possible through the generosity of the Evjue Foundation, the Norman Bassett Foundation, the Wisconsin Sesquicentennial Commission, and Lathrop & Clark—generosity for which we are deeply grateful. The enthusiasm of the Dane County Board of Supervisors for this project is also warmly acknowledged.

As we celebrate the state's 150th anniversary this year, I invite you to explore these pages with the same sense of adventure that inspired our forebears long ago to settle and develop this special place: Dane County, Wisconsin's capital county.

Kathleen Falk
Dane County Executive
1998

Cover: In 1857 the Wisconsin Historical Society asked Milwaukee artist Samuel M. Brookes and his partner Thomas M. Stevenson to paint the Wisconsin Heights Battle Ground. The painting helped everyone remember the events that occurred twenty-five years earlier during the Black Hawk War.

Opposite page: During late summer of 1852, the visiting German artist, Adolph Hoeffler, traveled throughout Dane County and neighboring communities, sketching as he went. In this pencil drawing of "A Road in Madison," he recorded the wilderness territory which still existed outside the capital city.

BACK TO BEGINNINGS

The Early Days of Dane County

a book for children produced by

Dane County Cultural Affairs Commission

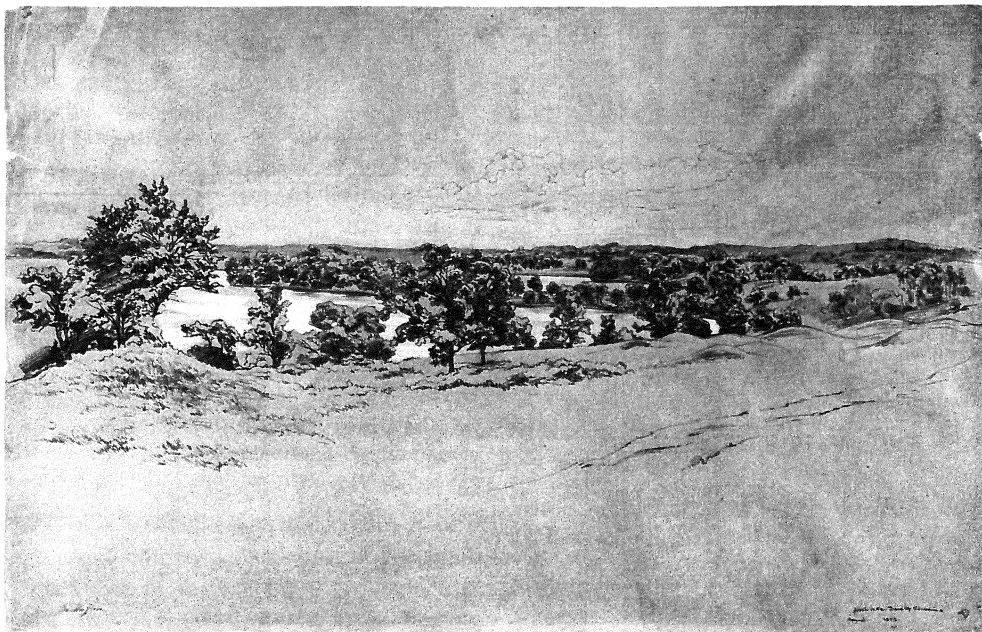
for the Wisconsin Sesquicentennial



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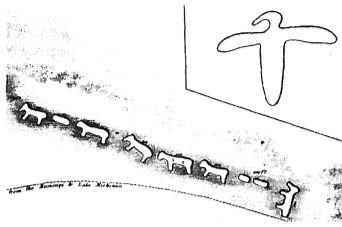
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As artist Adolph Hoeffler traveled through southern Dane County in 1852, he paused on a ridge to sketch the First Lake (Kegonsa).

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Lead Brings Settlers to Future Dane County

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Ho-Chunk people had mined lead for hundreds of years ♦ Lead brought settlers to southwest Wisconsin in the 1820s and 1830s ♦ Ebenezer Brigham established "diggings" near the Blue Mounds ♦ Brigham's Place became key stop on Military Road ♦

Building the Military Road: First Overland Passage Through the Four Lakes Region

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Areas' rivers and lakes served as waterways for Indian canoes ♦ United States soldiers were assigned to forts at old French fur-trade centers ♦ James Duane Doty suggested building a road to connect forts ♦ Government surveyors began to measure and map the area ♦ Construction progress was interrupted by the Black Hawk War ♦

Two Desperate Days of the Black Hawk War: Through the Four Lakes Country to Wisconsin Heights

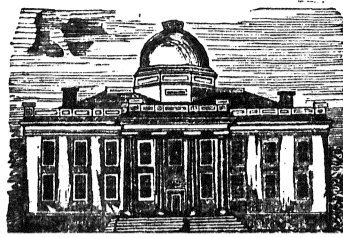
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The Black Hawk War occurred in the spring and summer of 1832 ♦ The United States government forced Sauk people to leave their Illinois farms ♦ Black Hawk refused ♦ Faced with armed settlers, he tried to surrender ♦ Militia fired, and Black Hawk fought back ♦ He and his Sauk-Fox followers headed north into Wisconsin ♦ United States soldiers clashed with his forces at Wisconsin Heights ♦ Both sides suffered losses ♦ Black Hawk and his followers reached the Mississippi River ♦ United States troops killed many Indian people at Bad Axe ♦ Black Hawk was taken prisoner ♦ Many Indian people were forced to leave southern Wisconsin ♦

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pages 22-23

James Duane Doty bought land on the isthmus between Third and Fourth lakes ♦ He convinced territorial legislators to make the area a permanent capital ♦ Madison, then just a "paper town," was a key location between Lake Michigan and the lead-mining district ♦

Dane County's Paper Towns

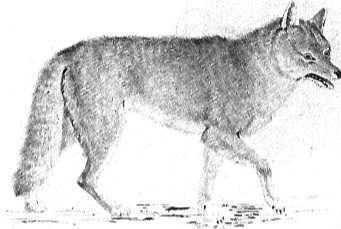
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Speculators bought land during the territorial years ♦ They gambled that locations would become new communities ♦ Some towns existed only on paper ♦

Madison Grows from Paper Town to Territorial Capital

page 25-26

Doty's men staked off lots in the winter of 1837 ♦ The Peck family moved to Madison the following spring ♦ Their home became a boarding house for those constructing the new capitol building ♦



Sharing Dane County with the Animals

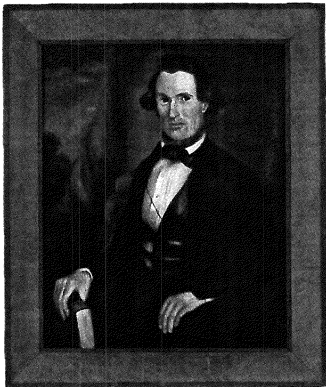
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The new capitol brought more settlers to Dane County ♦ Settlers shared new homes and farms with many kinds of wildlife ♦

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The 1840s brought still more settlers to Wisconsin ♦ Most traveled on steamboats across the Great Lakes to Milwaukee ♦ Wagons transported pioneers and their belongings to Dane County ♦ The first shelters of some pioneers were constructed of tree branches ♦ Later log cabins were built ♦



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Good land attracted Luke Stoughton to southern Wisconsin ♦ His wife and baby came from Vermont to join him ♦ He bought land on the Catfish (Yahara) River in 1847 ♦ He built a dam and sawmill and opened a general store ♦ The community was named Stoughton to honor its founder ♦

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Families joined relatives and friends who had arrived earlier in Dane County ♦ Schoolhouses and churches were built as people gathered and formed real communities ♦

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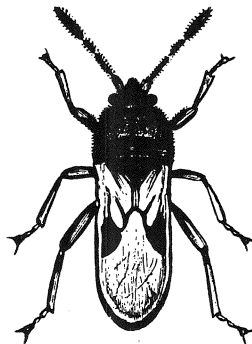
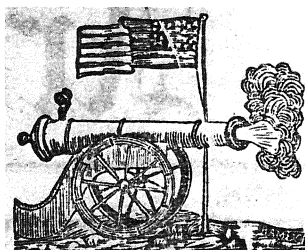
The Military Road served as the main overland route for pioneers ♦ New roads were constructed as the population increased ♦ Stagecoach services opened between Mineral Point and Madison in 1838 ♦ Taverns and inns became stopping places for all kinds of travelers ♦

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People were glad when they could afford to build permanent homes ♦ Settlers used construction materials that the land provided ♦ Selected materials were strong enough to last ♦ Some of the earliest homes and buildings still stand ♦

Building a Bigger Capitol pages 40-41

The first capitol in Madison proved to be too small ♦ Governor Bashford hired two architects to design a new stone capitol in 1857 ♦ The second capitol would not be the last ♦

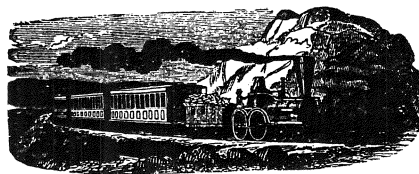


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Pioneers had to make the land produce food for their families ♦ Many grew wheat to sell to others ♦ Chinch bugs destroyed the entire wheat crop in the mid-1860s ♦ Farmers tried other crops and established dairy farms ♦

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Dane County During the Civil War pages 48-52

Dane County economy was strong before the Civil War began in 1861 ♦ The First Wisconsin Volunteer Regiment was organized by Governor Randall ♦ Camp Randall in Madison was named in his honor ♦ Women at home learned how to run farms while the men in the family were gone to war ♦ Many soldiers from Dane County never saw their families again ♦ The war ended in 1865 ♦

Blacksmiths and Wagon Makers pages 53-54

Local mills were needed by farmers ♦ Good tools, wagons, and machinery kept the farms going ♦ Blacksmiths were the main source of machinery and repairs ♦ Some blacksmiths were also wagon makers ♦ T. G. Mandt's wagon company became Dane County's biggest business ♦

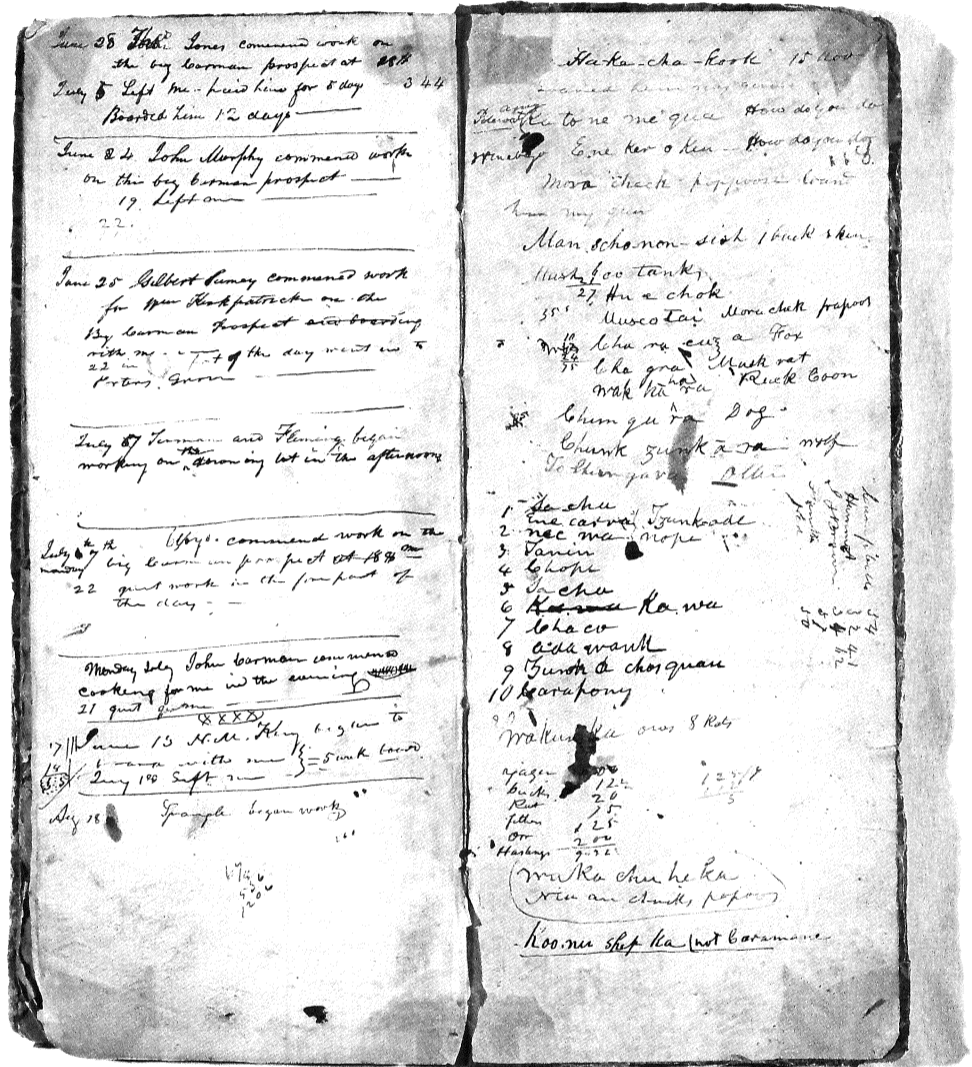
Place-Names that Take Us Back to Beginnings pages 55-59

Place-names are clues to Dane County history ♦ Some describe the landscape ♦ Some are in the language of Indian people living in the area ♦ Some are from the homes and homelands left behind by settlers ♦ Some carry names of famous people or local families ♦

Lead Brings Settlers to Future Dane County

In the 1820s and 1830s, large numbers of people from other parts of the United States began to move to what later became southwest Wisconsin. They hoped to make their fortunes by mining lead in the hilly **Driftless area** (never covered by glaciers) that lay between the Mississippi, Sugar, and Wisconsin rivers. In the next ten years the population grew rapidly, and Wisconsin became a United States territory.

Lead drew Massachusetts-born Ebenezer Brigham to Wisconsin. In 1828 he established his "diggings" near the two Blue Mounds, the highest natural features of the area's landscape. Brigham is considered to be the first permanent settler in what later became Dane County. Thirty-nine years old, unmarried and alone, Brigham came to stay. What made lead so valuable to early settlers like Brigham? How did lead mining change life in Dane County?



In addition to his mine, boarding house, and smelter (a place where ore is processed), Brigham owned a trading post at Blue Mounds. This page from his account book shows that he wrote down Winnebago (Ho-Chunk) and Potawatomi words to help him communicate with his customers who did not speak English.



When Brigham moved to Blue Mounds, the nearest settler was Henry Dodge at what is now Dodgeville, about twenty-four miles to the southwest. Twenty-five miles east of Blue Mounds, a Winnebago (Ho-Chunk) village stood between the First and Second lakes.

Early in the nineteenth century, manufacturers used lead to make gunshot, roofing and gutters, pipes, weights, toys, printers' type, and paint—things that a fast-growing country like the United States needed. But the Ho-Chunk, Sauk, Fox, and other Indian nations had mined lead for hundreds of years, even before French explorers entered the region in the 1600s. One traveler to the area in 1832 remarked, "So plentiful is lead here that I saw large quantities of it lying about the streets in the towns belonging to the Saukies."

Most Indian miners were women who used stone or horn tools to scoop up the lead that lay just beneath the surface. They formed the lead into objects like beads, small turtle shapes, and tobacco pipes for trade with other Indian nations as far away as Alabama and Ontario. After Europeans arrived, the Indian miners increased production for trade with the

newcomers. Contact with Europeans brought new tools such as pickaxes and shovels. By the time permanent settlers arrived, they found the area pockmarked with the diggings of Indian miners, some of whom were still actively mining in the area.

The Ho-Chunk, Sauk, and other Indian nations allowed a few non-Indian people to mine. But they did not realize that when the United States government invited men to lease land for mining claims, the arrival of many more new miners would ultimately force the Indian people off their land. Years later, Spoon Decorah, a Ho-Chunk elder, said that when white settlers began to work the mines, they promised to supply the Indians with lead, but they broke the promise. "We never saw any of our lead again, except what we paid dearly for," he complained, "and we never will have any given to us, unless it be fired at us out of white men's guns, to kill us off."

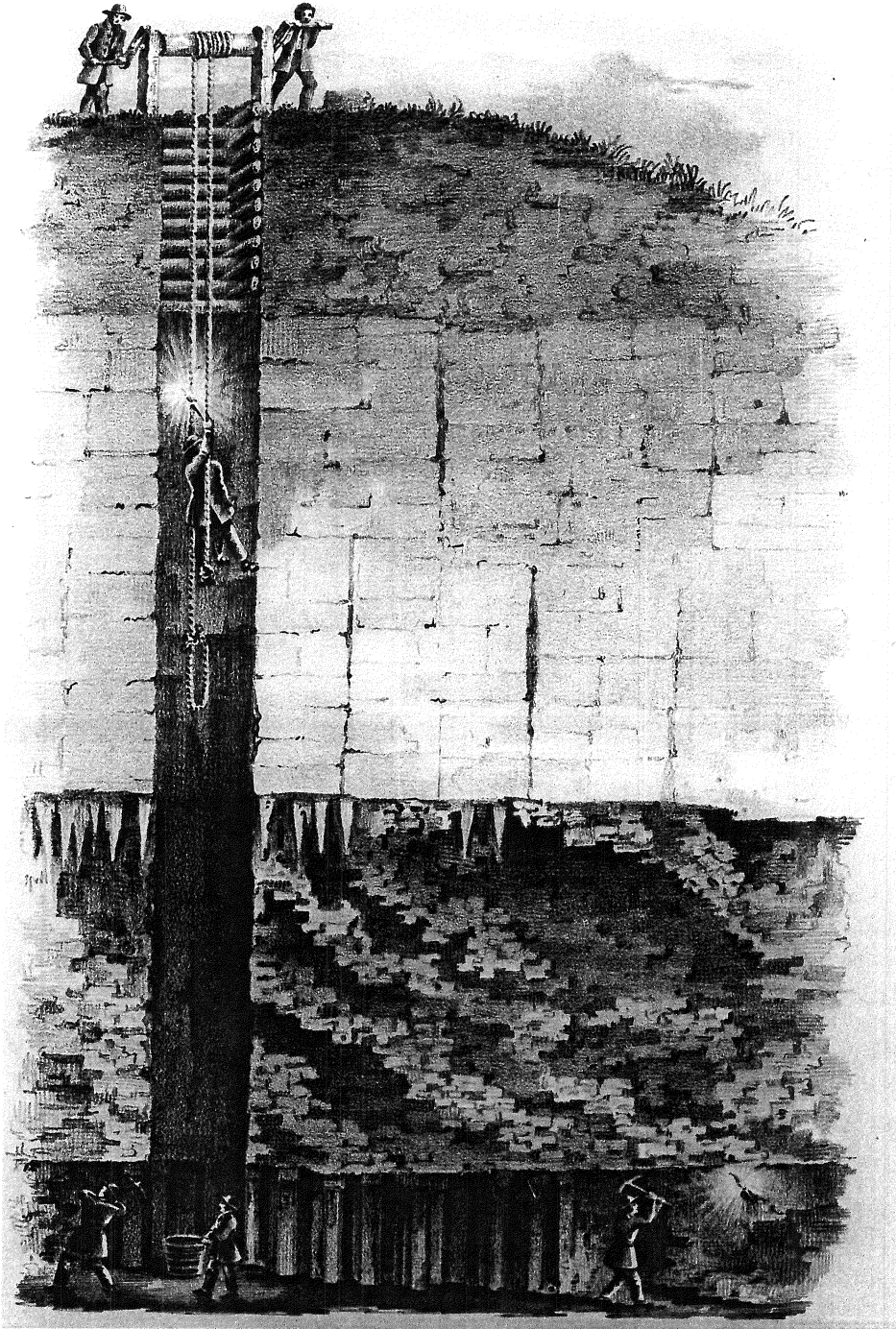
Brigham met with his Ho-Chunk neighbors at Blue Mounds to set a boundary between Ho-Chunk land and his diggings. He told one of his friends how members of the Ho-Chunk nation had drawn a line from

the head of that branch of the Blue Mounds creek . . . to that branch of the Peckatonakie . . . east of the Mounds, and down these streams to the Wisconsin and Rock . . . The Indians blazed the trees along this line, notifying the whites not to pass it.

Then Brigham went to work sinking a mining shaft. Out of the first three buckets of ore drawn up from the mine, two were pure lead. Brigham had chosen his diggings well. He built a furnace nearby so he could process the lead, and expanded his business interests when he erected Blue Mounds' first "public house" or boarding house, known as "Brigham's Place."

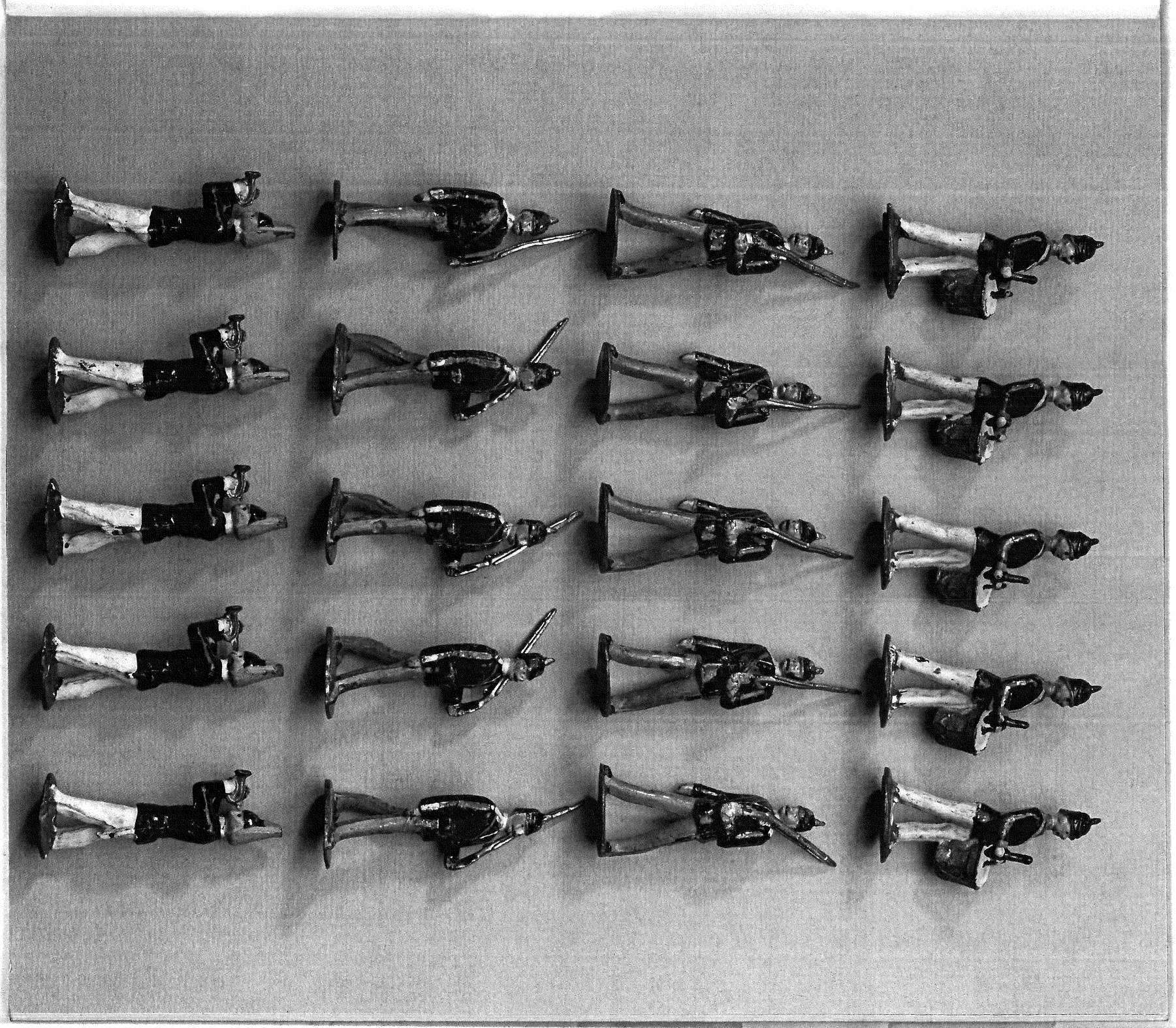
Because the Blue Mounds, as someone remarked, "served as a beacon to the traveler thirty miles distant," the settlement became a key stopping-place on the road between the military forts at Prairie du Chien and Portage. The arrival of other miners and farmers who settled in southern Wisconsin followed those who were just passing through the region. At that time the Dane County area formed a central location between the Lake Michigan shore and the lead-mining district.

Land developer and future territorial governor James Duane Doty dreamed of a city in the Four Lakes region. ♦



Once miners found and processed all the easily taken galena (the main ore containing lead), they had to build deep shafts to mine what could not be reached from the surface.

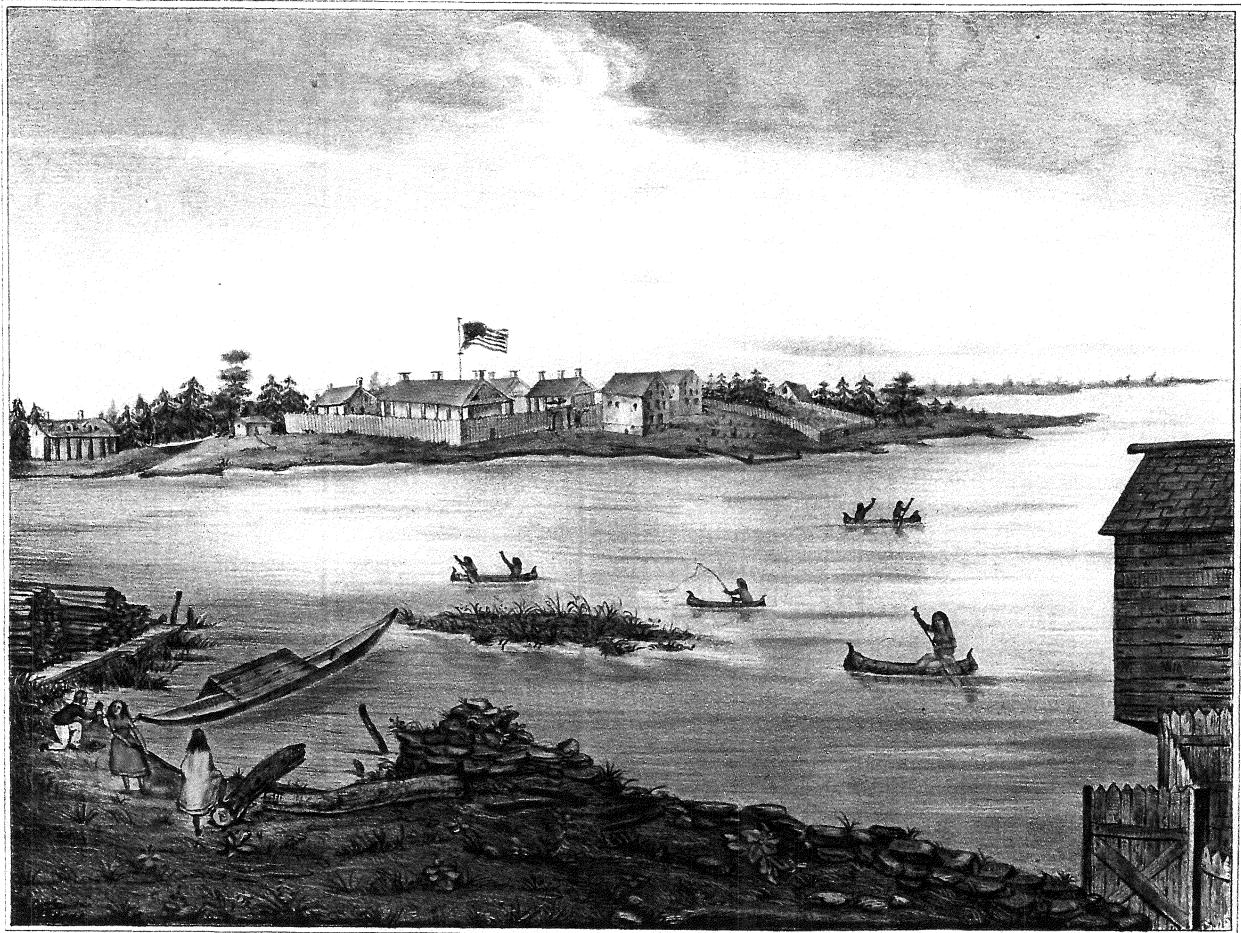
Children in the nineteenth century played with lead toy soldiers like these that once belonged to a family in Madison.



Building the Military Road: First Overland Passage Through the Four Lakes Region

For hundreds of years, Indian people who lived between Lake Michigan and the Mississippi River paddled their birchbark canoes along the many water routes in the area. Although the Indians used overland trails, waterways provided an easier way to travel great distances. French and British trappers and fur traders also preferred traveling by canoe.

When the fur trade ended and other non-Indian settlers began journeying to what is now Wisconsin, everything changed. The Military Road helped that change take place. It passed right through Dane County, making it easier for settlers to reach the Four Lakes area. Why was it called the Military Road? Why was it so important to the future of the region?



Building the Military Road near Fort Howard at Green Bay proved difficult because of marshes and wetlands.



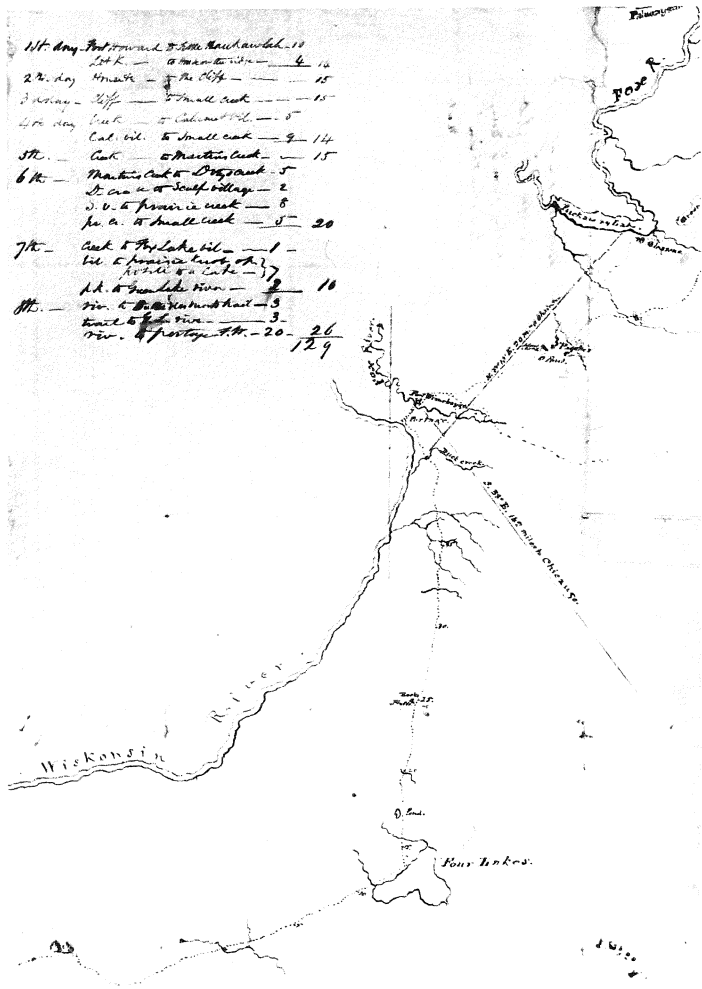
Zachary Taylor, a future United States president, was in charge of the construction that began at Fort Crawford. His crew built the section of the road that crossed Dane County north of Fourth Lake.

Once the United States government controlled Wisconsin, it sent soldiers to the forts at the old French fur-trading centers: Fort Crawford at Prairie du Chien on the Mississippi River and Fort Howard at Green Bay. But government leaders soon realized that the forts were too far apart both to protect new settlement and keep settlers away from Indian territory. They wanted to construct another fort midway between these two, so in 1828 the army built Fort Winnebago at the **portage** (French word meaning “to carry”) where canoes must be transported overland from the Fox River to reach the Wisconsin River.

Now that the army had a chain of forts, new problems arose. How could the military posts communicate with one another during that part of the year when the rivers were frozen? While water travel met the seasonal needs of the fur trade, canoes could not easily handle the transporting of lead and lumber, both of which were keys to creating new frontier communities. James Duane Doty, a land developer in the area at the time, proposed a solution to the United States government: Build a road across the region to connect the forts.

Beginning in the spring of 1829, Doty made several trips on horseback. He traveled from his home in Green Bay to Prairie du Chien. His good friend Ebenezer Brigham of Blue Mounds

THE MILITARY ROAD



Doty was an excellent mapmaker and drew this map of one of his overland routes from Fort Howard to Fort Crawford. The road detours away from the Wisconsin River in the Four Lakes area.

had also traveled widely over southwestern Wisconsin. They probably discussed the best route along the high ground in that part of the region, which later became known as the Military Ridge. By 1832 the government was measuring and mapping, or **surveying** (sur-vay-ing), the area in order to build the road. Much of that road followed Indian trails which already existed.

The Black Hawk War temporarily interrupted progress. But once former Indian lands were settled by newcomers, soldiers turned to construction. In 1835 they began to build the road, with crews starting at both ends and in the middle.

THE MILITARY ROAD

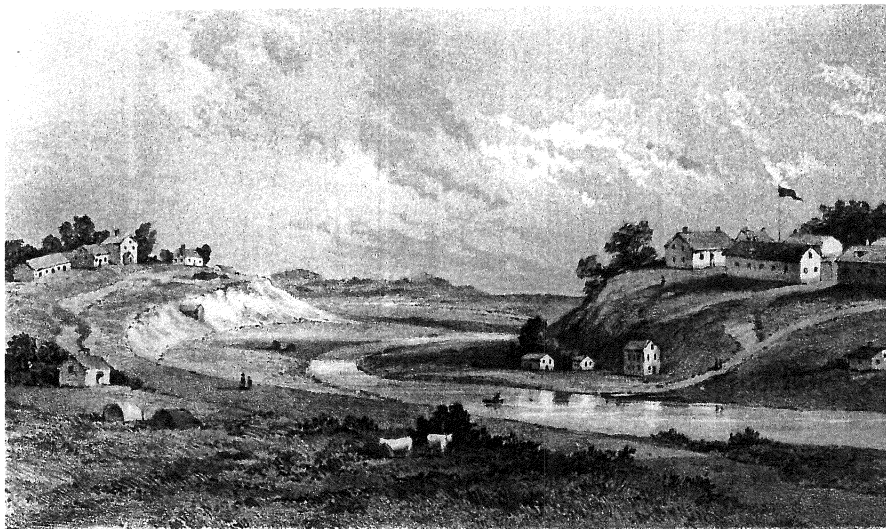
An early historian of Dane County claimed that the Dane County portion of the road

followed the well-trodden Indian trail from Blue Mounds . . . a crude affair . . . constructed by cutting through timber land, clearing a track about two rods [thirty-three feet] wide and setting mile stakes.

Because the landscape changed along the route, the Military Road did not look the same everywhere. When building in marshes and other low-lying areas, the crew had to construct a so-called **corduroy road** made by crossing timbers and covering them with brush and earth. The road at such a point was particularly rough. During seasons when the water levels rose, a traveler would have been forced to try another route.

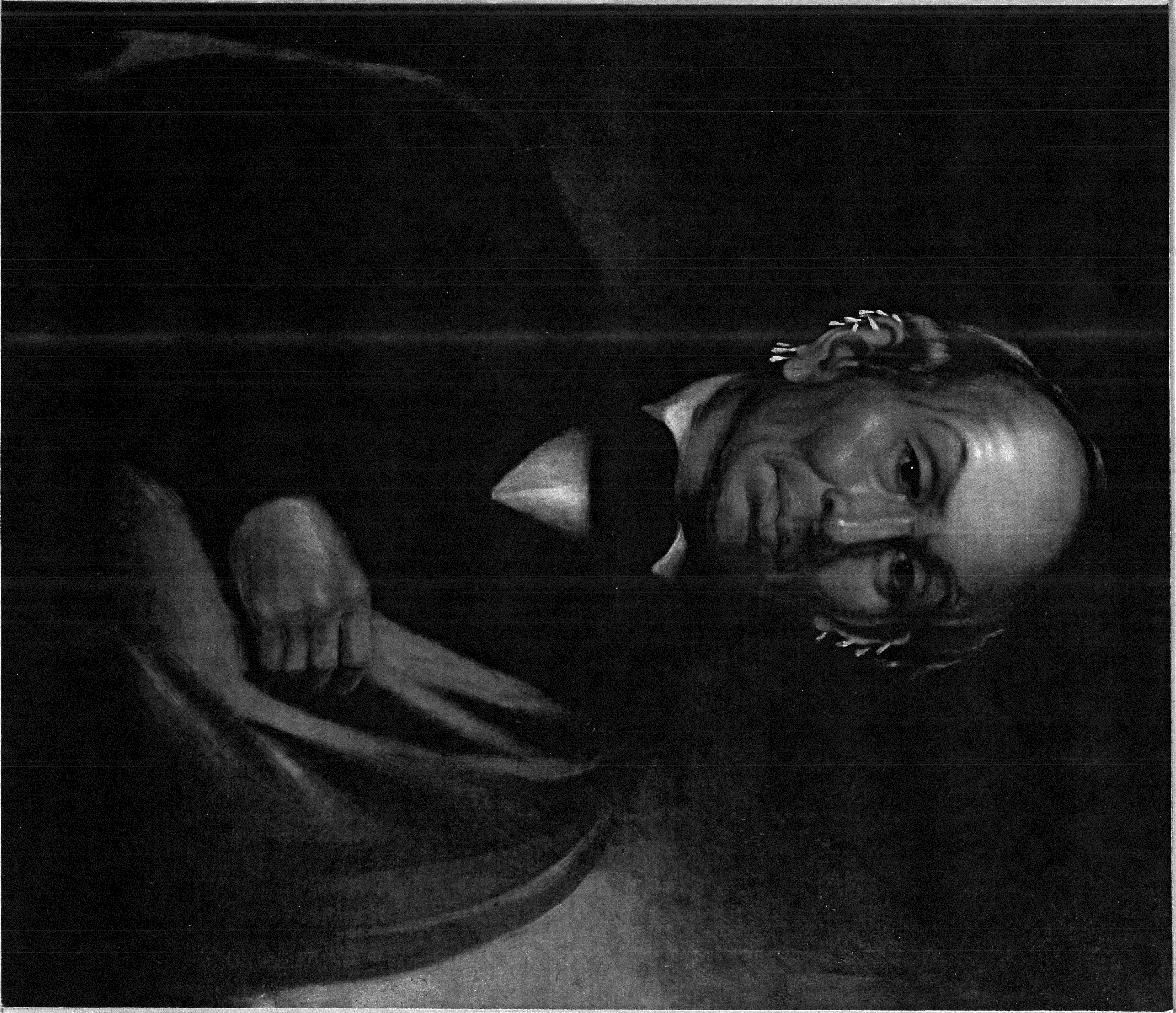
Once completed, the Military Road linked the Four Lakes area to Fort Crawford (Prairie du Chien) and Fort Howard (Green Bay). Because the road made it easier for settlers to travel with their belongings to their new homes, it helped open the interior of Wisconsin.

James Duane Doty's plans for a major new settlement moved closer to reality. ♦



In 1831 Juliette Magill Kinzie sketched this view of Fort Winnebago (Portage) when her husband, John, served as Indian agent there.

*Ma-ka-tai-me-she-kia-kaik,
or Black (Sparrow) Hawk*



Two Desperate Days of the Black Hawk War: Through the Four Lakes Country to Wisconsin Heights

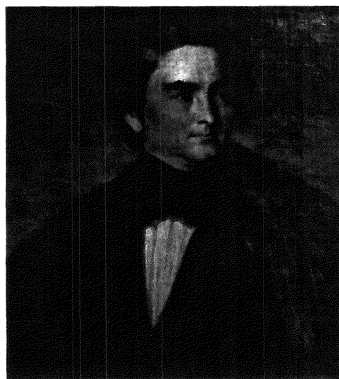
The Black Hawk War lasted only a few months in the spring and summer of 1832. But those months determined who would afterwards occupy the land that became known as Wisconsin. At the time, *Ma-ka-tai-me-she-kia-kiak*, or Black (Sparrow) Hawk, was an aging Sauk leader. What led him through the Four Lakes country to Wisconsin Heights, far north of his home? What part did the area, later named Dane County, play in this brief and tragic war?

The treaty of 1804 between the Sauk nation and the United States government eventually led to the Black Hawk War. The Sauk leaders who granted land to the government on both sides of the Mississippi River did not understand that they were permanently giving up the lands of their ancestors. The treaty allowed the Sauk people to farm the land until the government was ready to sell it to individual settlers. These land sales, as it turned out, began only some twenty years later.

In 1828 the government warned the Sauk leaders that they would have to abandon their villages east of the Mississippi River by spring. Most of the Sauk people agreed, but Black Hawk and his followers refused. By 1832 Black Hawk's anger and frustration had grown so great that he tried talking to leaders of other Indian nations to get their support should he have to fight the government.



When Black Hawk traveled from Saukenuk to Bad Axe, he avoided a route which would take him through the populated lead region.



Colonel Henry Dodge commanded militiamen during the Black Hawk War. In 1836 he was appointed the first governor of Wisconsin Territory.

In April 1832, Black Hawk and about 1,000 followers, mostly Sauk and Fox, decided to cross to the east bank of the river near the village of Saukenuk, where they were no longer welcome. Fearing an attack, the settlers formed a volunteer **militia** (citizen army) to defend themselves. When Black Hawk realized that his band was greatly outnumbered, he sent several men with a flag of peace. In the confusion, militiamen fired anyway, and Indians fired back in self-defense.

Black Hawk knew he had to lead his people back across the Mississippi. With the militia blocking the way, Black Hawk and his followers instead headed north toward the Wisconsin River. Troops **pursued** (chased). The Black Hawk War had begun.

Black Hawk tried to keep his followers safe, but traveling with families was slow. To keep the troops from striking the main group of his people, Black Hawk sent out small war parties to scare and distract settlers. Those in the lead-mining district were frightened. Some, like Ebenezer Brigham at Blue Mounds, built stockades to defend their small communities. Meanwhile, Black Hawk led the larger group of his followers north through the marshes along the Rock River where they could easily hide. Black Hawk expected more help from other Indian groups, but even most of those who agreed with his protest resisted fighting the government.

About the time Black Hawk reached the Four Lakes district, Colonel Henry Dodge and his militiamen had picked up his trail and were close behind. Even with horses, Black Hawk and his followers could not move as fast as the troops. On July 20, Black Hawk's band set up camp on the western bank of Fourth Lake near the present-day community of Pheasant Branch. Dodge's men were about eight miles east, near the Catfish (Yahara) River just northeast of Third Lake. By this time, some of Black Hawk's people were almost too weak to go farther.

The next day Black Hawk and his followers traveled about fifteen miles northwest. When they reached the hills on the east

bank of the Wisconsin River, they were exhausted. Some Indians defended themselves against the troops on this high ground across the river from present-day Sauk City. Others helped the women and children down the river bank.

When Dodge's men arrived and began firing on the Indians, most of the women and children were already safely across. Black Hawk reported that the Sauk nation had lost six men, while Dodge believed that his troops had killed many more. Dodge's men then headed to the fort at Blue Mounds for supplies.

As Black Hawk's people continued west, some died from hunger and weakness. In early August, the United States soldiers attacked them at the mouth of the Bad Axe River. Once more the Indians' flag of peace was ignored. Soldiers on the Mississippi River fired cannons and rifles, killing even the women and children attempting to swim across. Others never made it that far.

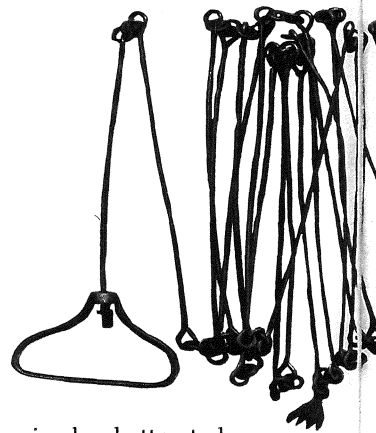
After Black Hawk was taken prisoner, he sadly remembered his old home when "all this land had been ours." He bitterly complained that "the whites were not satisfied until they took our village and our grave-yards from us, and removed us across the Mississippi."

Other Indian nations also were forced to leave the region as lead and land rapidly attracted more settlers to the area ♦



When Black Hawk told his story, he described the situation that faced him when he fought Dodge's men at Wisconsin Heights: "I was on the rise of a hill, where I wished to form my warriors, that we might have some advantage over the whites."

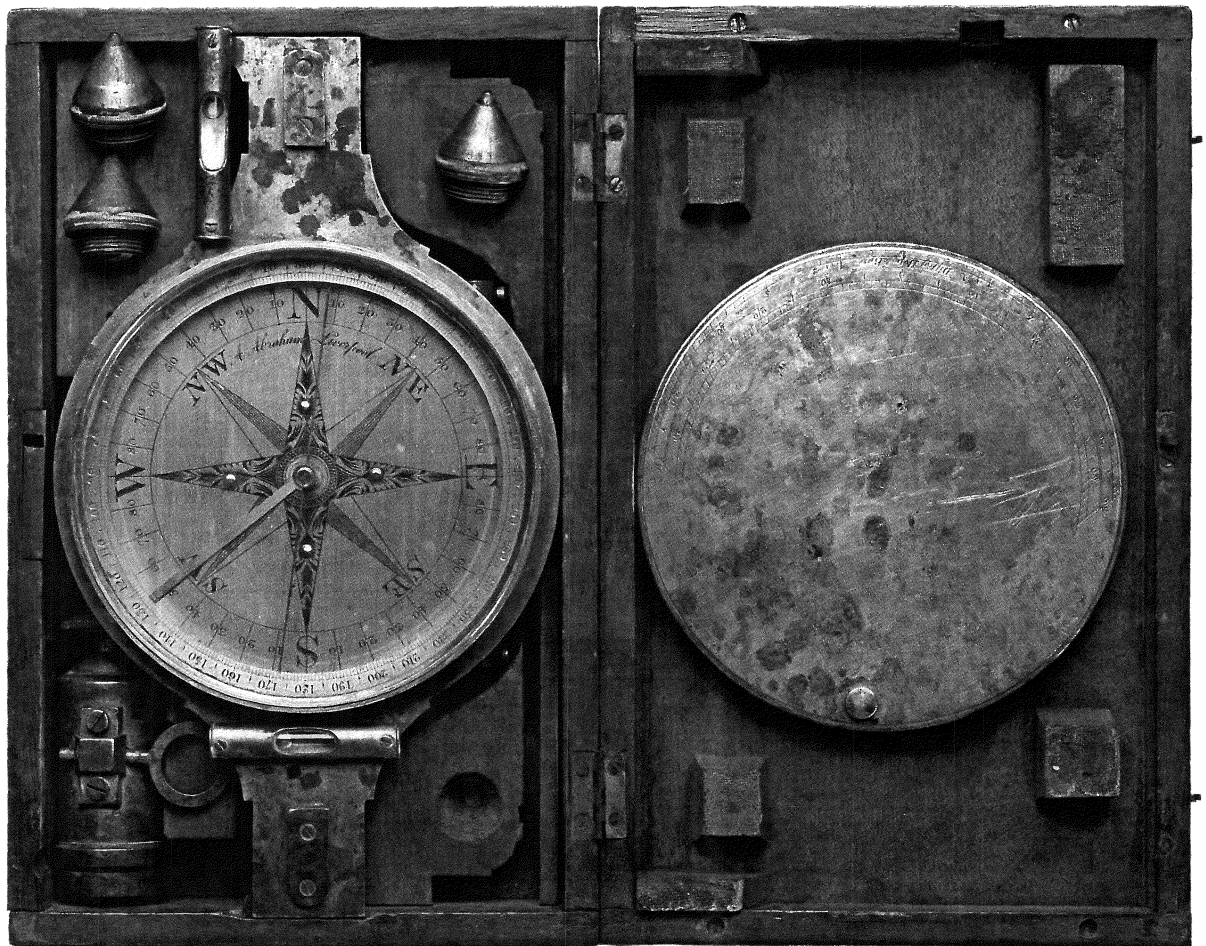
Mapping Out the Land: Wisconsin Becomes a Territory



By the early 1830s, the presence of lead and the promise of inexpensive land attracted settlers to Wisconsin from other parts of the United States and Europe. They had caught "Wisconsin fever." This excitement helped to populate the region.

After Black Hawk's defeat in 1832, the Ho-Chunk, Potawatomi, and other Indian nations south and east of the Wisconsin River were also forced to give up their lands. Through treaties, the United States took over this property so the government could sell it to new settlers. How did people buy the land? How did the newcomers help Wisconsin become a territory? How did these changes affect the Four Lakes area?

Surveyors used special equipment including measuring chains, compasses, and marking stakes to set off the land into townships six miles square. Then they subdivided each square into thirty-six one-mile-square sections.



BECOMING A TERRITORY

According to the Northwest Ordinance of 1787, a new area first had to be recognized as a United States territory before it could apply for statehood. For Wisconsin to become a territory, at least 5,000 free male United States citizens had to live here. Women, slaves, and members of Indian nations were not counted. By April 20, 1836, enough newcomers had arrived. President Andrew Jackson appointed Henry Dodge territorial governor. Citizens who were property owners then elected a temporary government.

Since lead mining was drawing the greatest number of new settlers into the territory, Dodge selected Belmont, in the heart of the lead-mining district, as the temporary capital. That decision pleased those who lived in the southwest, but angered those who lived in the east-central part of the state and along Lake Michigan. Green Bay residents, especially, were displeased. One of them, land developer James Duane Doty, worked hard to assure that the capital would not remain so distant from Green Bay.

Doty had his eye on the Four Lakes area. He and other investors formed the Four Lakes Company and bought 1,360 choice acres between the Third and Fourth lakes. There he planned to see the capital city rise. ♦

Soon after the original thirteen colonies became the United States, national leaders believed that the new country would grow and expand. The government created an orderly way to establish new territories and states. It also decided how land that once belonged to the Indian nations would be measured, divided, and sold. The government hired **surveyors** (sur-vay-ers) to explore, measure, and determine boundaries and property lines.

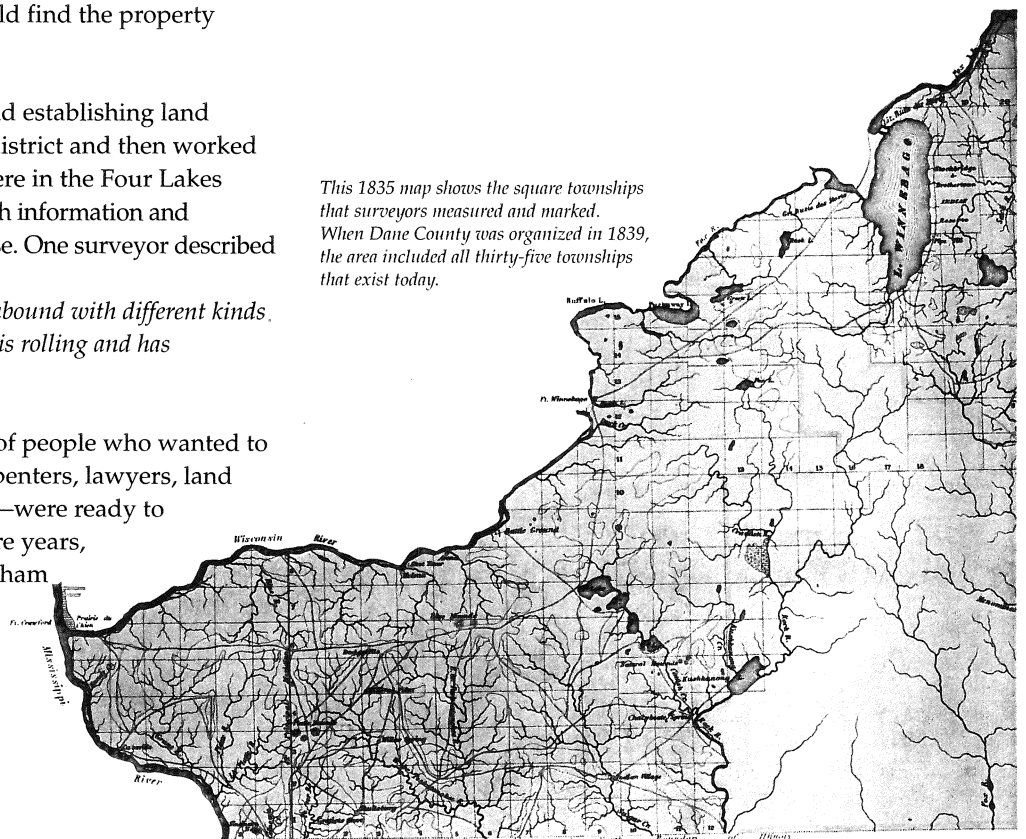
The surveyors worked carefully to create a regular, rectangular grid to mark off the land, no matter what the land actually looked like. This system made it easy for people who wanted to buy land—even if they were far away at the time. They would know exactly where they could find the property they were purchasing.

Surveyors began by measuring and establishing land boundaries in the lead-mining district and then worked their way northeast. By 1833 they were in the Four Lakes region. They also filled notebooks with information and descriptions that mapmakers could use. One surveyor described

a good township of land. . . . Its waters abound with different kinds of fish . . . geese and ducks . . . The land is rolling and has many artificial mounds.

Lead miners, farmers, and all kinds of people who wanted to work in growing communities—carpenters, lawyers, land developers, preachers, storekeepers—were ready to move to the region. In just a few more years, these people followed Ebenezer Brigham into the Four Lakes area.

This 1835 map shows the square townships that surveyors measured and marked. When Dane County was organized in 1839, the area included all thirty-five townships that exist today.

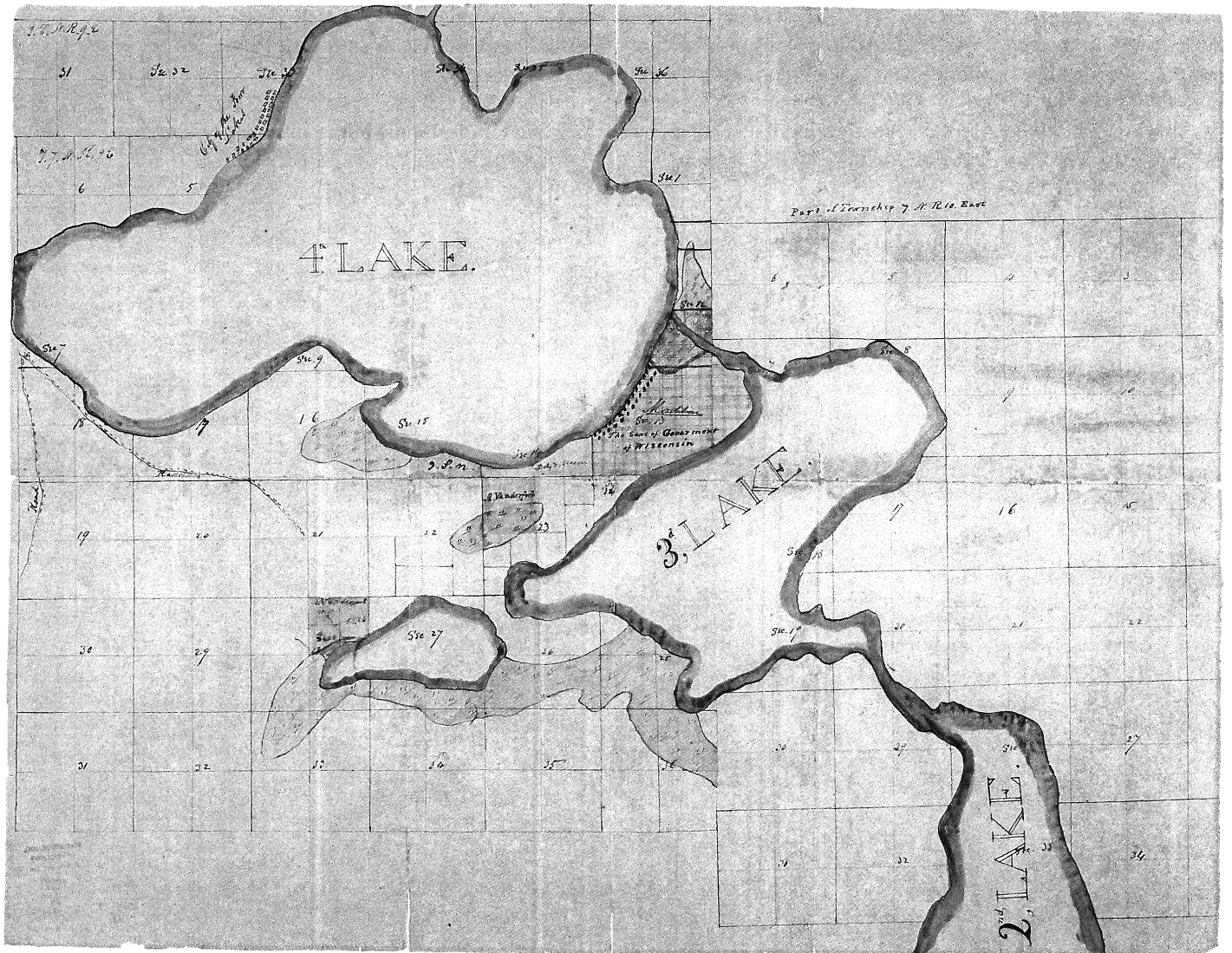


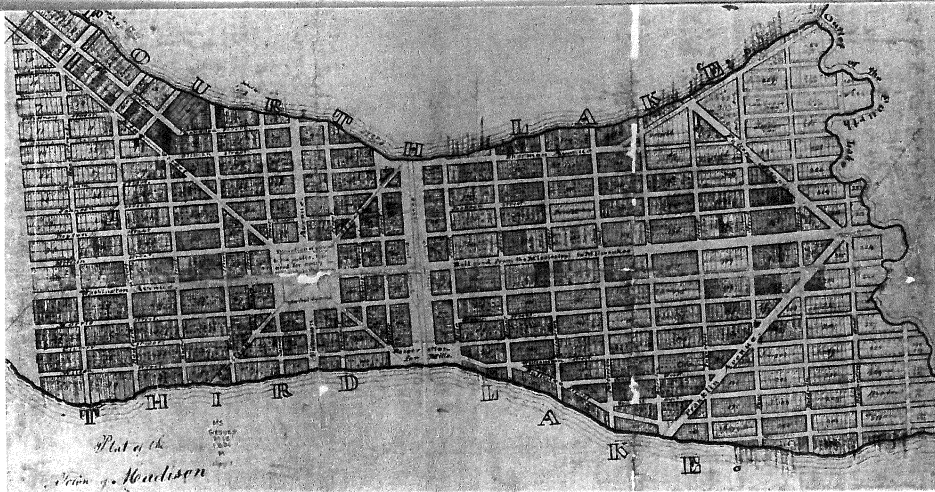
James Duane Doty's Capital in the Wilderness

During any period in Wisconsin history, James Duane Doty would have been an outstanding man. He had energy and talents, but his familiarity with southern Wisconsin made him particularly well qualified to found and develop towns in the early days of Wisconsin Territory.

Doty's abilities to convince others and his mapmaking skills helped in planning the route and building the Military Road. He bought land in many places. Sometimes he sold the land and made money; other times, he failed. But amazingly, he talked the territorial legislature into agreeing to move the permanent capital to Madison—a city that did not yet exist! How did one man manage to move a capital? How did Doty's actions affect the growth of future Dane County?

The artist who drew this early map of the isthmus included the City of the Four Lakes, the "Seat of Government of Wisconsin," and the surrounding wetlands.





MADISON BECOMES THE CAPITAL

In 1836 Doty and his surveyor hastily designed a town to be built around a public square on the isthmus exactly where the Wisconsin capitol now stands. He named the town to honor James Madison, fourth president of the United States, who had died earlier that year.

In 1836 when Henry Dodge was named governor of the new territory, Doty was in the Four Lakes area. Much property had already been taken, but he liked the **isthmus**, the narrow neck of land between the Third and Fourth lakes. He had bought all of the isthmus that he could for himself and his business partners. Doty could envision a new capitol building on a high hill overlooking the two lakes.

Governor Dodge thought that Belmont would make a good temporary capital because of its location in the lead-mining district, but it was a small town with very few buildings. When the legislators arrived and found there were not enough rooms in which to stay, almost all of them wanted to move the permanent capital to another location.

Knowing that Wisconsin Territory would eventually become a state, many settlements wanted to serve as the permanent capital. Doty was there to argue for Madison. Several other communities sent representatives to promote the advantages of other locations. The legislators agreed that Belmont would not do, but no other town received enough votes. After much arguing, they finally chose Madison. While the capitol building was being constructed, the legislature agreed to meet elsewhere.

How had Doty managed to convince the legislators to move the permanent capital to a town that existed only on paper, without *any* buildings at all? Not only had he successfully convinced the legislators about the beauty of the Four Lakes area, he did everything in his power to get them to vote for Madison. Someone offered this explanation:

Doty supplied himself with a full stock of buffalo robes, and went around camping with the members, and making them comfortable as he could, until he organized a sufficient vote . . . The winter was a cold, dreary one, and Doty with his buffalo robes had been a real blessing.

No historian has found evidence for the buffalo robe story. But we do know that Doty actually gave many of the lots he had bought in Madison to various legislators, hoping that owning land in the future capital would influence their votes. And his plan worked.

Should legislators have allowed personal gain to affect the way they voted? No. But arguments for moving the capital to Madison made sense anyway. It was centrally located between the growing communities along Lake Michigan and the other population center in the lead-mining district. The Four Lakes area had plenty of wood for new construction. And the town now had plenty of landowners who wanted to see the value of their property grow.

The fact that some of the new landowners were also government officials helped the future of Madison and Dane County. Now that they owned land in Madison, they would not be voting to move the capital elsewhere. They would want to see the new capital city succeed and grow.

Doty's dream was about to come true. ♦



James Duane Doty cleverly convinced the territorial legislature that Madison would make an ideal capital city.

Dane County's Paper Towns

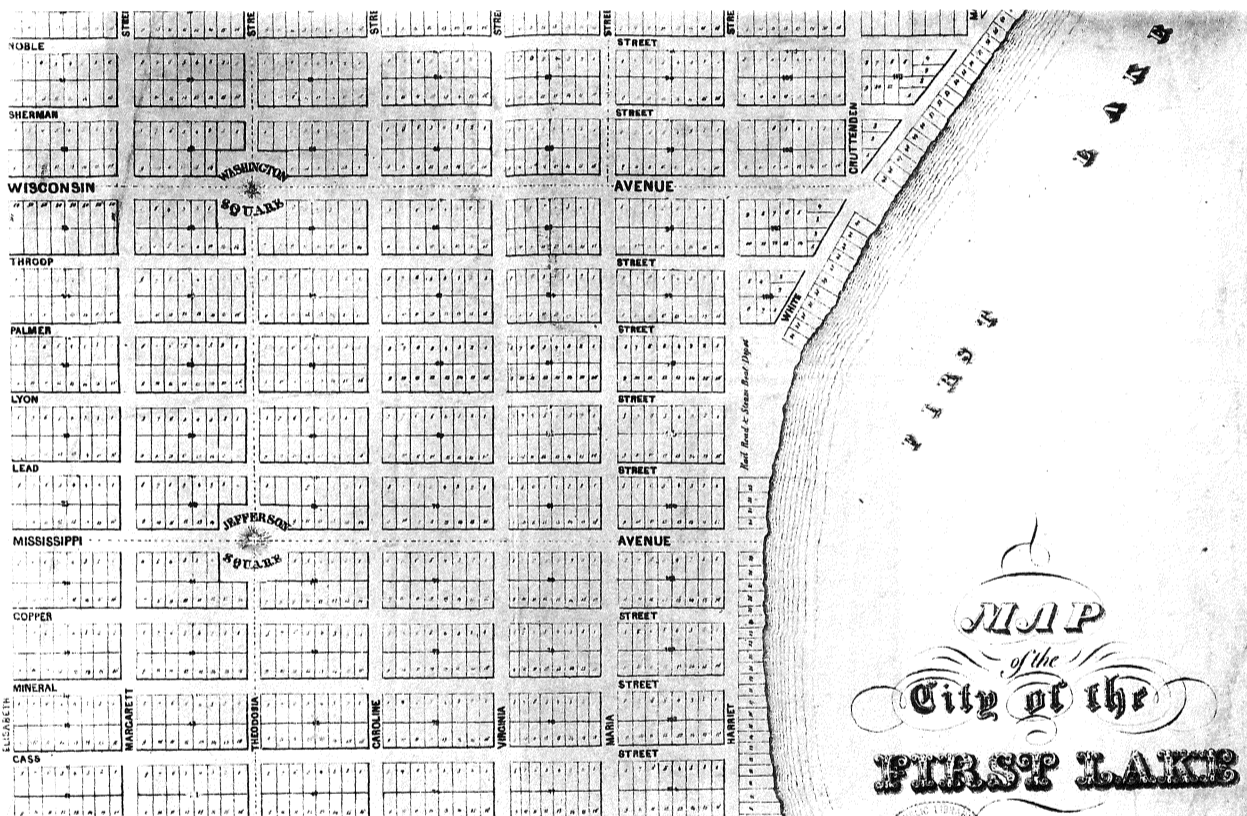
In the new territory it seemed that everyone wanted to sell or buy land. The legislators had land on their minds when they were looking for the right location for a permanent territorial capital. When they selected Madison, it existed only on paper. What began as James Duane Doty's "paper town" actually did become our capital city. But some towns were not so lucky.

Speculators (spec-u-lay-ters) were men like Doty who bought land during the territorial years. They gambled that the locations they chose to sell to new settlers would all become lively new communities. But their plans did not always work out. Both speculators and settlers lost money when they bought property in places that never existed anywhere beyond the paper on which they were drawn. What were some of Dane County's paper towns? Where were they?

After George Featherstonhaugh (Fan-shaw) returned to England, he wrote a book about his adventures. He explained that he had seen a "beautifully engraved plan" of each city drawn "with all its squares, streets, institutions and temples." But he found no sign of these places beyond the paper.

In 1837 an Englishman named George William Featherstonhaugh (Fan-shaw) traveled around Wisconsin by wagon through the lead-mining region. He looked forward to visiting "the seven large cities" he had only seen on maps of the Four Lakes area. The maps showed City of the Four Lakes and City of the First Lake. Other maps showed Madison City and North, South, East, and West Madison. Was Featherstonhaugh joking when he said he expected that each would contain "a population of half a million people"? He found Madison, but it was hardly a village at the time. The others were only paper towns.

At the outlet of Lake Waubesa, speculators promoted a paper town for its superior soil and central location where a railroad would soon pass. Like several other paper towns in the area—Superior City, Troy, Dunkirk Falls, Manchester, and Middletown—the City of the Second Lake never became more than a map on paper. But the village of McFarland, with real dirt roads and real stores, eventually included some of its proposed area. ♦



Madison Grows from Paper Town to Territorial Capital

In 1828 Ebenezer Brigham followed an Indian trail that ran between the Third and Fourth lakes, and he camped on open prairie where the capitol building now stands. Nine years later, only the Peck family and several fur-trading French and Indian families were living in the Madison area. The following year the territorial legislators met in the first capitol constructed in Madison and the city began to grow. Who worked on the capitol building? What was it like when the legislators met there for the first time?

In 1837 when George Featherstonhaugh arrived in Madison, the only buildings he saw were the Peck family's log cabins. He was disappointed not to find a comfortable hotel with a fine feather bed! This scene was painted many years later, based on early descriptions by settlers.





When the territorial legislators met in Madison for the first time in November 1838, they needed somewhere to stay. Of the twelve rooms available, the American House offered eight rooms and an attic.

James Duane Doty's men staked off more lots near the capitol square in February 1837. In April Rosaline and Eben Peck and their ten-year-old son, Victor, moved to Madison from Blue Mounds where they had worked for Ebenezer Brigham. The twenty-five-mile trip took two days, and as they camped the last night they found themselves in a "tremendous storm of snow and sleet." The Pecks' new log home was actually two small, recently built cabins side by side. The French and Indian builders did not have time to finish them before the Pecks arrived.

The Pecks intended to use their home as a "public house" or boarding house for the men coming to construct the capitol building. Eben Peck prepared by going to Mineral Point for supplies. For \$100 he bought the essential foods then available: barrels of flour, salt pork, sugar, dried fruit, coffee, and tea. Rosaline Peck added sacks of potatoes, butter, and her own jars of pickles, cranberries, and plums.

Scarcely had the Pecks settled when the first fifteen workmen arrived from Milwaukee. They had worked to widen a former Indian trail to Madison because no road between the two communities existed.

Rosaline Peck spread tables outside their new home to feed the men. Then the Pecks bought marsh hay from some French and Indian families on the other side of Fourth Lake to fill **bed-ticks** (mattresses) for the men. The men helped to finish the house. They added a section between the two cabins where they could sleep. According to Rosaline Peck, "in a week's time they had it completed and moved in."

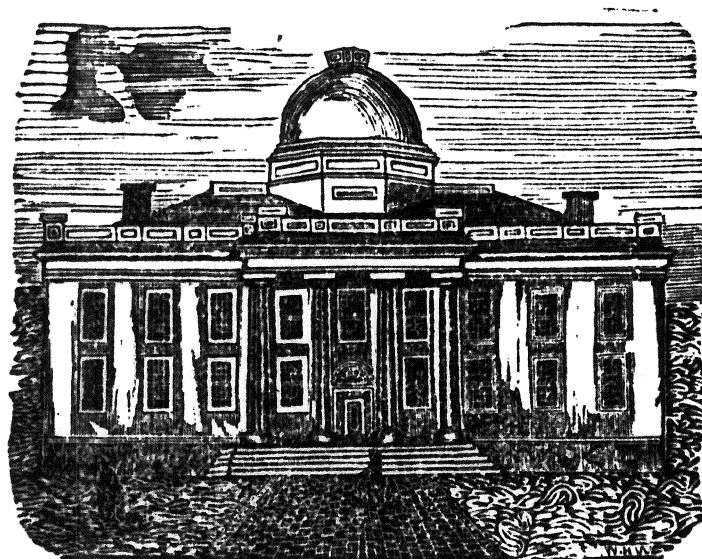
In June more workers, mechanics, and another pioneer family moved to Madison. Their nearly one-hundred-mile

trip from Milwaukee took them ten days, and it had rained most of the time. On the ninth day when they were ten miles northeast of Madison, the sun finally shone. They were so relieved that they called that particular spot Sun Prairie, a name they carved on a nearby oak tree to mark the event. As they got closer to Four Lakes, they could see smoke rising from the Indian settlements on the shores of what seemed to be "lakes of liquid silver." Madison began to buzz with building activity.

Construction on the capitol building wasn't complete when the legislators arrived, so they met in the basement of the American House. When they moved into the still-unfinished capitol, they found that the floor had shrunk so badly near the fireplace that people could fit their hands between the boards. One legislator recalled that the December weather was so cold that "the walls of the room were iced over," and "our ink would freeze."

To improve the situation, the legislators decided to postpone meeting for three weeks. When they returned, they found that the builder's pigs had moved into the unfinished basement right under their meeting room. As the legislators conducted their business, they could hear the pigs running and squealing beneath them.

People blamed James Duane Doty for many of their problems. ♦



A visitor to Madison in 1841 entered the capitol building and found it still under construction, "full of chips, shavings, and mortar."

Sharing Dane County with the Animals

After the new capitol was built, many more settlers moved to Dane County. No matter where people built their homes, they had to share space with wild animals and annoying mosquitoes. These creatures mostly had had the Four Lakes area to themselves before so many human newcomers arrived. What was it like in Dane County when wild animals still outnumbered people? What were some of the colorful stories that remain part of our county's history?

Even with more people arriving every day, Dane County still had only a handful of small, new settlements. Oak openings, surrounding prairies, and marshes served as safe habitats for wild creatures. Deer, muskrat, mink, and beaver enjoyed the streams, and passenger pigeons filled the air. An early Madison settler remembered that "on all sides forest and prairie swept down in lines and patches" to the shores of the lake. He often shot prairie chickens and quail right on the capitol square. When he talked about the settlement of Koshkonong Prairie, Norwegian pioneer Knut Roe reported:

Almost daily I saw herds of deer, and flocks of prairie chickens, and I was often awakened at night by the howling of the wolf.

Many pioneers were afraid of the wolves. An early historian wrote that people camping in the county "had to keep log fires burning all night to keep the wolves away." People living in one of the Irish settlements in the town of Fitchburg spotted an occasional panther in the area.

And according to local legend, early resident Matilda Keenan managed a terrifying escape from a black bear. One afternoon while walking home, carrying her infant, Mrs. Keenan came face-to-face with a full-grown bear. She distracted it by throwing the baby's cap and cloak toward it. While the bear sniffed the clothing, she ran safely home with the baby in her arms.

Mosquitoes rarely threatened anyone's life, but no one liked their general peskiness. Simeon Mills, Madison's first storekeeper, reported that the mosquitoes annoyed him so much that "rest by day and sleep by night were quite out of the question."

Some summer evenings, even today, we would probably agree. ♦



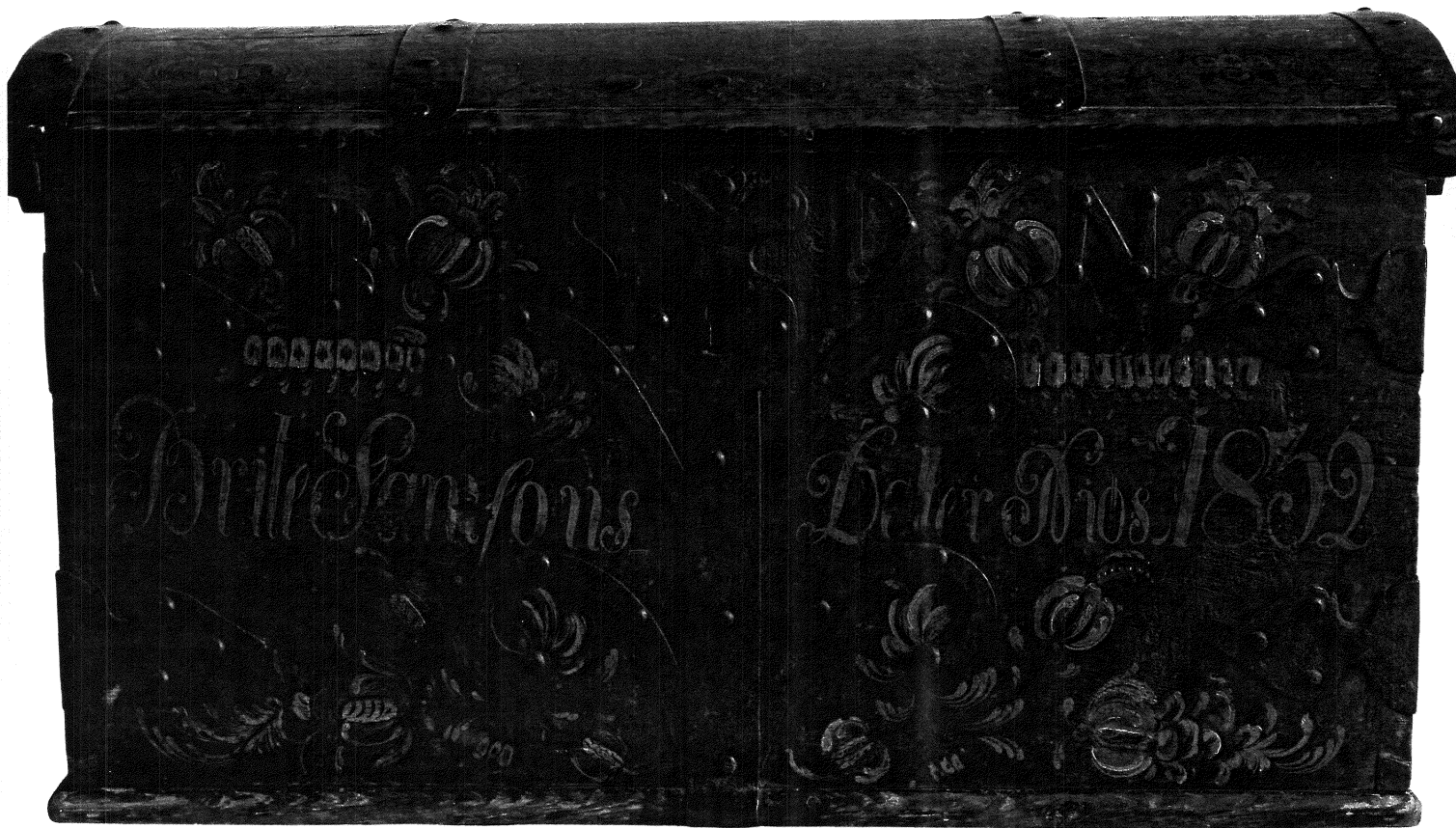
The large black timber wolves and their smaller gray cousins, coyotes (also known as prairie wolves), lived on the prairie and sometimes attacked settlers' animals. Especially hungry in the winter, wolves' nighttime barking "could sometimes be heard . . . creating intense excitement among the dogs, whose howling would add their dismal melody."

Making Dane County Home

The 1840s brought many new settlers to Wisconsin, enough so that Wisconsin could achieve statehood in 1848. Whether recent European arrivals to the United States or Northeasterners resettling on more fertile Wisconsin soil, most traveled on steamboats across the Great Lakes to Milwaukee. Then they piled their household goods and baggage into wagons for transport to Dane County. Some, like Knut Roe, walked from Milwaukee all the way to Koshkonong Prairie, southeast of Madison. That's when the real work of pioneering began.

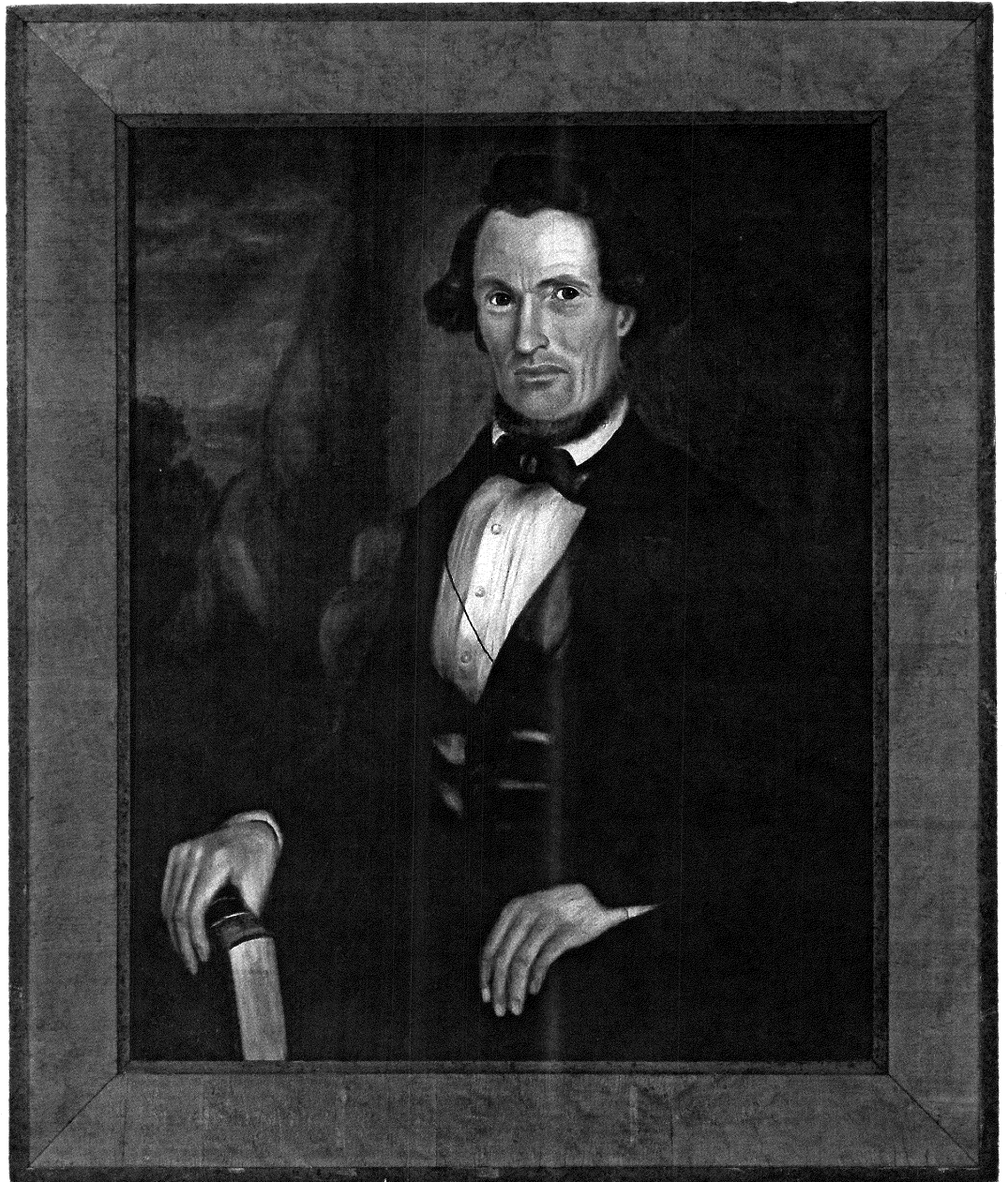
What were some of the supplies pioneers carried with them?
How did they build their homes and settle in?

Some Norwegians packed colorful storage trunks for the long trip to Dane County. The hand-painted detail known as rosemaling (rose-mahl-ling) or rosepainting, is a Scandinavian art form.



Pioneer and Community Founder Luke Stoughton

Pioneers who moved to rural Dane County to farm intended to be fairly self-sufficient (suf·fish·ent), which means that they expected to supply most of their needs through the crops they raised, the game they hunted, and the fish they caught. Even though they knew they had to be independent, farmers needed a few basic supplies and services, and they relied on nearby communities to provide these. How did communities get started? Who settled in them? What did communities do for those who lived in the surrounding countryside?



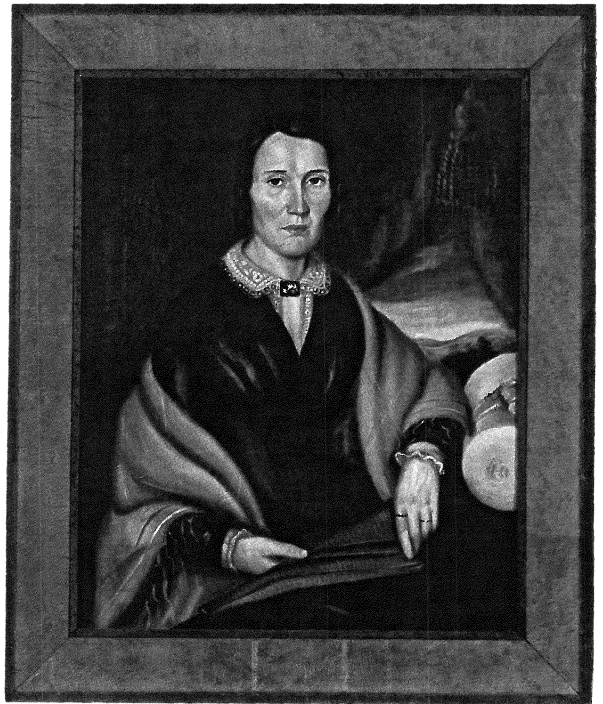
*Luke Stoughton was so pleased with his own **portrait** (painted picture) that he had an artist paint individual portraits of his wife and daughters. Not many families in the 1840s could afford this kind of expense.*

Like many other New Englanders, Luke Stoughton heard that southern Wisconsin had land more fertile and less rocky than his region. He traveled to Wisconsin in 1837 to see if the rumors were correct. He liked what he saw and bought a farm north of Janesville. Then Stoughton returned to Vermont to get his wife, Eliza, and their baby, Luella. But the isolation of farm life made Eliza Page Stoughton unhappy. After two years, the family moved into town where Luke Stoughton became a **merchant** (storekeeper). He was a much better merchant than farmer.

Eliza Stoughton missed her family. She convinced all but one of her many brothers and sisters to move to Wisconsin with their families. Before her brother, Benjamin Parker Page, came, he received a letter telling him to bring useful equipment like "two goose neck hoes" and "40 pounds of Northern Red Clover seed" safely bagged and packed.

Luke Stoughton also bought and sold real estate. While looking for land to sell, he found what he considered a perfect location for a town. He chose a wide bend of the Catfish (Yahara) River, just about halfway between Janesville and Madison. Hard-working Norwegian and Yankee wheat and grain farmers had already settled nearby. Knut Roe was part of the Norwegian community along Koshkonong Creek.

Like many other Easterners who moved to Wisconsin, the Stoughton family traveled across the Great Lakes to their new home. What a trip they had across Lake Erie! A violent storm put the ship in such danger that some of the freight had to be thrown overboard. Some of the Stoughton family's household equipment and furniture were among those items tossed. But the Stoughtons and the other passengers made it safely.



Eliza Page Stoughton



Luella Eliza, age 10



Huldah Delette, age 8



Sarah Ellen, age 6



This bonnet is similar to the one Huldah Delette was holding when she had her portrait painted.

Luke Stoughton realized that new settlers needed a general store where they could buy supplies. Pioneers would require a sawmill to **plane** (smooth) lumber for building. They would need a grist mill to grind the wheat they raised so that they could bake bread. Settlers would also need a blacksmith, and travelers would want a tavern and inn. The Catfish River could provide the power for the mills that Stoughton planned to open.

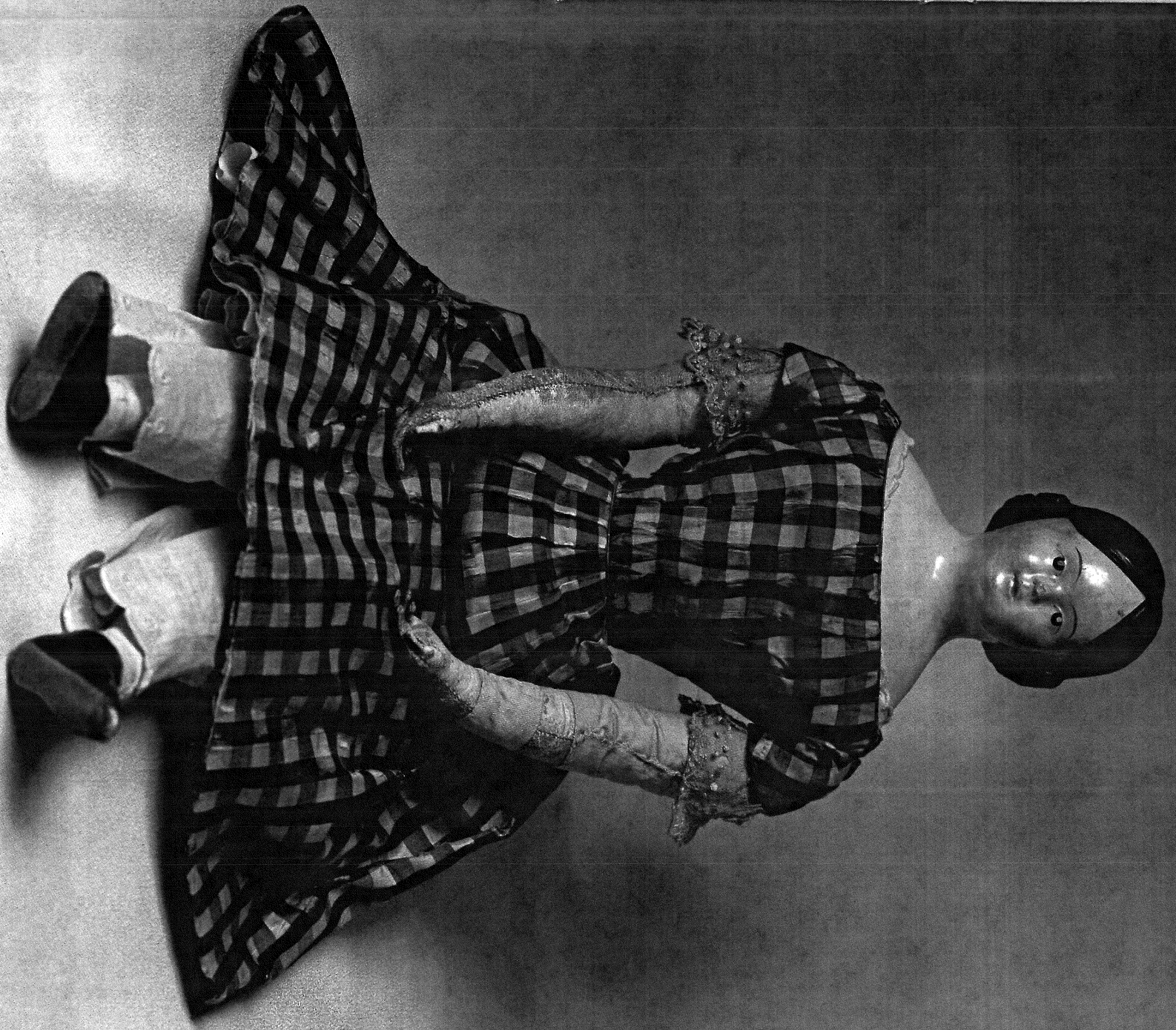
Just like Brigham and Doty, Luke Stoughton had positive feelings about the future of Dane County and about the village he wanted to build. In 1847 he bought enough land there to begin to put together the community of his dreams. The next year the Stoughton family moved to the area he selected at the bend of the Catfish River.

True to his vision, Luke Stoughton established the things he believed would make the new village prosper. He had a dam built to provide plenty of water power to operate the mills that he constructed. He spread the word that Stoughton Mills (as people called the village until 1868) made a perfect location for those looking for good land and a growing community.

When enough settlers arrived, Luke Stoughton opened a general store, so that those in the area would not have to go so far to buy the things they needed. As the village of Stoughton Mills grew, Luke Stoughton's businesses thrived, and he built his family a large brick home on sloping land above the mill pond overlooking the dam on the Catfish River. From there he could enjoy the view of the busy life of the community he had founded.

Today the community is known simply as Stoughton. ♦

The Stoughton girls could have played with a doll like this one that dates from the 1840s.



Building a Community

Just as Eliza Page Stoughton's family followed her to southern Wisconsin, other families joined relatives and friends who had pioneered earlier. Those who came expected to work hard to build a better life for themselves and their children. That belief brought them to Dane County and is the reason why the county continued to thrive and grow.

But stores and a mill alone did not build communities like Stoughton. People needed places where they could meet, worship, educate their children, and bury their dead. The early settlers were proud of the first schoolhouse and the first community church. What kind of schools, churches, and gatherings pulled communities together?

The first schoolhouse was really a one-room log cabin, like the one Primrose pioneers built in a **ravine** (ruh-veen, a steep, washed-out area). They also built all of the furniture, splitting logs to form desks and straight-backed chairs. The first Primrose teacher earned \$1.25 a month—the same amount of money settlers paid the government for an acre of farmland.

But teachers' salaries varied from community to community. In Black Earth, a teacher could earn slightly more. The first teacher in that community earned \$1.75 a week and could choose where she wanted to live. The first teacher in Madison made \$2.00 a week teaching fifteen children who sat on oak-slab benches with the bark still on.

In Gorstville near Cross Plains, the English settlers took turns holding religious services in their log homes. They didn't wait for a church to be built. In Black Earth, settlers were pleased when the Methodist Episcopal Church sent a preacher out to their community on a **circuit** (sir-kit), which means that Black Earth was only one of the communities he rode out to serve.

A Norwegian preacher founded the West Koshkonong Church, the first official Norwegian Lutheran Church in the United States. He agreed to travel regularly to farm families in distant parts of the county. ♦

*The West Koshkonong Lutheran Church (below) was built in 1852 on Koshkonong Prairie and stood until 1893. The double photograph was meant to be viewed through a hand-held **stereoscope** (stare-ee-scope).*



Wisconsin Becomes the 30th State in 1848

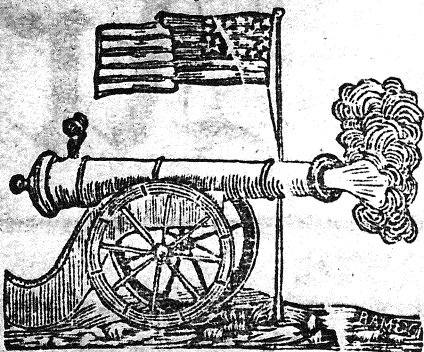
Wisconsin Argus.

TENNEY, SMITH, & HOLT.

MADISON, MAY 30, 1848.

VOLUME 4, NO. 41.

Thunder from Dane!



Democratic Majority about 100!!

Do you hear that?

The election passed off very quietly and very satisfactorily on yesterday, as will be seen by the annexed returns.

Madison.

	Dem maj.	whig maj.
Dewy,	50	Tweedy, —
Holmes,	49	Rountree, —
McHugh,	—	Abbott, 36
Fairchild,	12	Collins, —
Brown,	54	Baird, —
Darling,	14	A. L. Collins, —
Mills,	93	Welch, —
Wheeler,	13	Brigham, —

Verona.—Average whig maj. of 9 on the state ticket. Mills has 8 majority for the senate.

Middleton.—Average whig majority about 12. Brigham's majority over Wheeler is 13; Welch over Mills, 6.

Cottage Grove.—Average democratic majority 64 throughout!

Christiana.—Average democratic majority, 95 on the whole ticket.

Winsor.—Average democratic majority of 21 on the state ticket. Mills leads Welch 35. Botkin, whig, is 8 ahead of Warner.

Bristol.—Average democratic majority of 11, throughout.

York.—Average democratic majority of 17.

Medina.—Average democratic majority of 22!

Sun Prairie.—Average whig majority 20.

Dane.—Average democratic majority 11.—Mills leads Welch 18.

Wisconsin Territory was bringing large numbers of farmers and community builders into Dane County. In 1839, just before the county was organized, 172 people lived here. But the real growth came afterwards. By 1846, Dane County was home to 8,289 people. Henry Dodge and James Duane Doty were ready to see Wisconsin become a state. But statehood didn't happen overnight.

In the spring of 1846, Wisconsin citizens voted that they were interested in applying for statehood. Next they held a convention and wrote a constitution. Many people in the territory were unhappy with one part of the constitution or another, and they voted against it.

A new constitution was written at a second convention which met two years later. This time, people voted for it. Statehood was on its way, and the people of Wisconsin began to create their government. An article in Madison's *Wisconsin Argus* newspaper titled "Thunder from Dane!" announced that Ebenezer Brigham was one of those elected to the state Assembly in early May 1848.

Now the United States Congress had to approve statehood for Wisconsin. The House passed the bill on May 11, and the Senate approved it on May 19. But it wasn't until May 29, 1848, that President James K. Polk finally signed the bill. The people of Dane County did not take time out to celebrate, but they were proud that Wisconsin became the 30th state. ♦

Telegraphic reports of the Daily Wisconsin.

Baltimore Convention.

TWO THIRD RULE ADOPTED. WISCONSIN ADMITTED.

ERIE & MICH. TEL. OFFICE, }
DETROIT, May 25—11 A. M. }

BALTIMORE, May 23—2 P. M.—The Democratic National Convention has organized, and the two-third rule was adopted by a vote of 176 to 78. Difficulties between the two sets of delegates from New York was referred to a committee. It is said the Utica delegates will be excluded by the committee, but the question has not yet been decided upon by the Convention.

May 24—The Convention met again this forenoon, and after some preliminary business, the Hon. D. S. DICKINSON, in behalf of the Syracuse delegation, made a speech. Mr. Dickinson spoke his hour, and was followed by Mr. SMITH, of Wayne county, N. Y., who spoke in favor of the Utica delegation. He made a powerful speech, occupying his hour.

3 O'CLOCK, P. M.

Mr. CROSWELL has just commenced a speech in favor of the Syracuse delegation. A better feeling in favor of the Utica delegation since the speech of Mr. Smith. The vote on the question of the New York delegation will be taken to-night.

WASHINGTON, May 19.

Mr. BRIGHT, of Indiana, moved to take up the bill for the admission of Wisconsin as a State into the Union, which was agreed to. The bill was then after a brief consideration, read the 2d and 3d time, and passed.

NEW YORK, May 24—8 P. M.

The Steamer took \$31,000 in specie, and 70 passengers.

DETROIT, May 25.

We had a severe blow and hail storm

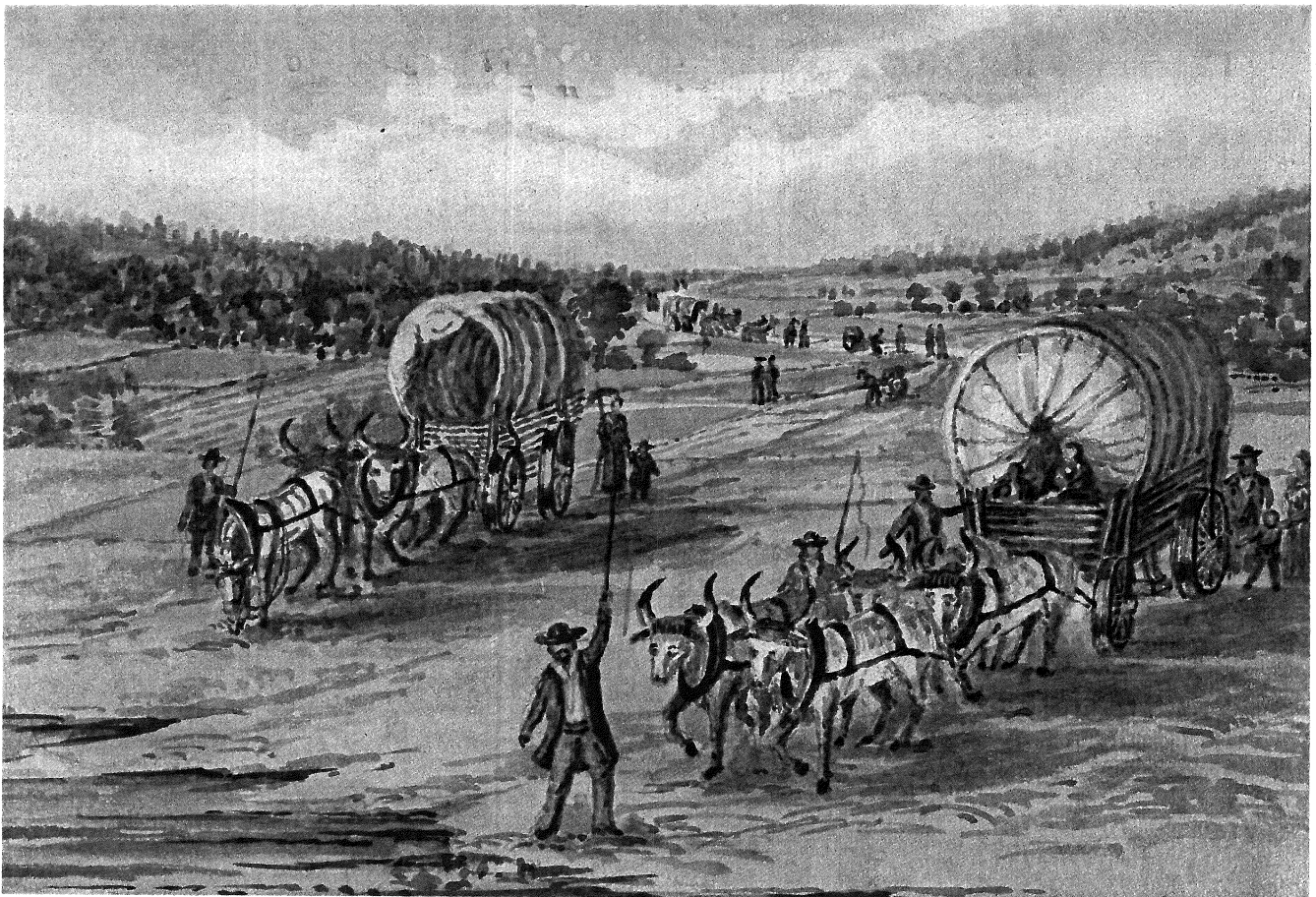
Teamsters and Taverns

In the 1830s, the Military Road provided cross-country travelers and settlers with an overland route from Green Bay via the Four Lakes country to Prairie du Chien. But with all the new settlers moving into southern Wisconsin, other roads had to be built. Some of these, like the Military Road, followed old Indian paths; some were new. All were rough and challenging to those who traveled them, especially during bad weather.

During Wisconsin's territorial and early statehood periods, the Military Road was traveled most heavily in the areas where most of the people lived—between Green Bay and Fond du Lac and between Madison and the Mississippi River. But as the population in southern Wisconsin increased, new routes opened to transport goods and people. What were some of the main routes between communities? How did people travel? At what kinds of places did they stop along the way?

In the days before railroads, wagons pulled by teams of oxen and driven by men known as **teamsters** hauled freight. Teamsters traveled in groups, and their large wagons with four to six oxen were known as prairie **schooners** (**sku-ners**, or large "boats"). People claimed that they could hear the teamsters crack their whips a mile away.

Oxen-driven prairie schooners like this one brought travelers and pioneers to settlements in early Dane County.



Teamsters sometimes hauled lead from the area around Mineral Point to Galena, Illinois, to be shipped down the Mississippi River. They also transported lead from Mineral Point to Milwaukee where it could be shipped on Lake Michigan. This route put Dane County at the center between the lead-mining region and the lake.

In the open countryside, teamsters camped out, cooked their meals over open fires, and slept in or under their wagons. They looked for shade trees for campsites. One of their favorite places was a large oak tree just west of Sun Prairie, known as the "Traveler's Home." Sometimes ten or more prairie schooners camped there at a time.

Prairie schooners were the kings of the road until stagecoaches came along. In 1838 stagecoach service opened between Mineral Point and Madison. Blue Mounds served as the halfway point where passengers and horses could find something to eat at Ebenezer Brigham's inn.

Three years later a stagecoach ran three times a week east and west from Madison. In the winter, it ran on runners. In every season, the west stage stopped at Berry Haney's tavern, the Haney Stand, at Cross Plains. Haney constructed his first tavern of logs in 1836, but five years later he built one of stone, about a mile from town. Its fireplaces held blazing fires to warm cold and weary travelers. In 1841 Amos Beecher built the Cottage Grove House, a hotel and tavern at Cottage Grove, to serve the east stage.


Goods were shipped north from Chicago by way of Janesville. What we know today as Fish Hatchery Road was once part of the stage route between Janesville and Madison. In 1841 William Quivey's hotel in Fitchburg was a stopping place for stagecoaches, teamsters hauling lead, and for other travelers on their way to or from Janesville.

Taverns and inns were like community centers in frontier Wisconsin. As did many other crossroads taverns, Quivey's hotel also served as a polling place for elections in Fitchburg and seven other Dane County townships south of Madison: Dunn, Rutland, Oregon, Montrose, Verona, Springdale, and Primrose.

In the early days, mail was the main means of communication between communities. Post offices were extremely important to frontier families. Since travelers needed stopping places to eat and rest, taverns were frequently the first large buildings in a village. Like Quivey's hotel, they often doubled as

MILWAUKEE DIRECTORY. 159

WISCONSIN STAGE LINES.



Leaves the General Stage Office, No. 13, Wisconsin street for Galena, via Prairieville, Delafield, Summit, Concord, Aztalan, Lake Mills, Cottage Grove, Madison, Dodgeville, Mineral Point, and Platteville to Galena.

With a branch running from Watertown, Beaver Dam, Fox Lake, Fond du Lac, to Green Bay.

Leaves the same office for Galena, via New Berlin, Mukwanago, East Troy, Troy, Johnstown, Janesville, Monroe, Wiota, Shullsburgh, and White Oak Springs to Galena.

With a branch running from Janesville, via Union to Madison, in due connection with the Galena line.

Also, a branch running from Janesville via Detroit, Roscoe, and Rockford to Dixon; connecting with the Chicago, and Galena Lines, at Rockford and Dixon.

Leaves Racine every Monday, Wednesday and Friday, for Janesville; Also, leaves Southport for Madison and Galena same days.

Leaves the same office for Chicago, via Oak Creek, Racine, Southport, Little Fort and Wheeling, to Chicago—connecting at Chicago, with the St. Louis and Michigan Stages. Leaves the same office for Sheboygan, via Mequon, Hamburg, Saukville, Port Washington, and Sheboygan Falls to Sheboygan.

JOHN FRINK & Co. Proprietors.

Milwaukee, 1848.

post offices. Berry Haney of Cross Plains and Amos Beecher of Cottage Grove were two tavern keepers who also served as postmasters.

At the end of the nineteenth century, an old settler told a Primrose historian that "wherever a spring was found, there a cabin was built and the location of the cabins determined largely the first road." Fitchburg and Cross Plains developed differently. In Fitchburg pioneers settled from west to east along roads already built. Cross Plains grew up around Haney's Stand at the **junction** (meeting place) of the Military Road and the road west from Madison.

In 1846 just over 600 people lived in Madison, and most of the area was still covered by brush and forest. Only two roads led west out of town: one was a lead-hauling trail that ran southwest toward Green County, and the other continued west where it branched south toward Blue Mounds or northeast toward Fort Winnebago. The tavern at Token Creek was the "watering hole" where stagecoaches stopped on their way to the fort.

If we could listen to some conversations at those early Dane County taverns, we could find out all about what it was like to live in frontier Wisconsin. ♦

Building with Brick and Stone

Settlers in Dane County arrived from different parts of the United States and from European countries, such as Germany, Norway, England, Ireland, and France. Along with the tools and household supplies they carried by steamboat or wagon, they also brought along family traditions. These included special ways of doing everyday tasks, such as farming, cooking, and building.

We've learned that many families began their lives in Wisconsin in log cabins or other kinds of more temporary houses that could be built quickly. After Wisconsin became a state, people felt more confident about the future and built permanent homes and buildings as soon as they could afford to do so.

Onun Bjorn Dahle left Norway and settled in the town of Perry where he opened a store to sell "all kinds of everything." In his honor, the village that grew up around his store became known as Daleyville (an Americanized version of Dahle). Dahle built his fine stone home in 1864 and is standing on the right in front of the fence with his son, Herman.

We can find clues to Dane County's history by looking at some of the buildings still standing in the countryside and in various communities today. Why do certain structures still remain? What were some of the materials that people used to construct their homes, businesses, and public buildings?



STONE! STONE!

WE HAVE FITTED UP, at the Steam Mill on Morris street,
FOUR GANGS OF SAWS,
 to saw Stone, and have opened, and are working, one of the
BEST QUARRIES

in the neighborhood, furnishing Stone of superior quality and beautiful color. Having engaged skillful and experienced workmen, we are prepared to execute orders for Building Stone, of every description, with GREAT DISPATCH and at Low PRICES. We intend keeping constantly on hand for sale,

Caps, Sills, Water Tables, &c.

and furnish to order, at short notice, MOULDINGS, CORNICES, ORNAMENTAL WORK, STEPS, POSTS, or Stone dressed in any reasonable shape or form.

ROUGH STONE

for Cellar Walls, Underpinning, or Wells, will be sold at the Quarry, or delivered in Town, very low for CASH.

Contractors, Builders, and all in want of Stone, will find it for their interest to give us a call.

Orders from abroad will meet with prompt attention.

Thin Slabs, for Flooring, can be had low.

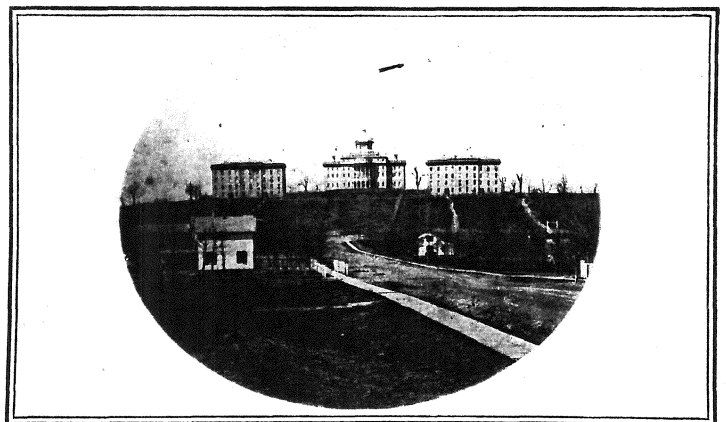
E. D. ILSLEY & CO.

Madison, April, 1855.

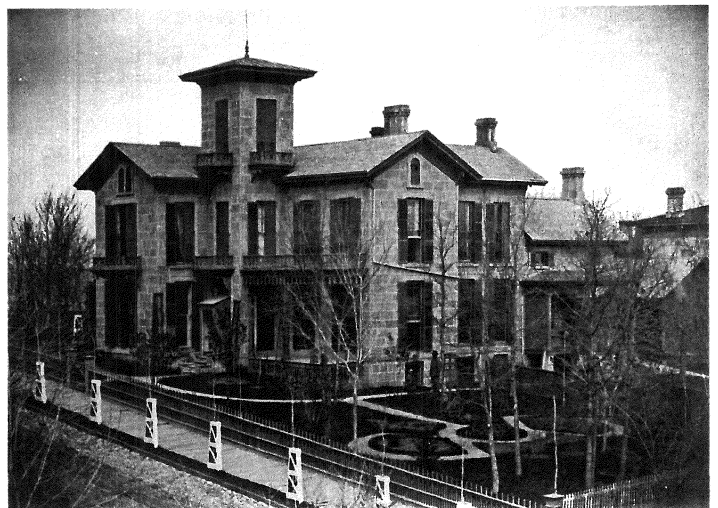
When the settlers chose to construct their buildings of stone and brick, they chose materials strong enough to last for many, many years. That's why we see more early buildings of these materials today. Many of the early wooden structures deteriorated (di-teer-ee-or-a-ted, fell apart) too rapidly to stand more than a century.

People chose materials that the land provided. Early Wisconsin builders found limestone and sandstone readily available. The sandstone blocks range from a white or ivory to a tan or brown color. Early stone quarries (kwor-rees, open pits where stone is removed) in Dane County include Stephen's Quarry, now the site of Hoyt Park in Madison.

Just as the color of stone used in building gives us an idea about the location where that stone may have been quarried, the color of bricks from various parts of Wisconsin point to local clays used in making them. You can see all the creamy yellow brick and golden sandstone buildings against the summer green fields throughout Dane County, but especially in the rocky, hilly northwest area around Roxbury where many Germans settled. Their skills as stonemasons came in handy.



Built in 1851, North Hall (top, far right) is the oldest building on the University of Wisconsin campus. Madison photographer John S. Fuller took this early photograph ten years later. You can read the historical marker on the wall of North Hall the next time you climb Bascom Hill (then known as College Hill).



About halfway between the state capitol and the university campus in Madison, the large, stone Lawrence house has a square tower that calls attention to one corner. It was built by architects Samuel Hunter Donnel and August Kutzbock just before they designed the new capitol building in 1857.

By the spring of 1855, so much building was going on that a Madison newspaper claimed:

Never before was the building mania [may-nee-a, madness] more apparent than now . . . You pass an untouched, vacant lot in the morning, and at night you find it strewn over with building materials . . . It seems that everybody is coming to Madison, and everybody who does, must build.

Some of those early buildings are still standing today, though they look different with additional buildings, wider streets, and more recent landscaping around them. ♦

Building a Bigger Capitol

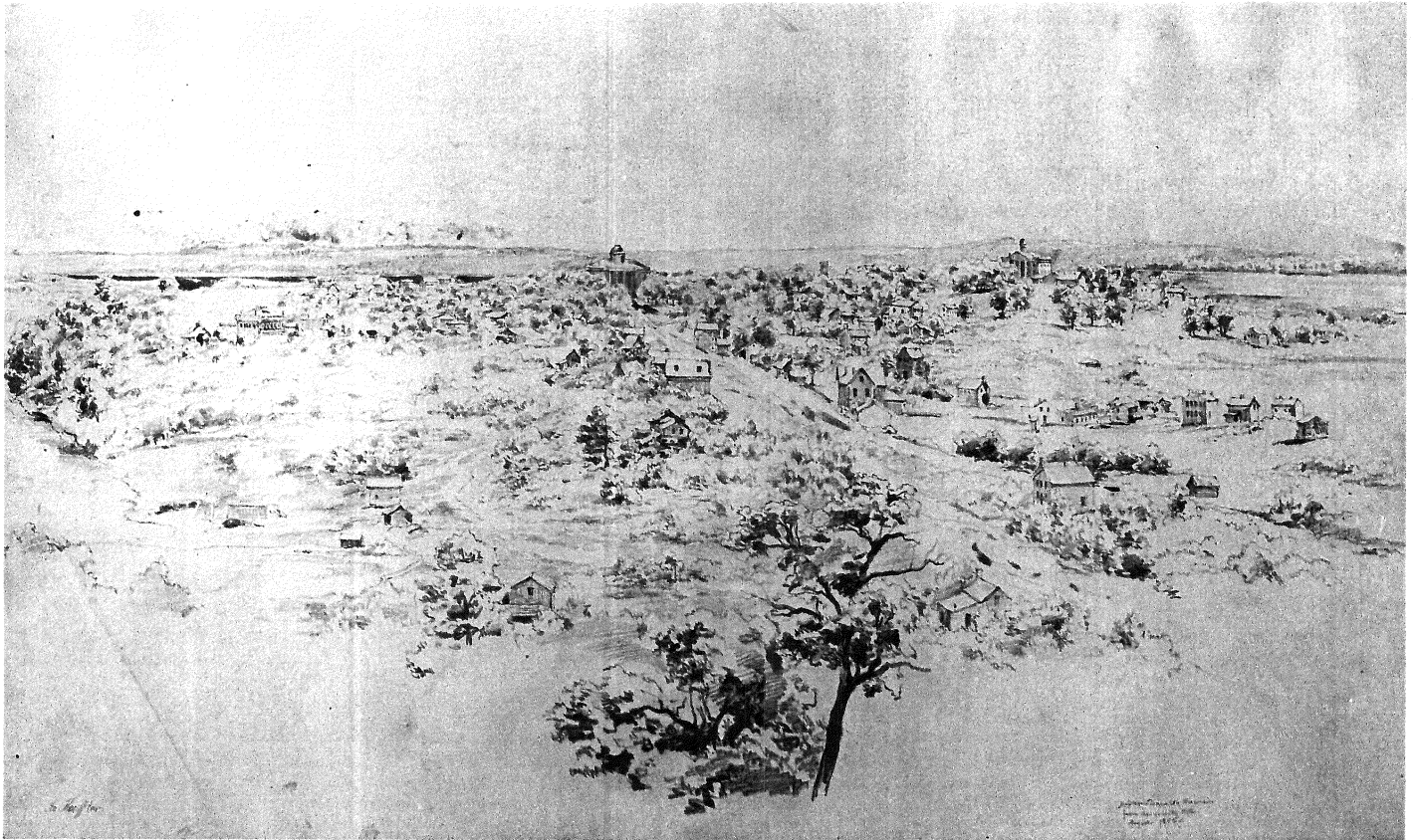


Early Madison furniture maker Darwin Clark made this desk in 1846 for the Assembly in the territorial legislature.

The first capitol building, with pigs squealing in the basement, proved too small. After 1848 the number of departments within the capitol grew to carry out the responsibilities of statehood. More people were moving to Wisconsin, and they were sending more representatives to Madison. The building became even more crowded.

At first many legislators worked in rented rooms of other buildings. Finally, in 1857, Governor Coles Bashford threatened to move to another community unless the capitol could be enlarged and improved — the building even lacked fireproof areas in which to store official state papers.

The small town of Madison did not want to lose the capitol, so its leaders and legislators got busy making sure the **renovation** (ren-o-vay-shun, rebuilding) took place. People in Dane County and the rest of Wisconsin supported the project, and the governor and the secretary of state took charge. Who designed the renovation? How did the new building look? Is this the same building we see today?



In this 1852 drawing you can see the old capitol building (center) and the "new" stone Dane County Courthouse in the far distance.

No architect had been hired to design the first capitol in Madison. But now that Wisconsin had become a state, it needed a more impressive building. When Governor Bashford took charge, he organized a contest to select the best design for a new capitol. Luckily, two trained architects, August Kutzbock and Samuel Hunter Donnel, had moved to Madison and formed the county's first architectural firm. They had met in Madison and had already designed other buildings around the town, including the impressive octagon-shaped Farwell mansion.

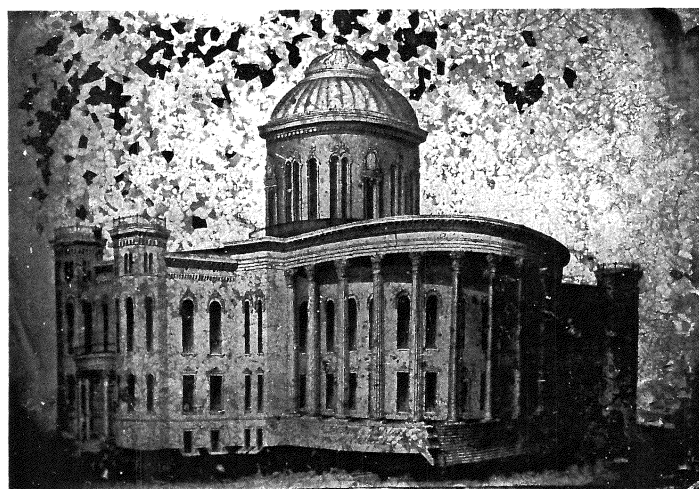
On May 4, 1857, the *Madison Daily State Journal* claimed that Kutzbock and Donnel had won the contest, since their plan "contained eight new fireproof offices" and came closest to "nearly answering the requirements of the State in point of size, convenience and economy." They had the experience necessary to design a major building and stay within a tight budget. Governor Bashford hired them, and construction began two months later.

By 1859 the east wing awaited the legislators. The rest of the renovation took another ten years. The Civil War—taking both Wisconsin men and money—interrupted the progress.

People wished that the building materials could equal the beauty of the Kutzbock and Donnel design. But the architects had a limited amount of state funds to spend. The new stone capitol had marble columns and a domed **rotunda** (ro-tun-da, circular space with high ceiling). No more pigs could squeal in the new enclosed basement. In addition to housing state government offices, the new building held a post office, the historical society and its collections, and the agricultural society with exhibits and advice on farm-related issues.

The new capitol worked well in a state that was growing rapidly. People all over the state could be proud of it. One early history of the county mentioned, "Few persons visit Madison without mounting the wide iron stairs that lead from the upper floor to the second."

Wisconsin's population continued to grow and government services expanded. This second capitol building would not be the last. ♦

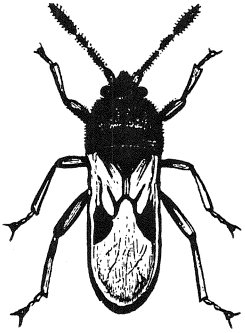


Kutzbock and Donnel created this handsome design for the new capitol.



Samuel Hunter Donnel, pictured in his stovepipe hat, was born in Pennsylvania and became an architect in Ohio. Before coming to Madison, he worked as a merchant and supervised the construction of railroad depots.

Dane County Before Dairy Cows



Chinch bugs are actually many times smaller than this drawing shows. These hungry insects destroyed local wheat crops in the early 1860s.

A wheat farmer with an older hand cradle and newer equipment that made harvesting somewhat easier.

Black and white Holstein cows and fields of corn can now be found throughout Dane County. Although frontier farm families often kept a cow for milk, the early rural settlers did not raise corn or establish dairy farms.

The fertile, rolling hills of Dane County attracted large numbers of Norwegians, Germans, and Northeasterners, pioneers from other parts of the United States, and from countries such as Scotland, Ireland, Switzerland, and France. Their earlier experiences shaped the choices they made when selecting land on which to settle and crops to introduce.

What were some of these choices? How did these choices affect later developments in Dane County's agriculture?



An early historian described Dane County as a place where the woods and the prairie were locked in a "constant struggle" in a region favorable to both. Since the weather and soil allowed woods and prairie to thrive in the same general area, pioneers tended to settle where they could take advantage of both. Fortunately, in the hilly areas, springs and streams were numerous.

Settlers from Germany and Norway were accustomed to farming hilly plots of ground close to woods in their homelands, and they tended to choose the same kind of land in Dane County. Typically, German settlements such as Roxbury and the town of Dane were located closest to woods.

Norwegians generally preferred oak openings to heavily wooded spots. Many settled on land immediately **adjacent** (ad-jay-sent, next to) to the prairies. Historical records show that the first three Norwegians in the county settled on the oak land in the northeast corner of the town of Albion.

Settlers from "back East" in the United States, especially those from Ohio, were more accustomed to open fields, and communities like Wheeler Prairie and Stoner Prairie carry the names of some of these early Ohio families. Dane Prairie in the northern part of the county is the largest section of prairie in the county, and the Ohio settlement was on its western edge.

Agricultural pioneers needed to make the land productive to feed their families. Prairie **sod** (grass and soil) was tough. Digging a well was one of the most important and most difficult of tasks. Some pioneers hesitated to settle on prairie land because they knew how hard it would be to get a good and constant supply of water.

In the 1840s the settlers had only the simple hand farm **implements** (im-pluh-ments, machinery) they had brought with them. The first settler in the town of Vermont had only a hoe and a spade when he began farming. The process was not easy.

The first farmers concentrated on raising wheat because they believed it would grow well in Dane County and because they could sell it to others. They thought Wisconsin was too far north to support a good crop of corn and, in the days before railroads, that corn would be too bulky to transport to distant markets like Milwaukee or Chicago.

To help them "break" the land, pioneer farmers now used the same teams of oxen that had hauled them and their belongings

to Dane County. This "breaking team," a plow, a **harrow** (a heavy frame with teeth for breaking up or leveling off plowed ground), and some seed wheat to get started were all that the farmer required to plant wheat.

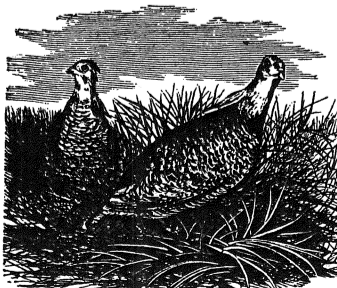
Farmers welcomed the inventions of the mid-nineteenth century that made their lives easier. By 1860 Isaac DeForest was able to harvest 25,000 bushels on his 2,200 acres using eight reaping machines and sixty men.

In 1864 and the two years following, chinch bugs **devoured** (de-vow-erd, ate up) the entire wheat crop. By the end of the 1860s, crop failures and falling prices convinced farmers to try other crops and such agricultural enterprises as dairying.

But wheat was never the only crop produced for the market. On a much smaller scale, Dane County farms produced oats, rye, and flax. Settlers from Vermont and Ohio raised sheep in the northeastern and northwestern parts of Dane County, and farmers from Ohio also introduced tobacco in their communities of Albion Prairie and Wheeler Prairie. From these settlers, tobacco cultivation spread, and Norwegian farmers in other parts of the county began growing the crop.

There were no fruit trees in territorial Dane County. An early Madison resident, J. C. Plumb, claimed that he introduced fruit trees to the county in 1845 when he peddled them from a wagon. Dr. Joseph Hobbins, one of the founders of the Madison Horticultural Society (established in 1858), praised those who followed Plumb and **cultivated** (cul-tiv-a-ted, planted and grew) orchards of fruit trees, vegetable gardens, and flowers in the county.

These pioneering farmers established Dane County as an agricultural capital. The Dane County Agricultural Society, founded in 1851, held annual fairs after 1856. A broad shed located a block from the capitol displayed the fair's "more substantial articles of production and manufacture." From 1860 to 1930, the county led the state in the number of acres farmed. ♦



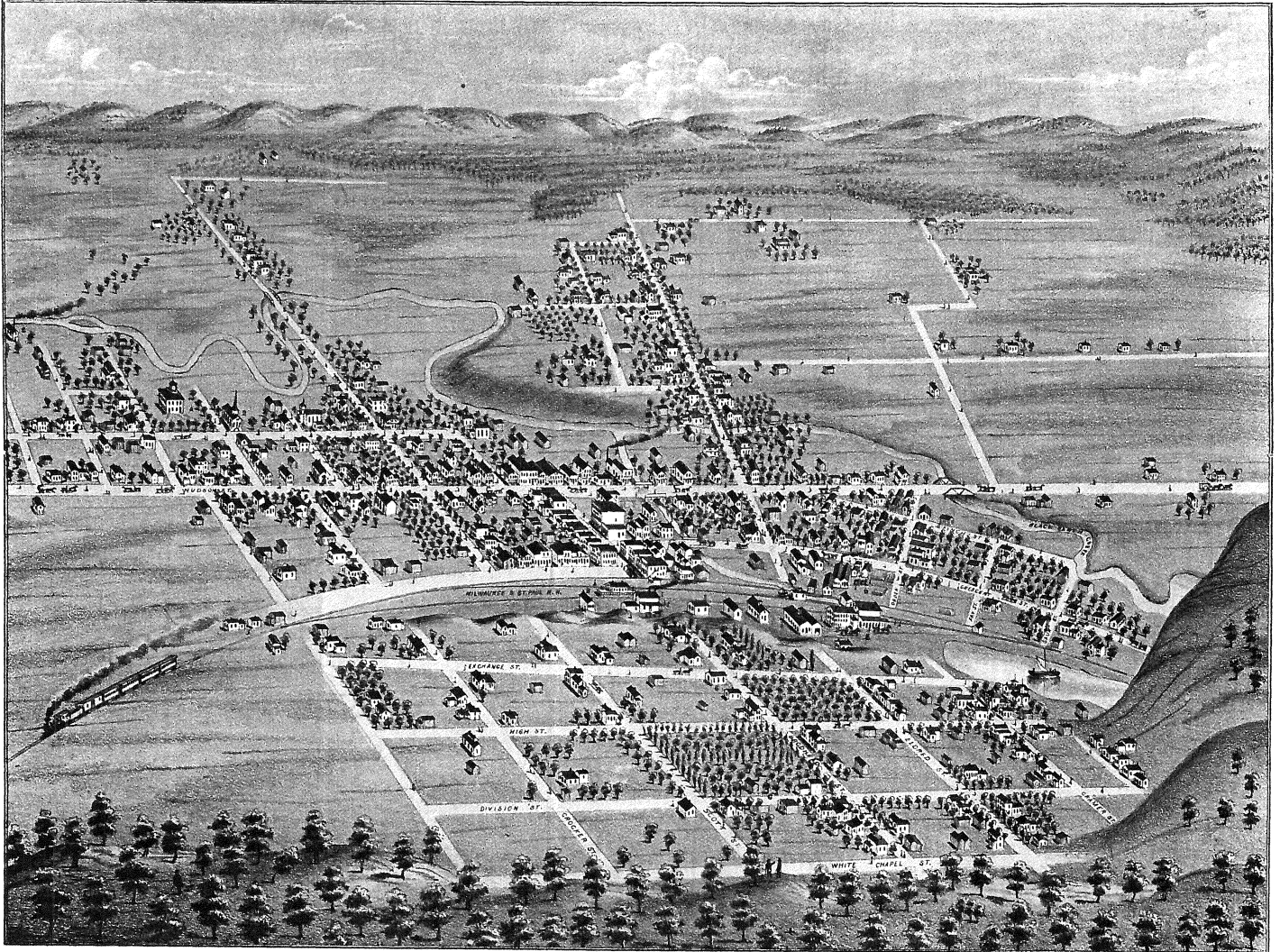
Writing about the town of Bristol, an early historian mentioned that farmers realized the cause of the problem only after the chinch bug destruction. People had killed off too many prairie chickens and other birds. The prairie chicken (sometimes called prairie hen) had been the farmers' "friend" and the "enemy of thousands of insects" that fed upon their crops.

Locomotives with “Breath of Smoke and Flame”

Even pioneers who crossed the Great Lakes to reach Wisconsin relied on overland travel once they arrived. The Military Road and other routes helped prairie schooners and wagons reach the interior. But once settlers had grain, lumber, and livestock to get to market, these same roads proved slow and difficult. Railroads promised a more efficient (ef-fish-shent, easier and quicker) solution.

What was the first railroad to reach Dane County? Where were the railroads built? How did they affect the growth of villages and towns?

Many towns throughout mid-nineteenth-century America advertised their growing communities by hiring artists to illustrate them. Here we see Mazomanie built on either side of the railroad, which, by this time, had been named the Milwaukee and St. Paul.



Realizing how important railroads would be for the future growth of Wisconsin, the territorial legislature **chartered** (licensed) several railroad companies between 1838 and 1841. But it took many more years before these companies could organize and put enough money together to build tracks across the state.

Location on a railroad line with a **depot** (de-poe, railroad station) gave a town great advantages. It brought farmers to town to send their wheat or oats or tobacco to far-away cities like Milwaukee or Chicago. The same trains that carried away crops or livestock delivered manufactured goods—bolts of fabric, sugar, coffee, barrels of crackers—to those living in isolated rural areas.

A railroad line often meant success or failure to a town. By bringing new people, the railroad allowed a community to **prosper** (do well) and grow. Communities that were bypassed shrank or disappeared. Before the invention and popularity of automobiles, railroads were *that* important.

In 1851 the pioneer line that became the Milwaukee & Mississippi (the M & M) Railroad Company laid twenty miles of track west of Milwaukee and Waukesha. Luke Stoughton found out that the M & M planned to build tracks through the nearby village of Dunkirk. He knew he had to do something to get the tracks laid in the village of Stoughton Mills instead. He decided to offer the M & M a large plot of land on the east side of town if the company would change its plans.

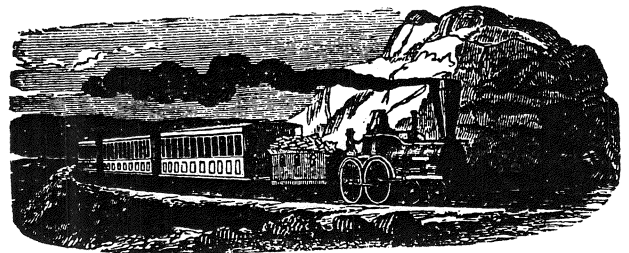
The idea worked. In 1853 the first train arrived at the Stoughton Mills depot, and the following year track was built all the way to Madison. Without a railroad, Dunkirk remained a small village.

To reach the center of Madison, the M & M built a railroad bridge over the bay of Lake Monona. On May 23, 1854, about 2,000 people from the surrounding countryside crowded around the new tracks. They awaited the arrival of the first passenger train pulled by a steam-powered locomotive. Bands were playing as the thirty-two-car train moved slowly across the bridge. The *Wisconsin State Journal* reported:

It was a grand but strange spectacle [speck-tuh-kul, sight] to see this monster train, like some huge, unheard of thing of life, with breath of smoke and flame, emerging from the green openings ... beyond the placid [plass-id, peaceful] waters of the lake.

"BREATH OF SMOKE AND FLAME"

MILWAUKEE & MISSISSIPPI



RAILROAD

Completed and Running to Mazomanie,

117 Miles, June 1st., 1856, and to be

COMPLETED TO PRAIRIE DU CHIEN,

January 1857, and to

Sugar River on the Southern Wisconsin Route,

January 1st, 1857.

True to its name, the M & M intended that its tracks reach from Milwaukee on the shores of Lake Michigan to Prairie du Chien on the banks of the Mississippi River. After passing through Madison, the tracks continued toward the Wisconsin River valley. Two communities, Black Earth and Dover (in neighboring Iowa County), were already located along the proposed rail line. But those who owned stock in the railroad chose instead to found a new town, Mazomanie, midway between the two.

In July of 1855, Edward H. Brodhead, head of construction for the M & M, and other railroad men mapped out Mazomanie. The name probably came from a well-known Sioux Indian chief from Minnesota named Mazomani. Early pioneers remembered him for his role in the signing of a major treaty. Mazomani means "walking iron" or "he-who-walks-on-iron." That name seemed just right for a railroad town. Newcomers began arriving the following fall.

"BREATH OF SMOKE AND FLAME"

The situation in Black Earth was very different. When the M & M tried to buy land for tracks and a depot there, the land owner named a very high price. This angered the M & M, and the company refused to build more than a side track in the village. Black Earth residents had to build the first depot themselves in order to ship wheat. After chinch bugs destroyed the wheat crop, Black Earth shipped mostly livestock from nearby farms.

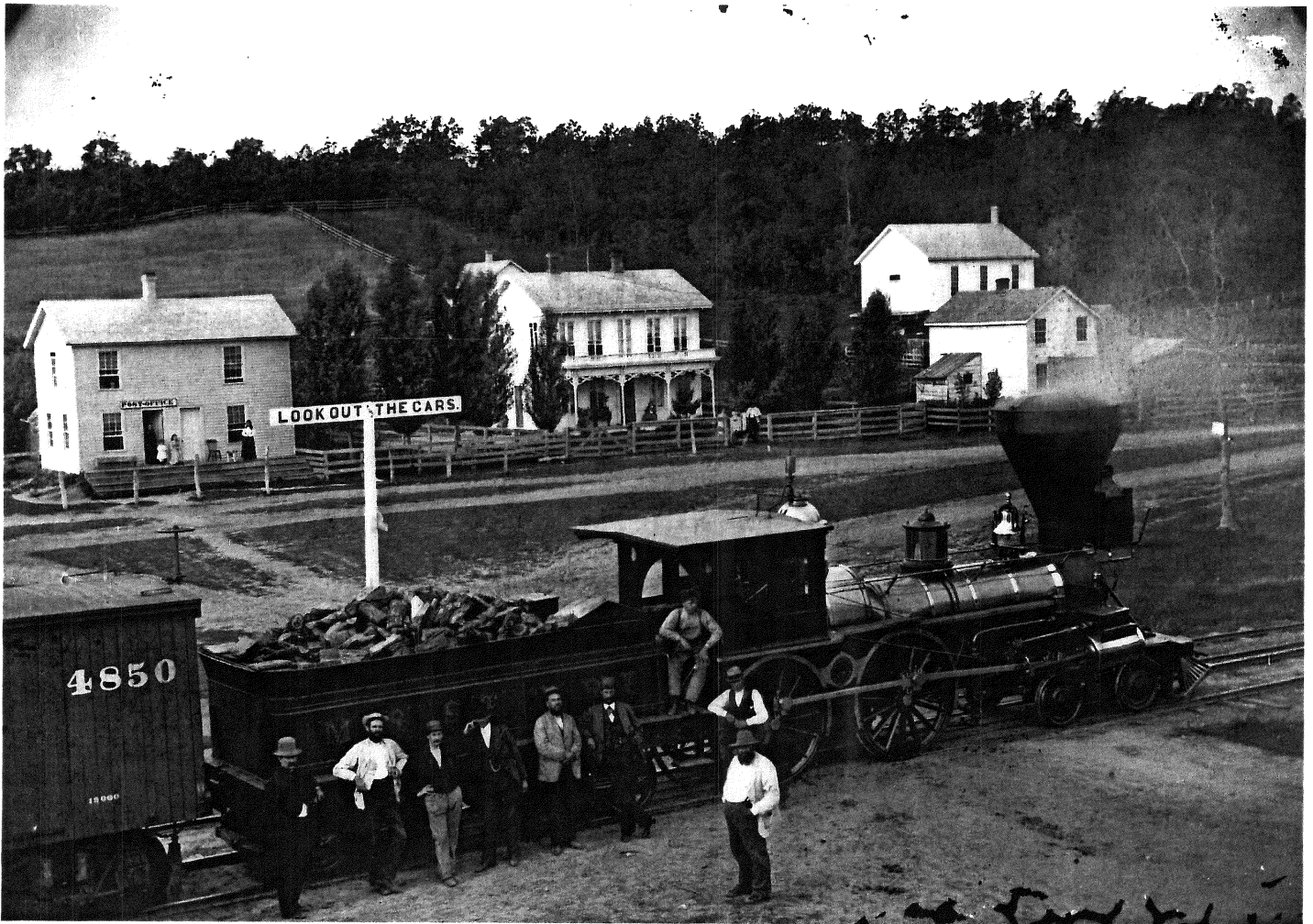
The M & M also wanted to build a depot somewhere between Stoughton and Madison. William Hugh McFarland was a Scotch-Irishman who began working for the M & M as a carpenter and later became a construction boss. In 1856 he made a deal with the railroad company.

Pleasant Branch, a village just west of Madison, lost out to nearby Middleton Station when the M & M went just south instead. Like Sun Prairie, it shipped a great deal of wheat and other grains. When the grain trade fell off and the station became less important, the town changed its name to Middleton.

McFarland bought land on the railroad line between Stoughton and Madison. The railroad put its depot on the McFarland property and agreed to name the station after him and hire him as its agent. The first shipment of goods—1,611 bags of wheat—left the McFarland depot the following year.

Many of the railroad laborers (workers) on the M & M were Irish. After reaching the area, some decided to stay, and they settled in towns along the line such as McFarland, Madison, and Mazomanie.

The Milwaukee & Baraboo Valley Railroad also had many Irish railroad workers who settled in Sun Prairie once its track reached that community. The railroad had proposed a route about three miles south of Sun Prairie, but its citizens did not want to be cut off from progress. They convinced the railroad builders to change their minds and the route. The railroad constructed tracks and a depot right in the heart of town.



"BREATH OF SMOKE AND FLAME"

Sun Prairie's days of quiet beauty were over. With its two large grain elevators, the town became one of the largest inland grain markets in the state.

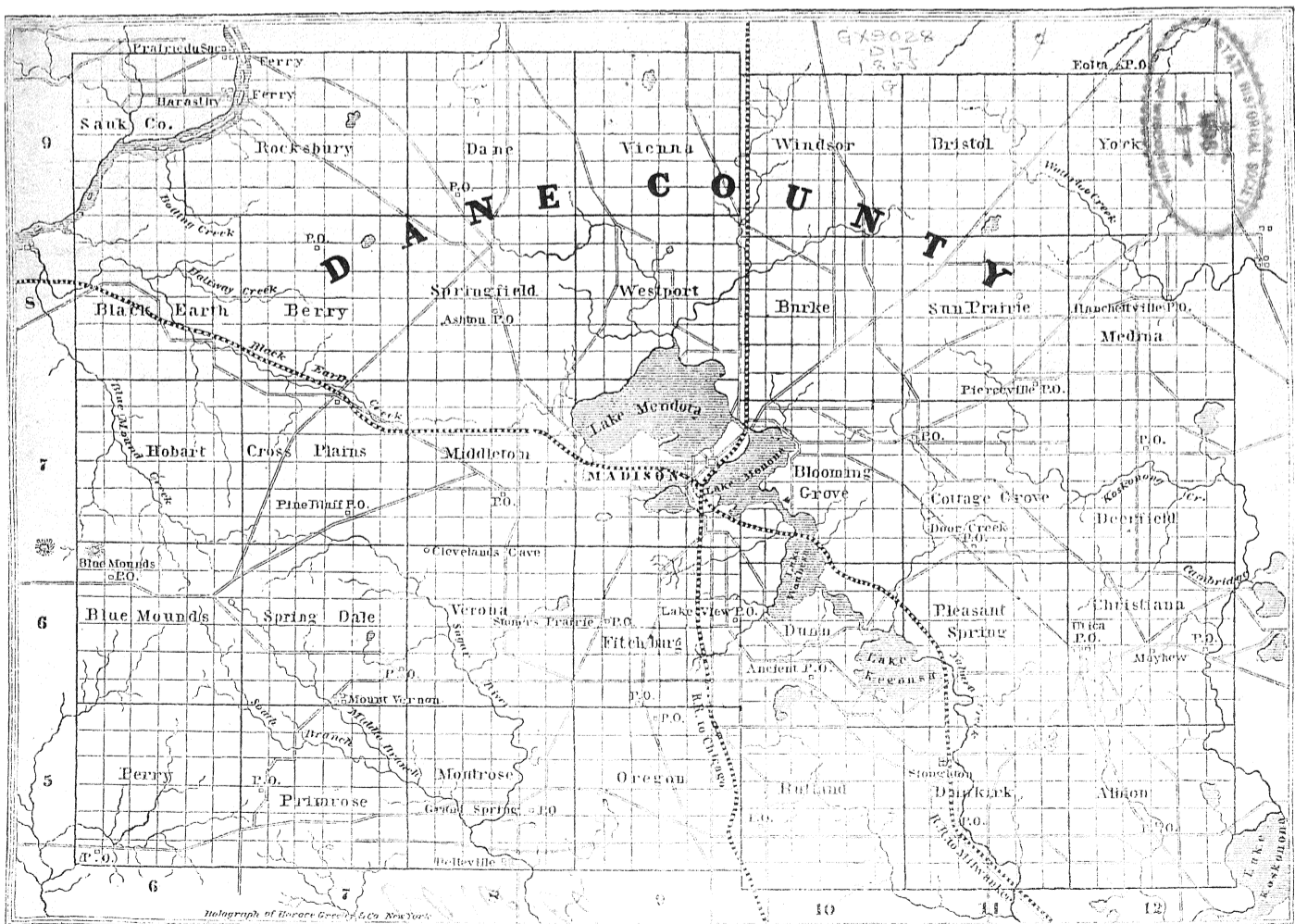
By the 1880s, nine separate railroad lines passed through Dane County. Some, like the M & M, headed west or northwest. Others headed north to lumber country. The people who lived in Dane County towns and villages along the lines were glad to be there.

But did the communities remain important when highways replaced railroads? ♦



Clinton (now Rockdale) had a grist mill that brought several other businesses to town. Its residents hoped a railroad would help the village grow even larger. But the railroad never arrived, Clinton never grew, and people began moving away.

When this map was created in 1855, the railroads shown were not yet completed. People wanted to see where they would be, just as people wanted to see where paper towns were laid out. Unlike some paper towns, however, these railroads were actually built.



Dane County During the Civil War

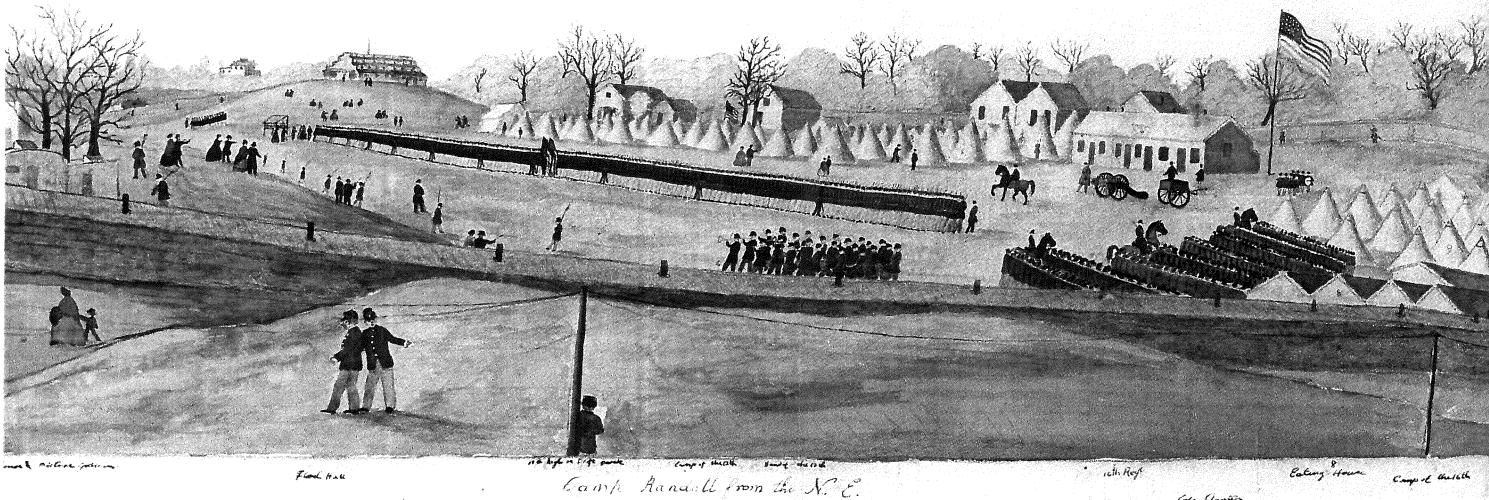
With grain crops and railroads, Dane County, like the rest of southern Wisconsin, grew rapidly in the first dozen years after statehood. By 1860 the state ranked second in the nation in wheat production, and the county's economy was booming. But the Civil War changed everything.

A civil war occurs when citizens cannot peacefully agree about their country's future. In the United States in 1860 the northern states and the southern states disagreed about many things. But slavery was the problem that divided most people. Some northerners wanted slavery kept in the South where it already existed. Some wanted all black slaves freed. Southerners wanted to preserve slavery. They wanted to be free to make their own decisions.

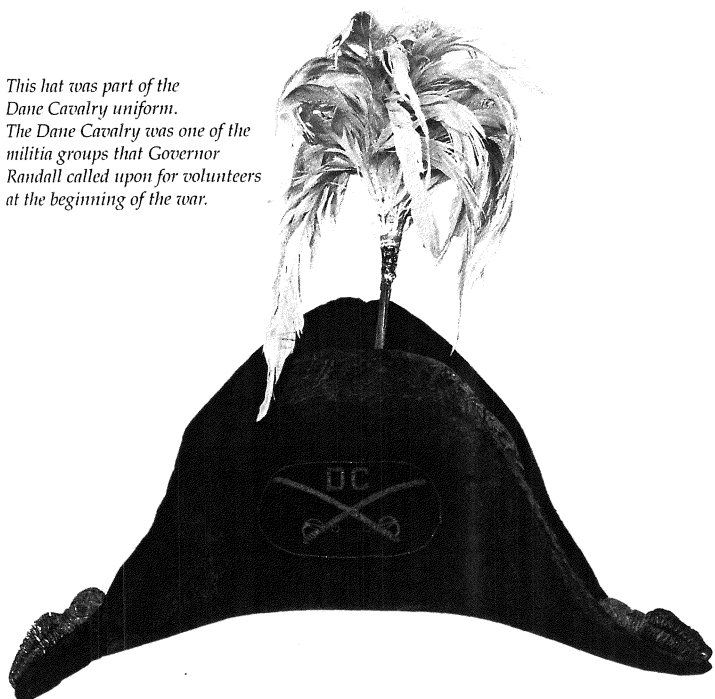
After Abraham Lincoln was elected president in 1860, southern leaders feared he would **abolish** (do away with) slavery. South Carolina voted to **secede** (seh-seed, separate) from the United States. Six more southern states immediately followed to form the Confederate States of America.

Most northerners did not want the United States to be divided. In April 1861, Lincoln sent supplies to United States troops at Fort Sumter, located in the harbor of Charleston, South Carolina. South Carolina troops fired at the United States soldiers. Four more southern states joined the Confederacy, and the American Civil War had begun. How did the war affect Dane County's citizens?

Private John Gaddis of the Twelfth Wisconsin Infantry sketched the soldiers drilling at Camp Randall. People came from all over the county to watch.



This hat was part of the Dane Cavalry uniform. The Dane Cavalry was one of the militia groups that Governor Randall called upon for volunteers at the beginning of the war.



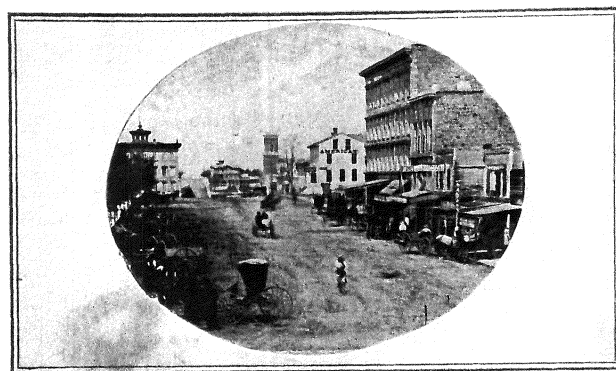
Lincoln, along with many other Americans, believed that the war would be brief and that the North would win easily. He asked for 75,000 men to volunteer for three months of military duty.

Wisconsin's Governor Alexander Randall was ready to support President Lincoln and immediately organized the First Wisconsin Volunteer **Regiment** (*rej-im-ment*, a military unit of 1,000 men). A local militia organization known as the Madison Guard became the first to serve. They traveled by train to Milwaukee, where they joined men from other Wisconsin counties.

Even though black Americans were free to live in Wisconsin at that time, they were not considered equal to their white neighbors. They could not vote, and they could not be soldiers. President Lincoln himself refused to let black men fight for the Union.

William H. Noland, one of Madison's first black residents, did not agree with the president's official policy. On April 18 Noland wrote Governor Randall and asked that he "accept the Services of a Military Company of Coloured Men" who wanted to "take an active part in this war." As far as anyone knows, the governor never answered the letter. But Dane County's black residents did not lose hope.

Governor Randall felt that the effort to win the war would take more time and men. He wanted to organize more regiments to train and to be ready for future calls from the president.



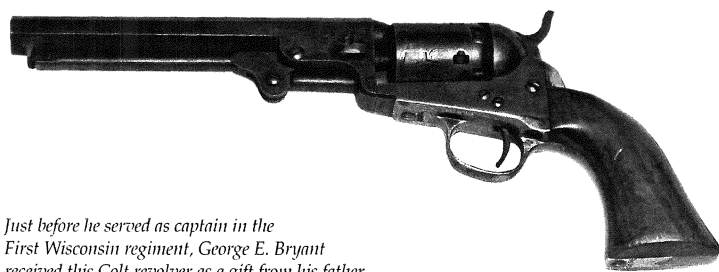
For many soldiers, being at Camp Randall was their first experience away from home. When they had passes to go into town, sometimes they attended church services. More often they spent their free time in taverns and saloons, and Madison townspeople complained that they became "rowdy."

The governor wanted skilled soldiers. He told state legislators that those "sent to war should be *soldiers when they go*, or there will be few of them living soldiers when it is time for them to return." They needed good training to learn how to take orders and follow directions. They needed to know how to use weapons and equipment.

The men needed a special place to train and acquire these skills. The grounds of The Wisconsin Agricultural Society seemed ideal. On the western edge of Madison, the gently sloping, well-drained land was the scene of the yearly state fair. This property became a military camp named in honor of Governor Randall.

When the first soldiers arrived at Camp Randall, the new **barracks** (*bear-ecks*, special housing for soldiers) were not ready. The soldiers had to sleep in old cattlesheds with leaky roofs. When it rained, the straw-filled bunk beds got soaked. But the men were proud to serve and were willing to accept any hardship.

Soldiers arrived from all over the county. They came from towns such as Springfield, Dane, Cottage Grove, Windsor, and Stoughton. Everywhere families were sending their husbands, fathers, sons, and brothers to prepare to fight.



Just before he served as captain in the First Wisconsin regiment, George E. Bryant received this Colt revolver as a gift from his father.



Colonel Hans Christian Heg organized what became known as the "Scandinavian Regiment." Some Dane County Norwegian settlers joined this regiment, but many more had volunteered earlier with other units.

Men, women, and children flocked to Camp Randall to watch the men **drill** (march). The soldiers drilled during the day, and they read, wrote letters home, played cards or musical instruments, sang, or just sat around talking at night. Some women prepared tasty food or fancy dinners to add variety to the soldiers' regular dinners of beef, potatoes, bread, and soup or beans. The women were glad to help.

But the North did not win the war in three months. President Lincoln had been wrong. The Confederates fought hard. Governor Randall was right to have soldiers already in training. More and more men were filling the barracks.

Civil War battles took the lives of many soldiers. The excitement of wartime was wearing thin. Fewer Dane County

townspeople came to Camp Randall to watch men drilling. Fewer women were preparing special dinners.

Being at home without husbands, fathers, sons, and brothers meant more work for those left behind, especially the mothers who were trying to support their families. Besides farmwork, women organized in groups to support the families of soldiers. The first winter they made mittens, quilts, and blankets to send to the soldiers far from home. Women rolled cloth bandages at home and sent special foods to hospitals where wounded soldiers needed comfort.

Cordelia Harvey of Madison became known for her outstanding work during the war. After Governor Randall served his last term, her husband, Louis P. Harvey, served as governor just ninety-four days. Concerned about wounded and sick Wisconsin soldiers, he traveled by steamboat to visit the troops in Tennessee. One dark night he made a misstep climbing from one boat to another, fell overboard, and drowned. His **widow** (surviving wife) carried on the work that he had just begun.

Mrs. Harvey did everything she could to help soldiers. She felt that wounded Wisconsin soldiers were not getting enough care in hospitals far from home and would recover faster in Wisconsin. She traveled to Washington, D. C., to discuss the problem with President Lincoln. He listened and allowed her to establish three hospitals in Wisconsin. She arranged to buy a large stone mansion on Lake Monona that became the Harvey United States Army General Hospital (named for Governor Harvey), the first of the three.



Soldiers from Eau Claire brought Old Abe (the bald eagle) to Camp Randall. As a **mascot** (good-luck pet), Old Abe went off to war and came back to Wisconsin with them.

CIVIL WAR, 1861-1865

Even though fewer than 2,000 black Americans lived in Wisconsin, 353 volunteered to fight. They wanted to show that they were loyal patriots.

Some black soldiers came from Madison and towns in Dane County, such as Blooming Grove, Dunkirk, Burke, Roxbury, Vermont, Blue Mounds, Cottage Grove, and Sun Prairie. They still could not serve in the same units with their white Wisconsin neighbors. But just as William Noland had wanted three years earlier, they now had a chance to fight for "the triumph of justice."

The war finally ended in 1865. The Fourth of July that year was a great celebration in Madison with patriotic speeches, a target practice on the shores of Lake Monona, and a fireworks display. A large sailboat on Lake Mendota carried visitors to Picnic Point.

After the war that had divided the nation was over, families could return to their peacetime lives. But so many men had died! Life continued to be hard on farms and in towns all over Dane County and throughout the country. ♦



*When the war ended, soldiers would no longer need the Harvey Hospital. But Cordelia Harvey knew of another need in the community. Children had been **orphaned** (or-fund, left without parents) by the war. She asked that the hospital change once more, this time into a Home for Soldiers' Orphans.*



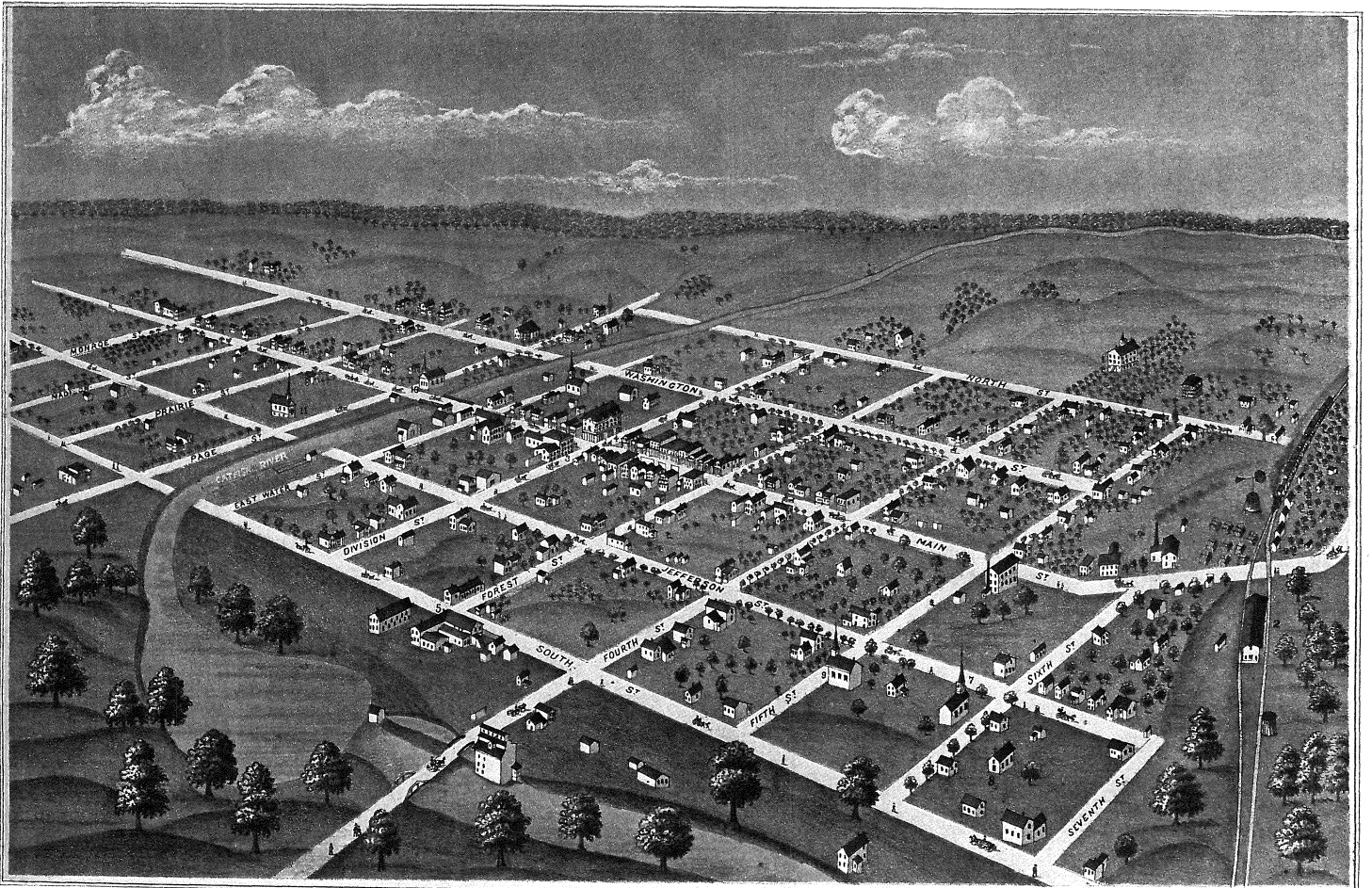
Blacksmiths and Wagon Makers

Mills located in places around the county, such as Stoughton, Verona, Paoli, and Clinton (later Rockdale), provided just one of the services that farmers needed. During and after the Civil War, when so many men had left home to fight, good tools, wagons, and machinery made it possible for women and their children to keep their farms going. Who made, repaired, and sold tools and farm implements?

During the early years of pioneering, blacksmiths were the main source of machinery and repairs. Blacksmiths also served as wagon makers or worked with wagon makers in towns and villages throughout the county: Pine Bluff, Pheasant Branch, Oregon, Dahleville (Daleyville), McFarland, and Black Earth. The little community of Marxville in the town of Berry supported the Hagemann brothers, August and John, who each opened his own shop in 1859.

When a town had no blacksmith of its own, the farmers in the area had a difficult time. In the early days, the town of Medina had no blacksmith. An early historian of the township reported that to repair his "breaking" plow, farmer H. S. Clark had to place a heavy piece of it "upon his shoulders . . . and carry it to Madison, nearly twenty miles distant, get it sharpened, and return with it the same day." No wonder farmers later moving into an area tried to locate near a blacksmith.

In 1870 T. G. Mandt bought Luke Stoughton's old sawmill. Now he could use water power to help produce his machinery. This bird's-eye view shows Mandt's "Wagon and Carriage Manufactory" as number 5 at the corner of South and Forest streets.



CHICAGO LITHOGRAPHING CO.



The Preston family of Mazomanie repaired implements, made horseshoes, and produced their own cultivators and plows. This photograph shows the father and sons in front of their shop on Crescent Street.

Sometimes smaller blacksmith and wagon shops grew because of the excellent work of those who owned them. As a young man, John Theodore Parman left Germany with his parents to live in Black Earth. Trained as a **wheelwright** (a maker and repairer of wheels) and wagon maker, he opened his own shop in Mazomanie in 1858. As a railroad town, Mazomanie could ship the wagons that Parman made. By 1864 he had built a two-story brick shop where he built wagons and carriages for customers all around Wisconsin and as far away as Iowa and Minnesota.

Blacksmith Asa Preston moved from New York to Ohio before settling in Wisconsin. In 1861 he opened his shop in Mazomanie with his two sons, David and John. John F. Appleby, who also worked in the blacksmith shop, perfected and then **patented** (officially registered) a twine binder to hold bundles of wheat together. When he later sold the rights to the McCormick Harvesting Company, Appleby-type binders became standard machinery on harvesting machines shipped throughout the world.

Larger wagon and carriage makers and implement dealers opened their doors. In 1846 Charles H. Billings founded Madison Plow Works as a general blacksmithing and plow shop. When Madison became a major railroad center, Billings was able to ship his plows throughout Wisconsin and the northern Midwest. Madison Plow Works advertised "Encourage Home Manufactures" in the *Madison City Directory and Business*

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Advertiser for 1871-2. They hoped that those in the area would order plows from Dane County suppliers.

T. G. Mandt's wagon works in Stoughton became the largest and best known of all the Dane County companies. In 1848 Targe Mandt was a young child who left from Norway with his parents and settled in the community of Pleasant Springs, about six miles northeast of Stoughton. Mandt learned skills from his craftsman father, who carefully shaped iron tools at his blacksmith's forge. By the time he was sixteen, Targe Mandt had completed both the wood and the metal work on his own wagon.

Although he was too young to serve in the Civil War, Targe Mandt went to St. Joseph, Missouri, to build wagons for the northern army. After the war he returned to Stoughton to open his own factory. The first year nineteen-year-old Mandt and the five men he hired built five wagons and one buggy. A year later, Mandt added a blacksmith shop and made ten wagons, four buggies, and five sleighs.

The business continued to expand and grow as new groups of Norwegians arrived to join the successful company. By the early 1880s, T. G. Mandt employed 225 men and sold over \$350,000 worth of wagons and other machinery every year.

You can see how farming and the manufacture of implements worked together to make Dane County an agricultural center. ◆

Place-Names that Take Us Back to Beginnings

Places have names that often give us clues or represent different ways of thinking about the county in which we live. Place-names offer hints about the history of the area around us.

Sometimes these names describe the natural landscape, the way Dane County looked or looks. Sometimes place-names carry the language of some of the Indian people whose homes and villages existed here long before the first Europeans and pioneer Americans arrived. Sometimes the names mirror the places settlers left behind when they crossed the Atlantic Ocean or the Great Lakes to travel to Wisconsin. Other names provide reminders of places in eastern and southern states where some people lived before making their homes in our state.

In other words, some place-names are links to something left behind. Others highlight natural features in the land that Indian groups or settlers found when they arrived. How do Dane County's place-names take us back to the beginning?



In 1857 William McFarland built a large home near the depot for his family. Newcomers also stayed at the house when they arrived in the community.

Those who named Dane County places such as Blue Mounds, Black Earth, or Pine Bluff were describing natural features that stand out from the surrounding countryside. The Blue Mounds look blue when seen from a distance, and Black Earth Creek runs through the dark valley soil around it. Pine Bluff refers to the rocky ledge or bluff that early became a local landmark.

Other place-names include "spring" or "springs." Pleasant Springs, Springdale, Springfield, and Nine Springs Creek tell us that sources of fresh water were important to early residents. Travelers knew Grand Spring well because it was located close to the road between the lead mines and Madison. Token Springs and Token Creek remind us that the early settlers weren't the first people who enjoyed fresh water sources: Token is a newer spelling of the name of a Ho-Chunk-Menominee chief who probably camped in the area with his people as they traveled north to their home village.

Names like Blooming Grove and Cottage Grove describe the groves of trees that once provided good, shady spots in which to settle. At one time a huge grove covered about a quarter of the town of Vienna, including the area around Norway Grove. When clearing land for their crops, this community of farmers cut down most of the trees. Now Norway Grove is in the center of plowed fields.

Groves of maple trees gave us many Dane County place-names. The name Sugar River came from the grove of sugar maple trees near its mouth. And the original survey notes described as a "sugar grove" the area now known as Maple Bluff.

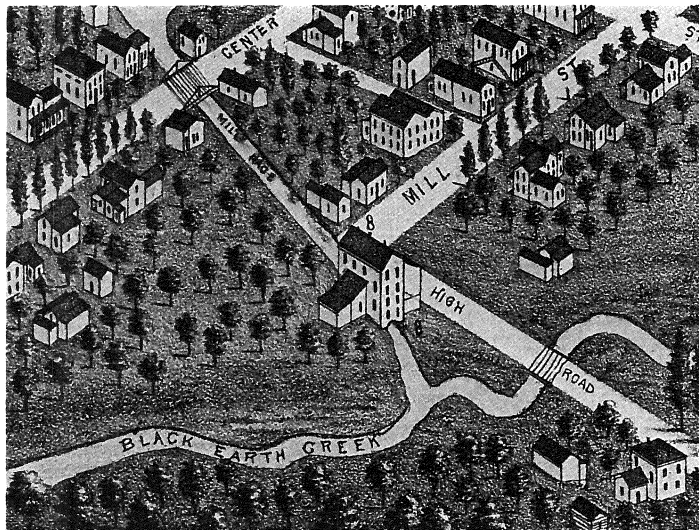
Settlers often chose names from various Indian languages. But these names were not usually those that Indian people in the area used for the same places. For example, Yahara probably comes from the Ho-Chunk word for catfish, simplified by English-speaking settlers.

In 1855 the non-Indian settlers chose official names for the four lakes. These men chose words from many Indian languages. The first lake, Kegonsa, comes from the Ojibwa word meaning "little fish." Many Ho-Chunk people thought that Lake Kegonsa was an excellent place to fish. Lake Waubesa, the second lake, received its name either from the Potawatomi name meaning "white foam" or from the Ojibwa word meaning "swan."

Lake Monona was probably named for a town in Iowa. But the name itself may be Sauk-Fox. Those who chose it for the third lake undoubtedly liked the sound of the word. Although

a Madison surveyor named the fourth lake Mendota from a Sioux Indian name meaning "the mouth of a river," the Potawatomi people called it something similar, *Man-to-ka*. This means "snake maker" and might point to the many rattlesnakes that once lived along the lake's shore.

Many similar words existed in the Potawatomi, Ojibwa, and Menominee languages for Koshkonong. The meaning in all of them seems to be "where there is heavy fog." Koshkonong referred to the lake and also to the land surrounding it. A large Ho-Chunk village stood there when Black Hawk and his followers were traveling through the Four Lakes region.

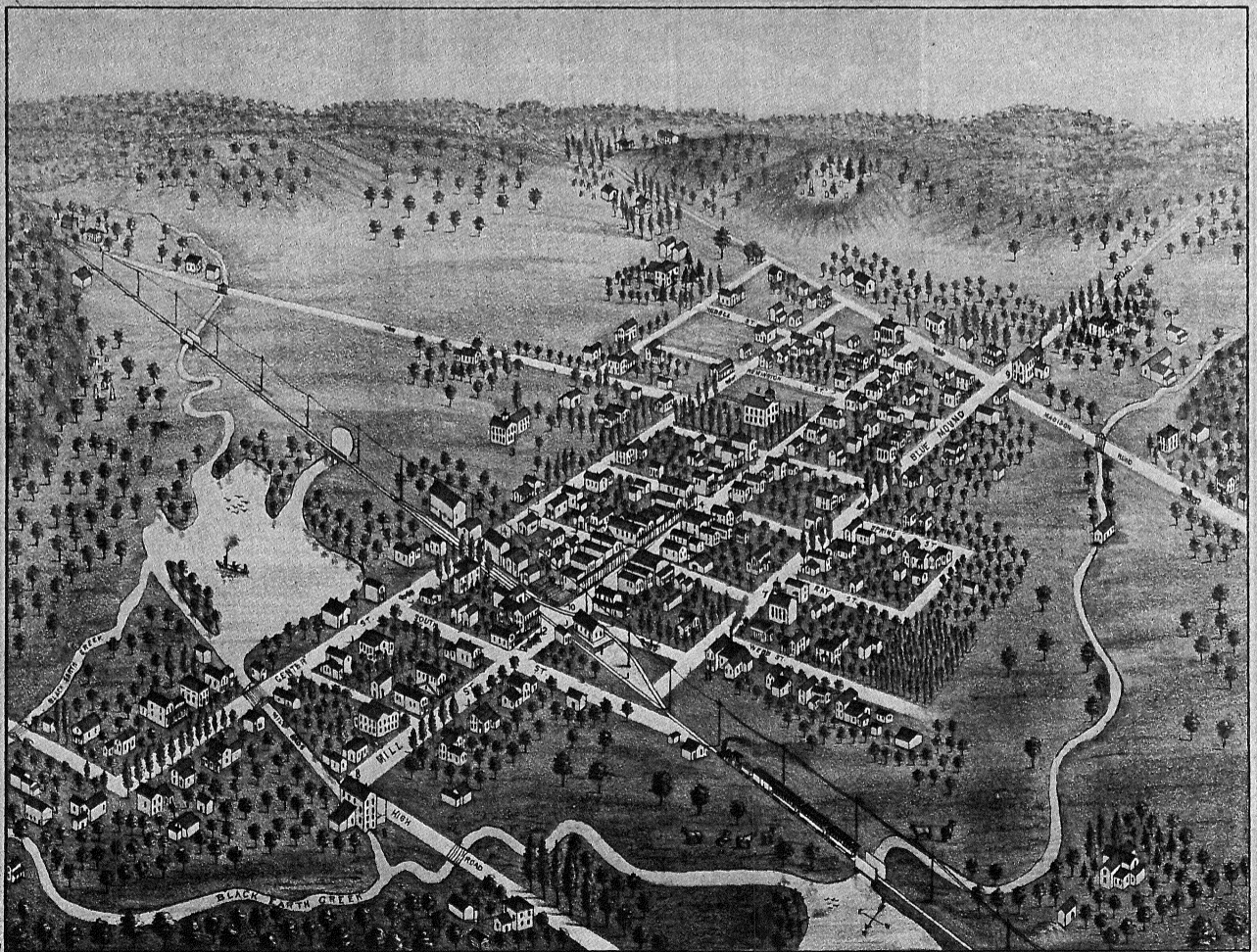


Just as waterways were important to many Wisconsin Indian people, once Europeans and permanent settlers arrived in Dane County, they also settled along creeks and rivers. Some early place-names remind us that communities such as Badger Mills (later the village of Verona) or Elvers Mills in the township of Vermont were settled near the water source that powered their grist (grain) mills or lumber mills.

Many names on early maps describe the grasslands that dot Dane County. Albion Prairie, Halfway Prairie, Koshkonong Prairie, German Prairie, Liberty Prairie, Stoner Prairie, and Sun Prairie are just a few of them.

As roads began to crisscross the county, some communities grew up at crossroads: Baker's Corners, Rome Corners, Ashton Corners, Hyer's Corners. The village of Horeb's Corners grew where the Military Road crossed the lead-mining road from Mineral Point to Milwaukee, but we now know the community as Mount Horeb.

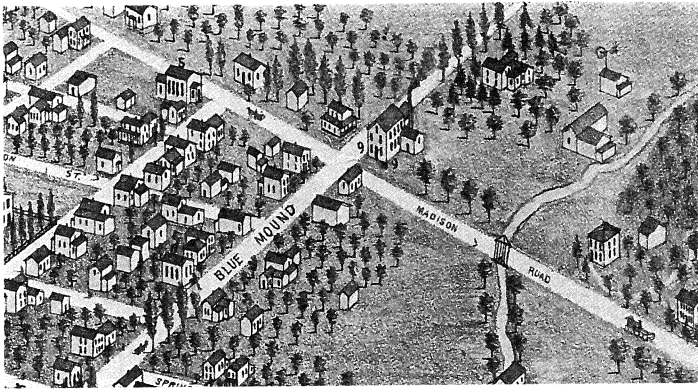
This 1876 bird's-eye view of Black Earth shows the town's location at the bend of Black Earth Creek. The grist mill is on Mill Street near the creek (see detail on page 56).



- REFERENCES:-
- 1. R. H. Depot
 - 2. Town Hall
 - 3. Public School
 - 4. Advertiser, Steam Printing Office & Post Office
 - 5. Episcopal Church
 - 6. Methodist
 - 7. Congregational

BIRDS EYE VIEW
OF
BLACK EARTH.
LOOKING FROM NORTH WEST.

- REFERENCES
- 1. Black Earth Flour Mills
 - 2. Cheese Factory
 - 3. Geo. Bates Lumber Yard
 - 4. Peter Johnson's Machine Shops
 - 5. Valley House G. Zeller Prop.
 - 6. Isaac Sons' Wine House
 - 7. Sigurd & Logans



Detail from the birds-eye view of Black Earth

Berry Haney, who built his tavern at Cross Plains, was also the town's first postmaster. Haney came to Wisconsin from Kentucky and probably named the post office and community for a place he remembered there. And the name Cross Plains proved perfect in its Dane County location, where two major roads soon **intersected** (crossed) the valley.

Later on, people gave roads names that kept the history of the county alive. For example, Frenchtown Road, Old Stage Road, and Old Military Road remind us of the lives and times of the early settlers.

Settlers also carried to Dane County names of the places they had left in Europe. This list includes Christiana (which should be spelled Christiania), named for the capital of Norway. That capital city is now known as Oslo. Westport was first the name of a town in Ireland, and Belleville a community in Canada.

Pioneers also selected names brought from other areas of this country. Albion, Bristol, Cambridge, Dunkirk, Roxbury, Utica, Verona, Vienna, and York are names that come from the state of New York, just as did many Dane County pioneers. Small towns in several eastern states carry the name Deerfield. It is hard to know whether or not the settlers of Deerfield, Wisconsin, were recalling one of these places when they selected that name for their community. Or maybe, once they arrived in Dane County, they found a field full of deer!

The county's name, Dane, and those of many other cities and towns, come from the names of people. Remember the Northwest Ordinance of 1787? It established the rules that helped United States territories like Wisconsin Territory become states. James Duane Doty suggested that the county be named for Nathan Dane, the author of that law, or ordinance.

Doty also chose the name Madison for the capital he planned. James Madison, the fourth president of the United States, died the year Doty proposed the city on the isthmus between Third and Fourth lakes. You can see that Doty was not only a history-maker himself, but he liked others who had played important parts in the history of the United States.

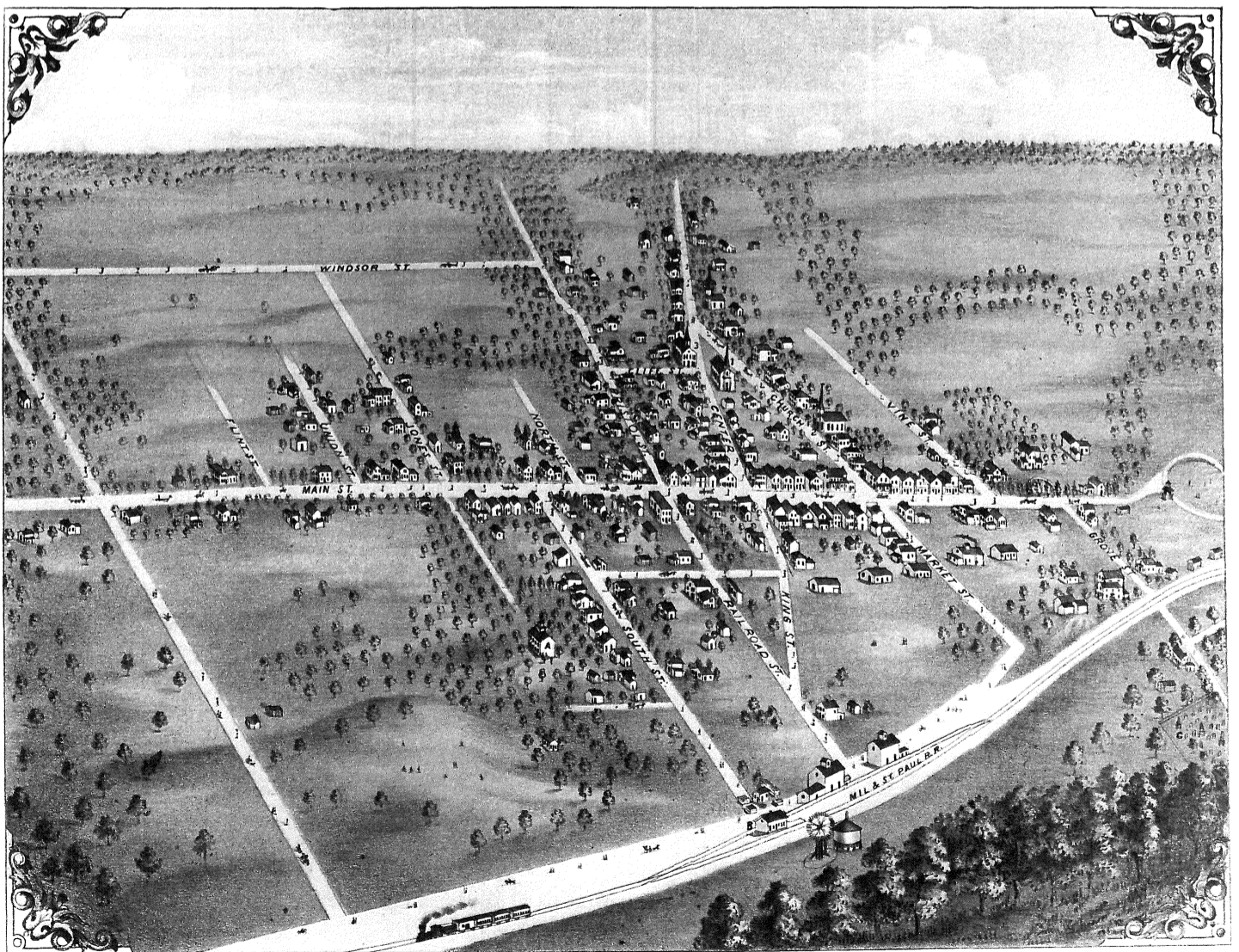
The town of Perry was named for Commodore Oliver H. Perry. During the War of 1812, Commodore Perry was a hero of the battle of Lake Erie. Settlers who moved to Dane County from Virginia named their little village Mount Vernon in memory of President George Washington's home in the state they left behind.

You won't find the names of people such as Isaac DeForest and Luke Stoughton in United States history books, but they were important enough to give their names to their own communities. Samuel Marshall, William McFarland, Richard Dean, and James Morrison all owned land on which railroad tracks and depots were constructed. The communities that grew in these places took the names of these men. We can easily recognize Marshall and McFarland. In French, *ville* means town. Morrisonville and Deansville (like Belleville) each have this ending.

Another railroad town, Waunakee, took its name from the Ojibwa language. *Wan-a-ki* could mean "pleasant land" or "pleasant earth." Frederic G. Cassidy wrote the book *Dane County Place-Names*, where you can find out even more about places, small and large, around our county.

Looking back to our county's beginnings helps us understand the many ways life here has changed since the days of *Tay-cho-per-ah*. ♦

The village of Sun Prairie lies two miles west of the point where the prairie was discovered and named. On this 1875 bird's-eye view of Sun Prairie, Main Street is the widest road. Windsor and Bristol streets lead to those neighboring Dane County communities. You could also take a train from Sun Prairie southeast to Milwaukee or northwest all the way to St. Paul, Minnesota.



Picture Credits

Cover

Wisconsin Heights Battle Ground by Samuel M. Brookes and Thomas M. Stevenson. Oil painting, 1857 (detail). State Historical Society of Wisconsin Museum 1942.489.

Frontispiece

A Road in Madison by German artist (Johann) Adolph Hoeffler. Pencil drawing, August 1852. State Historical Society of Wisconsin Visual Material Archives copy negative WHi(X3)398.

Acknowledgments

First Lake (Kegonsa) by German artist (Johann) Adolph Hoeffler. Pencil drawing, August 1852. State Historical Society of Wisconsin Visual Material Archives copy negative WHi(X3)394.

The Four Lakes Country

Paleo-Indian spear points from the Skare site, town of Dunn. State Historical Society of Wisconsin Office of the State Archaeologist. ♦ *Ground Plan of a Group of Indian Mounds of various forms, on the Elevated Prairie, Seven Miles east of the Blue Mounds, Wisconsin Territory*, engraving (Plate 1, Figure 1) from *Benjamin Silliman's The American Journal of Science and Arts*. Vol. XXXIV, July 1838. Seeley G. Mudd Library, Lawrence University, Appleton, Wisconsin. State Historical Society of Wisconsin copy negative WHi(X3)14570. ♦ Engraving of Winnebago [Ho-Chunk] wigwams drawn by Seth Eastman, from *The Indian Tribes of the United States* by H.R. Schoolcraft, 1884. State Historical Society of Wisconsin Library. Copy negative WHi(X3)31266.

Lead Brings Settlers to Future Dane County

Account book, 1828-1832, from the Ebenezer Brigham (1789-1861) collection. State Historical Society of Wisconsin Manuscript Archives. ♦ *Map of the United States Lead Mines on the Upper Mississippi River*, engraving, drawn and published by R.W. Chandler of Galena, 1829 (detail). State Historical Society of Wisconsin Map H/GX902/1829. ♦ Lithograph of a lead-mining shaft (Plate IX), from *Report of a Geological Exploration of Part of Iowa, Wisconsin and Illinois*, by David Dale Owen, 1844. State Historical Society of Wisconsin Government Documents. Copy negative WHi(X3)8420. ♦ Lead soldiers, 1879. State Historical Society of Wisconsin Museum 1951.2537.

Building the Military Road: First Overland Passage Through the Four Lakes Region

Hand-colored lithograph of Fort Howard on Green Bay, about 1840, from *Vues et Souvenirs de l'Amerique du Nord* by Francis (Comte) de Castelneau, Paris, 1842. State Historical Society of Wisconsin Visual Material Archives Oversize 3-3043. ♦ Engraving of Zachary Taylor (1784-1850), twelfth president of the United States from 1849 to 1850. State Historical Society of Wisconsin Visual Material Archives copy negative WHi(X3)51352. ♦ Manuscript map of the route taken by James Duane Doty from Green Bay to Prairie du Chien in 1832 (detail). State Historical Society of Wisconsin Map GX902/1832/D. ♦ Lithograph of Fort Winnebago in 1831 (Portage City). Original drawing by Mrs. John H. Kinzie (Juliette Magill Kinzie), from her memoir, *Wau-bun, The "Early Day" in the North-West*, 1856. Courtesy the National Society of the Colonial Dames of America in the State of Wisconsin, State Historical Society of Wisconsin Library. Copy negative WHi(X3)1895.

Two Desperate Days of the Black Hawk War: Through the Four Lakes Country to Wisconsin Heights

Oil portrait of Black Hawk (1767-1838) by Robert Sully, painted in 1833 while Black Hawk was imprisoned at Fort Monroe in southeast Virginia. State Historical Society of Wisconsin Museum 1942.40. ♦ *Map of the United States Lead Mines on the Upper Mississippi River*, engraving, drawn and published by R.W. Chandler of Galena, 1829 (with

overlay route). State Historical Society of Wisconsin Map H/GX902/1829. ♦ Oil portrait of Colonel Henry Dodge (1782-1867) by James Bowman. Dodge served in the Iowa County militia and later as Wisconsin territorial governor (1836-1841 and 1845-1848). State Historical Society of Wisconsin Museum 1942.467. ♦ *Wisconsin Heights Battle Ground* by Samuel M. Brookes and Thomas M. Stevenson. Oil painting, 1857. State Historical Society of Wisconsin Museum 1942.489.

Mapping Out the Land:

Wisconsin Becomes a Territory
Surveyor's marking stakes and chains. State Historical Society of Wisconsin Museum. ♦ Surveyor's brass compass in case, made in Liverpool, England. State Historical Society of Wisconsin Museum 1962.75. ♦ *Map of the Surveyed Part of Wisconsin Territory, Compiled from Public Surveys*, 1835 (detail). State Historical Society of Wisconsin Map GX902/1835/D. Copy negative WHi(X3)51354.

James Duane Doty's Capital in the Wilderness

Hand-colored manuscript map of the isthmus from the papers of Aaron Vanderpoel, a partner in James Doty's Madison land speculation, 1836. State Historical Society of Wisconsin Map H/GX9029/M18/1836/V. ♦ Manuscript plat of the town of Madison on the Four Lakes, July 1836, surveyed for James Duane Doty by John van Suydam and annotated with the lots that went to legislators. State Historical Society of Wisconsin Map GX9029/M18/1836/M. ♦ Oil portrait of James Duane Doty (1800-1865), Wisconsin territorial governor from 1841 to 1844, by William Cogswell. State Historical Society of Wisconsin Museum 1973.91.11.

Dane County's Paper Towns

Map of the City of the First Lake, engraving. State Historical Society of Wisconsin Map GX9029/C57/J.

Madison Grows from Paper Town

to Territorial Capital
Oil on canvas board copy of the Eben Peck cabins, painted by the young Isabella A. Dengel about 1891-1894, from the 1869 painting by Mrs. E.E. Bailey based on pioneer settler's earlier recollections. State Historical Society of Wisconsin Visual Material Archives Oversize 5-5413. ♦ Engraving of the American House from *The Madison City Directory and Business Mirror*... 1858. Private collection. ♦ *View of the Capitol of Wisconsin*, engraving from *Statistics of Dane County, Wisconsin; with a Business Directory in part, of the Village of Madison*, 1851. Private collection.

Sharing Dane County with the Animals

Watercolor brush drawing of a prairie wolf painted at Prairie du Chien in 1829 by Swiss artist Peter Rindisbacher. State Historical Society of Wisconsin Visual Material Archives color copy WHi(X3)38135.

Making Dane County Home

Wooden trunk with rosemaled painting on front which says "Brile Samsons datter Nors 1832." Little Norway Mount Horeb 35.532. ♦ An unidentified family in front of a log house in the vicinity of Christiana and Pleasant Springs townships, photographed about 1874 by Andrew L. Dahl, DeForest. State Historical Society of Wisconsin Visual Material Archives negative WHi(D31)540.

Pioneer and Community Founder

Luke Stoughton
Oil portrait of Luke Stoughton (1799-1874), painted by his sister Nancy Stoughton. "Portrait artist Mrs. Pope" painted Eliza Page Stoughton (1807-1891), as well as Luella Eliza Stoughton (1837-1923), born in Westfield, Vermont; Huldah Delette Stoughton Williams (1839-1928) and Sarah Ellen Stoughton Turner (1841-1914), both born in Janesville, Wisconsin. Stoughton Historical Museum. ♦

Quaker-style bonnet of shirred taffeta, 1849. State Historical Society of Wisconsin Museum 1946.510. ♦ Doll from the 1840s with papier-mâché head and painted stuffed leather body, which was given to Alice Miller, age eight, about 1850. State Historical Society of Wisconsin Museum 1945.564.

Building a Community

The octagonal West Koshkonong Church, photographed by Andrew L. Dahl, DeForest, in the 1870s. Built in 1852, the church stood in the community until 1893. State Historical Society of Wisconsin Visual Material Archives negative WHi(D31)699.

Wisconsin Becomes the 30th State in 1848

"Thunder from Dane" from the *Wisconsin Argus*, Madison, May 9, 1848, Vol. 4, No. 41. State Historical Society of Wisconsin Library. ♦ Masthead and "Wisconsin Admitted" news item from the *Wisconsin Argus*, Madison, May 30, 1848, Vol. 4, No. 41. State Historical Society of Wisconsin Library.

Teamsters and Taverns

Immigrant Train in Wisconsin by Franz Hölzlhuber. Watercolor, 1856-1860. Glenbow Collection, Calgary, Alberta, Canada. ♦ Advertisement for the Wisconsin Stage Lines from the *Milwaukee Directory*, 1848-1849. State Historical Society of Wisconsin Library.

Building with Brick and Stone

The O. B. Dahle house, Daleyville, town of Perry, photographed by Andrew L. Dahl, DeForest, about 1873. State Historical Society of Wisconsin Visual Material Archives negative WHi(D31)526. ♦ Advertisement for E.D. Ilsley & Co. from *Wm. N. Seymour's Madison Directory and Business Advertiser*, 1855. Private collection. ♦ Carte-de-visite of the University of Wisconsin, about 1861, photographed by John S. Fuller, Madison. State Historical Society of Wisconsin Visual Material Archives copy negative WHi(X3)50771. ♦ Photograph of the H.K. Lawrence house and gardens, Pinckney and Gilman streets, Madison, about 1870, by J. Haynes, Madison. State Historical Society of Wisconsin Visual Material Archives copy negative WHi(X3)20029.

Building a Bigger Capitol

Assembly desk made by Madison furniture maker Darwin Clark for the 1846 Wisconsin Territorial legislature. Private collection. ♦ Pencil-drawing view of Madison from University Hill, August 1852, by German artist (Johann) Adolph Hoeffler. State Historical Society of Wisconsin Visual Material Archives copy negative WHi(X3)384. ♦ Ambrotype copy of the August Kutzbock (1814-1868) and Samuel Hunter Donnel plan for the 1857 state capitol building. State Historical Society of Wisconsin Visual Material Archives Lot 4195/#456. ♦ Daguerreotype portrait of Samuel Hunter Donnel (1824-1861). State Historical Society of Wisconsin Visual Material Archives Lot 4195/#86.

Dane County Before Dairy Cows

Engraving of a chinch bug from *Guide to the Study of Insects and a Treatise of Those Injurious and Beneficial to Crops*... by A.S. Packard, Jr., 1869. ♦ Wheat harvesting tableaux photographed by Andrew L. Dahl, DeForest, in the 1870s. State Historical Society of Wisconsin Visual Material Archives negative WHi(D3)7. ♦ *Pinnated Grouse or Prairie Hen*, engraving from *The Country Gentleman: A Journal for the Farm, Garden, and Fireside*. June 8, 1865. Vol. XXV, No. 23, p. 370.

Locomotives with

"Breath of Smoke and Flame"
Lithographic bird's-eye view of Mazomanie in 1875. State Historical Society of Wisconsin Map GX9029/M47/1875/B. ♦ Advertisement for the Milwaukee & Mississippi Railroad from the *Milwaukee City*

Directory & Business Advertiser, 1856-57.

State Historical Society of Wisconsin Library. ♦ A Milwaukee & St. Paul Railroad engine passes near the Middleton depot on tracks laid by the Milwaukee & Mississippi Railroad. Photographed by Andrew L. Dahl, DeForest, probably in 1873. State Historical Society of Wisconsin Visual Material Archives negative WHi(D31)642. ♦ View looking across the mill pond on Koshkonong Creek at Clinton (later Rockdale), in the town of Christiana. Photographed by Andrew L. Dahl, DeForest, about 1874. State Historical Society of Wisconsin Visual Material Archives negative WHi(D31)604. ♦ *Map of Dane County*, engraving done in 1855. This shows the Milwaukee & Mississippi Railroad tracks coming into the county from below Stoughton and continuing north and west across the county. State Historical Society of Wisconsin Map GX9028/D17.

Dane County During the Civil War

Watercolor view of Camp Randall, December 1861, by Private John Gaddis, Company E, Twelfth Wisconsin Infantry. Wisconsin Veterans Museum V1FC1978.32.1. ♦ Dane Cavalry Militia chapeau, 1858-1860. On extended loan to the Wisconsin Veterans Museum from the State Historical Society of Wisconsin Museum 1951.2623. ♦ Carte-de-visite view of East Main and South Pinckney streets, Madison, about 1860, photographed by John S. Fuller, Madison. State Historical Society of Wisconsin Visual Material Archives copy negative WHi(X3)50767. ♦ Colt revolver, 31caliber, Model 1849. Wisconsin Veterans Museum V1998.1.1. ♦ Flag of the Fifteenth Wisconsin Infantry Regiment, 1861 (detail). Wisconsin Veterans Museum V1964.219.79. ♦ Photograph from the 1870s of the war eagle, Old Abe, by E.R. Curtis, Madison. Wisconsin Veterans Museum V1FC 1986 July 28. ♦ Photograph of Elon Francis Brown, Sun Prairie, Company H, Second Wisconsin Volunteer Infantry, taken in Fredricksburg, Virginia, in 1862. State Historical Society of Wisconsin Visual Material Archives copy negative WHi(X3)49922. ♦ Letter from William H. Noland to Governor Alexander Randall. Wisconsin Executive Department Military Correspondence, Series 49, Box 7 April 12-19, 1861. State Historical Society of Wisconsin Archives. ♦ Photograph of the Soldiers' Orphans Home in Madison. Copies were sold in 1867 to raise money to assist in educating the children. The octagonal house was originally constructed for Leonard J. Farwell in 1853. State Historical Society of Wisconsin Visual Material Archives copy negative WHi(X3)1.

Blacksmiths and Wagon Makers

Lithographic bird's-eye view of Stoughton in 1871. State Historical Society of Wisconsin Map GX9029/S88/1871/B. ♦ Asa Preston & Sons Blacksmiths, Mazomanie, were photographed about 1873 by Andrew L. Dahl, DeForest. State Historical Society of Wisconsin Visual Material Archives negative WHi(D31)601. ♦ Advertisement for the Madison Plow Works from the *Madison City Directory & Business Advertiser* for 1871-1872. State Historical Society of Wisconsin Library.

Place-Names that Take Us

Back to Beginnings
William H. McFarland and family, photographed by Andrew L. Dahl, about 1880, DeForest. State Historical Society of Wisconsin Visual Material Archives negative WHi(D31)343. ♦ Lithographic bird's-eye view of Black Earth in 1876. State Historical Society of Wisconsin Map GX9029/B61/1876. ♦ Lithographic bird's-eye view of Sun Prairie in 1875. State Historical Society of Wisconsin Map GX9029/S957/1875/B.

Producers of BACK TO BEGINNINGS

Greg Anderson, photographer, works on a free-lance basis for a wide variety of local and national clients. From 1985 to 1996 he worked for the University of Wisconsin-Madison, photographing people, art, and sports events. His recent projects include *A Gallery of Colors and Numbers*, a children's introduction to Madison's art museums, published by the Dane County Cultural Affairs Commission; the Ron Dayne Heisman trophy billboard and poster campaign; and a forthcoming catalog of Georgia O'Keeffe painting published by the National Gallery of Art.

Lynne Eich, project director and fifth-generation Dane County native, enjoyed supervising the creation of *Back to Beginnings* and assembling the talented team of professionals that produced it. As director of the Dane County Cultural Affairs Commission, she expresses profound thanks to the book's many contributors whose advice, hard work, and financial participation have successfully conspired to transform the book from a gleam in the eye to a finished publication.

Phil Hamilton, designer, has taught graphic design courses at the University of Wisconsin-Madison for the past thirty-four years. He has also designed numerous books, catalogs, magazines, posters, banners, corporate and institutional logos and identity systems. For the past twenty years he has collaborated with the Dane County Cultural Affairs Commission, designing many of its award-winning publications, including *CAPITAL LETTERS in Dane County Architecture*, *Everybody's Ethnic*, *Settlers of Dane County: The Photographs of Andreas Larsen Dahl*, and *A Gallery of Colors and Numbers*. He received a B.S. degree from the University of Cincinnati and an M.F.A. degree from Indiana University.

Timothy Heggland, historical researcher, is a historic preservation consultant and a former preservation planner for the City of Madison. He has authored more than one hundred and fifty individual and district nominations to the National Register of Historic Places, and his publications include: a history of Olbrich Gardens; walking-tour brochures for University Heights, Old Market Place, Tenney-Lapham and Vilas-Brittingham neighborhoods in Madison; and a chapter in a recent Elvehjem Museum of Art publication on Frank Lloyd Wright. He is a Madison native and has done extensive research on Madison history.

Bobbie Malone, writer, directs the Office of School Services at the State Historical Society of Wisconsin where she oversees the development of materials and programs on Wisconsin history for classroom use. She coauthored *Digging and Discovery: Wisconsin Archaeology* and wrote the accompanying teachers' guide. She also initiated and coordinated the creation of *Celebrating Everyday Life in Wisconsin History: A Classroom Exhibit Resource and Planning Guide*. Before obtaining a Ph.D. in American history from Tulane University, Bobbie taught elementary school for ten years in New Orleans and East Texas. A native of San Antonio, she has fallen in love with Wisconsin.

Faith B. Miracle, editor, is editorial director for the Wisconsin Academy of Sciences, Arts and Letters and editor of the *Wisconsin Academy Review*, a quarterly journal featuring nonfiction, fiction, poetry, art, history and reviews, all with a Wisconsin connection. She lectures throughout the state on Wisconsin writers and their works and has published numerous book reviews and articles, including, "Stories from a Wisconsin Bookshelf" and "She Rose from the Marsh: Poet Lorine Niedecker," both of which appeared in *Wisconsin Trails*. A DeForest resident, she formerly was executive director of the Wisconsin Library Association and currently serves on the Dane County Cultural Affairs Commission.

Christine Schelshorn, general editor, is a familiar figure to many researchers from across the county and state for her years of work in the Iconographic Collections of the State Historical Society of Wisconsin. In 1987 she produced *Woman's Work on the Farm*, a traveling exhibit of photographs from 1866 to 1982 which continues to travel throughout the state under the auspices of the Wisconsin Humanities Council. Today she is still working with many of those same historical picture collections on exhibit and editorial projects. Christine has lived for nearly twenty years with her family on a farm on Dane County's southernmost border in the Town of Dunkirk.

Dane County Cultural Affairs Commission
Room 421, City-County Building
210 Martin Luther King Jr. Boulevard
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608.266.5915 FAX: 608.266.2643

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