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Chase, Enoch

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By D<sup>r</sup>. Enoch Chase.

On the 15th of June, 1831, I started from Derby, Orleans Co., Vt., the home of my childhood and youth, for the "Far West." A little after sunrise on that day the stage coach stopped at my father's door, and, <sup>after</sup> bidding adieu to loving parents, brothers and sisters, I took my place on board. The world was all before me where to choose my future home. The first night from the starting point was Wells River, 80 miles distant, and the crossing of the Connecticut. A steamboat lay there, the first I had ever seen, and the only one which had ~~now~~ ever ascended so far up that river. The first night was passed at Haverhill, N.H., and the next day at Hanover, N.H., where I passed my examination and paid more than half the money which I owned for my diploma as a doctor of medicine. From Hanover, by way of Windsor, Vt., and thence to Troy, N.Y., I went to Albany, from where there were three modes of traveling to Buffalo. The first was by stage, time three days, fare fifteen dollars. The second was by Erie canal packet, time and fare about the same. The third was by canal line boat, time six days, fare six dollars including board. As time was no particular object to me, and as money was, I took the line boat, and enjoyed a most delightful journey. Among the passengers on board, who were often changing, as but few were making the through trip, was one elderly man, who, by the rise of his property at some thriving canal village, had become worth a fortune.



of ten thousand dollars. He was a very wealthy man for those days, and we youngsters on board wondered whether success so splendid would ever smile on any of us!

At Buffalo, the traveler had the choice of Steamboat or sail vessel, in going up the lakes. There was a daily line of steamers to Detroit, among those making the trip being the Superior and the Sheldon Thompson. They were not such boats as men afterwards built - the great side-wheel floating palaces, like the Michigan, the Mayflower, the Empire State, &c. I took passage on the schooner America, Capt. Dibble, for the same reason that I had taken passage on the line boat, from Albany to Buffalo. After a pleasant trip of a few days, we entered the mouth of Detroit river, but were there becalmed and made no farther progress. Capt. Dibble then went ashore, on the Canada side, and walked to Windsor, from whence we crossed over to Detroit. My notice in crossing the river was strongly attracted by the marks of cannon balls on the buildings which still remained, caused by the bombardment of the place by the British forces, from the Canadian side of the ~~town~~ river, during the war of 1812. The most-noticeable sign which I saw after landing was that of Sidney L. Rood's book and stationery store. Mr. Rood afterward, (in 1846, I think,) removed to Milwaukee, and was for over twenty five years one of its leading, most-public spirited, and most highly honored citizens. His sudden death some

two years ago, was deeply regretted by the entire commu-  
-nity, and by all who knew him.

There were, at that time, two lines of stages from Detroit, westward, named the Pioneer line and the Opposition line, and the competition for travel was sharp. I took passage for Tecumseh on the Pioneer. The road from Detroit to Fort Dearborn was, for the first ten miles, very good, but from that point to Ipsilanti it was simply horrible, being over a tract of country which was almost swamp, the soil a deep black loam, heavily timbered, and nearly a dead level. We were not less than ten hours in ~~it~~ making twenty miles, which brought us to Ipsilanti, thirty miles from Detroit. At that time this was the only route between Detroit and Chicago. From there, the country became rolling; we struck the oak openings and the road was good until we reached Tecumseh.

This narration of minor incidents may appear like a long introduction to a history of pioneer Milwaukee. But it is a valuable part of such a history. It shows to readers of this generation the toils, hardships, delays and difficulties encountered by us who preceded them hither, and in the face of what obstacles and hindrances the early settlers planted here in the wilderness the homes which their descendants occupy. Now the people of the East and West can whirl off <sup>a journey of</sup> a thousand miles in thirty two or thirty hours; then it took us nearly that number of days to accomplish the same distance.



It was on Saturday, July 7th, twenty three days after leaving Vermont, that I preached Tecumseh. I stopped there over Sunday, at a hotel kept by Musgrove Evans, and the next day hired a horse and started for Coldwater, which was distant two days journey. During my first day's ride, I met Black Hawk, the celebrated Indian Chieftain, on their way from their camps and hunting grounds west of Lake Michigan to Malden, in Canada, to receive their British presents, to which they were entitled under some old treaty. That chieftain's appearance was to me most remarkable. His keen, hawk-like eyes, his resolute bearing, his air, which was that of a native king, his short, stocky and muscular frame, impressed me more forcibly than any man whom I ever met, before or since. In about three weeks after that time, Black Hawk and his band returned to their homes in the west.

On reaching Coldwater the following day, and mentioning that I was a physician looking for a place to locate, I was induced to choose that place. I returned my borrowed horse to Tecumseh, and from there went for my baggage to Monroe where I had shipped it from Detroit, before leaving that place. I walked from Tecumseh to Monroe (thirty miles) being badly used up by the undertaking. I returned to Coldwater by stage, by way of the south bend in Raisin river, and Adrian. The country was the

finest I had ever seen, and I was surprised that such lands could be bought for a dollar and a quarter an acre.

Now, over this route between the heads of Lake Michigan and the head of Lake Erie, four railroads run many loaded trains of cars daily and nightly, and cities and villages dot the country. Then, on the Chicago road, west of Clinton, there was Powell's at Wolf Lake; Benson's at the crossing of the Kalamazoo; Blackmar's, about two miles west; Jones and Olds, at Jonesville; Corbus at Sandy Creek; Reed at Hog Creek, and Moses at the end of Coldwater prairie. South of the Chicago road, between Tecumseh and Coldwater to the Maumee river, and to the Little St. Joe river, was an unbroken wilderness. The only road that intersected the Chicago road between Tecumseh and Sturgis Prairie was that from Coldwater to Cucush Prairie.

That year, Robert and W. H. Cross raised a crop of wheat on ground now occupied by the east part of the city of Coldwater. The families of Joseph Hanchett and Allen W. Tibbits resided in a log cabin owned by the latter, while Mr. Hanchett was hewing his logs for the erection of a block-house, which I helped to raise a few days after, return to Coldwater.

I liked Coldwater very much; I thought I had found the place where my life work was to be done; and I was contented and happy. But in August I was



prostrated by bilious fever, and a prolonged and very serious illness followed. After my recovery, my professional practice was as large as I could attend to, until the sickly season was ended by cold weather. The next winter I taught school at Jonesville.

That winter, owing to the small amount of travel to Chicago, the coaches were hauled off, and the mail was carried weekly from Detroit to Chicago on horseback.

I was at Jonesville in the spring of 1832, when Gen. Jos. W. Brown received orders to muster his brigade of militia into service, to drive back Black Hawk and his band, who were reported to have left their camping grounds west of Lake Michigan and to be in the neighborhood of LaPorte, murdering settlers and burning everything before them. I was adjutant of Major Jones' battalion. The next day we all started for the west, expecting to meet the Indians within twenty four hours, as they were reported to be between Beardsley's Prairie and White Pigeon. After three days marching we reached Niles, meeting no Indians. There an express met us from Chicago with the information that the Indians were returning westward, and that the services of the Michigan troops would not be required, and that they might be discharged, which was accordingly done.

I learned at that time, from Indians who were evidently well informed and truthful, that the Pottawattamies were full of hostility to the whites whom they only refrained from attacking because they were without <sup>competent</sup> leadership, and were conscious of their inability to make a successful campaign. Had Black Hawk, in that year, passed Chicago from the westward, as it was rumored he had done, and had he appeared among the Pottawattamies, and had all the tribes been thus united, a general Indian insurrection would unquestionably have followed throughout the north west, which would have been a bloody and destructive one. Owing to the failure of the different tribes to effect a junction, and a simultaneous uprising, there resulted only the series of skirmishes and pursuits on the Peconica, in the Four Lake Country, and across to the Bad Axe, which history has dignified by the name of the Black Hawk war.

After the surrender of Black Hawk in that year, Capt. Bolton and myself, who had remained with a squad of men at Coldwater, were ordered to meet the principal chiefs of the Pottawattamies, in central Michigan, to keep them posted on current events, as well as to observe their movements.

Emigration to the west had begun and was lively in May, (1832), but the Black Hawk scare put an end to it, and it was not renewed to any



great extent till the following year. I mention these facts as closely connected with the pioneer history of Milwaukee and Wisconsin.

I remained in Coldwater till the fall of 1834 when I was again seriously ill of congestive chills. Upon my recovery I went to Chicago where I met my brother Horace Chase, and we agreed to go together either to St. Louis or Milwaukee. The following spring, in March, 1835, in pursuance of this understanding, he came to Milwaukee, and took up his permanent residence, reaching here in advance of me. From Chicago I returned to Coldwater to close up my business, and on the first day of the next April, I started for Milwaukee.

### Chapter 1

My visit to Chicago in the fall of 1834 was during the Indian payment. There was then a log cabin tavern kept by David Stiles, a little north of where Lake street now is, and there was a blacksmith shop on the west side of the river. The south branch of the river was spanned by a shaky stationary bridge near its junction with the north branch, which was also bridged at or near the present crossing of Clark street. There was no such thing as getting into the river from the lake with vessels and steam craft, owing to the shallow water on the bar at its mouth. Work on the harbor was not begun until the following year. John Kingie lived on the north side

of the river, where there were also four or five other houses. On the south side there was but a single building south of Lake street. On that street there was a single brick building belonging to Gordon S. Hubbard, the only man living in Chicago now who lived there in 1834. The old Sagawish hotel was at the west side end of the block between South Water and Lake street, and was kept by Mark Beaubien. There was not a house between Stiles' log tavern and Aux Plaines river. I drove out that far, and the road and country were dreary in the extreme. Up the north branch, some three or four miles, lived A. Blybown. Along the lake shore north there was not a house until Gross Point was reached, twelve miles distant. On the lake shore to the south, toward Michigan City, three or four miles to the southward, Merrick's house was reached, and the next house in that direction was Mann's at the mouth of Calumet river. Next east was widow Barre; beyond her was Bennetts' log tavern, and next was Michigan City whose inhabitants then claimed that it was to be the great northwestern city of the future. Contrast Chicago with Michigan City to-day.

When I left Coldwater, April 1st, 1835, as before stated, I drove a pair of horses with a lumber wagon, and had two passengers to Chicago. The road was comparatively good, with wayside taverns at convenient distances apart.



At Chicago, I was informed that the road to ~~Chicago~~ Milwaukee was about the same as that which I had passed over. In this we were misinformed, and it occupied all the afternoon till ten o'clock at night to reach Willmott's at Gross Point. The night was as dark as darkness itself; at that place we could get neither food nor fire nor a bed; and we camped, cold and supperless on the floor of the log hut, enduring the night as best we could. The next day we reached Sunderland's shanty, back of what is now Waukegan. It was kept by a man named "Joe". I never learned his other name if he had one. We fared there somewhat better than the night before. We expected to stay the next night at Jacques Vieau's, at Skunk Grove, twenty or thirty miles from our final destination. But on arriving there at sundown, we found the house full of drunken Indians, and after reviewing the situation we determined to push on to Milwaukee. We crossed Root river, up back of Racine, on a rickety bridge which had been constructed by government. Proceeding onward, when we arrived at Oak Creek, we found no bridge, but the entire bottom covered with about three feet depth of water. As we drove into the stream, our horses mired at once, and we were compelled to wade in and unharness them, and to take the wagon apart and carry it across piece meal to the other bank.

When we were finally across with everything it was dark, but we kept on our course till ten o'clock, when the horses gave out and could go no farther. Compelled to stop, we found that except such facilities as a percussion rifle might afford, we were without any means of kindling a fire. After numerous efforts and failures to procure combustion, we at length succeeded by placing in the barrel with the powder a piece of cotton cloth torn from the dry part of the garment nearest my person. This smoldering fragment ignited our tinder, and we soon had a blazing camp fire. We had no food to cook, and went hungry to our bed on the bare ground. A gale of wind was blowing from the northwest. This was the 8th day of April, 1835.

The following morning we started betimes and reached Walker's Point at ten o'clock A.M. There I put up my team and left my passengers, hired an Indian to ferry me across the river, and walked up to Solomon Juneau's store. I found him there, and he informed me that I would find my brother at White and Evans, on the lake shore, near the present foot of Huron street. There was a trail leading to that point, but it was up hill and down, at one place crossing a deep ravine. On arriving at White and Evans I learned that my brother was not there, but was on the south side, near



the present site of the Milwaukee Leather Company's Tannery. I followed the beach of the lake to the mouth of the river, hired another Indian to ferry me back across there, and finally found him of whom I had been in search. He was building a log house at that locality, which was on the southwest quarter of section four. He returned with me to White and Evans, where we procured supper, (the first meal that I had eaten that day,) and afterwards went to sleep on the floor.

The next morning I returned to Walker's Point, and started from there about eight o'clock with my team, for the Kinnikinnick.

### Chapter 11.

At that time all the space from where the south end of East-Water street bridge now stands, and east of the old gas building, was impassable marsh and water. From East-Water street bridge to the present location of Kinnikinnick avenue bridge, the land was covered with a dense thicket of young oaks, crab apple trees, plum trees. I skirted the marsh along the edge of the thicket till I came to the stream at the present foot of Mineral street. When I attempted to cross there, my team mired down hopelessly and I was obliged to enter the water, unharness my horses, and get them out one at a time, after which I took my wagon to pieces, and removed it across, a piece

at a time. Again harnessing my team, and placing the wagon together, I proceeded till I reached the small stream near Horace Lehar's present residence, where I was compelled to repeat the operation. — I was entirely alone, and this was the only practicable route which I could travel to reach the point for which I had started. The whole distance was two miles, and I labored from 8 o'clock A.M. to 6 o'clock P.M. in traveling over it, and I think it is the hardest day's work I ever did.

When I arrived at the creek, the present site of Kinnickinnick avenue bridge, my brother met me with a small scow, on board we took my wagon and harness to the mouth of the river. I swam my horses across the creek, and went by land to the same spot.

The shanty which my brother was building was made by driving stakes in the sand and by siding up with bass wood boards. It was not built very tight, and, as a consequence, when it snowed there was more snow inside the shanty than outside of it. The wind, for the following two weeks was constantly from the lake, with frequent flurries of snow.

I went to work, soon after I arrived, cut the logs for my cabin, hauled them, and raised the body of ~~not~~ my house.

The place was very new, and certainly was anything but attractive. Juneau's trading and dwelling house, Walker's and White and Evans' log cabins, and



Clybourn and Chase's post and boxed shanty - that is all there was of Milwaukee. My wagon was the only one in the place. The only road to Chicago was such as I have described it. There was no road of any kind leading to the westward. There was not even a wagon track on the east side of the river, for no wagon had ever been there; and there was none on the south side but my own. That was Milwaukee, the middle of April, 1835.

Along the latter part of April, the weather improved, and people began to flock in to the new settlement. The schooner Philipps succeeded in entering the harbor and ascended the river. On a trip which she afterwards made, with Captain James Sanderson and Otis Hubbard among others on board, she was driven ashore in a gale, at Racine. Her passengers got safely ashore, and started along the beach to walk to Milwaukee. All arrived the same evening but Otis Hubbard. An alarm was raised the next morning, but he came in just as I was about to start out after him. Capt. Sanderson succeeded in procuring a considerable quantity of land on the south side, but it did not adhere to him as its possessor. He went to California at an early day, where he was still living a year or two ago.

The only means of crossing the river at this time was by dug outs and by a scow, owned by Clybourn and Chase, which was about six feet wide and

eight-foot-long - just about big enough to hold the body of a wagon.

Early in May, I went to Coldwater for my wife who had remained behind. I returned with her to Milwaukee, arriving here after a three weeks' absence.

In the meantime a road had been cut through from the mouth of the river to Lees, on Root river, by which route, instead of the former one, we entered Milwaukee. Mine was the second wagon through on the new road, Samuel Brown having preceded me a few days.

Among those who came about this time, or soon after, was Paul Burdick, with his numerous family, including Samuel, Morgan L., Hiram, Susan, and some young children whose names I have forgotten. Mr. Shaft, a brother of Mrs. Paul Burdick, settled on the south east quarter of section eight. He was drowned, with two others, in May, the following year, while crossing the river in a canoe. Morgan L. Burdick located, during that summer, on the farm where he still resides, in the town of Lake. In that town claims were also made by D. W. Patterson, John and Andrew Douglass, the Worthingtons, Brazilla Douglass, Jacob Mahaney, Elijah S. Estes, James Mc Fadden, H. H. Brannan, Craigo, the brothers Elms, George H. Wentworth, Uncle "Zeb." Packard, Mr. Piper, Samuel



Piper, J. S. Wilcox, Harvey Church, Joseph Peetzer, Capt. James Sanderson, W. H. Skinner and Martin Delaney.

The "Buckeye Boys", as they were called, were a hard lot. By this designation were included Andy, Elijah and Frank Stephens, Kite Easting, Baumgarten and Bill Carpenter. They undertook to secure claims by jumping them. Their head quarters were on the south east quarter of section five, now owned <sup>by</sup> Louis Ziemer. They came from Ohio, as their joint nickname suggested, but where they all afterward went to, no one could ever tell. Frank Stephens bought the claim of J. S. Wilcox to the northeast quarter of section eight, for which he paid twenty dollars, which was the only honest claim owned by the whole lot. I bought this claim from him in the spring of 1856, paying him \$700. in silver, with which he returned to Ohio. His brothers were very indignant because he did not divide with them. The balance of the Stephens boys finally left for Iowa, after finding that they were constantly and successfully resisted in their attempts to jump the claims of honest settlers. They gave as a reason for their departure that "the Yankees were too smart for them." I afterwards heard of Andy Stephens as a justice of the peace in Iowa, and he gave as a reason for considering it a good county, that he "could ride all day without finding a d-d Yankee!"

The fate of the other members of the gang never transpired. They were the only really bad men who came here among the early settlers. They were naturally and by education ruffianly, lawless and the kind of characters who are a nuisance and a terror to new communities.

Among the settlers of 1835 in the town of Lake, who still survive and remain there, are M. L. Burdick, Estes, Wentworth, Mc Fadden, Mahaney, Andrew Douglass, Ransom Packard.

#### Chapter VII

Nothing in the form of food was raised about Milwaukee in 1835. We procured our potatoes from Michigan, beef and pork from Illinois and flour from Ohio.

The Indians about were numerous and some were ugly. One family, that of Grandpa was especially troublesome, so much so that one of his sons was named Maniton or Devil. A daughter, who was Jack Chippeau's wife, was also of an evil disposition. Maniton was a desperate red skin, and was always ready to draw his knife on the least provocation, especially when inflamed with drink. He was killed by a couple of settlers named Scott and Bennett, in a brawl, in the summer of 1836. Scott and Bennett were arrested, but nobody regarded their offence as a very serious one, and they escaped from custody and were never punished, which caused considerable ill feeling among the Indians. (——?)



From this state of affairs almost grew a tragedy as serious as the massacre at Fort Dearborn in 1813. In September, 1835, nearly the entire male population of Milwaukee went to the public land sale at Green Bay. W. B. Smith and A. O. T. Breed were the only men left in Juneau town, as the east side of the river was called, in distinction from Kilbourn town on the west side, and Walker's Point on the south side. During that month the Indians formed a plot to murder all the white settlers about Milwaukee, which they might easily have accomplished, for they outnumbered the remaining whites at least an hundred to one. It was alone through the influence of Mrs. Juneau, who became aware of the conspiracy, and who had great power among them, that this atrocious plot was abandoned.

I have recited this piece of history ahead of the close order of my narrative, as it followed directly, in consequence of the killing of Manitou, which I had also mentioned, so as to get him out of the way as an encumbrance to the story.

The first framed house was built in 1835, by Lelybourn and Chase, at the mouth of the river. Vessels arriving here anchored in the bay, and the goods were brought ashore in lighters. Lelybourn and Chase's <sup>warehouse</sup> being nearest the anchorage of most of the craft stopping here, did the larger storage business. Horace Chase had brought a stock of

goods with him, mostly for the Indian trade, which was the second stock of goods in the place, Juneau's being the first.

During the same summer, Juneau built a warehouse on the present site of Ludington's block, by Spring street bridge.

G. D. and T. C. Douman, the same season, built the warehouse that was removed two or three years ago, from the foot of Detroit street.

There were numerous arrivals of sail vessels in 1835. One steamer, the United States, arrived July 17, on which U. B. Smith, Mrs. Joel S. Wilcox, Mr. McLearty, and some others arrived as passengers. Thomas Holmes and Mr. Balser arrived early with their wives, having coasted all the way from St. Joe in an open boat.

During the latter part of the summer and fall, business was lively; times were prosperous; all who came brought more or less money; we generally felt rich, and rough as the present was, the future appeared in bright and glowing colors.

There was neither law nor law officers - for we were nominally under the territorial government of Michigan, which had not yet exercised jurisdiction at Milwaukee though it had long had local officers at Green Bay. In this state of affairs, we formed claim clubs, adopted settlers' rules, and appointed a vigilance committee to settle



disputes, especially as to land claims and other property rights. Against this organization, those who like the "Buckeye Boys" before referred to, attempted to jump the claims of settlers, found themselves powerless, and the practice was abandoned, while the professional claim robbers left the country for more inviting and successful fields of operations. There was not a single case in the town of Lake where an honest claimant was deprived of his right.

During this year, Leharis Point, as the mouth of the river was called, was headquarters for the town of Lake, and was a competitor with Juneau town for the honor of being the commercial centre. But also the entire business enjoyed by all was little enough, and far too little to form the basis of a continuing prosperity. Almost as many young men regarded the town of Lake as their residence during 1835 as were to be found in Juneau town.

#### Chapter IV

In the fall of 1835, the first elections were held in Milwaukee, but the political organization thus effected did not take the place of the vigilance committee formed to protect settlers on their claims. On the 17th of September, 1835, the following officers, being those provided by the territorial laws of Michigan, were elected:

Supervisor - George H. Walker,

Town Clerk - Horace Chase,

Assessors — James Sanderson, Albert Fowler, Enoch Chase.  
 Commissioners of Roads — B. W. Finch, Solomon Juneau,  
 Captain Harman.

Directors of the Poor — B. W. Finch, Solomon Juneau  
 Kenstable — Sciota Evans.

Inspectors of Schools — Enoch Chase, James Heth,  
 William Clark.

Postmasters — Enoch Darling, Brazilla Douglass,  
 U. B. Smith.

Fence Viewers — U. B. Smith, Paul Burdick,  
 George H. Walker.

Pound Master — Enoch Chase.

The political situation was peculiar. Under the territorial regulation of Michigan, two delegates to the territorial legislature were chosen from west of Lake Michigan. These members at that time had been James Duane Doty and Morgan L. Martin. In the winter of 1834-5, Michigan formed a state government, not, of course, including Wisconsin, but attempted to usurp the power of Congress by establishing a territorial government for Wisconsin, and authorizing us to elect a territorial legislature of our own, to meet at Green Bay. Stephen T. Mason, the territorial Governor of Michigan, had been elected Governor of the State, and had accordingly abdicated as territorial Governor. All this time, however, Congress had delayed the admission of Michigan as a state, and John S. Horner, Secretary of Michigan territory



was acting Governor. Under these circumstances the people of Wisconsin accepted the act of Michigan in establishing <sup>the new</sup> territory, and elected a legislature under it. George H. Walker and B. H. Edgerton were elected such members in the fall of 1835, and went to Green Bay where that body was to assemble. Gov. Horner, however, failed to meet them; and the legislature never organized. The election at which Messrs. Walker and Edgerton were chosen, was held at Juneau's warehouse and abundant refreshments were provided. The drink was shrub, strong and sweet. So much of it was taken that when the voters from Chase's Point returned home at night, they swam the river with their clothes on, chilly as it was, in preference to crossing on the scow.

#### Chapter V.

In November, 1835, Messrs Burnett and Kellyman went out prospecting on Rock river. Just after they had camped, one night, they were attacked by two Indians. Burnett was shot dead, and Kellyman was wounded in the arm. He managed to return without further injury, to Milwaukee, and immediately after his arrival, a company of young men turned out to scour the country for the murderers. Being unable to find them, Capt. Baxley with a troop from Fort Dearborn were sent in pursuit, who effected the arrest of the Indians. The prisoners were conveyed to Green Bay,

where they were tried and sentenced to be hung, but were afterward reprieved and finally pardoned by Gov. Dodge.

Mr. John Fowle and family and Mr. Dibley settled at the mouth of Oak Creek, and the Rawsons and Higgins settled at the Chicago crossing of this stream in the summer of 1835. Mr. Higgins kept a tavern in the house built by him.

The first framed house built on the east side was that of Thomas Holmes. It was situated on the back end of a lot about half way between Michigan and Wisconsin Street, fronting toward East Water Street, which was some eight or ten feet lower than the site where the house stood. U. B. Smith built a house on the adjoining lot. He was then young, recently married, and was a hard working man at his trade of tailoring. Later in life he took to dealing in real estate, of which he is probably one of the very best judges in the city.

A. O. T. Breed, before mentioned, came in 1835, and brought a stock of goods which he opened in a store on the ground now occupied by the establishment of Clarence Shepherd. He married Margaret Shields, who had come from New York with her sister, Mrs. Joel S. Wilcox, and he raised a worthy family of children. After a successful career as a trader, he bought a farm near the city to which he retired, and where he



spent the remainder of his life, dying a few years ago, full of years and honors.

Owen Aldrich came to Milwaukee in the fall of 1835, and his family joined him the following spring. He was for many years a prominent politician, and was the second sheriff of Milwaukee county, Henry Hubbard, of whom I have known but little, having preceded him in that office. Aldrich established the first meat market in Milwaukee, and in it Jacob Kunsemacher, senior, learned his trade.

William Strotman was the first German who came to Milwaukee to live. He arrived in the summer of 1835. He <sup>Wiesner?</sup> was a shoemaker, and was appointed by Gov. Doty, Justice of the Peace. Wiesner and wife, also Germans, arrived in the fall of 1835.

Albert Fowler was in Milwaukee when I came, and was Justice of the Peace under the Michigan territorial government. He removed to Illinois at an early day where he has continued to reside.

Benjamin H. Edgerton came in April, 1835. He and Joshua Hathaway laid out Juneau town in lots. He still resides here.

Elisha W. Edgerton came also in 1835. He was but a boy, but was a bright and forward one. He settled on Bark river, and for many years had the reputation of possessing the best farm in the state. He was president of the State Agricultural Society in its infancy, and is still a resident in the

vicinity, engaged in active business life.

George D. Dousman was in those early days one of the first men in the place. He was but a youth in years, but had the decision of character and knowledge of human nature which belong to men of maturer age. He had a pony which he called "Sixpence", with which he enjoyed the drive on the ice in the winter. This track of ice, in the winter of 1835-6, was a splendid one, reaching from the falls of the Milwaukee river (now Humboldt) to near its mouth, and up the Menominee and Kinnikinnick for miles and miles. There was no snow, there were no bridges, nor dams, nor docks to obstruct or affect the course. Mr. Dousman and his wife were constant attendants at the religious meetings held at the mouth of the river.

Falbot G. Dousman was in company with his brother just named, in 1835, but left shortly afterward, and opened a farm on Bark river, near Edgerton's, where he still resides.

Benoni W. Finch was a man of 1835. He made brick at the place still occupied as a brick yard, north of the Menomonee. He prepared his kiln, and burned it skillfully and well; and a disgusted man he was when his bricks came out a soft, creamy yellow color, and apparently soft in texture, instead of a hard dark cherry red, as his experience in brick making had led him to expect. He did not



think they would be durable, and the color was inexplicable. The durability of Milwaukee brick has been proved by forty years' experience, and their color is one of the most remarkable and attractive features of our city. Mr. Finch was chairman of a meeting held in December, 1835, to take into consideration the affairs of the infant community - the first political gathering held in the place. He afterwards left Milwaukee and this part of the country for I know not where. He was no relative of Asahel Finch and others of the same surname who afterward resided here.

Enoch Darling was a man of prominence in 1835. Like <sup>the rest</sup> ~~most~~ of us, he was young, but a man of action and decisive character. He was a builder by trade, and left the place at an early day, removing somewhere to the interior.

Matthew Cawker and brother came in 1835, and were wide awake, stirring young men; but they did not remain long. They left for further west in 1837.

But few of the men of 1835 still live among us. Deacon John Ogden, W. B. Smith, William Sivyer, Daniel H. Richards, Geo. Reed, B. H. Edgerton, H. Sivyer, Horace Chase, and the writer of this sketch and reminiscence are all that remain. Some of the best are living useful and honored lives among us; many others rest in their graves. Many more

barely sojourned here for a season or two, and departed for new scenes. Except as to a very few, I cannot even tell the subsequent fate of those pioneers who settled here with us, but soon left us to struggle alone with panics, hardships and adverse fate. Whether they fared better elsewhere than we did who stuck by Milwaukee, cannot be conjectured. They were mostly waifs and wanderers, and those who lived with them a year or two in the edges of the wilderness which hemmed in Milwaukee, cannot but hope that they fared well and prosperously afterward, wherever their uncertain foot-steps led them, and on whatever places their future lines may have fallen.

Of the women who settled in Milwaukee, with their families, and were the pioneer mothers of the place, the following record will be of special interest.

Mrs. Samuel Brown came to Milwaukee about May 20th, 1835, and was supposed to be the first Anglo-Saxon woman who settled on the west side. Mrs. Paul Burdick with her husband came about the same time and settled on the same side of the river. Mrs. Thomas Shaft came at a later day. Mrs. John Douglass settled in the town of Lake in May or June, 1835. Mrs. J. Childs and Mrs. M. H. Farnim came July 13th, 1835, and settled on the east side. Mrs. Dr. Enoch Chase arrived May 27th, 1835, and was the first white woman who settled on the south side of the river. Mrs. Capt. James



Sanderson and family remained awhile on the East side, but in the course of the summer removed to the south side. Mrs. Thomas Holmes, Mrs. Balser and Mrs. U. B. Smith settled on the east side in June or July, 1835. Mrs. Dr. Clark and Mrs. Barber came also in 1835, and settled on the west side. Mrs. Joel S. Wilcox, Mrs. Elms and Mrs. Church, with four daughters settled also on the south side in 1835. Mrs. Edward Weisner came in the fall of 1835, and settled on the east side. Mrs. S. W. Dunbar, a sister of George H. Walker, was the first white woman who settled on Walker's Point. She and her family came in 1836, and resided in Walker's claim cabin. She was a noble woman; she and Mrs. Solomon Juneau were among the best of their sex; they have had no superiors among the earlier or later women of the northwest.

#### Chapter V.

During the winter of 1835-6, Clybourn and Chase built a ferry scow larger than the one which had previously plied across the mouth of the river. That was the only place up to some time in 1836, where a team could cross the river, from the south to the east side, owing to the inapproachable marshy bank on one shore, or the other at all other points. The route to get from the south to the east side was by crossing at the mouth, following the beach ~~hard land~~ back to the westward, toward

the beach up to the bluff which rose at about the present foot of Huron Street, and then following the hard land back to the westward toward the river. <sup>^</sup>

~~the river.~~ A strip of solid ground extended from the present river end of Huron Street down as far as Detroit Street. From there to the present south end of East Water Street, was an impassable marsh. During the summer of 1836 a road was built across this stretch of swamp, and S. W. Dunbar established <sup>[a ferry]</sup> from the foot of the new Street thus made to Walker's Point.

The fees for ferriage across the river at that time were, for a double team fifty cents in silver, Indians and women free.

George H. Walker had been in Milwaukee before my arrival. He was at Skunk Grove, west of the present city of Racine, and had a trading post there in 1833. He was absent when I arrived, but was at home part of the summer of 1835; part of the time he was in Chicago and part of the time in Green Bay. He brought several thousand dollars to the new settlement with him, a part of which he invested in the claim, covering the cape of hard ground which ran up to the Milwaukee on the south side, below the mouth of the Menomonee, called after him, "Walker's Point." He was a free liver, somewhat careless in his business habits, and, while he laid the foundations of what might have been a great fortune, he was never in easy circumstances, and was often greatly embarrassed, till the larger portion of his fine estate slipped



away from his grasp. Without many of the qualities which make the successful pioneer founder of a city, his fore thought or his necessities led him into one practice which was of great benefit to the growing city. He was always ready to sell his property to the new comers, instead of holding it on speculation for a rise. The result of this system was that it became more generally distributed among the settlers than did the land in other parts of the place. He was a good, honorable, upright man, He lived many years, highly respected, repeatedly represented the people in the Legislature, and was twice elected mayor. An instance of his honorable conduct in politics came under my own notice. At the time when his brother Isaac P. Walker was re-elected United States Senator, at the close of the first short term, he, (George H.) pledged to the friends of Gov. Dodge that if they would support his brother, he would in turn support the re-election of Gov. Dodge, whose first fractional term had a couple of years to run; and they accordingly supported Isaac P. Walker, whose success was thus secured. At the session when Gov. Dodge's successor was to be chosen, Geo. H. Walker was a member of the Assembly. The fight over the Senatorship was uncommonly bitter and severe, the opposition to Gov. Dodge being especially strong and persistent. In a room at the United States Hotel, occupied

by M. M. Cothren, then a member of the State Senate, and myself, Col. Walker was present, and was waited upon by a delegation of the Democratic opponents of Gov. Dodge, <sup>who</sup> called upon him and offered him their support for United States Senator in opposition to Gov. Dodge, and he could undoubtedly have been elected. The prize was within his reach, but his answer was immediate, decisive and unequivocal.

"No, gentlemen," he said, "notwithstanding my gratitude to you for your generous offer, and the pride I should naturally feel in an election to that high office, I cannot accept your support, as I am pledged with all my influence to Gov. Dodge." The election fell upon Gov. Dodge, with the support of Col. Walker and his friends.

Col. Walker had a portly figure, of dignified manners and an affable address; was a man of great generosity and noble traits of character. He died in 1870.

Byron Kilbourn made his claim on the west side in 1834, having come to Milwaukee from Ohio. He was not in the place during the summer of 1835, as he had a job of government surveying in the interior of the territory, and, in the fall, he returned to Ohio, but came again the following year, and he was often backward and forward between Milwaukee and the East for years afterward. At that time he was in the prime of manhood, of



imposing appearance, proud and imperious in disposition, not adapted to conciliate the masses of the people, a daring Speculator, of aggressive purposes and forming vast-projects of which he completed but few; and <sup>the result</sup> it was that shrewder and more practical men pursued the plans of which he had laid the ground work, and reaped a large portion of the fruit of his labors. He projected both the Prairie du Chien and the La Crosse railroads. He held many important offices, was mayor of Milwaukee, and was the Democratic nominee for United States Senator in 1856. He had not the personal magnetism nor the genial manners of George Walker, nor the kindness, politeness and gentle bearing of Solomon Juneau. He made a tremendous fight to secure the centre of population, business and enterprise for the west side of the river, and to that end invoked the local strife which embroiled the different sections of the new community for many years. He secured from Congress the grant of land for the Rock River Canal, which was never built, except a couple of miles which forms the west side water power. This grant could not be regarded as a gift of the bounty of the United States government, but was simply a tax on the settlers, who were compelled to <sup>buy</sup> double price for the whole, in order that the government might receive as much for the half, or the even sections, which were reserved as the entire tract would have amounted to,

if sold at the usual lawful price for public lands. In addition to this, no pre-emption of the even reserved sections was provided, and so settlers were compelled to combine to protect their claims from speculators and to defy the law, which produced for years an unsettled and troubled state of affairs. The even numbered sections were sold at the enhanced price, and when Mr. Tweedy was delegate to Congress, he procured the amount to be refunded which had been paid in excess of the lawful price of government lands, and as the grant was forfeited, the same rule was applied to the canal lands, thus doing late justice to the hardy pioneer. But then followed another trouble. The territorial government had, under the terms of the grant, managed the sale of such of the canal lands as had been sold, and had received also double price, or two dollars and a half an acre from settlers which it was called upon to refund, but was unable to do, for the money had been expended on the uncompleted work, simply creating a water power adjoining Mr. Kilbourn's property. A long conflict followed between the territory, afterwards the state, and the general government on this subject, the latter making reprisals on the state school fund to secure itself and the dispute was not settled till within the last very few years. The whole grant was



mismanaged and its objects failed. No one doubted Mr. Kilbourn's integrity, in all his public and private projects of business improvement and aggrandizement; but his powers of execution appeared to be far inferior to his ability as a projector. He lived to see completed by other hands the magnificent railroad schemes which he originated, but the canal, of which there was no one to become the builder ~~after~~ after he had planned it, proved a failure. His great mind and ambition — great to invent and undertake, if associated with other minds of executive capacity — as great as his inventive capacity, would have secured results far more extensive. He died, a few years since, at an early old age, universally respected.

These sketches of two of the great trio of Milwaukee early settlers, a trio who stand apart from all others, yet separate from each other, require an allusion to Solomon Juneau, yet his name has been such a household word in Milwaukee since its earliest foundations were laid, that a prolonged account of his history is not necessary. He came to Milwaukee in 1818, from Green Bay. He was then            years old. He traded with the Indians, as other Canadians did who formed relations with them; had his trading post at this point, and lived a life of activity in that trade until the settlement of other whites gathered around him. He entered a large part of the East side of the river, and

was the first postmaster, and was first mayor of the city, after its incorporation. The great tide of prosperity which flowed in upon him with the first rush of settlers was a surprise; the wealth which poured in upon him with from purchasers was far beyond any dreams of opulence which his simple mind had ever formed, and his crude ideas of business principles were entirely overthrown. Against the advice of George Reed, his attorney, and contrary to all the suggestions of common sense, he began the sale of lots, guaranteeing that they would double and treble, and fabulous values within one year, or other brief spaces of time. This was the rock on which he split, and financial disaster overtook him. He died poor many years ago, after seeing the lands which he had owned covered with palatial business houses and fine residences and worth at their assessed value for taxation an amount greater than the wealth at that time of his old friends the Astors.

It is, perhaps, ungracious to speak of the lack of foresight which these three proprietors of the rival sections of Milwaukee, Juneau, Kilbourn and Walker, manifested, in the strife of each to build up a big village on his own claim, instead of combining each with the others to build up one solid commercial center. They wasted in petty, individual endeavor what would have made a city



then, possibly of magnificent distances, but a city still of great power, and great capacity for future development and great men. Chicago grew by the unity and joint efforts of its earliest founders, and still, for years, the race was not far from equal, with Milwaukee a little ahead. The founders of Milwaukee strove not to build up a great city, but to make it appear that his own particular section was Milwaukee. Perhaps we would have done the same. All the early settlers, and those doing business here till a period long after that of which I am writing, shared in these rivalries, and made them their own.

Growing out of these contentions, was a constant conflict as to the location of the bridges across the river. The West side people wanted no bridge below Chestnut street. Their idea was that if navigation to that point should be kept unobstructed, and that, if people from the interior must cross there or not at all to go to the East side, the country business would be forced to remain on that side, and that the vessels bearing the commerce of the lakes would moor at their docks when constructed. Mr. Kilbourn built a road from Kilbourn town southwest, crossing the Menomonee river and marsh where the slaughter houses now are, for the purpose of cutting

off Walker's Point, and the government road from Chicago was laid out to meet it at that crossing. The settlement of the South side was retarded by these and other unwise and hostile measures.

### Chapter VII.

These rivalries of the first settlers in Milwaukee and the rivalries of their immediate successors have as absolutely disappeared as if they had never existed. Even the traces of these hostile feelings and measures have grown out of memory. Everybody now knows that one portion of the city cannot be improved without benefiting all other portions. Extension in any direction inevitably betokens activity in all parts of the interior. — Three or four years ago, the entire drift of improvement was to the South side. This was the result of city growth, showing that it was too large for its boundaries, and a year or two ago, expansion commenced toward the north east, where a wonderful growth has occurred within an exceedingly short space of time. More recently, the theater of activity has passed over to the West side, crowding building and population away to the Menominee and Spring and Wells street. This is all a healthful growth, and is an advantage to every quarter alike. Improvements in Kane's Addition make improvements on the Kinnickinnick more valuable.



The Kinnikinnick, being near the harbor, easily accessible, and crossed by two railroads which lie for a distance also along and near its channel, is peculiarly adapted to manufactures. Other portions are more peculiarly adapted to residence property, and others to trade and commerce, while communication is so easy that a man may do business in any part of the city and live in any other part without serious inconvenience. Milwaukee is still in its youth. Only forty one years ago it was first settled by white men. What will the next forty years bring forth? I predict a city with half a million of inhabitants; there will be a ship canal from Georgian Bay to Lake Ontario, with daily arrivals in Milwaukee harbor during the season of navigation, of vessels from Liverpool and other foreign ports; flour, grain, beef, cheese, cranberries, hops, butter, wool, lumber, iron, lead, and other products of our fields, forests and mines, will be shipped directly at our docks without breaking bulk for all parts of the world where our customers wherever they are found, and a population of twenty millions between Lake Michigan and the Rocky Mountains. But this is wandering far, (yet not so very far, but eighty years,) from Milwaukee in 1835-6.

Mr. Kilbourn first planned the straight cut. He did not deem it necessary to protect the new mouth of the river which he proposed, by piers and breakwaters. He simply cut a channel through the sandy beach, even with the water in the river, and expected a current to form through the new channel, which would keep it clear, with a navigable depth of water. The first east wind brought a tremendous wash of the Lake, filled up the cut, and restored the beach so that you would not know it had ever been disturbed.

The right of the Indians to occupy the south side of the river was not, as a matter of fact and law, extinguished till 1838. The Menomonees owned the land on the east side of Milwaukee river. The Pottawattamies owned the west side and the south side. The Menomonees ceded their land to the United States in 1832, reserving the right of occupancy for three years which expired in 1835, when the land was surveyed and placed in market in September of that year. That included townships seven and eight, being all of the east side, all of the west side, and all of the south side, as far south as the present line of railroad street. The Pottawattamies ceded their land south of railroad street, by the treaty of Chicago, in 1832, reserving also the right of occupancy till three years



after the ratification of the treaty. For some reason, the treaty was not ratified till 1835, thus entitling the Indians to the right of occupancy till 1838. The Indians therefore considered the settlers who crowded in as trespassers, which added to the irritation produced by the killing of Manitou, out of which grew the plot to massacre the whites, which was abandoned, as before described.

I did not intend to practice my profession when I came to Milwaukee, but being the only person here with a medical education and experience, up to May or June 1836, my services were called in requisition for the treatment of such cases of sickness as occurred in the settlement. This entitles me to call myself the first physician who settled in Milwaukee. Aside from two other cases to be mentioned, my most important professional call was one to attend on Dr. B. B. Leary of Racine, who was shot through the lungs, whom he had resisted in attempt to jump his claim at that place. Dr. Leary recovered, and was a prominent resident of Racine till his death, several years ago. My other important cases, though extremely important and interesting, require but brief mention. The first white child was born in Milwaukee in October, 1835, and was named

Milwaukee, being the daughter of U. B. and Lucy Smith. The first white boy was born in Milwaukee in April, 1836, and was a son of William Siveyer (?) I attended at both events in my professional capacity.

The first sermon preached in Milwaukee was by a Methodist circuit preacher in June, 1835, whose name I ought to have remembered, but did not. He was extremely illiterate, like most of his class on the frontier, but was an earnest, zealous, pious man, evidently devoted to his calling. A Mr. Barber, a minister of the Congregational Church, took up his residence here in 1835, and, during the winter of 1835-6, preached occasionally at the house of the writer, near the mouth of the river. A Mr. Clark, who was presiding elder of the Methodist Church, his district I believe including the entire territory, staid at this place, and preached on one Sabbath during the winter 1835-6. He was a genial, social gentleman, and was entertained at the house of the writer during his visits.

The permanent settlers of 1835 were an honest and honorable set of men. They were upright and intelligent men, all of them, of superior mold and disposition. Not a single man of all that community as it then existed was ever charged with crime. Many of them have held high public



offices. All were men of temperate habits. To them is due the credit of maintaining order in a settlement that was without law or officers of the law, which they did by the moral force of public opinion, backed by the pluck, nerve and energy necessary to enforce it. So conspicuous was this fact, that the services of the vigilance committee were never called into active requisition, and the names of those who composed this committee are forgotten simply because they are not identified with any act in asserting their authority. The men of 1835 made the road and prepared the way for those who were to follow immediately after them. They were emphatically the pioneers, and their descendants may well be proud of what they did, of the institutions which they founded, and of the good names which they established in Milwaukee history. Many of them have passed to the shining river and to the land beyond - Juneau, Walter, Kilbourn, Samuel Brown, Breed, Wilcox, Hawley, Aldrich; and they have an honorable place in the hearts and recollections of those who knew them.

#### Chapter VIII

In this history I am often called to retrace the ground over which we have traveled to recall names and incidents which I think may add to

its interest, or simply to render it more complete as a narrative of pioneer life, which affords the oddest and most striking contrasts to that which we live in the present.

I have described the structure of Helybourn and Lehasis building at the mouth of the river, the green bass wood boards of which warped badly greatly even while they were building it, leaving cracks and orifices through which the snow drove during the many wintry squalls in April, 1835. Horace had a feather bed with which we covered ourselves at night, but it was hardly wide enough for both, and it often became displaced, leaving one or the other exposed to the driving snow. Our cook was a half breed boy, not overly clean, nor first class in any respect. Our food consisted of biscuit mixed with cold water, coffee without milk, and salt meat, pork or beef.

One evening, during that month, I came home to the shanty, cold, tired and hungry and found no supper nor even a fire, but the shanty full of half drunken Indians among whom was Maniton whom I have before described. When I requested them to vacate the premises which I promptly did, Maniton responded by drawing his inevitable knife. There happened to be in a corner near me a box of axe handles, one of which I seized, and with it commenced laying about me. In about three



ten seconds there was not an Indian left in the shanty, and Manitow ever after gave me a wide berth.

I assisted in gathering our lumber for the frame<sup>(?)</sup> house before commencing my own. The timber was cut on the lake shore bluff, to the north, in what is now the seventh ward. It was then rolled down the bluff into the lake and towed to the spot where it was wanted for use. The stormy April, with the frequent gusts of snow, and the excessive cold made this work one of extreme hardship. There was an almost constant high sea on the Lake; the surf ran up the beach, laying our timbers high on the land, rendering all the labor far more difficult, and adding to the discomforts - no, to the actual suffering which we endured. It can be well imagined that I frequently wished myself back in Michigan, quietly riding around among my patients. But in the latter part of April the weather became moderate and mild. The schooner Philips arrived and sailed gaily up the river. There was the excitement of welcoming new settlers daily; I began to see, as I thought, the indications of future prosperity which finally determined me not to reconsider my intention of making this my home.

A Mr. Bigelow had come to Milwaukee in 1833 or 1834, and had built a dam and saw mill on the Milwaukee river where Humboldt is now situated. When I came here in the spring of

1835, his saw mill was in operation, and it furnished the lumber of which our shanties were made. He was a widower, but had a daughter and, I think, a son-in-law living with him. The old gentleman was an odd and original genius, and had an inventive turn of mind. The early settlers along the rivers emptying into Lake Michigan, on the west shore, depended largely, in the spring of the year, on the suckers which they caught as a means of subsistence. There was a kind of sucker called "red-horse" of which Mr. Bigelow was very fond. While he was eating one of these fish in the spring of 1835, a bone stuck in his throat. He could neither get it up nor down, and was in <sup>serious</sup> danger of choking to death. In this extremity, he tied a string to a sponge, which he then swallowed, and drawing it up by the stout twine which he had used, brought bone and all, saying nothing of half the skin on his throat; but the experiment doubtless saved his life.

Mr. Bigelow did not remain long in this vicinity after the settlers became numerous, but moved somewhere into the interior of the territory.

### Chapter IX

Three men may be named who have had a greater influence in forming the destinies of Milwaukee and



Wisconsin, I will not say greater than the influence of all others combined, but greater than all others in the class to which they belonged. They date later as residents than the period to which I refer, but the present receives its impulse and its phase of character from the past; the past is projected, in its shadow and its influences forward into the present. In Milwaukee history, 1836 is inextricably interwoven with 1876, and every intermediate year is a thread in the warp or the woof of the grand whole.

Archbishop Hennri has, without doubt, exercised a plastic power in moulding the religious character of Wisconsin, greater than all other men. His labors, his sacrifices and his devotion form a most attractive and important part of the religious history of the state. Many sects are hostile to that of which he is the chief; but none contains a man of purer piety, of higher ability, nor one to whom the cause of civilization and humanity owes more for its triumphs and progress in the north west.

The late Andrew G. Miller, Judge of the United States District Court moulded the judicial character, and was the source of the legal traditions of the young territory and state. A more conscientious, upright and honorable jurist never occupied the bench in this or any other state or land. He was emphatically one of the noblest works of God, "an

honest man. But very few of his decisions were ever reversed by the Superior courts.

Upon the business and financial affairs of the state, and the character of the people, Alexander Mitchell has exercised a paramount influence. The notes of the Wisconsin <sup>marine</sup> and Fire Insurance Co. were always and at all times redeemed in gold, and at one time they reached many millions in amount, and formed the principal currency of Wisconsin, Iowa, Illinois, Kentucky and Missouri. He has shaped the character of the business communities of this state since his first residence here in 1839. His influence has been wholesome and conservative; much of the habits of business men, the steadily progressive growth of commerce and trade, the practical temper of our people, their general gravity, sobriety, thrift and integrity, are due to the example which he has set before them in his daily life of seven and thirty years among them. The community of business men, <sup>and the young men</sup> growing up here, have been accustomed to regard his opinions, his enterprises, the results of his labors as objects of emulation for them; and the effect has been most beneficial to our people.

George Reed, the first lawyer in Milwaukee, came in 1835. He remained during the summer of that year, and in December started for Washington, to procure an appropriation for a harbor at the



mouth of the river. Although the appropriation was not then secured, he adopted the initial steps which resulted in the construction of the harbor at that point. He also aided in constructing what was called the Kilbourn road, and the road to Waukesha. He was one of the most active and efficient of the men of '35 in laying the foundations of the city of Milwaukee. Judge Reed was born in Middleton, Middlesex County, Mass., Nov. 10th, 1808. He received a liberal education, studied law and was admitted to the bar. He was a member of the last Territorial legislature, of the first constitutional convention, has been judge of Manitowoc County, and in 1868 was chosen a member of the State Senate, in which he served two terms. He was the projector and President of the Portage, Winnebago and Lake Superior, (now the Wisconsin Central,) railroad, and has been connected with other leading and important railroad enterprises.

Horace Chase, whose name has before occurred in these pages, was born in Derby, Vt., Dec. 25, (Christmas day) A.D., 1810. His early life was spent on a farm, and at 18 years of age, he entered the store of Wilder Pierce, and he afterwards was employed in the mercantile house of Harvey Baxter of Brownington, Vt. In these employments he acquired a thorough mercantile education. In 1834, he went to Chicago, and was in

the employ of James Kingie, where I found him, as before stated, in the fall of that year, when we completed our agreement to go to Milwaukee. He formed a co-partnership with Archibald Celybourn, and went to Milwaukee, where, established the trading concern before described. Mr. Celybourn was a pioneer of Chicago, as to whose previous business or destiny afterwards I know nothing. Celybourn street, in the fourth ward of Milwaukee, was named after him; but I have no other history or memorial concerning him. Horace Chase was elected first town clerk of Milwaukee; he was a member of the first constitutional convention, and of the assembly in 1848. He was elected mayor of the city of Milwaukee in 1862, and was a member of the Common Council in 1873, 74, & 75. He was, very appropriately, elected the first president of the Old Settlers' Club.

Morgan L. Burdick was born in Jefferson County, State of New York, in 1813. He removed with his father's family to western New York, ~~and~~ and to Ohio; and in 1833 he settled in Chicago. He assisted in building the first framed house there, and also helped to erect the first framed house in Milwaukee. He came to Milwaukee in December, 1834, and settled in the town of Lake in the spring of 1835. He was chairman of the first board of Supervisors in the town of Lake, and has often held the same position under the



territory and the state. He has always taken a great interest in the cause of education, and has been a pillar of his town, of the county and of the state since that time.

Harvey Church came to Milwaukee with his wife and four daughters in the fall of 1835. One of his daughters married Brazilla Douglas, and the other three married three brothers, Thomas, Sabron<sup>Belton</sup>, and Chauncy C. Olin. Mr. Church resided in the town of Lake till after 1840, when he removed to Waukesha. He was an honorable, upright man, just and honest; but when he lent farming and other implements to his neighbors, which he was always willing to do, he was especially urgent that they should be returned. He once lent a shovel to H. H. Brownman, which the borrower kept a long time without ever proposing to return it. When Mr. Church at length called on him and asked him to return the borrowed utensil, and asked him if "he never returned articles lent to him," he said, in a drawling tone: "No, I never do any thing of the kind; it is enough trouble to borrow, let alone carrying things back."

The Olin's afterwards removed to Waukesha, where they have held many positions of public trust, and have been regarded as among the best members of the community.

Sometime in the year 1837, many Presbyterians, among whom were several deacons, having settled in Milwaukee, the Rev. Mr. Ostrander of — (?) was sent for, to take charge of a protracted meeting; and he accordingly came. Mr. Ostrander was an eccentric man, and all the peculiarities of "revival meetings" were within his experience. One of his methods in revival meetings was to call on the brethren by name, asking them to pray, designating <sup>the</sup> objects of prayer which each was to seek, and instructing them as to the manner of the petition which they were to adopt. On one occasion he first called on Deacon Samuel Brown, who did not confine himself to the instructions of Mr. Ostrander, but prayed for everything under heaven, and was a long time about it. Those who saw the workings of Mr. Ostrander's expressive countenance during this long petition to the throne of grace, apprehended what was coming; but nothing was then said. Deacon H. was next called upon, and he prayed over more territory if possible than Deacon B. had done. Deacon J. H. R. — s was next called upon, and he exceeded both his predecessors alike in length and breadth as to the objects of prayer. When he had concluded, Mr. Ostrander drew himself up and said: "I want to hear no more such prayers as these!" "Why", said he, drawing himself up to his



full height, "Three more such prayers would freeze hell over!" But little success attended this effort to produce a general revival of religion, probably because the settlers had many matters to attend to of more importance than the salvation of their souls.

### Chapter X

On the organization of the Territorial government of Wisconsin, July 4<sup>th</sup>, 1836, Gov. Dodge commissioned as Justices of the Peace, Daniel Wells, Jr., Brazilla Douglass, John A. Messenger and Sylvester Dunbar. Mr. Wells lived on the East side, Mr. Messenger on the West side, Mr. Dunbar on the South side, and Mr. Douglass in the town of Lake.

Winslow and Co. brought a larger stock of goods to Milwaukee in the fall of 1835. They remained, however, but a short time, when they abandoned the young village for other scenes of success, or - failure!

The post office was established and Solomon Juneau was appointed postmaster in April, 1835. Mails from Chicago arrived on horse back twice a week. The office was located —

William A. Prentiss came to Milwaukee in 1836. He was appointed Justice of the Peace soon after his arrival, and he served in the territorial legislative council in 1838, 39 & 40. He has since been member of the State legislature,

and mayor of the city. He has been moderately prosperous in his worldly affairs, and has been faithful, honest and honorable in all the relations of life which he has occupied.

Horatio N. Wells arrived in Milwaukee in 1836, shortly after George Reed. He at once assumed a prominent place in professional and political affairs, was elected to the Legislative Council of the territory, was chosen president of that body. He was the second mayor of the city succeeding Solomon Juneau, who was the first; and he was afterwards elected county judge. He was a man of brilliant ability, of decided convictions, and of perfect personal and official integrity. But for one unfortunate habit, he would doubtless have lived a much longer life, and have arisen to greater distinctions than that which he enjoyed.

John A. Messenger settled on the west side of the river in 1836. He was an active, go-ahead, enterprising man, possessing dash and independence. He was for a time engaged in the manufacture of brick, and was a man of prominence in the new community.

Mr. Gardner was the third lawyer who settled in Milwaukee, arriving here in 1836. He married a daughter of Gen. Sheldon, and was a young man of much promise; but he died at an early day.



Jonathan E. Arnold was the fourth lawyer who settled in Milwaukee, and, after the death of Judge Wells, was senior member and president of the bar of this city till his own death in 1858. As a criminal lawyer, Mr. Arnold had no superior in Milwaukee, and probably in his best days he had no superior in the north west. In his defense of Judge Hubbell, who was tried by impeachment before the Wisconsin Senate in 1853, he evinced the highest professional skill and eloquence. The writer has been a juror in many criminal cases tried by Mr. Arnold, and it was always a pleasure of the highest kind to mark the masterly manner in which he conducted such cases. Prompt, vigilant and decisive in manner, he never lost a point by inattention or indifference. As a lawyer in civil cases, he also stood in the front rank in his profession. In his personal manners he was always genial, agreeable, polite and affable. He was never an office seeker; he was in politics a whig of the grand old Webster school, and, had his party been in the majority, he would doubtless have enjoyed the highest honors that it could bestow.

Dr. Lucius J. Barber came to Milwaukee in 1836. He remained here but a few years, when he moved to the Rock river country. He was

a member of the territorial legislature in 1838 and 1839, <sup>and</sup> was speaker of the house in the latter year.

Dr. Voyes came also in 1836. He was a skillful physician, but rather indisposed to practice. He kept the Milwaukee house previous to Caleb Wall, and went afterwards to California, where he died. His widow and two daughters still reside in Milwaukee.

Dr. A. L. Castleman came to Milwaukee in 1835. He at once entered into a good practice, and was an active, attentive and skillful physician. He removed to Delafield at an early day, and went to farming. He continued to reside there till the out break of the war, when he was appointed a surgeon in the army, where he was highly valued for his services as an operator. After the war he took up his residence again in Milwaukee. I recollect that, when he came to Milwaukee, and wishing to cross at the mouth of the river, the ferry boat being on the other side, and he being in a hurry, he rode his horse into the river, and swam across, holding on to his horse's tail.

Dr. H. Loomis, who had settled in White Pigeon, Mich., in 1829 or 1830, and with whom I became acquainted at Niles in 1832, came to Milwaukee in 1836, and settled on the south side.



He was a good physician, and an upright, honorable man. My acquaintance with him at Niles was formed by his being a surgeon of one of the Michigan regiments in the Indian war. He had a somewhat passionate temper, but he was faithful to every duty, and especially true to the demands of friendship. We were warm personal friends from our acquaintance until his death in 184-. His widow, two daughters and a son still live on the south side.

Dr. Lemuel W. Weeks came to Milwaukee in 1836. He had practised medicine in Vermont, but he never followed his profession here. During his residence in Milwaukee he has been in a variety of pursuits, sometimes up and sometimes down, but never discouraged, always hopeful and sanguine, somewhat elated by prosperity, but never unduly depressed by adversity. He is one of those men of iron who are fit founders of new empires. In the great financial depression, 1857, he suffered severely pecuniarily, as he had on his hands Weeks' addition, which cost him in 1855 one hundred thousand dollars more than it could then be sold for. Soon after this crash he removed to New York City, but he has since returned to Milwaukee, and now resides here. In an early day he represented the south side as a trustee in the Village Council.

Alanson Smeat came to Milwaukee in the fall of 1835. His claim was made for him ~~by~~ by his brother Richard in 1834, and he afterwards resided on it for a number of years. A claim could at that time have been made as well anywhere on the Menominee to the immediate vicinity of Walker's Point. This spot was selected on account of the magnificent spring of water and a grove of maple trees upon it. A rural life, however, did not satisfy Mr. Smeat. He took an active part in political matters at an early day, and was elected a member of the first legislative council of the territory of which he was a leading and influential member. In 1845 or 1846 he sold his farm and moved into the city. He then built the brick warehouse on the south side, but the failure of the wheat crops for three disastrous successive years was disastrous to his plan, and resulted most unfortunately for him. Until a few years since Mr. Smeat continued to reside in Milwaukee, where for a third of a century he bore the reputation of an upright man, with more than ordinary enterprise and ability. He now resides in Kansas.

W. S. Frowbridge, now a resident of the town of Greenfield, came to Milwaukee in 1835. He had a job of surveying in the territory the previous year, and his labors in that regard led to his location here. He is an upright,



conscientious and honorable gentleman, and one of the best and most valuable citizens of the county.

Hans Crocker came to Milwaukee in April, 1836. He was then a young man, scarcely twenty years of age, but full of courage, very able, with a rare knowledge of mankind for one so young, and with the stuff in him which makes a good pioneer. He became a partner of H. A. Wells, and afterwards was a partner of John H. Sweedy. He assumed at an early day, rank with the best lawyers in Milwaukee, which he maintained as long as he continued in the active practice of his profession. He made some fortunate transactions in land, and acquired wealth at an early day, when he retired from professional pursuits. Col. Crocker has an intellect of the first order. If, fortunately for him, he had been compelled to mingle in the conflicts which men of his profession meet, and to obtain his livelihood by practice at the bar, or if his ambition had led him to that place, he would have been a leader among the lawyers of the northwest. But he became rich, and subsided into an easy going way of life, in connection with railroads and other enterprises. He has borne prosperity well, and with his vigorous constitution, regular habits and equable temper, he is likely to live

during a long career of comfort to himself and usefulness to others. He has been Mayor of the city, and filled the office with credit, while he has constantly exercised a powerful and wholesome influence on public affairs.

John H. Tweedy came to Milwaukee in 1836. He brought some money with him, which he invested; but it is understood that it all went in the crash of 1837. He did not repine, however, nor lie down under discouragement and misfortune. He went to work at his profession, made money, invested it cautiously but fortunately, and regained not only what he had lost, but a more than sufficient competence. He retired from active practice many years ago. He served a term in Congress, and has been a member of the state legislature. He is one of Milwaukee's most highly respected and useful citizens.

See p. 570<sup>1/2</sup>  
 I have left to the last page of these sketches and reminiscences, the tribute which I owe, and which is due from all, to one of the noblest among the women who aided us to people the north west - whose virtue, charity and industry marked her as among the best of her sex - the wife of Solomon Juneau. She was the daughter of John Vieau, and on her mother's side her grandfather was head chief of



William P. Merrill came to Milwaukee, April, 1836. He was young - scarce twenty - . When he first came he went to work at his trade, carpenter and joiner, on the west side of the river. He made the first case for type ever used in Milwaukee for Daniel H. Richards. He continued to work at his trade till he was married, when he kept the tavern on what was called the Indian fields, near where the Leyton house now stands. In 184- he removed to Summit in Waushara county, where he engaged in farming, till 184-, when he returned to Milwaukee where he has since continued to reside. He has been several times elected to the common council of which he was an active and influential member. Late years Mr. Merrill has turned his attention to dealing in real estate, and perhaps there is no man in the city whose judgment is more reliable on the value of real estate than his. He has been extremely fortunate in his real estate transactions, and besides has built several valuable buildings in the fifth ward. He has been for some years a member of St. John's Church, and is always foremost in aid of all benevolent objects. He seems to make money easily, and use it judiciously. He is a man of temperate habits, still in the prime of life.

the Menominees. She was a woman of large and commanding appearance, and in middle age, when I knew her, she bore many marks of the exquisite beauty which she must have possessed in youth. She had great energy of character; her influence with the excitable Indians was all powerful, and she could control them not only when they were disposed to organize a bloody raid against the whites, like that projected in 1835, but she was often called to quell the drunken riots in which they were disposed to engage from year to year, during their gatherings here, and until the tribes moved far away to the westward. She had manners which might have been envied by the finest lady in the land, and which the polish of the ripest civilization could not have improved. Her generosity was queenly, and she was almost a queen among the tribes whose blood flowed in her veins, and who recognized her as among ~~her~~ the most honored descendants of the royal lines to which she traced her parentage. The women of Milwaukee to-day, in 1876, should have seen her as we saw and knew her in 1836, in her matured regal loveliness, her calm and stoical selfpossession, her wonderful politeness, and in that great, hearty and beautiful goodness which the early settlers



and all who suffered or needed help and sympathy, received from her, so long as it was in her power to lift her hands in kindness and benevolence.