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STORY  
OF  
COLUMBUS

2

PP 201-400

Fred A. Stare





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Mrs. Bert Laskey



Albert (Bert) Laskey

Bert Laskey being farm born and raised spent most of his life on a farm, but was also always interested in steam engines and threshing machines, owning a good rig himself.

After the death of his uncle Albert, and the settling of the estate, Bert moved on to this farm, which had become the property of his father David. Shortly afterward the house caught fire and burned to the ground with the loss of most every thing in it.

Bert was active in the Masonic Lodge and was Master in 1925. He died in Dec. 20th, 1941.

William Laskey, David's second son, worked on his fathers and later his uncle Albert's farm, and was not married until quite late in life. In 1930 he was married to Mrs. Christena Klinesmith, a widow with two children.

PUBLIC LIBRARY  
COLUMBUS, WIS.



(Continued from last week)

Some few years after he came to town; his present home being on Campbell street. He has no children.

Uri Laskey, David's third son, named after an uncle who lost his life as a soldier during the Civil War, obtained a high school education, living in town with the Hirscher family on Charles street a part of the time while attending high school. He graduated in 1898 in the class with Fred Proctor.

In 1899 he was married to Miss Bertha Lenz of Watertown. He left Columbus in 1900 after which he operated a store in Minnesota two years, then lived in Iowa a couple of years, then came back to Wisconsin working on street cars in Milwaukee from 1906 to 1911.

In March 1912 he entered the U. S. Postal Service, as a letter carrier in Watertown, in which service he remained for 27 years.

After retiring, he started in the grocery business from which he retired in April 1951.

He then spent a year in Florida, going from there to Stillwater, Oklahoma, where one of his four daughters resided. There he bought a small farm of ten acres upon which he conducts a

commercial rabbit business, jointly with his son-in-law.

Mr. and Mrs. Uri Laskey have four daughters, as follows, Grace, Mrs. J. S. Kirkland, Stillwater, Okla., Hazel, Mrs. G. H. Lenz, Madison, Wis., Maybelle, Mrs. B. T. Jaeger, Watertown, Wis., Eunice, Mrs. Chester Klinck.

There are eleven grandchildren, all living. The picture of Uri and his wife was snapped in Fort Atkinson in 1950.

This information was contained in a recent letter, in reply to a request for information: We quote a portion as follows "You ask about Albert's estate, as I remember it, it amounted to about \$15,000 each for his brothers and sisters still living, and to the children of those dead."

The youngest son of David, was Guy, who lived with his father in the Farnham street house. After his death the house was acquired by the Wm. Roths, who have improved it greatly.

#### Thomas Smith

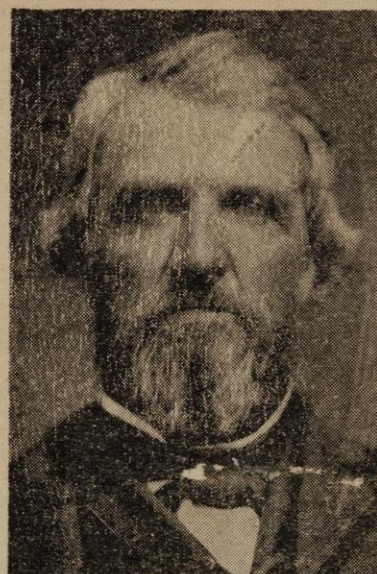
This Mr. Smith was born in County of Suffolk, in England, in 1809. He was raised on a farm, and he followed farm work until he was 23, when in 1832 he emigrated to Canada, landing in Quebec that year, and afterward located in Upper Canada, where he worked as a farm laborer until 1836 when he crossed over into Michigan where he was unfortunate having lost one arm in an accident.

He soon left Michigan, which was a sparsely settled territory, and went to Rochester, N. Y., where he operated a restaurant from 1837 to

1846, in which year he came to Wisconsin, while it was still a territory two years before it became a state.

He came directly to Columbus, where he had friends or relatives, and settled out in Hampden, locating on farm land near the Richard Laskey family where he remained until 1861, when he moved to a farm of 160 acres in sections 14 and 23, town of Columbus which would locate it as the Avalon Farm (or Roy's farm) now owned by E. A. Miller & Son, the first farm on the right beyond Caldwell Pontiac.

He was married in 1853 to Miss Asenath



Thomas Smith

Thomas, who died in 1881 and Rhoda are buried in Hampden cemetery.

Asenath, the second wife and mother of their

four children died in 1927 and is buried in Hillside.

These children, Jerome, Ellen, Jesse and Charles were cousins of Horatio S. Smith (see installment No. 76) whose mother was Chloe Laskey, the name having been erroneously spelled Lackey, through a typographical error.

The daughter Ellen Mary, was born in Hampden in

1858, and lived at home until her marriage in 1880 to John Becker who had come to Columbus in 1876 to work for Farnham & Allen in their elevator and Lumber Yard. Her husband who was born at Buttes Des Morts, Wis. became an expert in lumbering and logging and because associated with the Brooks-Scanlon Lumber Co. and was in charge of operation at Mitchell, S. D., Harmony, Minn., Minneapolis, Oshkosh, St. Paul, the Bahama Islands and in British Columbia.

(To be continued next week)



Mr. and Mrs. Uri Laskey



# Installment No. 134

In 1922 he retired and came to Columbus to make their home; in Jan. 1926, after an illness of only a few days he died. His widow continued to live here until about 1940 when she went to live with her daughter Mrs. Geneva Becker Young at Harmony, Minn. where she died Dec. 1st, 1942, and is buried at Hillside.

The Beckers were members of the M.E. church and Mr. Becker was a member of the Masonic Lodge at Harmony.

A separate story of Jerome H. will follow: another son Jesse L. Smith was usually called "Josh", who became a well known threshing engineer and machine operator, living in Columbus, married Miss Carrie Ramsey of Elba who at the time of her death was living on E. Prairie street.

Charles T. went to Minneapolis when a young man where he became a policeman, and died when he was about 27 years of age.

Her son Jerome, married, lived on the same place and here his daughters, Charlotte and Nellie were born. Some years later to settle the estate, the farm was sold to E. B. and Chad Roys, generally referred to as Roys Bros., who were always interested in fast horses. They laid out a race track, across the road from the buildings and a little farther out, which was used for training, working out and timing their harness horses.

After the death of her husband Thomas, in 1881, the widow Mrs. Asenath Smith continued to live on the farm operated by her sons, and when they moved to town the farm was operated for a few years by Horatio Smith, whose oldest son Arthur was born on what is now the Avalon farm.

She then made her home with various of her brothers, sisters and her children, but principally she lived with her brother Albert Laskey on the farm now owned by Cyril Derr being the first place on 151 beyond where Hy. 73 turns off, perhaps 4 miles from town on the Madison road.

After the death of her brother Albert she and her daughter-in-law, Mrs. Jerome Smith, bought the property on Fuller st. formerly owned by Mr. Baerwald; the house on the property was sold to Mrs. Frank Feelyater and moved to 624 South Birdsey.

On the lot thus vacated a new house was built for Mrs. Thomas Smith, and Mrs. Jerome Smith and occupied by them as long as they lived.

While this house was being built, Mrs. Smith made her home with Mr. and Mrs. Richard Kidder on Maple Ave., Mr. Kidder being a nephew of Mrs. Asenath Smith.

Mrs. Smith died at her daughter-in-law's home Aug. 7, 1927 lacking only a month or so from being 92 years of age.

A Columbia County Atlas published in 1873 has only recently come into the possession of this writer through the courtesy of Mr. Griff St. John, and thus we are now able to guess where the Thomas Smith farm in Hampden was located.

It was thought to be the S. W. quarter of section 25 and the S. E.  $\frac{1}{4}$  of the S. E.  $\frac{1}{4}$  of Section 26 and the N. E.  $\frac{1}{4}$  of the N. W.  $\frac{1}{4}$  of Section 36, or a total of 240 acres.

On a recent plat book, most of this land comprises a portion of the holding of Oscar Ebert, and the 40 in section 26 shows as a part of the holdings of John and Agnes Barmen.

The Thomas Smith farm probably was just west of and adjoining that of his father in law Richard Laskey, which is now the Norbert Weisman farm.

## Jerome H. Smith

Jerome H. Smith, was the oldest son born to

Thomas Smith, from his second wife Asenath Laskey, in 1856 on his father's farm in Hampden.

In 1861 his parents came to the town of Columbus, and bought four forties, in sections 14 and 23, which 160 acres later became well known as one of the Roy's farms, and is now called Avalon farm, on the Madison road at the edge of town.

Jerome was one of three brothers, and a sister, and grew up as a farm boy and also became an experienced steam threshing engine man and machine operator, all did also, his brother Jesse L. who was usually called "Josh."

Jerome's father died in 1881 when Jerome was 25 and became the head man of the family.

He was married in 1880 to Miss Maria Reals,

who was born in 1850 and lived until 1935.

Their first born was a daughter, Charlotte, usually called Lottie, who was born July 4th, 1881 only a few months before her grandfather died, and in 1886, a second daughter Nellie was born.

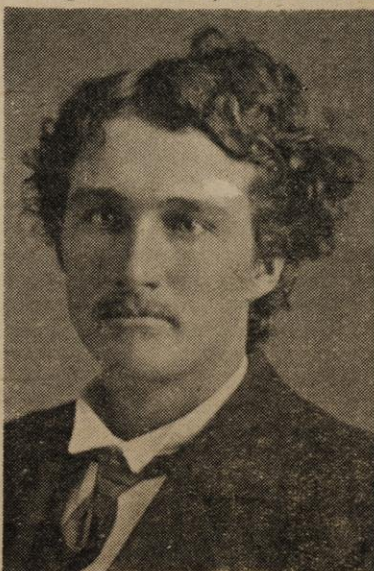
The farm was sold to the Roy's Brothers, some years after Jerome and



Mrs. Jerome Smith

his family moved to town.

Jerome had a full complement of farm machinery, four good horses, and a steam threshing outfit. He had 15 acres nearby and rented other acreage elsewhere, some of it not far from town



Jerome Smith

he loaded his outfit, including his horses, on board cars and headed for the wheat lands.

But while enroute, bad storms in the Dakotas ruined most of the standing grain, to the point where there was no threshing to do, so he had the expense, loss of time, and trouble for his good intention.

(To be continued next week)



Installment No. 136

January 7, 1954

# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

Two of the Roys Brothers, Chad and Ed purchased the Thomas Smith farm just out of town on the Madison rd., the place being now called Avalon farm, the name having been given to it when it was owned by W. C. Leitsch, and carried on since by Eli Fritz and also by the present owner A. E. Miller & Son. On this farm, in the field across the road from the buildings was once located a race track, the one shown in the accompanying picture, taken over sixty years ago.

J. W. Leffingwell, owner of Oak Ridge farm of 300 acres in section 33, is shown on the map, as having a race track on the left hand side of the Madison road (151) just beyond the turn half mile beyond the Country Inn.

Not shown on the map is one said to have been located on the flat ground on the right hand side of Otsego road, highway 16 beyond Cooks hill, the present property of the Borden Company. Agricultural fairs were held nearby in the early days—and there were frequent races held there.

Another was on the Fair grounds held regularly for many years on the 40 beyond the old wooden sheep barns, where Timkins junk yard now is, just beyond "Mexico" and to the left of the Beaver Dam road 151.

It is also said that Allen & Parkinson had a track that was located about where the fence is between the park and the golf course, but we have found no record of this one.

The picture of the race on Roys Bros. track was provided by Emil Hiller of Columbus Monument Works.

Three generations of the Richmond family, starting with Peres B. Richmond who came to York, Dane County in 1847, have been breeders of horses. Bradford Bowen Richmond, or "Brad" was the subject of a feature story about his famous saddle horses, in the Republican-Journal a year or two ago.

Harvey McCafferty, a very early pioneer, was a horse man, both as owner, driver and rider, and followed the races for years.

## The Pietznerns

Among the German Methodists that came here at an early date, and whose story was not written, in the year by year sequence we have been following, because of lack of information, were three brothers named Pietzner, the first of which to come being Charles Pietzner, who came in 1851 at the age of 14.

He and a neighbor friend, Charles Thiede from Neuhoft, Pommern near Stettin, Germany came together, making the crossing on a sailing vessel which because of storms, kept them on the ship fourteen weeks.

They were both young, and their objective was Milwaukee, but their reasons for coming to America, and how they happened to come to Wisconsin, are not known at this time, but presumably one or both may have had friends or relatives here.

They came from New York to Milwaukee by railroad as far as Chicago; but must have had other means of transportation from Chicago to Milwaukee, perhaps by boat and if not, perhaps by stage coach, at there was no railroad in Wisconsin in 1851.

Some references we have read claim that no railroad reached Chicago until 1852, so it is possible that the route of Charles Pietzner and Charles Thiede may have been rail from New York to Buffalo and boat from Buffalo to Milwaukee, which is known to have been the favored route of most emigrants from Germany destined to Wisconsin.

They stopped in Milwaukee, then the Mecca of almost all German immigrants coming to the new state of Wisconsin, but their stay there was not long as no jobs to their liking could be found, so they moved on to Watertown, which was almost solidly German.

Their stay at Watertown was also brief, and they soon found their way to Columbus, which they found to their liking.

Nothing seems to be known about what sort of work Charles Pietzner did, nor whom he made his home with, but presumably it may have been farm work, at least at first.

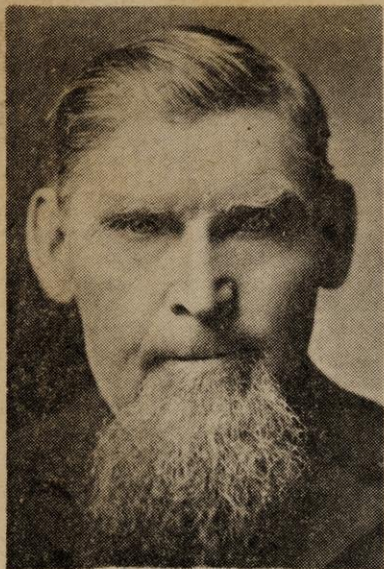
He served as a soldier in the Union Army in the Civil War. His company and regiment is not known at this writing.

His only living son, William has a crayon enlargement of a tin type picture of his father in the uniform of the Union Army, holding his musket with fixed bayonet at parade rest, and also has the uniform and musket shown in the picture.

Shortly after his return to Columbus from the war, he was married Aug. 29th, 1865 to Miss Wilhelmina Thiede, a sister of his boyhood companion Charles Thiede who came to America with him, and also of Wm. Thiede, a brother of Charles, who came later. We hope to write a Thiede family story when the necessary data becomes available.



Charles and Wilhelmina Pietzner began house-keeping in Dodge County, just across the river



**Charles Pietzner**

Mr. Pietzner worked for Henderson & Prime in a lumber yard operated by them, where Caldwell Lumber yard now is; the yard was later



**Wilhelmina Pietzner**

his war service.

He sold off a few lots from his ten acres, and lived comfortably for 25 years after retirement, and died in 1908.

His wife Wilhelmina Thiede, was born in Kasburg, Prussia, Dec. 1st, 1842 and came to America in 1864 arriving in Columbus with her parents on July 20th. She was married the following year as stated previously, and became the mother of six children. She died Aug. 23rd, 1910.

(To be continued next week)

at the railroad bridge, in the house known as the Yuds house, present home of Earl Yuds. Later he bought outlot No. 123 a piece of land of about 10 acres at the farther limits of Mexico, running from the Dodge county line to the river, on which there was a brick house, which is still standing, and is the home of the Frank Walasek family.



**Minna Pietzner Kettelhon**



**Arthur Kettelhon**



**Pauline Roegge Kettelhon**



# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

The children of Mr. and Mrs. Charles Pietzner were Minna Sophia who became Mrs. Fred C. Kettelhon, then Herman and Otto, both of whom died in 1870; then Wm. H., Ed. F., and Emil L.



Left to right standing: Ed, Minna, William, Emil, Charles Pietzner and his wife

The picture of the family group was taken about 1883, and besides Mr. and Mrs. Pietzner are shown, their four living children, Minna, Wm., Ed., and Emil.

## The Kettelhons

Mr. and Mrs. F. C. Kettelhon who were married Nov. 17th, 1886, became the parents of four children. Miss Luella who after graduating from C.H.S. in 1904 attended Teacher's College in Milwaukee and became a teacher, of which profession she made a career; she has been teaching in Chicago for the past 27 years.

Arthur, who became a veterinarian, practicing his profession in Columbus for many years.



Fred C. Kettelhon

man M.E. church in Columbus; they had two daughters, Marjorie who is now the wife of

George Gunderson and the mother of two boys.

The other daughter is Phyllis, a nurse at Wisconsin General Hospital, Madison.

The home of the Gundersons is Riverside Farm in Hampden on highway 60, which is jointly owned by Marjorie and Phyllis, according to a plat book of recent date. "Doc" Kettelhon died in July 1950 and his wife in June of the same year.

The next of the F. C. Kettelhon children is Irvin, who as a young boy was called "Kewpie" and is now a resident of Milwaukee. He married Naomi Taylor. They have no children. He is an investment broker.

The youngest is Gladys, wife of Jack Ritter formerly of Columbus; they are residents of Wauwatosa, and have two children, a girl and a boy. Jack is the purchasing agent for a large foundry.

## William H. Pietzner

The next child of Charles Pietzner was a son. William H. born August 23rd, 1871 who after finishing grade school and two years of high school, followed by 6 month at Business College, began clerking at the age of 17 in 1888 in the store of Luther Davies, which at an earlier date had been started by Uriah Davies. It was located in the building at 107 E. James St., now the store of Stanley Dulek.

When Luther Davies moved his operations to a larger field, in Oshkosh, Mr. W. J. Edwards, his brother in law started a store in this building and was the owner until 1901 when Wm. Pietzner, who had remained on as a clerk bought a half interest, the firm then becoming Edwards & Pietzner.

A year later, Mr. Edwards desiring to retire, sold his interest to Fred C. Kettelhon, brother-in-law to Wm. Pietzner, and the firm became Pietzner & Kettelhon which it remained until 1918. Mr. Pietzner had been working in the same store, every since he had started as a clerk in 1888, and never missed as much as a half day because of sickness, but constant confinement in doors for over 28 years had slowly broken down his health, so in 1918 the partners decide to have a closing out sale, which continued for several weeks, and finally at 11 o'clock on Armistice day, Nov. 11, 1918 they turned the key in the front door.



Mr. and Mrs. William Pietzner

Mr. Pietzner took several months in almost complete idleness, mostly in the sunshine and out doors air, often riding with his nephew Doc Kettelhon as he made his calls.

(To be continued next week)



Installment No. 138

January 21, 1954

# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

He then took some outside work for the Jewel Tea Co. and the Minnesota Woolen Co.; when he had fully recovered his health he was elected City Clerk, following Ben Paepke, which office he held for 14 years, then he became City Treasurer following A. S. Waldo, and this position he held for another 14 years, relinquishing it in May 1953, having decided not to run in the spring election, because of his failing eyesight which had become a severe handicap to him in his work.

He was married in 1893 to Miss Anna Linck of Columbus, who died in 1948.



Verne Pietzner

Edwin F. Pietzner

The third living child of Charles, was Edwin, born in 1876. After finishing school Ed became a printer in the shop of the Columbus Democrat, during the time that C. C. Eaton was its editor and publisher.

He was married to Miss Lydia Engelke in Oct. 22, 1903 from which union there were no children.

For many years he was a partner with Henry Wrede in Columbus Laundry, which business was discontinued many years ago.

After the death of his wife Oct. 7, 1935 he subsequently was married to Mrs. Henry Wrede Aug. 2, 1937, the widow of his former partner; Ed died in Sept. 28, 1947.

Their home, where Mr. Pietzner and his son Verne, born in 1899, live together, Verne being unmarried, is at 436 W. School St., and was built in 1897.

William, now 82 years of age is in good health and still as active as can be expected with his vision badly impaired.

## Emil L. Pietzner

The youngest son of Charles Pietzner was Emil L. who was born June 29th, 1878. After finishing school Emil became an apprentice in the barber shop of Mr. Gehrke to learn the trade of barbering, working for 6 months free and received

\$1.50 a week for the next six months. He then worked in Fred Thiede's barber shop for some time.

He started in business for himself about 1898 and continued in his chosen line of work until shortly before his death March 13, 1949.

He was married in 1900 in Jan. to Miss Emma Hoehne,



Mr. and Mrs. Emil Pietzner

of this city, and to them were born two daughters, Yolanda, who is married to George O'Brien, who for several years was Supt. of Schools in Two Rivers; He is now Director of Public Relations of Hamilton Manufacturing Co. of Two Rivers.

The O'Briens have two children, the older of which is Patricia, an instructor at the University of Wisconsin, and a son Bob, presently serving with the U. S. Marine Corp. overseas.

The younger daughter of Mr. and Mrs. Emil Pietzner is Norma who for many years has been society editor and bookkeeper for Columbus Journal-Republican.

## Louis Pietzner

Two younger brothers of Charles Pietzner, Ludwig or Louis and Henry came to Columbus in Dec. 1866.



Louis was four years younger than Charles; He became a wagon maker; His shop was at the corner of Water and E. James where the Philipps 66 station now is and here he continued to work until about 30 days before his death; the next place east on James was the blacksmith shop of William Hannaman, grandfather of the late Carl Hanneman, veterinarian, who died several years ago.

Wm. Hannaman did the necessary iron work on the wagons and sleighs and other vehicles made or repaired by his friend Louis Pietzner.

Mr. Pietzner was married to Miss Wilhelmina Ernestine Blumenthal, a sister of Herman Blumenthal, well remembered as a member of the firm of Turner & Blumenthal, Monument works; and a former Post Master. She was born in Rensburg, Prussia, Oct. 10th, 1851.

The Louis Pietznors had two sons, Frank who is dead, and Henry, still living, unmarried, in Milwaukee.

Louis died May 16, 1923; His wife in May, 1928. Their first home was the brick residence now the home of Mr. and Mrs. August Yuds at the corner of Oak and Spring sts. in Mexico. They then built the brick residence at corner of Manning and Waterloo No. 175, where they lived for many years.

Later they made a comfortable and attractive apartment over the Wagon shop at E. James and Water sts. After her husband's death the widowed mother continued to live there with her youngest son Henry until a few weeks before her death, selling the building and moving to a new apartment shortly before she died of heart failure.

The building was sold to Otto Nitz of Beaver Dam, who had it moved to West James, over the hill, for a Neighborhood Grocery store in the front portion, renting the upper apartment to a painter named Keyser, whose shop for painting automobiles, signs, etc. was added to the rear. Later the store and building was purchased and operated by Mr. and Mrs. Felix Indermuehle for several years.

It now belongs to Allen Else and Newall Fagerland who operate the Neighborhood Grocery, 803 W. James.

Frank Pietzner learned the Jewelry business in Milwaukee and came back to Columbus where he had a Jewelry store on Ludington st. next door below Fowlers Grocery, which was the building now occupied by the Coast to Coast store.

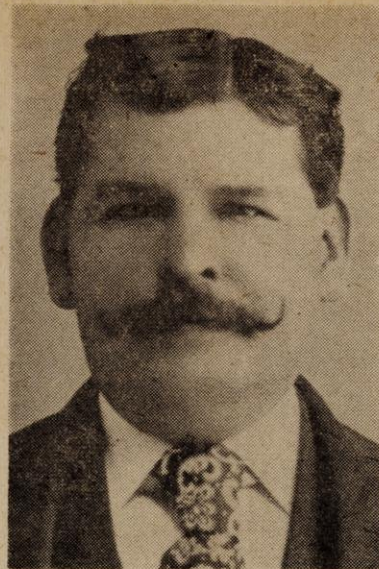
### Henry Pitzner

Henry Pitzner, younger brother of Louis, was a tailor by trade, whose shop was a frame building that once stood facing Ludington St. where the barber shop, so long known as the Fred

Thiede shop is located on N. Ludington st.

The picture of Henry shown here was taken in St. Louis, indicating that he probably left here many years ago, as the brick building housing the barber shop and Mrs. Conley's store was built in 1877.

When this writer first came to Columbus over 50 years ago, the Post Office was



Henry Pitzner

in the building where Mrs. Conley's shop is, and the side entrance to Pietzner and Kettlehon's store was where the barber shop is.

Henry spelled his name differently, learning out the E, as will be noted above. When Henry Pitzner left Columbus, it was many years before his brothers heard from him, and he, so far as we can find out never returned here. He may have lived at different places, but this is only conjecture. His relatives here know very little about him after he left here. It is known, however, that a son is a prominent business man in La Crosse, owner of a large dry cleaning business.

(To be continued next week)



# "The Story Of COLUMBUS . . ."

By F. A. Stare

(Continued from last week)



Picture of Mr. and Mrs. Edwin F. Pietzner, story published last week

## The Roloffs

A sister of the three Pietzner brothers, Miss Lena Pietzner, probably came from Germany with the brothers Louis and Henry.



Mr. and Mrs. Roloff

one or two others took an automobile trip to Yellowstone Park, the Black Hills and other points of interest, camping out each night in a tent they carried with them.

In Yellowstone Park while at a spring near their camp, Verne saw another young fellow, who was also getting a pail of spring water: this happened two or three days in succession and led to their striking up a speaking acquaintance.

This brought out the fact that they were both from Wisconsin, one from Kendall, the other from Columbus and it soon developed that the other young fellow was Verne's second cousin, a son of his father's aunt, Mrs. Roloff, proving again that the world is not so large.



## 1857 — The Railroad Comes

The most important single event of 1857 as far as this area is concerned was without doubt, the completion of the Milwaukee and Watertown Railroad to Columbus, the promotion and construction of which has been mentioned in several past installments, particularly installment 102-3 and 4.

If one is sufficiently interested in the entire railroad picture in Wisconsin from its inception up to 1880 we suggest reading pages 173 to 184 inclusive, in Columbia County history published in 1880 written by C. W. Butterfield, and as it affected Columbia County; pages 485 to 493 inclusive.

Or if one desires a more modern version, we strongly recommend chapters 17 and 18, pages 163 to 185 inclusive, of the Wisconsin story published by the Milwaukee Journal in 1948, written or compiled by H. Russell Austin, both of which can be had from Columbus Library.

As stated above, considerable has been written in past installments concerning the extension of the Milwaukee and Watertown Railroad, on to Columbus, but it was largely about "our" railroad.

We believe a broader foundation about the need for railroads, how they came into being, and the heartbreaks suffered by many of the early pioneers who mortgaged their farms to assist in bringing a railroad to the various communities, only to lose their money because either through insufficient income, or perhaps bad judgment in management, the majority of the many railroads promoted in Wisconsin in the period of 1838 to 1880, were unable to meet their obligations, resulting in forfeiture of the property to the holders of bonds which were first liens, the stockholders, in most cases losing whatever they had put in, in cash or notes payable.

We quote from Butterfield's history 1880, "It may be doubted if in the history of the world any country was ever peopled with the rapidity of southern and eastern Wisconsin. Its population in 1840 was 30,749; in 1850, 304,756; in 1860, 773,693; in 1870, 1,051,351 and in 1875, 1,236,729.

## Grain Raising Becomes Important

With the development of the agricultural resources of the new territory, grain raising became the most prominent interest and as the settlements extended back from the shores of Lake Michigan, the difficulties of transportation of the products of the soil, over wagon roads that were not much more than trails through the higher ground when possible, over or around marsh land when necessary, to Milwaukee or other lake ports, was not only difficult, but time consuming and expensive.

Frequently the expense in moving a load of wheat or other grain or produce, was greater than the money or the value of goods and supplies taken in exchange, after ten days or two weeks travel by ox drawn wagons, which covered only a mile or two per hour.

To meet the great want—for better transportation—a valuable grant of thousands of acres of land, consisting of alternate sections on each side of a proposed canal, the land running back some three or four miles, was obtained in 1838.



### Canal Project Abandoned

Byron Kilbourn was the promoter of the proposed canal, to run from Milwaukee to the Rock River; but the company organized to build and operate it, only built a dam across the Milwaukee River and dug a short section of canal, not more than two or three miles, at best, when the work was discontinued and the project abandoned.

It had become readily apparent that to satisfy the requirements of the people, something else, better and faster than a canal was necessary. In other words a railroad was the only answer, one having been built in the east, which as of 1834 was a length at that time, of 81 miles.

Between 1838 and 1841 the Territorial Legislature chartered several railroad companies, but none of these were built.

### Wisconsin's First Railroad

However the Milwaukee and Waukesha Railroad company was organized and incorporated in 1847; In 1850 the name was changed to Milwaukee and Mississippi Railroad company, but it was not until 1851 that the construction was completed as far as Waukesha, a distance of 20 miles.

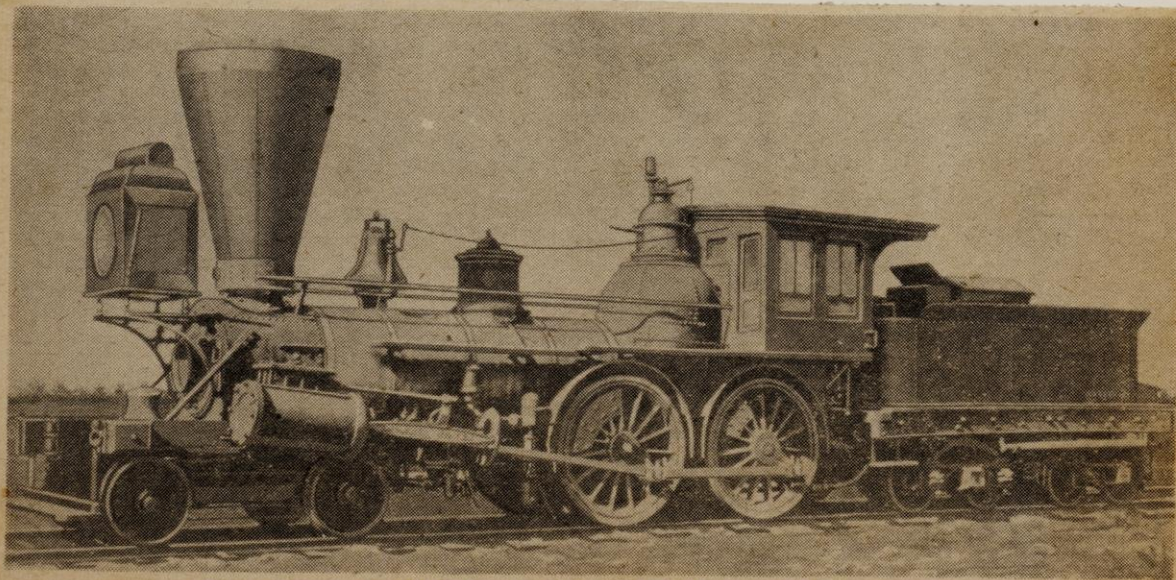
In 1852 the road reached Milton; 1853 to Stoughton; 1854 Madison and 1856 Prairie du Chien.

The SOUTHERN WISCONSIN Railway Co. was chartered in 1852, authorized to build a railroad from Milton through Janesville, and across the southwestern part of Wisconsin through the mining regions, to some point on the Mississippi; They did build as far as Janesville 8 miles in 1853, which was later extended 34 miles farther to Monroe. This company later became a part of the Milwaukee road.

The LACROSSE and MILWAUKEE was chartered in 1852 to build a line from LaCrosse to Milwaukee but no construction work was done on it until 1854 when it was consolidated with the Milwaukee, Fond du Lac and Green Bay which was chartered in 1853 and immediately began grading but soon ran out of money. The LaCrosse company had enough money to take over the unfinished, work of the M. F. D. L. & G. B. and built as far as Horicon, fifty miles in 1855.

The MILWAUKEE and WATERTOWN was chartered in 1851 to build a line commencing at Brookfield on the M. & M., fourteen miles from Milwaukee to build to Watertown via Oconomowoc.

(To be continued next week)



FROM THE ALBUM OF MILWAUKEE ROAD MOTIVE POWER

Old No. 1—Built in 1848 by the Norris Works, Philadelphia. This was the first locomotive of The Milwaukee Road, and the first engine to turn a wheel in the State of Wisconsin. At different times it carried the name of "Bob Ellis" and "Iowa"; also, the numbers 1 and 71.



(Continued from last week)

Another company called the MILWAUKEE and HORICON was chartered in 1852 but did no construction work until after the LaCrosse road reached Horicon in 1855; The M. & H., beginning in 1855, by 1857 had built through Waupun and Ripon, to Berlin, a distance of 42 miles.

A new company called the MADISON, FOND DU LAC and LAKE MICHIGAN was chartered in 1855 to build a line from Madison through Fond du Lac to some point on Lake Michigan, but lay dormant for a couple of years, but in 1857 they bought from the LaCrosse Co. that portion of their line that was formerly known as the Milwaukee and Watertown, and the new name of "our" road became Milwaukee and Western. It consisted of the trackage from Brookfield to Watertown, and Columbus and a branch from Watertown to Sun Prairie, in all about 80 miles.

#### Legal Difficulties

In 1858 and 1859 the LaCrosse and Milwaukee and the Milwaukee and Horicon companies defaulted in the payment of the interest on their outstanding bonds, so the Bondholders instituted foreclosure proceedings. Other suits to enforce payment of other unpaid debts were also commenced.

Protracted litigation in both State and Federal Courts resulted in a final settlement in 1868, by a decision of the Supreme Court of the U. S.

In the meantime, in 1862 and 1863 both of the above roads having been taken over by the Association of Bondholders were organized into the MILWAUKEE and ST. PAUL RAILWAY Company and it, in turn, in 1863 purchased the property of the MILWAUKEE and WESTERN, "our road".

In 1864 the M. & St. P. built the line from Columbus to Portage and also one from Brookfield to Milwaukee, and in 1869 extended the Sun Prairie branch to Madison.

A line known as the RIPON and WOLF RIVER had built 15 miles of track from Ripon to Omro, which line was acquired by the M. & St. P. who then extended the line from Omro to Winneconne.

Also, in 1867 the M. & St. P. obtained control of the MILWAUKEE and PRAIRIE DU CHIEN, which gave the M. and ST. P. A TOTAL OF 834 MILES of railroad in Wisconsin.

In 1871 a line called WISCONSIN UNION RAILWAY COMPANY was built from Milwaukee to the Illinois line where it connected with a line from Chicago. This new line was built in the interest of, if not in fact by, the M. & St. P., to afford direct connections at Chicago for its lines in Wisconsin, Iowa and Minnesota, but it was not the first line to connect Milwaukee with Chicago as will be seen later.

In 1848 the State chartered the "MADISON and BELOIT RY. CO." In 1850 the charter was amended authorizing the building from Beloit to Janesville, Madison and beyond to some point on the Mississippi River, and also from Janesville to Fond du Lac. Its name was changed to ROCK RIVER VALLEY UNION RAILROAD.

In 1851 the State of Illinois chartered a road called "Illinois and Wisconsin Ry. Co. with authority to consolidate with any line in Wisconsin. In 1855 the Wisconsin legislature passed an Act, to consolidate the Illinois and Wisconsin companies with the Rock River Valley Union Railroad Company.

#### No Standard Gauge

At that time there was no such thing as a standard gauge (distance between rails) but the majority of the railroads thus far mentioned had built with a distance of 4 ft. 8½ inches between rails, which incidentally several years later became the American standard gauge.

However Chicago was deeply interested in having a direct line of railroad that would lead

to St. Paul, Minn. in order to reach the rich grain fields of Illinois, Wisconsin and Minnesota, and also to reach the vast stand of white pine in northern Wisconsin and the mineral resources of Upper Wisconsin and Michigan.

Therefore construction started in Chicago and reached Sharon on the Wisconsin border, a distance of 70 miles, with a gauge of 6 ft. When the consolidation of the roads above mentioned was effected, the long name of Rock River Valley Union Railroad Company was dropped and it became the CHICAGO, ST. PAUL & FOND DU LAC Railroad Company; and the 70 miles of 6 ft gauge was rebuilt to 4 ft. 8½ inches.

The road reached Janesville in 1855 and Fond du Lac in 1858, it being the line that follows the Rock River up through Watertown, Juneau and Minnesota Junction to Fond du Lac.

However the road did not reach Madison until 1864. The partly built road from Janesville to Madison having been abandoned, and a new start made from Beloit.

A road called the GALENA and CHICAGO UNION had built from Belvidere, Illinois to Beloit previous to 1854 and in 1855 it consolidated with Chicago, St. Paul and Fond du Lac and the name was changed to CHICAGO and NORTH WESTERN.

A road known as GREEN BAY, MILWAUKEE and CHICAGO was chartered in 1851 to build a line from Milwaukee to the Illinois line where it would connect with another line called the CHICAGO and MILWAUKEE RAILROAD. These two lines were both completed in 1855, and while operating independently, did provide connections between these two cities.

But in 1863 they were consolidated under the name of Chicago and Milwaukee Railroad Company. However in 1866 this line entered into a "perpetual lease" to the newly organized Chicago and Northwestern.

In 1853 a road known as the KENOSHA and BELOIT RAILROAD Company was chartered but later its name was changed to Kenosha, Rockford and Rock Island. Its line starting in Kenosha crossed the state line near Genoa which point it reached in 1862 and a year later was acquired by the C. & N. W.

The BARABOO AIR-LINE RAILROAD Co. was incorporated and chartered in 1870 to build a line from Madison, Columbus or Waterloo, via Baraboo to LaCrosse or any point on the Mississippi River. It was organized in the interest of the Chicago and Northwestern, and promptly began construction from Madison reaching Lodi that same year and Baraboo in 1871 and Winona Junction in 1874 after digging tunnels between Elroy and Sparta.

The RACINE, JANESVILLE and MISSISSIPPI was chartered in 1852; The City of Racine was bonded for \$300,000 and the township of Racine, Elkhorn, Delavan and Beloit for \$190,000 and many farmers along the line lent their encouragement by subscriptions for stock, secured by mortgages on their farms.

The road reached Burlington in 1855, Delavan early in 1856 and Beloit, 68 miles from Milwaukee later in the same year.

Failure to meet the interest on its bonds or its outstanding general debts it was surrendered to the bondholders in 1859, who built on to Freeport, Ill. that same year and later reached Savannah, Ill. on the Mississippi.

This was operated as the WESTERN UNION RAILROAD Company until 1869 when it was acquired by the Chicago, Milwaukee and St. Paul.

There were many other lines chartered and some of them built in other parts of the state, but they will not be fully described herein, but only mentioned.

(To be continued next week)



# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

The TOMAH and LAKE ST. CROIX; the MILWAUKEE, MANITOWOC and GREEN BAY, which was later called the Milwaukee, Lake Shore and Western; the APPLETON and NEW LONDON; the GREEN BAY and MINNESOTA, now called the GREEN BAY and WESTERN.

The WISCONSIN VALLEY RAILROAD CO., now the valley division of the C. M. & St. P.; The SHEBOYGAN and FOND DU LAC R.R. Co. running from Sheboygan to Princeton.

The MINERAL POINT RAILROAD, thirty two miles long to Warren, Ill.

The DUBUQUE, PATTEVILLE and MILWAUKEE, 18 miles long from Platteville to Mineral Point, now a part of the Milwaukee.

The MADISON and PORTAGE R. R. Co., now a part of the Milwaukee system.

The WISCONSIN CENTRAL; the Winnebago and Lake Superior; the Portage and Superior; the Manitowoc and Mississippi, all now a part of the SOO LINES.

The Chippewa Falls and Western, 11 miles long to Eau Claire; the Prairie du Chien and McGregor owners of bridges across both channels of the Mississippi, a total of two miles.

## Narrow Gauge Lines

There were a few Narrow Gauge Roads, as follows.

The GALENA and SOUTHERN, thirty one miles long and three feet wide, connecting Galena, Ill. with Platteville; The FOND DU LAC, AMBOY and PEORIA, 29 miles long to Iron Ridge, Wis. The PINE RIVER and STEVENS POINT R. R. Co. from Richland Center to Lone Rock, 16 miles long and laid with wooden rails. Their one engine was hauled overland to Richland Center on two heavy wagons. This line became a part of the Milwaukee. (See picture on page 170 of Austin's the Wisconsin story at the Library.)

The CHICAGO and TOMAH R. R. Co. organized and built a narrow gauge line of about 50 miles running from Wauzeka up the valley of the Kickapoo in Crawford county to a terminus, Bloomingdale in Vernon county.

This is by no means a complete list of all lines of railway, chartered, built or operated in the state, but is fairly complete as to the first 25 or 30 years following the first line, which began construction in 1850.

## Like Topsey

From what we have written, in the briefest possible manner, it is easy to see that our early railroads grew up from the needs of many different localities, each trying to find transportation relief from the ox drawn wagons, and the horses that followed the oxen, and with no regard whatsoever for any general system, but which followed as a matter of course, resulting in two major and a couple of minor systems.

Frequently the work of grading, and bridging of small streams began before sufficient money was in sight and bankruptcy overtook the roads sometimes before the iron rails had been bought or laid, thus wiping out many of the pioneers who had mortgaged their farms, property and future to help bring a railroad to their community.

## How R. R.s Were Financed

The usual and perhaps only possible plan of financing was to obtain stock subscriptions, evidenced by an interest bearing note from those people in the area through which the line would be built; then procure the aid of townships, counties and municipalities.

Then after the line was built and in operation the property would be mortgaged to cover a bond issue.

The bonds and mortgages would then be offered for sale, or delivered if a sale had been previously negotiated in such money centers as New York City, London or Amsterdam.

In order to make the bonds attractive they had to carry a high rate of interest to tempt those with ready money to invest, and the earnings of new roads through sparsely settled areas was insufficient to any more than pay running expenses and frequently not enough for that.

When the interest due on bonds could not be met, default occurred and foreclosure of the property naturally followed to protect the bond holders.

## Railroad Commission Report

In the 1876 report of the Railroad Commissioner of Wisconsin it is stated that 3,785 farms had been mortgaged, amounting to \$4,079,433; and that town, county and city bonds, totaled \$6,910,652, and that the cost of building Wisconsin's Railroads had been \$98,343,453.67.

But, in spite of heavy personal losses to those who had done their best to help improve their immediate areas, the various roads proved of incalculable benefit to the areas and the state as a whole.

## Angry Stockholders

The anger of many farmers and businessmen was especially directed toward "the Railroads" because, on top of losing their money in the form of railroad stock, they believed the railroads, which at that time were not under any form of government regulation, were alleged to be charging exorbitant rates of freight. To illustrate in 1860 the charge for hauling grain from a Mississippi River port to Milwaukee by rail was 10c per bushel but by 1865 this charge was doubled, and from up river points Prescott or Hudson the jump was from 10c to 35c per bushel.

## The Grange

In 1867 there was organized "The Patrons of Husbandry, which soon became known as the Grange. The movement starting in Minnesota spread to Wisconsin and by 1872 there were 28 local Granges in Wisconsin, and by 1874 there were in Wisconsin 500 Grange Societies with 20,000 members.

Their first objective, once they had gained members enough to create a pressure group, was to secure lower rates and regulation of Railroad activities.



### The Potter Law

The result was the introduction of the Potter Act, named for the Senator who introduced it which fixed passenger and freight rates at about three fourths what they had gotten to be.

The Railroads, jointly, carried a test case to the State Supreme Court, which sustained the injunction and confirmed the right of the state to regulate said railroads.

There seemed to be little doubt that there had been collusion and fraud at times, and the decision met with general approval at least in the rural areas of the state.

The decision was not reversed, and became the cause of and basis for Wisconsin's Railroad Commission established in 1905 under the administration of Gov. Robert M. LaFollette, and our present Public Service Commission.

In time an era of good feeling became general, increasing with each succeeding generation, replacing the antagonism and distrust that prevailed during the lifetime of the hardy pioneers who suffered the losses.

### "Wood Burners"

Through the courtesy of the Public Relations office of the Milwaukee Road, we are able to reproduce here a picture of Locomotive Old No. 1, built in 1848 by the Norris Works, Philadelphia, the first locomotive of the Milwaukee Road and

the first to turn a wheel in Wisconsin. At different times it bore the name of "Bob Ellis" and "Iowa" and was also number 71, presumably at a later date.

It made the first run from Milwaukee to Wauwatosa, about 5 miles, on what was then called the Milwaukee and Mississippi Nov. 20, 1850.

(To be continued next week)

Installment No. 142

February 18, 1954

## "The Story Of COLUMBUS . . ."

By F. A. Stare

(Continued from last week)

100 years later, Nov. 20th, 1950 the same engine made the same run to Wauwatosa, to celebrate the one hundredth anniversary of the historical event. On this later occasion, it drew two of the oldest coaches available but not the original coaches of 1850.

Old No. 1 was a wood burning locomotive, as were all others for a great many years; the length over all including the tender, was 43 feet; its weight on the driving wheels was 46000 pounds.

It is not known that Old No. 1 ever ran into Columbus, as "our" line which reached Columbus in 1857 was, when built, called the Milwaukee and Watertown, which was a separate line although it operated in conjunction with the Milwaukee and Mississippi from Brookfield to Milwaukee; but it is quite likely that "our" first locomotive was quite similar, as it was of course a wood burner.

We have information from the Milwaukee Public Museum that No. 71, built in 1848, was at one time used by the "Old Fond du Lac Railroad" where it was No. 1, but "where it was previously used we do not know." Possibly this refers to the Madison, Fond du Lac and Lake Michigan chartered in 1855, which bought from the La Crosse Co., that part of their line originally called the Milwaukee and Watertown, and still later became the Milwaukee and Western, and as already related, became a part of the Milwaukee and St. Paul.

If so, it is quite possible that Old No. 1 actually was one of the engines that was in service on "our line" and frequently pulled into and out of Columbus in the early days.

Since No. 1, made a "centennial" run only a little more than 3 years ago as we have mentioned, we presume it is still in existence, and we hope that it and all other pieces of original railroad equipment on any other lines, will be carefully preserved for the benefit of posterity.

We might add that Railroad Iron as rails were then called was very much smaller and lighter than the massive steel rails of today.



During the early years of American Railroads the "iron" came from Europe and it was several years before the first Railroad Iron rail were rolled in America. The probably weighed around 35 pounds per yard; this writer has a small piece of rail about 5 inches in height, less than half the weight per yard of present rails, but which is probably twice as heavy as the original rails laid in Wisconsin.



The forerunner of the many sleek diesel locomotives used to pilot the Chicago and North Western Railway Company's trains was the little 'Pioneer.' This thirdhand engine made its first trip out of the Chicago station in 1848. A tiny wood-burning but exciting spectacle in its day, it has been a major attraction at several expositions, beginning with the Chicago World's Fair of 1893."

Through the courtesy of the State Historical Society we are also able to reproduce a picture of the "Pioneer" the first locomotive of what is now the Chicago and Northwestern which is said to have made its first trip out of the Chicago Station in 1848.

Since there were no railroads in Wisconsin at



that time we presume the run referred to as in 1848 was on one of the short lines in Illinois that later became parts of the C. & N. W.

It will be noted that the Pioneer had only one drive wheel on each side, directly under the cab, and also that it is drawing one coach, which probably represents more nearly the type of coach in general use in the eighteen fifties. Please note also the four foot legs chorded up in the tender.

Wood made a hot fire, but required frequent if not almost constant work by the fireman as it burned quickly. It is said that many stops en-route were necessary to replenish the wood pile in the "tender" which was the next unit behind the locomotive, and carried water and fuel and while a separate unit was in fact a very important part of the engine.

#### America's First Railroad

The first railroad chartered in the United States was in 1827 when the Baltimore and Ohio was organized and built 14 miles of track from Baltimore to Ellicott City, Md. and moved their small cars by horses for quite some time while experimenting with sails and horse tread mills for locomotives.

Meanwhile the directors had offered prizes for the best design for steam locomotives.

There were similar experiments going on in England, where locomotives were already in operation, but Americans were also at work, and the B & O prize was won by Phineas Davis of New Hampshire, who loaded his locomotive "The York" into a wagon and brought it overland, the long distance to Baltimore. It proved satisfactory and the company paid Davis \$4,000.00 for it and also gave him a job as manager of their shops which he directed until 1835 when he was crushed to death by a new locomotive he had just built.

By Dec. 1831 the main line of the B & O had penetrated 61 miles as far as Fredrick, Md. and three years later 1834 had reached Harpers Ferry 81 miles from Baltimore.

It was not until 1852 that the B & O rails reached Wheeling, West Virginia 379 miles from Baltimore to the Ohio River.

Later the company absorbed other railroads west of the Ohio as far as St. Louis, Mo., but it was not until 1871 that a bridge was completed across the mighty Ohio River.

The Thomas viaduct, a masonry structure across the Patapsco River in Baltimore, designed for the light engines and cars of 125 years ago, proved to be strong and safe for the 170 ton locomotives and 1500 ton trains of today.

Numerous other railroads were built in various parts of the east but the next earliest of which the writer has knowledge, was in Michigan. The first in that state was the Detroit and St. Joseph Railroad in 1837, followed by the state owned Central Railroad and the privately owned Michigan Central began in 1846, which ultimately absorbed the first two mentioned, and built an extension westward to Chicago which it reached in 1852, becoming the first eastwest transit route in the mid-west, and is now and for a long time has been the Michigan Central division of the New York Central. As of 1850 it also had a fleet of famous Lake Steamers, the "Atlantic", the "Mayflower" and the "Ocean" running between Buffalo and Detroit.

In 1852 another road called the Erie and Northeastern built from Erie, Pa., to the New York State line to connect with the Buffalo and State Line Railroad, a six-foot gauge line, which later reduced its gauge to four foot, eight and one half inches, and resulted in the famous Erie War. The Erie rails were torn up and out of service for two months; eventually these two short independent lines became a part of the Lake Shore and Michigan Southern Railroad which is now a part of the main line of the New York Central.

Reviewing the above, makes it all the more remarkable that only thirty years after the first American Railroad was chartered, and only five years after the first railroad reached Chicago, that one had come to our town.

(Continued next week)



# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

The end of the road was in a pasture east of the Madison Road (Ludington St.) back of the present homes of John Kumm, Al Holmes, Henry Zick, Fred Boelte, Jim Quickenden and R. E. Frederick, on what is now Park Avenue.

There was located the depot and side tracks and perhaps a "Y" for reversing cars for the return trips, and the records show that a shelter was built to house two locomotives.

The locomotives were reversed by means of a turn table, the circle of which is still plainly visible in the Koblitz land just back of the plant beds of John F. Schulz, 521 William St.

The railroad bridge across the Crawfish was not far from the Hasenfuss home on the river road, and the tracks crossed Waterloo road now Waterloo st. near the brick house at the intersection of School st. and Waterloo.

The present Richmond st. was formerly called Railroad st. as it led to the depot, although no rails were ever laid on Railroad st. Land was graded into a roadbed, with fills, cuts and embankments south of and parallel with Fuller st. and through farms at least as far out as the Hampden town line. The intention was to build on to Baraboo, and in fact Railroad stationery used in 1858 was headed "Milwaukee, Watertown and Baraboo Valley R. R." (see installment 81);

The first agent here, was A. B. Gardner but as of 1858, it was H. Vincent whose name was signed to Receipts, Bills of Lading etc.

Considerable activity began to develop in the area close to the railroad.

The first item noted in the paper of June 2nd, 1857 was that Mr. and Mrs. G. W. Smith were starting a grocery store near the depot; another stated that Mr. J. P. Haines was building a large warehouse near the railroad and would buy grain in any quantity.

Mr. F. F. Farnham was constructing a warehouse 40 ft. x 60 ft. to handle grain, wheat being the principle commodity Mr. Farnham's brother-in-law Andrew Sexton was put in charge of the warehouse, and on July 2nd it was completed and a ball, free for all, with all the trimmings, a sort of prelude to a Giant 4th of July celebration, was held on the warehouse floor.

The issue of Aug. 4th mentioned two more grain warehouses being built, one by Whitney & Miller, the other by Blanchard & Jeffries, and on Aug. 18th the railroad company completed an engine house to house two locomotives, near the depot.

Also in the issue of Aug. 18th, was an announcement in the form of a two column ad, that Kieth & Co. were starting a lumber yard at the place generally known as the Old Brick Yard on Spring st., near the depot, and that the railroad was bringing in pine lumber every day for them, and that they would stock from one million to two million feet.

This yard was probably at the corner of Spring st. and Railroad st. (now Richmond) or perhaps at Spring and Fountain.

The papers in May, 1857 frequently referred to large quantities of wheat being held for higher prices as the harvesting of winter wheat was expected to be short of expectations, and shipping by rail would be far less expensive than the long haul by teams to Watertown or Milwaukee.

The issue of May 26th referred to at least 100,000 bushels of wheat being held, and that in the previous week, 7000 bu. of wheat and 900 BBLs. of flour had been bought and shipped out on the railroad. It also announced that there were two trains each day, one leaving here at 6 in the morning, the other at 2½ in the afternoon.

On June 9th, 1857 Columbus prices current were shown as,

Wheat — 1.16 to 1.22 per bu.

Flour — 2.75 to 3.50 per sack

Corn — .90 to .95 per bu.

Corn Meal — 2.20 to 2.25 per cwt.

Oats — 61c

Potatoes — 8 to 9 shillings per bu.

Salt — 2.75 per bbl.

Hogs — 10 to 12 cts per lb.

Beef Steak — 10 to 12 cts per lb.

Eggs — 11 and 12 cts per doz.

Butter — 20c pound, scores.

Hay — 26.00 to 30.00 ton delivered

Wood — 3.00 per cord.

And an advertisement of a local store Axtel & Davis concluded with this line "N. B. Long winded customers can do better elsewhere."

We have checked with Jim Quickenden, 99 year old, who was about nine years old when the railroad extension to Portage was made in 1864, the road being moved from its first location to where it now is; While Jim, as a young boy, living only a block or so from the depot, and end of the line, in Ingalsbee's pasture, was thoroughly familiar with current events, and is sure the rails never crossed the Madison road, yet after a lapse of ninety years he cannot recall what happened to the original depot, the several grain warehouses, or the lumber yard, mentioned above.

But presumably, smaller buildings were moved elsewhere, and the larger ones, the warehouses were dismantled and the material used in buildings, perhaps on or near the present warehouses near the freight depot.

No doubt subsequent reading of papers of 1864 will give the answer to the question of what happened.

## As Others Saw Us

We have already recorded, in installment No. 103, that on May 26th, 1857 the first passenger train, an invitation excursion was run from Milwaukee to Columbus and return.

In subsequent issues of the Journal-Republican the editor printed comments clipped from various newspapers from elsewhere.

The June 2nd issue contained a reprint from the Milwaukee Sentinel commenting favorable but briefly, from hearsay, on the town, and the trip, from which we quote two paragraphs as follows:

"Columbus is a very fine town of some 2,000 people, in the center of one of the best wheat growing districts of our states, with a large region of fertile and well-settled country tributary to it.

The Milwaukee and Watertown R. R. is in excellent order and doing good business. The extension to Columbus will swell its trade and revenue, and bring additional custom to Milwaukee.



We hail with satisfaction every new link in the iron chains which are binding together, by close and indissoluble ties, the interests and fortunes of our peerless state and prosperous city."

The two Watertown papers, the Chronicle and the Democrat both commented but both were apparently somewhat critical of "our fair city" for the Journal editor only quoted excerpts, and took much space to reply defensively, but apparently there was nothing said to which our editor could take real offence.

However the Democrat really ruffled editor Mr. Mallo's feathers with the following paragraph, even though on the whole the Democrat was complementary.

"Some felt somewhat provoked that the shabby landlord of a shabby, half-kept hotel should have chosen the occasion of a social gathering to impose upon his transient guests. But with a smile of contempt and a word of scorn for such single-hog meanness, they let it pass".

Mr. Mallo's answer said "Now this is, to say the least of it, ungenerous and unjust. When men (and women) go on an excursion for pleasure to a place where everything which the country and the season afford is served up to them on the table, and where fragrant Havannahs and Champagne are plenty, they should not complain about paying the poetry sum of one dollar for their pleasure and the good things which they enjoyed.

Installment No. 144

March 4, 1954

## "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

The assertion that Mr. Whitney, the landlord, is shabby and his house a shabby, half-kept hotel, is without foundation in truth, as every one acquainted with both can testify. We have been in Watertown at different times, and at their best houses, and can say that Mr. Whitney himself and the keeping of his house will compare favorably with any house in Watertown, the saying of the editor of the Democrat to the contrary notwithstanding."

But it was from the pen of Mr. Aiken, one of the editors of the Milwaukee "Wisconsin", who was one of the invited guests on the excursion, that Mr. Mallo found pleasure and satisfaction.

We are quoting only excerpts from a rather full story about the trip, the railroad and the town.

"By invitation of division superintendent of the Milwaukee and Watertown R. R., a party of ladies and gentlemen left this city yesterday morning at 6 o'clock, for an excursion to Columbus, the present terminus of the road, it being the first passenger train to that point, (although some freight cars had made one or more previous trips).

"While a considerable delegation were embarking at Watertown, it began to rain, which continued until the train was near Columbus. This however, rather added to the enjoyment than otherwise.

The track between Watertown and Columbus, a distance of about 20 miles, though entirely new and running over a low marshy country, was in far better condition than we had been led to anticipate.

"The work across Mud Lake particularly attracted our attention, by its substantial and complete character. Here piles had been driven to support the track for nearly two miles, and some of them were put down to a depth of sixty feet. The name is truly significant of the place, for it is emphatically a lake of mud.

(This is the stretch east of Reeseville where even now, every spring there is a flooded area of a couple of miles wide and several miles long, that frequently raises the water level a foot or two above the rails.)

"As the train neared the beautiful region of rolling prairie surrounding Columbus, the sun broke through the clouds, lighting up a scenery of country not surpassed in Wisconsin.

At the Columbus station several hundred citizens were in waiting to see the arrival of the first passenger train, with their Sax Horn band music playing "Hail Columbia".

After a most substantial dinner at Whitney's Hotel, the guests amused themselves in looking over one of the most handsome towns in the state.

"Columbus is said to contain about 2000 inhabitants, and is situated in the midst of the most charming region of rolling prairie, and Oak openings we ever saw, without exception. The Crawfish River passes through the outskirts, and affords three waterfalls within the limits of the town.

(The mill dam was one, where were the other two?)

The view, looking west and northwest from the vicinity of the residences of Ex-Lt. Gov. Lewis and Mr. Birdsey, is beautiful beyond description.

There are some spots on the Rock River in Illinois that resemble this, but none with the fine proportions of woodlands, prairie and river scenery that this possesses. And this is not an Oasis in a desert, but the same country stretches far to the west and northwest comprising a region for agriculture sufficient to support a large town."

### Obstructions On The Railroad

From the issue of June 16th we note this item, we learn that obstructions have been put on the R. R. east of this place in the town of Elba, and fences built across it so as to obstruct the running on it, and if possible to injure the train, which would doubtless been the case if the train passed through there at night, or if there had not been a sharp look-out kept even by day light.

We understand that one person who put obstructions on the road is known and we hope an example will be made of him and all others who may be detected in this villainous business, and a punishment awarded to the full extent of the law. No lenity ought to be shown to those villains who will thus wantonly peril the lives of their fellow beings to gratify, perhaps, a pretty spite against the company."



### Tracks Being Ballasted

We learn that 60 men have been placed on the line of the railroad between this place and Watertown.

They are now busily engaged in ballasting, leveling and straightening the track. Every day will make it more solid as well as smoother.—when finally finished there will be no better road in the state than this.

A few weeks later in the issue of June 30th the Watertown Democrat says "The contractors, Messrs. Graham & Scott, on the section of R. R. between Watertown and Columbus, have finished the ballasting and surrendered the road, complete in all respects, to the La Crosse and Milwaukee R. R. Co." (with which company the Milwaukee and Watertown had consolidated in the fall of 1856.)

It is somewhat difficult to visualize that just back of the row of fine homes on the east side of Park Ave., in what was A. W. Ingalsbee's pasture, 97 years ago, stood a little depot at the end of a railroad, and somewhere in the same area there were seven warehouses stocked with such supplies as farmers needed, and every one of them buying grain, potatoes, hay, hops, fruit or other produce; and two lumber yards located near by and even a grocery store in the neighborhood.

Not a vestige of any of this remains as far as we know at this time, except the grass grown pit of the turntable in the Koblitz pasture, and perhaps fragments of the grade for the road bed in untilled woods or pasture in sections 14, 15, 16, 17, 18 town of Columbus and possibly on into Hampden for some distance, on which no rails were ever laid.

If any of our readers in that area know of such spots we would be glad to be advised.

### Another Railroad Grade

In installment No. 103 reference was made to the fact that in 1855 Byron Kilbourn and Mr. Rose were promoting a branch of the La Crosse and Milwaukee, to be built from Beaver Dam to Fall River.

In a letter just received from the Public Relations Office of the Chicago, Milwaukee, St. Paul and Pacific Railroad Co., we learn that a proposed railroad called the Beaver Dam and Baraboo Railroad Company was incorporated March 31st, 1855.

Also on the same day this letter was received, Mr. Hartt, who lives in the town of Calamus, near the cemetery two miles east of Fowler's Corners, on County Trunk A, called the writer to inquire if we had any information about the old railroad grade running from Beaver Dam to Fall River.

He stated that he can recall hearing his parents tell about this grade being put through quite near them, and that the grade, still referred to as "the railroad" is plainly visible.

These few scattered items from different sources indicate without doubt, that the intention was to put a road through; We have now knowledge how far the grade progressed or the reason for abandonment before rails were laid.

If any others of our readers in Calamus, or Fountain Prairie, know about or can see remnants of this grade, we would appreciate hearing more and perhaps we can trace its length.

Perhaps we can also establish the date if any one on whose land the grade lays, will bring their abstract of title to the writer, we will perhaps find an easement or a sale of a strip for right of way.

Whatever more we can find out will be published at a later date.

The End



# "The Story Of COLUMBUS . . ."

By F. A. Stare

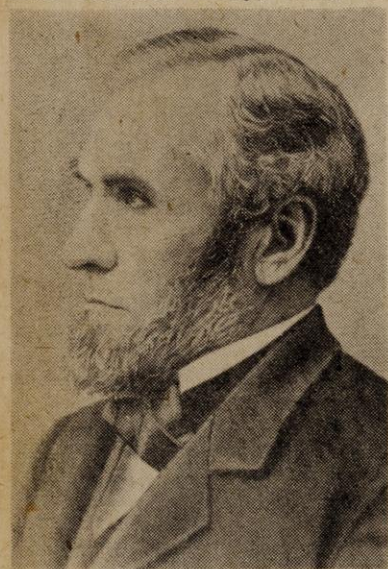


(Continued from last week)

The story of Columbus thus far has been largely biographical, which it will continue to be to whatever extent continued research makes possible.

Living descendants of pioneer settlers whose story has not appeared in these columns can be of great assistance if they will advise this writer that they have family records, photographs, documents, etc., etc. or if they know of others who have.

In addition to over 250 biographies, there has been included many, many stories of schools,



lodges, churches, buildings, and only recently of canals and railroads that helped make history.

It has been our good fortune to run across a few letters written in the long ago, which should prove to be extremely interesting to any one who is even mildly interested in events of a hundred years ago.

One such is a letter written by Mr. R. W. Chadbourn in 1851 to a friend "back East" a Mr. Wood who evidently published a news paper. It describes a trip made by Mr. Chadbourn by through whatever modes of traveling then prevailing, including boats on Lake Winnebago and the lower Fox river.

There was, at that time, a few miles of Wisconsin's first railroad, which he mentions; his observations are most interesting, and some of his predictions came true even though a little later than he expected.

His letter was published in the local paper about 15 years ago, but a new generation has come into being since then, and through the courtesy of his grandson we reproduce it now.

## A Letter Over 100 Years Old

Friend Wood: Wishing to contribute a mite to the usefulness of your paper, and seeing almost every other portion of our favored country represented in its columns, I have concluded to pen a few lines advocating the claims of Wisconsin. Having recently made a trip through the Northern part of the state, I will endeavor, in my indifferent style to give you a brief sketch of my travels. Not being accustomed to write for publication, it will not be expected of me, to clothe my narrative in so flowery language as you journalists are accustomed to use, but considering the simplicity of my subject, I hope to make myself sufficiently intelligible to entitle my descriptions to the character of truth. The first part of my journey lay through a very fine section of prairie and openings. As we approached

Fond-du-Lac the surface became gradually more level until we arrived within three miles of Lake Winnebago, when it assumed the appearance of a perfect plain or low prairie, with the town of Fond-du-Lac rearing its towering spires in the center. The soil on this route is like all the land in Wisconsin extremely fertile. Nearly every quarter section is occupied and improved by settlers. During the day I passed many farms devoted almost entirely to the raising of sheep. I am told they flourish finely in this climate, yielding a better profit on the investment and labor than raising grain. These farms are generally well fenced and have neat frame dwelling houses, painted white.

In 1847 the most of this land was owned by the government and lay unoccupied, now it is teeming with a thriving population busy in the various occupations of husbandry, enjoying the comforts and quietude of a rural life, in the midst of plenty, the reward of frugal labor.

The country is well watered by little streams of sufficient size to afford all necessary power for milling purposes, and there is an ample sufficiency of timber to supply the wants and necessities of the inhabitants.

The town of Fond-du-Lac was commenced about the year 1847. It now contains several thousands of inhabitants and is growing as rapid-

ly as at any time heretofore. The situation is such, being located at the head of steamboat navigation, on Lake Winnebago, that ultimately it is destined to become a very wealthy and populous city. It is centrally situated for both the northern and southern trade, the former being an exchange of lumber for provision, the latter being an exchange of produce for lumber and merchandise. It is only 36 miles west of Sheboygan, and has an extended communication with the northern and western country by means of the steam boats plying the Fox and Wolf rivers. In connection with steam boats now established on the lakes and rivers, the Janesville and Fond-du-Lac railroad (which is already under contract) will increase the lumber trade almost beyond belief. The whole southern country even the State of Illinois, is entirely destitute of pine growth and must be supplied with all the building material from the pineries of the north. I noticed the sign of a telegraph office where, I presume, the citizens can learn the proceedings of Congress, quite as readily as the people of your place can, notwithstanding the puffing of your locomotives and the brilliancy of your gas lights. Though founded so recently, it can boast of larger and more capacious blocks of buildings than many a town in the East of double its size, and ten times its age. Below the mills which are built on a small stream putting into the head of the Lake, the channel is sufficiently deep to allow the boats to run up opposite the town, affording a good and convenient landing. While passing down the lake, which is from 5 to 10 miles wide and 40 long, I had a fair view of either shore. That on the east rises rather precipitously from the water's edge, then rolling back into a high swell on the slope of which may be seen at intervals neat and comfortable dwellings, surrounded by substantially fenced and well cul-



tivated fields. This lovely situation was selected many years ago for the homes and hunting grounds of the Brother Town Indians. And rather than forsake this beautiful scenery and exchange it for the precarious chances of securing another spot so delightful, they have submitted to the requirements of the government and secured permission to remain, and enjoy the benefit of their improvements. Obtaining their subsistence mainly by agriculture, they seem well reconciled to the surrounding society of whites and appear to appreciate the rights and privileges conferred upon them by the government. They have been under the supervision of missionaries for a great many years and now they manifest as much good, sound, sterling morality as a majority of the neighborhood of whites. In extent of scenery, salubrity of climate, fertility of soil and natural advantages of timber and fisheries, I think it excels any place I have ever seen in the state. The west shore is low and level, covered with a heavy growth of timber. Formerly the Winnebagoes roamed through these forests but, possessing an irascible and hostile disposition, they could not submit to the intrusion of the whites upon their hunting grounds, so to avoid disturbances, they sought new homes west of the Mississippi.

As far as the eye could perceive, the growth has suffered but little from the axe of the pioneer, remaining in its primitives appearance. On the north side of the Fox River, one mile from its entrance into the lake and 20 miles from Fond-du-Lac is the town of Oshkosh, a place celebrated even in this country for the unprecedented rapidity of its growth. At the time of my visit there were nearly one hundred houses in the process of erection. Two years ago it was known only as a trading post while now it is nearly as large as your village. I saw quite a number of saw mills along the banks of the river, all of which were propelled by steam. These mills, I was told, pay for themselves every year, or in other words, yield a profit of 100% on the investment. The may seem a little strange when I state that the price of lumber ranges only from 8 to 12 dollars per M, but when you consider that the logs cost nothing but the expense of cutting and rafting them, being generally taken from the government land, your doubts may be somewhat dispelled. A foot bridge spans the river which is provided with a draw to admit steam boats to pass up the river. Steam boats run up about 80 miles on both river, the Fox and the Wolf. This affords great facilities to immigrants seeking government lands the number of which is so great that they can hardly find accommodations at the public houses.

(Continued next week)

## Installment No. 146

(Continued from last week)

From Oshkosh to Neenah the boat proceeded along very near to the west shore, which had assumed a bolder appearance, than that south of Oshkosh, and the monotony of the scenery was interrupted by the frequent appearance of comfortable looking farm houses. The river egresses from the lake at the northwest corner by two arms or branches which unite about a mile below forming an island about a mile in diameter. This island was originally claimed and subsequently purchased by Gov. Doty, now a congressman from this state, where he has lived isolated from neighbors and raised a large family of children. The residence consists of a hewn log house painted with lime, surrounded with a few out-houses and a small stable. He has a small farm cleared and under cultivation, but I should think from outward appearances, that his system of agriculture deserves but very little praise. When the towns of Neenah and Menasha shall grow and become important business places his residence, being equidistant between them, will be an enviable situation. A dam is thrown across the river on each side of the island which forms a water power superior to that at Lowell or Manchester.

The lake forms a reservoir never known to fail. On the Menasha side the government has located the canal or locks to pass the rapids. This improvement was under construction at the time I was there and judging by the number of workmen, I should think it nearly completed by this time. It gives quite an impetus to trade on that side and I found it quite the prevalent opinion that the Menasha side of the river would go ahead of the other and, having once gained an ascendancy, it would draw all the trade and business to that side and eventually be the only town of the two known.

The soil around this point is a black clay loam, very fertile, and covered with a heavy growth of oak and maple. The climate is about the same as that of Boston, differing but little from it, except that there is less quantity of snow. All the crops common to New England flourish here finely and mature to perfection. Onions grow on common fallowed land as large as saucers without a spoonful of manure or any extra culture. I mention this crop in particular because it is considered in the East the most difficult to raise, and needs the best land, plenty of manure, and extra attendance to insure success.

The country is pretty well settled all the way along the river to Green Bay, the oldest town in the state. It was originally founded by John Jacob Astor, and even to the present day, a large portion of the real estate in this vicinity is owned by his heirs. The old gentleman expended a great deal of money in order to give the place a start, but he was ahead of emigration and the place could not grow successfully until the country was settled up around it. This fact he discovered too late for his interests. For years together some of his large splendid houses stood idle and unoccupied. At that time any person could get a tenement without rent by promising to take good care of the balance of the house. Recently it has taken a fresh start and bids fair to become a place of considerable importance. It is situated at the head of steam boat navigation on the large lake at the mouth of the river and will be port for re-shipment from the river boats. The soil was rather more sandy there as I approached the Bay, but I noticed some of the finest gardening I had ever seen in the state. One thing in



articular struck my mind very forcibly, and that was the size and age of the fruit trees, I had never seen gardens in the state before with these in a bearing condition. I assure you it was truly gratifying to behold once more the favorite tokens of civilization, after so long a journey through a country of only quinquennial growth. Before closing this epistle let me say a few words about our own favored location in Columbia County. If I should say nothing further you might be lead to suppose that the northern country was the best part of the state. The little town of Columbus is situated on the bank of the Crawfish about 30 miles above its junction with the Rock River and 70 miles west of Milwaukee. It was once supposed in New England that the Rock was navigable for steam boats, but as there are several dams across it below the mouth of our stream, I shall not expect to see the boats as high up as our place this season. The land on which the town is built was purchased from the government in 1837 by Lewis Ludington, but the settlement of the country did not warrant the improvement of the water power until 1845 from which time we date the commencement of the growth of our little village. The proprietor, having erected his mill, proceeded to lay out a town, in lots 60x160 feet, the price of which he has ever held at \$40.00. The greater part of them have been bought and built upon by settlers and now we have a thriving little town of several hundred inhabitants. It affords good business for nine stores, three black smith shops, two wagon shops, one cabinet shop, three tailors, two harness makers, a milliner, two physicians, five lawyers, and a tin shop. We have a good school consisting of about 70 pupils, and a singing, a large society of the sons, an Odd Fellows Lodge and a Sewing society.

Besides we have levees, parties, balls, celebrations, anniversaries, and sleigh rides. What more do we need to render us happy and contented except "oysters" and these we get in abundance equal to the Woodman's best. A few nights since, we were entertained by a concert given by the Baker family from Salisbury N. H. Thus you perceive that we are not entirely out of the world of amusement, even if we do live in the interior of the Badger State. Our liberal patronage is sure to give us a fine quota of scientific entertainments, and perhaps, did the famous Jenny know the full history of our Columbus boys, she would feel inclined to visit before taking leave of the country.

Situated in the midst of a prosperous farming community, we experience but few of those anxieties and cares incident to a manufacturing population. While you are trembling with fear occasioned by low tariff our farms continue to yield their golden harvests, thus remunerating us for our labor, and supplying all the necessities of life.

Manufacturing corporations can never connive to reduce our wages, nor oblige us to submit to their oppressive mandates. The blighting touch of a soulless corporation can never affect the prosperity of the independent pioneers of the fruitful west. Our fertile lands will always be a "stock in Trade" that will yield a profit sufficient to supply all our wants and necessities. We have only to fallow the earth and commit the seed to the soil to insure a bountiful reward of labor.

We have railroads and canals progressing in every direction which will afford us an easy and cheap conveyance for our produce. On the West side of our county a water communication between the Mississippi and Green Bay will be completed by another fall, and this will give us an outlet by steam boat either to the east or south from Fort Winnebago, a town now springing up on the canal, connecting the Wisconsin and Fox Rivers.

We have already two locomotives on the Mississippi and Milwaukee railroad and it is confidently believed that in less than three years they will be puffing through the state in every direction, giving greater facilities to emigrants for pushing farther westward where there is plenty of government land. The value of property is continually increasing and many of our farmers, wishing to get hold of more land, are selling their land to newcomers and moving westward to take up more government land which they can obtain for a mere nominal price. This management gives them a supply of funds to use in speculation.

The California fever, having abated the emigration to this state will be large the coming season. As soon as the ice is out of the Lakes the boats will be landing them on our shores, by thousands. Let them come, for we have plenty of employment for one or two millions yet. They will be sure to find a plenty of land at moderate prices, a fertile soil and a healthy and salubrious climate.

We have not had over two inches of snow on the ground at any one time during the winter. At the present the ground is entirely bare and the farmers are beginning to make active preparations for spring's work.

Perceiving that my sheet is nearly filled I will close by saying that after my visit to Iowa and Minnesota in the spring, I will write again.

Yours truly,

Viator

R. W. Chadbourn.

Columbus, Feb. 19, 1851.

(Continued next week)



Installment No. 147

March 25, 1954

# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

## Interesting Items

In his extensive research and reading to enable him to write the story of Columbus, the writer occasionally runs across and makes memoranda of items of great interest, but not associated in any way with Columbus.

He almost always indicates the source in order to give proper credit.

The following item happens to be one, where he failed to state the source, so he therefor expresses his regret in having to report the source as "ANON".

The second Continental Congress which adopted and proclaimed the Declaration of Independence, consisted of a membership of 55.

Twenty seven of them were college graduates, and twenty others, by their own effort, were self educated to a degree that made them equal in education to their college trained associates.

Benjamin Franklin was one of these. As a result of his own efforts, he mastered every branch of science then known, and learned to speak and write French and Latin. He became so learned that he received honorary M.A. degree from both Yale and Harvard.

Another member George Whyte was not a college graduate, but as a boy his mother taught him Latin and Greek and inspired him to continue the study of language and the classics under her direction until he became one of the leading classical scholars in the Colonies.

He taught Latin and Greek at William and Mary at the graduate level and was its first professor of law, which made him the first professor of law in the Colonies.

He had the pleasure of witnessing his favorite pupil, Thomas Jefferson, write the Declaration of Independence.

It is much easier for men to become self-educated now than it was in the days of Franklin and Whyte. It may be heresy to say it, but only a small percentage of college and university graduates become educated persons. Many live their entire adult life on university campuses as students and professors without acquiring an education. It often happens that colleges and universities stifle genius. Robert Ingersoll said.

"How fortunate that Shakespeare was not educated at Oxford; that the winged God within him never knelt to the professor."

Like the members of the constitutional convention, the men who signed the Declaration of Independence were all young men.

The majority of the signers were between thirty and forty. Jefferson was only thirty three. Of course this was necessary. Men of middle age or beyond never did anything as revolutionary as adopting the Declaration of Independence. By the law under which they lived, every one of them committed treason.

In the main, colonial men of means and substance opposed revolution (read Oliver Wiswell).

Franklin's son, William, remained loyal to King George III. By the way he was illegitimate.

He was born shortly after Franklins marriage. Rare Ben made a settlement with the mother who remained unknown, brought the boy home to his young wife, who accepted him and reared him as her own.

To accomplish this required a touch of genius that is denied to most men.

William Franklin became a man of distinction in his own right, was appointed Governor of New Jersey by the king and was a leading Tory. After Franklins return from France (where he was sent to gain the assistance of France in the American revolution, in which he was successful), a reconciliation between father and son was effected.

In 1897 a tablet was placed on the campus of Brown University reading as follows.

"The Rhode Island Society of the sons of the American Revolution Commemorates by this tablet the occupation of this building by the

Patriot Forces, and their French Allies, during the Revolutionary War. For six years all Academic exercises in this university were suspended—faculty, students and graduates, almost to a man, were engaged in the service of their country.

May all who read this inscription be stimulated by their example to respond loyally to their country's call."

"ANON."

## A Bull Tail

When writing the story of the Brossard family, most of which was supplied by Mr. Eugene E. Brossard (see installment 27) who in mentioning his mothers family, Hepp, also French said that Mr. Hepp was known as a great story teller, with a vivid imagination and used to spend much time telling tall tails of his own imagining and other fairy tales to children.

Recently, in reading back files of the local papers the writer ran across the following.

## From Columbus Democrat Sept. 23, 1876

Mr. Francis Hepp, of Calamus, relates the following curious event which happened to him not long since. He was returning at a late hour from a Grange meeting. While passing along the eastern shore of Loss Lake he espied a camp fire in the woods directly ahead of him.

He approached it cautiously, and discovered to his surprise, from fifteen to twenty of those predatory rovers of all countries and every clime—the gypsies. The dusky circle thus brought out in the dead of night in strong relief about the fire had a singular and awesome appearance, and suggested a conclave of "brownies" in the midst of some Scotch mountain.

But Hepp had little time for the indulgence of observation or fancy. The men of the party sprang forward and siezed him, and though they offered him no serious violence, refused to let him proceed until morning. They kept him, indeed, until nearly day break, when they packed up their traps, not desiring, probably to have their presence in the neighborhood known.



With a grim humor they put Mr. Hepp in an old and empty barrel which had been used to hold water, and headed it up.

After they had been gone perhaps half an hour, the unlucky prisoner, cramped and nearly suffocated, succeeded in loosening and forcing out the bung and then was enabled to get a little fresh air.

Up to that time he had never in his life been so impressed with the necessity of ventilation. Hearing the heavy tread of some animal close to the barrel, he pushed his forefinger out of the bung hole and by chance it came in contact with a lock of coarse hair, which he precipitately drew into the barrel.

He continued to pull at it until he obtained complete possession of what proved to be the caudal extremity of an animal known in Mr. Hepp's native tongue as "taureau", or in plain English, a bull.

Our captive twisted the tail vigorously, and the animal ran bellowing towards Mr. Hepp's residence, the barrel sometimes bounding as high as the fences. The faster the bull ran, the harder the twisting continued as the now thoroughly frightened beast neared the stone school house, the faithful watchdog of Mr. Hepp, which had been awaiting the return of his master, came barking through the woods, and so frightened the bull that he turned suddenly and the queer vehicle to which he was attached was thrown so violently against a tree that it was broken to pieces.

Mr. Hepp emerged from his confinement in a very dazed but thankful condition.

If any skeptical reader in this age of unbelief, is disposed to doubt the foregoing incident, Mr. Hepp can still point out to him the staves that were his prison house, just where they fell at the conclusion.

(Continued next week)

Installment No. 148

April 1, 1954

## "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

Fred F. Farnham

One of the early pioneers coming to this area in 1846 who has not previously been brought to the attention of our readers, because of inability to get sufficient data until recently is Fred F. Farnham whose handsome brick residence, built in 1867, is now the home of Henry (Luke) Altschwager, 553 W. James St.

Mr. Farnham, was born in the town of Pembroke, Genesee Co., New York, in January 1821, a son of "Squire" F. C. Farnham and his first wife.

He lived in Western New York until he was about 25 years of age when he decided to come to Wisconsin, to which territory, a brother in law, and some friends had come a few years earlier.

Mr. Farnham, learned the trade of stone cutting, which was also the trade of his father; he followed the trade of marble cutting in season for a few years, meanwhile clerking in a general store in the winter, before coming west.

In 1846, he came to the town of Elba, Dodge county, to the log cabins of John Hasey Sr. and John Hasey Jr., across the Crawfish River from where Daniel Bassett later founded the little hamlet that bears his name Danville.

John Hasey Jr. was a brother in law who had married Miss Albina Farnham, a sister of Mr. Farnham; The Hasey families had come to Wisconsin in 1844, and a little later in connection with Miles Burnham, had built a water powered saw mill on the Crawfish. (see installment 25-36).

Mr. Farnham arrived at the spot in the dense woods, where the Hasey cabins stood near the bank of the stream, with no money, the trip having exhausted his resources, except for a promissory note for \$50.00 he still had in his pocket.

He went to Milwaukee where he traded the note for merchandise which he then took to Waupun, a small settlement on the Rock River which was started in 1839, the same year Major Dickason built the first cabin in what was to become Columbus.

Remaining there only about two months he brought the remainder of his goods to the Hasey cabins, and set up a display of his merchandise in the front part of the cabin of John Hasey Jr.

During the winter of 1846 he traded merchandise for saw logs, which were sawed into lumber at the Burnham and Hasey saw mill.

In the fall of 1847 he came to Columbus to become a clerk in the store of Arnold and Bassett, in a little frame building about where the Buckhorn Tavern now is, it being the only building on the north side of James St. at that time.

While with this firm, he was elected County Register of Deeds, the county seat then being in Columbus, holding office for one term. He was also a Justice of the Peace which he continued for several years, but he had no political ambitions and never sought office.

Soon after the expiration of his term, he built a store building long known as the old red brick store, which was located at the corner of James and Ludington sts., where 101 E. James now is. The old red brick was later occupied by P. K. Sargent who ran a saloon in it, and several years later was torn down when the present building was built.

Mr. Farnham did business as a merchant for several years, in the old red brick store.

In 1850 he returned to Alexander, New York state where he was married to Miss Lucia Marsh, and returned to Columbus.

His place of abode prior to the building of his fine brick home in 1867, was a square frame house with a mansard roof later known as the Francis house, which was torn down to make room for the Albrecht Funeral home in the 300 block on Ludington st.

Shortly after the red brick store was built, his brother in law, James F. Allen, whose wife was a sister of Mrs. Farnham, came to Columbus and



became a partner in the business then called Farnham, Allen & Co.

The Allen home was a small white frame house at the corner of Ludington and Prairie Sts. where Mr. Allen, about 1868-70 built a splendid brick house on the same site, which is now the Jones Funeral home, 248 South Ludington st., moving the small frame house to the rear of the lot facing Prairie st. where it still stands.

Mr. Farnham is said to have bought and shipped the first wool produced and sold in the area.

Because of the limited amount of money in circulation, money was very scarce, and all merchants had to do business by barter, or trade their merchandise for produce, butter, eggs, hay, grain, wood, pork, saw logs, live stock or anything of value, as well as to extend credit to customers, and the latter caused many business failures.

Farnham, Allen & Co. had a warehouse for the storage of grain, produce, salt and supplies, but its location is not known to the writer.

However, in 1856, when the coming of the Milwaukee and Watertown Railroad became almost a sure thing, and the location of the terminus and depot in Ingalsbee's pasture became known, Farnham, Allen & Co. built one of seven warehouses along the line.

Eight years later, in 1864, when the R. R. had been absorbed and became a part of what is now the Milwaukee Road, and its entrance to Columbus was changed, and a brick freight and passenger depot had been built, it being the present freight house, Farnham, Allen & Co., built a warehouse alongside the switch tracks, and a year later built the elevator, which warehouse and elevator are now those of the Columbus Co-operative Shipping Ass'n., 319 N. Dickason Blvd. The original elevator was powered by one horse and sweep, traveling in an endless circle.

Somewhere before that time the firm acquired the lumber yard formerly operated by Price & Henderson, located, it is believed, about where the Caldwell Lumber yard now is, or across the street on the corner of the block with the elevator. In 1856 or 7 brother in law, John Hasey Jr. left the farm and moved to Columbus, and together with Andrew O. Sexton, another brother in law joined the firm and were placed in charge of the produce and grain buying at the depot warehouse, Mr. Sexton having previously been buying grain and produce as an individual.

In 1859 Mr. Farnham built a three story brick store known as the Farnham block, and moved his merchantile operations into it; Later it became known as the Schaeffer Block, and still later it housed the store of George Linck & Co. for many years when it was bought and occupied by A. C. Quentmeyer and is now to store of Quentmeyer Bros. Badger Paint.

In 1874 Mr. Sexton left the firm and joined with Joe Churchill, in the firm of Churchill & Sexton, buying and operating the "old" warehouse of H. A. Whitney and J. P. Miller at the abandoned R. R. location, for a year, and in 1875 they built a large new warehouse 36x150 feet, two stories high along the tracks, where they operated for many years. Among the subsequent owners, were F. F. Wilskie, Guy V. Dering, Martin & Black, and for several years it has been the M & M Feed Co.

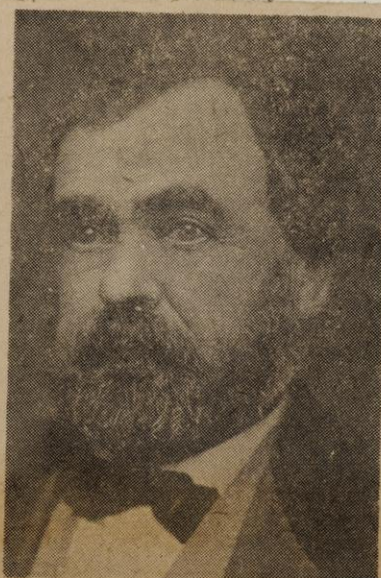
Mr. Farnham had acquired some land between Waterloo Road and the Madison Road, and in 1856 he laid out Farnham's Addition to Columbus, consisting of three blocks of lots, Block 1 being 13 lots west of Farnham St., Block 2, 11 lots East and Block 3, 7 lots east of Farnham St. with Folsom St. between Block 2 and 3 between Farnham St. and Waterloo; leaving some land east and west of Farnham st. unplatted.

In 1876 John Hasey sold his interest in the firm to Mr. C. L. Waldo, a son in law of Mr. Farnham, the partners then being Messrs. Farnham, Allen and Waldo.

(Continued next week)



Katie Farnham



Fredrick F. Farnham



Nellie Farnham Waldo



Installment No. 149

April 8, 1954

## "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

In the last ten years of his life Mr. Farnham left the management of the firm largely to Mr. Allen, and devoted his time to traveling for pleasure, and to the enjoyment of leisure in his fine home, in which he had great pride; He also engaged in buying and selling pine timber lands in Marathon and other northern counties in which he is said to have made handsome profits, which made him a wealthy man.

Nature had endowed him with good intellectual gifts, which more than compensated for his lack of much formal education, for he was a keen observer and had a retentive memory.

It is not known definitely what year Mr. Farnham sold his building and store to Mr. Schaefer, but James Quickenden thinks it was about the time the Farnham brick house on James St. was built or soon after, because of Mr. Farnham's avowed intention to take things easier and devote considerable time buying timber lands, largely by tax deeds, in northern Wisconsin and selling at handsome profits.

Whenever it was, Mr. Allen still had the grain warehouse, elevator and lumber yard to keep him busy.

The Farnhams were the parents of two daughters, Nellie, who became Mrs. C. L. Waldo, and Katie, who became the wife of Francis A. Baker.

In 1859 Fredrick Farnham's father and step-mother came to Columbus to make their home late in life, where they could be near their four daughters and one son living here; The elder Mr. Farnham, usually called "Squire" lived in a house on Folsom St. in Farnham's addition.

Mr. Farnham had one half brother, Geo. M. Farnham only child from his father's second marriage.

Four of his sisters, Mrs. John Hasey Jr., Mrs. Henry Morse, whose husband was the owner of the Morse farm, long known as Columbus Canning Co. farm, now belonging to J. E. O'Brien. Mrs. A. Chapman, and Mrs. Andrew O. Sexton, all of whom at one time or another were residents of this area.

Mr. Farnham died in March, 1877, at the age of 56 years, the funeral services being conducted by Rev. M. G. Todd of the Universalist church (which building is now a residence at 351 S. Dickason Blvd.)

The pallbearers were Ex-Gov. James T. Lewis, Lester R. Rockwell, R. W. Chadbourn, H. A. Whitney, Mayor Griswold, H. S. Haskill, Josiah A. Arnold and J. S. Manning.

When Mr. Farnham's will was probated an estate valued at about \$100,000.00 was disclosed; After making provision for the support of his parents, one half was to go to the widow, the other half to be equally divided between his two daughters.

Mrs. Farnham lived until March 26, 1909; the Farnham lot at Hillside contains four graves,



Lucia Farnham

Mr. and Mrs. Farnham and one daughter, Katie and her husband Francis A. Baker.

Mr. Baker, son of a minister in New York state became acquainted with some of the members of Ex-Gov. James T. Lewis family who were visiting relatives in New York state, and through them learned of the possibilities

in this area and decided to seek his fortune in the west.

Some time after his arrival here he was married to Katie Farnham; After Mrs. Farnham's death and the sale of the home, the Bakers moved to Minneapolis, where her sister, Mrs. Waldo lived, and subsequently went to Pasadena, California. When Mr. Baker died his body was brought here for burial, and likewise with Mrs. Baker.

In her will she bequeathed her home in Pasadena to Miss Nellie Parkinson, who had lived with and cared for her in her last few years of life.

### "Squire" F. C. Farnham

The early local papers, still to be read, may tell something more of Mr. Fredrick Farnham's father but the following facts were found in a lengthy account of him published in the issue of Dec. 26, 1879 at the time of the death almost three years after the death of his son.

Mr. F. C. Farnham was born on the eastern shores of Lake Champlain, in Vermont Feb. 24th, 1791 while George Washington was still president.

His parents moved to French Canada (Quebec) when he was about six years of age, where he easily learned to speak French fluently, and even in his advanced years he remembered his French. He had seen British soldiers training and maneuvering around Quebec in snow shoes, with snow ten feet deep; and was thoroughly familiar with the steep path up the rocky bluff through which General Wolf led his surprise attack on Montcalm's French forces on the plains of Abraham.

(Continued next week)



Installment No. 150

April 15, 1954

# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

It was as he lay dying from a mortal wound on the battle ground that General Wolf recited a stanza of Grays Elegy in a Country Churchyard as follows,

"The boasts of Heraldry, the pomp of power  
And all that beauty or wealth ere gave  
Await alike, the inevitable hour,  
The paths of glory lead but to the grave."

and then said "I would rather have been the author of that poem, than to have taken Quebec."

It is not known how long the Farnham family remained in Canada, nor the reason for their going there, but it was likely only eight or ten years at most.

Whatever the time young Farnham learned the trade of stone cutter in the quarries of Vermont, and later went to Western New York State to Genesee County.

We do not know the date, but believe it was not until after the war of 1812 in which he was a soldier, serving in a Company of Light Cavalry of which the father of A. W. Ingalsbee was also a member.

It is said that he never went through the formality of enlisting or being discharged, or drawing pay, but in the few weeks of his service he was in several engagements between the foot of Lake Champlain and Troy, N. Y.

Therefore he has no listing in the war records although his grave in Hillside is always decorated with a flag each Memorial day.

He was twice married but we do not have the date of either marriage nor do we know the maiden names of either.

From his first marriage there were a total of nine children, five of whom were mentioned in the Fred F. Farnham story.

The other four may have remained in N. Y. state or may have died young.

After the death of his first wife he was married to a widow Mrs. Martha Thompson, who had three sons, one of whom W. A. Thompson, came to Columbus, with his family to live, at a date not yet known.

From this marriage there was one son, George M. Farnham, who never lived here so far as known, who died in Chicago in July 1908 and was brought here for burial on his father's lot.

At the time of the Civil War George was in Michigan, enlisted in a Michigan Regiment, and his grave here is one of those always decorated.

In 1859 "Squire" Farnham and his wife came to Columbus to live, he being 68 years of age at that time. His title "Squire" was one frequently used for those holding the office of Justice of the Peace, which he held for many years in New York, and also during a good part of his years spent here; the title being an abbreviation of Esquire frequently used as a mark of respect when this writer was a boy.

He was an ardent disciple of Isaac Walton, spending much of his leisure time fishing on the Crawfish; He had a great deal of varied experience from which to draw the many stories he liked so well to tell.

His decline was gradual, never really sick and stayed in bed only a day or two before his death.

His son in law John Hasey jr. drove him to the poles so he could cast his vote only a few months before his death. His first vote for president was for Andrew Jackson; he never would say who his last vote was for.

The Squire died Dec. 26 1879; his wife Martha March 11, 1885; his daughter Mary A. Chapman May 17th, 1882 and his son George, July 8, 1908 and all are buried on the Squire's lot at Hillside.

After his death, his wife made her home with her son W. A. Thompson a resident of Columbus. Jim Quickenden recalls that Mr. Thompson once owned and lived in the former Congregational church building, now the apartment house across Mill St. from Walker Lumber Co., but cannot recall what line of business Mr. Thompson followed. He remembers that the Thompsons had a

daughter who married M. J. Durkin who was a clerk in one of the local hardware stores.

## Allen-Parkinson

Among the family stories not previously published because of insufficient data is that of James F. Allen.

Mr. Allen who came to Columbus in 1854, was born in Vermont, Jan. 22nd, 1828.

His parents moved to Alden, New York, in 1831 when James was three years old.

He grew up, attended school, and probably had acquired some business experience in Western New York, and came to Wisconsin, in 1854 where his brother-in-law, Fred F. Farnham had preceded him eight years earlier, and was comfortably located, enjoying a prosperous mercantile business, as well as buying or trading merchandise for, hay, grain, wool and other produce.

Mr. Allen was married in Alexander, N. Y. in October 1853 to Miss Adelaide Marsh, a sister of Mrs. Fred F. Farnham and the following spring the couple came to Columbus.

Shortly after arrival here he became a partner, with Mr. Farnham, his brother-in-law, who according to one reference "bought the first wool ever shipped from this county, and has bought wheat and produce here since 1847."

Their mercantile operations were in a building built by Mr. Farnham, and long called the old red brick store which once stood on the north east corner of James and Ludington; while the location of their first grain warehouse has not been determined, but when the Milwaukee and Watertown Railroad built its extension to Columbus in 1857, Farnham, Allen & Co. built a warehouse, one of seven, at the terminus in the pasture of A. W. Ingalsbee.

The warehouse was placed in charge of Andrew O. Sexton and John Hasey jr. both of whom were brothers-in-law of Mr. Farnham and also experienced grain buyers.



Mr. Farnham had many outside activities, and Mr. Allen devoted his time largely to the store, the business of which outgrew the smaller "old red brick" store and prompted the building of the Farnham building a three story brick building with Farnham's hall, for public meetings, lodges, dances, etc. occupying the upper floor.

This building was built in 1859, and so far as known was occupied by them as long as the firm remained in the merchantile business, perhaps not more than 8 or 10 years after building was built.

It then became the Schaefer Block and is now the Badger Paint store, 111 E. James

In 1876 Mr. Hasey sold his interest in the elevator and lumber business to Mr. C. L. Waldo, a son-in-law of Mr. Farnham, and after the death of Mr. Farnham, in 1877 the firm consisted only of Mr. Allen and Mr. Waldo until 1881 when Mr. Waldo sold his interests to A. C. Parkinson, a son-in-law of Mr. Allen.

Mr. Waldo removed to Minneapolis where he joined with two others in the piano business, under the firm name of Haines, Foster & Waldo which is said to have been very successful in fact he is said to have left an estate estimated at approximately \$900,000.00.

Mr. Allen and Mr. Parkinson continued to operate the grain elevator and lumber business, under the familiar name of Farnham, Allen & Co., the firm having discontinued the operation of a general merchandise store about ten years before Mr. Farnham's death, the building and store having been sold to Mr. Schaefer.

It is believed that shortly after Mr. Parkinson came into the business, was when the firm went into the breeding, buying and selling of horses, for in a county atlas of 1890, we find 34 acres lying west of Farnham's Addition is shown as "Belle Collene Stock Farm" belonging to Allen and Parkinson.

A part of this place is now the home of Ed Andler, 1164 S. Farnham st.

(Continued next week)

Installment No. 151

April 22, 1954

## "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

Up to about 1868 or thereabouts, the Allen home was a small white frame house that stood on lot 5 of block 8 at the corner of Ludington and Prairie but since Mr. Farnham had built one of the finest homes in Columbus, in 1867, his brother-in-law and partner, Mr. Allen is supposed to have said that he was going to build a larger and finer home.

At any rate Mr. Allen bought the adjoining lot No. 4, moved the white frame house to the back end of lot 5 facing Prairie St. and proceeded to build a large three story brick house into which he moved, perhaps about 1870. This is the building that for several years has been known as the Jones Funeral home.

James Fayette Allen usually called Fay, and his wife were the parents of an only daughter, Jennie Francis, born in 1854, the year they came to Columbus.

When Jennie Allen was a young girl of about sixteen, she had a severe case of scarlet fever, and as soon as she had recovered sufficiently her parents took her east to convalesce, and while there they had her portrait painted, perhaps with the thought in mind that if she did not recover, they would at least have a life size life like picture.

Every one who knew her agreed that Jennie was a beautiful girl and it is said that the artist did a superb painting, and we understand that even today the colors are as bright and life like

as when the portrait was painted.

We cannot show you the actual painting but here is a photograph of the portrait of Jennie Allen shortly after she was sixteen.

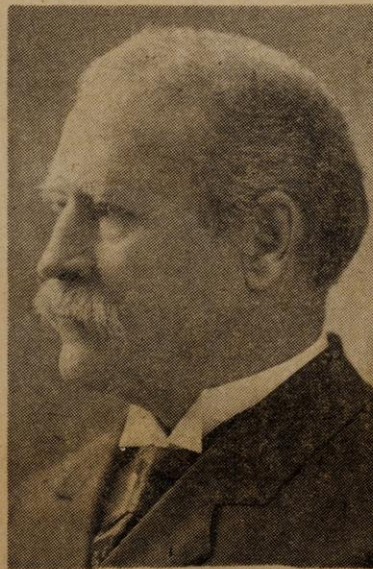
We have so far been unable to locate a picture of Mrs. Allen, but here is one of James Fay Allen presumably before he came here, as those who re-



Jennie Allen Parkinson

member him say they never saw him with a beard.

Jennie Allen was married in 1874 when she was twenty and presumably met her husband at the University, as he was not a resident of Columbus.



A. C. Parkinsons

Mr. A. C. Parkinson who married Jennie Allen in 1874, and who became a partner with Mr. Allen in the firm of Farnham Allen & Co. in 1881, was born at Fayette, La-Fayette County, Wisconsin, Dec, 27, 1845, and was a brother of E. D. Parkinson, once an assem-



blyman from Fayette, and of Prof. J. B. Parkinson once vice pres. of the University of Wisconsin.

He enlisted in the Union Forces during the Civil War at the age of 16, serving 3 years having been discharged after being wounded in one arm, while on Sherman's march from Atlanta to the sea, and came home to recuperate.

He attended Beloit College to prepare for the University of Wisconsin, which he entered in 1867, graduating in 1870, and finished his law course in 1871.

He was inclined toward journalism, and became associated with the Madison Democrat of which he became editor for a time.

During the first administration of Pres. Grover Cleveland, 1884. Mr. Parkinson was appointed Collector of Internal Revenue for the Southeastern district of Wisconsin.

Having been married in 1874 and not joining with Mr. Allen in business until 1881 may perhaps mean that during this period the Parkinson family may have lived in Madison for at least some of this time Mr. Parkinson was editor of the Madison Democrat.

We have not as yet found the date they took up their abode in Columbus, but when they did they lived in the house diagonally across from the Allen home, now 305 S. Ludington st. However, later, perhaps after Mr. Allen's death in 1893 the Parkinson family moved into the big house with Mrs. Allen.

The fact that Mr. Parkinson became Collector of Internal Revenue shortly after Grover Cleveland began his first term as President, indicates that he could be away from Farnham, Allen & Co.

This appointment probably lasted three or four years, until Benjamin Harrison became President, and then presumably with the change from Democratic to Republican administration Mr. Parkinson again turned his attention to Farnham, Allen & Co.

The growing of wheat in Wisconsin, once the second largest wheat producer among the states, had been on the decline for several years, which seriously affected the business volume of grain buyers, including Farnham, Allen & Co. Also for a number of years Mr. Allen had suffered with kidney and bladder trouble which frequently kept him from attending to business. Added to this, a serious depression began to develop throughout the nation 1892, marked by low prices and shortage of money, making it almost impossible for business men to collect their book accounts, or to pay their bills.

The result was that in August of 1893, Farnham, Allen & Co. made a voluntary assignment for the benefit of their creditors, the assets being placed in the hands of Mr. Ralph C. Vernon of Madison.

The assignee's sale of real estate, inventory of seed, feed etc., and livestock took place on Oct. 5th, 1893. A dozen or more named horses were sold at auction at prices much better than expected, running as high as \$400.00 for one exceptionally good horse.

The private team of Mr. Parkinson was bought by Ex. U. S. Senator John C. Spooner of Madison for \$500.00.

On Oct. 13th, 1893 Mr. Parkinson returned to journalism as editor in chief of a new paper the Milwaukee Daily Times.

His family remained here, because of the serious illness of Mr. Allen, who died in November 1893. The funeral was on the Sunday afternoon following his death, many relatives being present from Whitewater, Madison and Minneapolis. Rev. W. S. Ralph of the Universalist church conducting the services; the pallbearers were W. H. Butterfield, A. W. Ingalsbee, Joseph Churchill. Dr. E. Churchill, J. W. Leffingwell and Alfred Hasey.

(Continued next week)



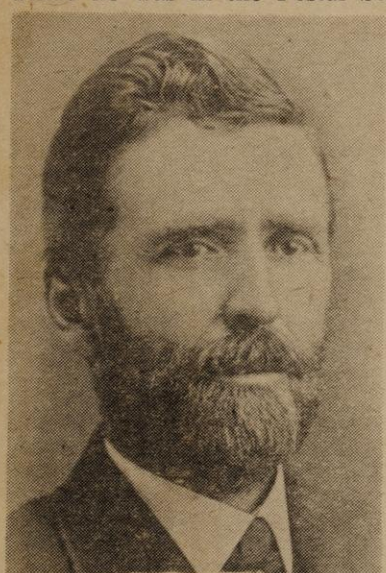
(Continued from last week)

Mr. and Mrs. Parkinson were the parents of three daughters, Fay, Nellie and Margaret, and one son Lee. Fay became Mrs. Lee Austin, who



**Mrs. A. C. Parkinson**

died at her home in Spokane, Wash. about three years ago, her husband about one year ago. They had one daughter, Miss Lucia, of Spokane who survived her parents, who, presumably, are buried in Spokane.



**J. F. Allen**

The son Lee Allen Parkinson was born in 1878, attended the University of Wisconsin after which he was connected with the Federal Government in the Department of Posts: He was sent to Manila, P. I. where he was in the Postal Service for several years, until he became incapacitated because of illness, which necessitated his retirement. While in Manila, he with others organized, the first Masonic Lodge in the Islands, of which he became the first master.

While he was in the Philippines he was married to Miss Estelle Reed of Lima, Ohio.

When they returned to the states he came here to convalesce, living in the Allen-Parkinson home, where he died Sept. 5, 1911. His widow left here going to her Ohio home where she re-married—present name and abode unknown.

Miss Nellie, born in 1880, the only survivor of the Parkinson family lives in Pasadena, Calif. and to her we are thankful for some of the information and the photographs used in the Farnham-Allen-Parkinson stories.

Miss Nellie, never married, spent many years in charity and welfare work in Chicago, and later in the American Red Cross Society, which work she gave up to assume the care of her cousin, Mrs. Franklin Baker, who was an invalid for many years. Upon her death Mrs. Baker's home became the property of Miss Nellie.

The youngest daughter of the Parkinsons, was Margaret born in 1890; After finishing school, perhaps about the time of her mother's death, Margaret took training to become a nurse, at St. Luke's Hospital in Chicago, which profession she followed for several years.

During World War I, she saw overseas service in Europe as a nurse in the American Expeditionary Forces, which fact is stated on her head stone at Hillside.

After returning to the states she was married

to Dr. Edward L. Jenkinson, head of the Radiology Dept. at St. Luke's Hospital, Chicago.

They became the parents of one daughter, Carroll, Mrs. James V. Bolger Jr. of Elm Grove, Wis.

Mrs. Jenkinson died in 1945, but the head stone does not give the month and day.

Dr. Jenkinson is still living and is still the head of his department.

During the second administration of President Grover Cleveland, shortly after the death of Mr. Allen, Mr. Parkinson received appointment as Chief Reading, clerk, in the United States Senate which he accepted, retiring as Editor of the Milwaukee Daily Times. He continued in the appointment from late in 1893 until 1910 when he left because of the death of his wife. Later he was appointed clerk in the Journal and Minute Dept. of the Senate, which he continued to be up till his death in 1913.

Mrs. Allen died in Nov. 1899 six years after her husband's death. Her daughter Jennie, Mrs. Parkinson died Aug. 30th, 1910. Mr. Parkinson died Dec. 5th, 1913 after an illness of only one day, diagnosed as Bright's Disease, at the home of his daughter, Mrs. Lee Austin, at Spokane, where he had gone to spend the Christmas holidays.

The Madison Democrat, of which he was once the editor and to which paper he frequently contributed articles during the years he was in Washington, after his death said "General Parkinson was a Democrat, politically, and a sturdy, popular, likable man, well known throughout the state and in Washington. He was a strong writer and frequently contributed to the columns of this paper."

During his years in Washington, while the family continued to live here the greater part of the time, they did frequently spend a portion of their time during the sessions of the Senate, in Washington.

An examination of the head stones at Hillside reveal that Mr. James F. Allen's stone reads Fayette Allen, and Mr. A. C. Parkinson's reads Carroll.

#### Henry Morse

One could write quite an essay on "Cause and Effect" basing it on the lives of some of our early pioneers.

The past few installments of the story of Columbus is a good illustration of what we mean.

Because John Hasey Sr. and his family came to the territory of Wisconsin in 1844, a considerable number of others also came, as set forth in the story of Fredrick F. Farnham.

Another family, briefly mentioned, therein is now being presented in greater detail.

Henry Morse, was born in the town of Halfmoon, Saratoga Co., N. Y. in 1814. His father John E. Morse, was born in Dutchess Co., N. Y. His mother Rebecca Palmer was also a native of N. Y. but town and county not known to this writer, but it was probably east of Hudson river.

Henry Morse learned the trade of carpenter and joiner (an interior finisher) when he was about 18, at which work he continued in his native county for some time, then going farther west of Genesee County, N. Y. where he continued to work at his trade.

At that period of our history over 90% of the nation's population was rural, and almost without exception every farmer and his sons were handy with tools and learned a trade or at least worked part time away, as farming was more of a "subsistence" or way of life, than it was a money making project. So was it also when the tide of emigration kept moving toward the west where land was abundant at a very low price, but it would be of little value unless it was utilized, which meant work and plenty of it.

(Continued next week)



# Installment No. 153

(Continued from last week)

Henry Morse at the age of 23, in 1837 was married in Genesee County to Miss Minerva, a daughter of Squire F. C. Farnham and a sister of Fred F. Farnham; Mr. and Mrs. Morse became the parents of a son Verginius C. Morse and a daughter Mary who became wife of Eli Thayer, and who as of 1880 lived in Minnesota.

It was not until 1859 that Henry Morse and his family came to Columbus, he being 45 years of age at the time, and having been preceded by two or three brothers-in-law, his father-in-law, and his son who came in 1855 to work for his uncles of whom there were three here.

He stopped in the village of Columbus for about a year, presumably working at his trade, and then purchased 240 acres in section 24, about a mile from town, from his brother in law Fredrick F. Farnham, who retained some land nearer town, a portion of which had already been subdivided into Farnham & Co.'s Addition.

It is presumed, that since Mr. Morse was farm raised before he learned the trade of carpenter and joiner, and had probably lived on a farm in Genesee, that he bought this land so near town with the thought in mind that he would build thereon an imposing and comfortable home, to advertise the fact that he was a good workman. We surmise that this most attractive brick residence, with its beautiful interior and exterior wood work is the work of Mr. Morse himself, and that it dates back to 1860.

We refer, of course, to what is still called the Morse farm, although it is now owned by Jack O'Brien, and the home of Victor Bittner who operates it.

Mr. Morse's son Verginius came here when he was only 16 to work for his uncles John Hasey jr. and Andrew O. Sexton, who were grain buyers, and perhaps also because another uncle, Fred F. Farnham, had become one of the most prosperous men of the community, and employed several "hands" as well the three or four brothers-in-laws associated with him, in Farnham, Allen & Co.

Apparently Mr. Morse was not directly associated with the firm, but being a builder as well as a farmer, he doubtless did some of the building for Mr. Farnham, such as the Farnham Block, and the grain warehouse and elevator, as well as on the Farnham residence in 1867 of which Mr. R. D. Vanaken was the contractor.

The son Verginius, born in 1839 was twenty when his parents and sister came here, and had reached his majority when the farm was bought and being an able and willing worker, greatly interested in live stock he doubtless operated the farm, under his father's general supervision.

Sometime about ten years after Henry Morse built his own home, he had the great misfortune to have one foot cut off in a mowing machine accident.

Jim Quickenden remembers it clearly but cannot state the year, but it was while Jim was still a school boy.

He also remembers that some people said Henry was punished in the loss of his foot because he was mowing hay on Sunday.

In 1877 Mr. Morse was elected assessor for the town of Columbus which office he continued to hold for several years.

He died in 1888, having been to quote the local paper "suffering for two or three years with Brights disease, co-existing with heart trouble, but nearer the end the heart symptoms arose

into prominence and the immediate result was brought about by heart failure".

His widow Minerva Ursula and her son Verginius C. continued to live on and operate the farm for many years.

## Mrs. Thayer

The next member of this family to die was the daughter Mary, Mrs. E. W. Thayer, at Atlanta, Georgia as a result of an operation for gallstones, in 1903, at the age of 63, and was brought here for burial on the family lot at Hillside.

The Thayers had lived in Minnesota but, at some later date, took up their abode in Cuthbert, Ga. Her husband, and her daughter, Mrs. Stuart of Flandreau, S. D. survived her.

Mrs. Morse lived until April 1906 and died from a sudden attack of pneumonia, at the age of 90, her funeral being in charge of Rev. A. E. Leonard of Olivet church.

The son Verginius, so far as known was never married; he lived only about a year after his mother's death, passing away very suddenly late in Feb. 1907.

Having made no will the entire estate went to his niece, Mrs. Stuart, his only sister's only child.

When the farm was offered for sale it was purchased by Columbus Canning Co., which owned and operated it for many years.

One of the families placed on the farm by the company was that of DeLoss Evans, father of Wallie Evans of Fall River; and one of the earliest viner stations established away from the factory was on the Morse Farm.

The family of Bert Brewer, were on this farm longer than any other, and it was during their tenancy that some repair work was done on the roof, during the course of which, some old furniture that had been left by the previous owner was discovered stored in an unused portion of the attic and consigned to the scrap pile.

But along with the broken and useless stuff, there were two hand made, heavy maple wood bedsteads, with rope "springs" to support the feather beds or husk mattress of the period.

These bedsteads were cleaned up, renovated and refinished, and for a long time have been among the prized antiques of the John L. Albright's.

The widow of Bert Brewer is still living and makes her home with her daughter Ethel and husband, Mr. and Mrs. Harold Bleich, 706 Waterloo street.

When the city needed land for the city owned golf course, 43 acres of the Morse farm land was sold by Columbus Foods Corporation to make up the needed 70 acres.

The stately house on the Morse Farm is one of the most attractive in this area and is a monument to Henry Morse, who built it, of which fact Jim Quickenden says there is no doubt.

The Morse family, like the Farnham's, the Allen's, and perhaps other families mentioned in the last few installments, were or became members of the Universalist church, which stood at the corner of Broadway (Dickason) and School street, and is now the residence on the northeast corner.

We are indeed sorry we have been unable to locate any photographs of any members of this family.

If any reader can provide any we will be glad to publish pictures, provided they are brought in soon.

(Continued next week)



Installment No. 154

May 13, 1954

# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

## The Sawyer Families

Another of the early pioneer families of the area who came in 1850 to settle in the town of York, is the family of Amariah and Eunice Sawyer who came from New York to settle on the land that has long been known as the Andrews farm about nine miles out on the Waterloo road and three or four miles from both Waterloo and Marshall.

We have practically no details on the above mentioned couple, except that shown on their monument at Hillside.

Amariah Sawyer was born Oct. 11th, 1802 and died March 14th, 1864: His wife was born Feb. 23rd, 1805 and died Aug. 24th, 1871.

We believe their oldest child was Lucius who was born at Wendell, Mass., May 3rd 1829; Next born was Nelson, born in Wendell, May 13, 1833; then came Lewis J. born in Wendell, Mass. Sept. 20, 1835. The next may have been Myron, followed by Edwin and a twin sister Ellen, and Seymour. No pictures of Amariah or Eunice are to be found but we are fortunate in being able to show pictures of four of their sons, their daughter and a daughter-in-law, as follows.

Lewis J. Sawyer and his wife the former Cordelia Johnson, Myron, Seymore, Edwin and his twin sister Ellen. These pictures were found in an album presented to Miss Mary E. Pomeroy, an early teacher here, by her pupils, which is now in the hands of Mrs. A. H. Proctor. Since Seymore, a soldier in the Union Army during the Civil War, died of wounds, in 1864 we conclude that these pictures were taken before the Civil War.

## Lucius Sawyer

From the Columbus Democrat of Feb. 8th, 1907, we learn of the death of "Mr. Lucius Sawyer, an old time former resident, at Denver, Colo., Feb. 2nd, due to advanced old age."

He came to the town of York, Dane County with his parents family in 1850, where they settled on what is known as the Andrews farm, a few miles this side of Waterloo. After several years on the farm, he was married to Miss Eunice Thompson, of York, and a little later moved to Columbus, where he was engaged for several years in the pump business.

It is known that there was "pump manufactur-

ing business, here, on Broadway at one time, and it is possible he may have been connected with it, or he may have sold and installed pumps and windmills, as the two usually went together.

There are one or two years of the old newspaper files missing, and there was no paper published here for some time during the Civil War—which makes it difficult if not impossible to fill all the gaps in some of our biographies.

In 1868 Lucius Sawyer left here for Osage, Iowa, where land was cheaper, and again became a farmer. At some later date, not ascertainable, he moved to Manitou, Colo. where he became a conductor on the Denver and Rio Grande Railway. In 1889 he moved to Denver, where he continued to reside until his death in 1907. We have no record of any children there may have been born to this couple, nor are any pictures available.

## Nelson Sawyer

Nelson Sawyers parents moved from Massachusetts to Vernon, N. Y. in 1841 where they remained for about nine years, and when he was 16 the family migrated to the town of York Dane County in 1850 to a farm now known as the Andrews farm a few miles this side of

Waterloo on what is now highway 89.

A few years later Nelson returned to Vernon, N. Y. to learn the trade of blacksmithing.

In 1853 he returned to Wisconsin, entering into the employ of Spencer & Buxton, wagon and carriage makers here in Columbus, blacksmithing being a vital part of wagon making.

A few years later Mr. Spencer died and Nelson Sawyer became Buxton's partner.

Later he became identified with B. A. Carpenter in the furniture business; and still later he went into D. F. Newcomb's store.

On Oct. 21st, 1855, Nelson Sawyer was married at Gustavus, Ohio, to Miss Clara A. Cowdin.

It is not known for sure where they lived from 1855 on for a number of years, but from the issue of the Democrat of Sept. 3rd, 1869 we learn that Mr. Sawyer had purchased from D. M. Sturges, the house and lot at the corner of Prairie and Lewis St. for \$1500.00; this is the house now owned and occupied by Mrs. Elizabeth Wohlfeil, 254 S. Lewis St.

(Continued next week)





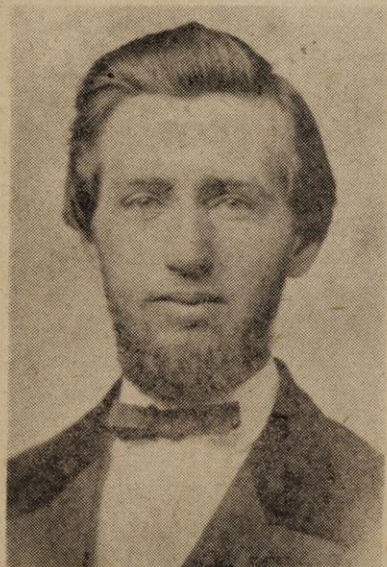
Ellen Sawyer



Cordelia Sawyer



Lewis J. Sawyer



Myron Sawyer



Seymour Sawyer



Edwin Sawyer



# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

Here the Nelson Sawyers lived until Aug. 1874 when they sold this property to Mr. Sawyer's brother, Myron W. Sawyer and moved into their new brick house at the corner of Prairie and Birdsey, which is the house owned by Mr. and Mrs. Frank Copeland at 458 W. Prairie st.

Mr. Sawyer had purchased lots 11 and 12 on the corner, from John Q. Adams May 10th, 1872.

A city plat dated 1873 shows no residence on that corner, but it could have been in process of building in 1873 which practically fixes the age of the house as over 80 years.

We ran across an item in the paper of Aug. 29, 1874, that Nelson Sawyer had sold his property on School street on lot 8 of block 2 in West Columbus to Robert Jones, for \$900.00. This was about the time he sold the property at Prairie and Lewis to his brother Myron.

Lot 8 block 2 is 524 West School, is the home of Sherman Carmichael.

We rather think this was Nelson Sawyers first home here, and also the home of Myron from 1869 to 1874.

On the first of April 1867, Nelson Sawyer joined his brother Lewis in the Hardware business in which Lewis was already engaged.

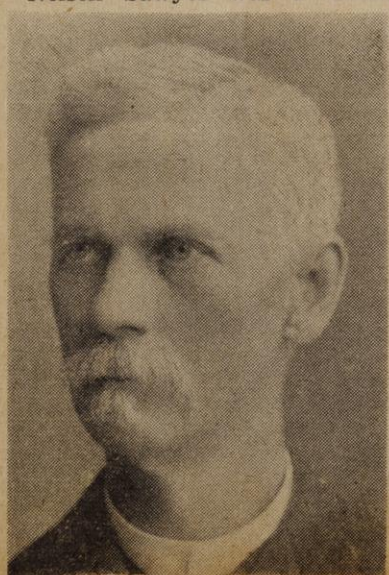
It is said that success and prosperity attended the firm of Sawyer Brothers throughout the entire period of their business.

Mr. and Mrs. Nelson Sawyer had only one child, a son Everett born in 1857 and dying in 1865.

Mr. Sawyer's health began to fail a few months before his death April 10, 1889 after 22 years and 10 months in business with his brother.

The Sawyers were all members of the Baptist church, Mr. Amariah Sawyer, having been a deacon, and a member of the building committee when their church was built in 1863, and his son Myron W. was treasurer.

Nelson Sawyer was a member of the city



Nelson Sawyer

Manitou, Colo.; Myron W. Sawyer and his son Albert, Albert Lea, Minn.; Edwin Sawyer and his sister, Mrs. Ellen Woodard, Osage, Iowa.

Council for six years, and was always a man of good repute.

No picture of Mrs. Clara Sawyer can be found, but here is one of Nelson Sawyer, taken from the album of the Columbus Masonic Lodge of which he had been a member for many years.

Present from out of town to attend his funeral, were Mr. and Mrs. Lucius Sawyer,

His widow lived for twenty nine years, following the death of her husband, and with the exception of a few winters spent in Minneapolis and Boston, her life since her marriage to Nelson Sawyer, was spent in this community.

Born Clara A. Cowden in Gustavus, Ohio Sept. 17th, 1834 she was married Oct. 21st, 1855, and came to Columbus as a bride.

Like her husband she was deeply interested in the early business and building activities of our city.

After the death of her husband she lived a somewhat lonely life, her only child, a son Everett, dying in 1865 at the age of seven or eight; She became interested in and derived much comfort from the teachings of Mary Baker Eddy, the founder of Christian Science. It was in pursuit of this that she spent considerable time in Minneapolis and Boston, the latter city being the home of Mrs. Eddy, and the headquarters of the Church of Christ, Scientist.

She died May 22nd, 1918 and was buried at Hillside the 25th. Attending her funeral from out of town, were these relatives. Edwin L. Sawyer, Osage, Iowa; Mrs. Myron W. Sawyer, Marshall, Wis.; Mrs. Etta Strong, Ft. Atkinson, and Albert L. Sawyer, Chicago.

## Lewis J. Sawyer

Lewis J. Sawyer was born at Wendel, Mass. Sept. 20th, 1835, and came to Wisconsin in 1850 when his family migrated to Dane county, in the town of York. After attending district school, he attended Wayland Academy, the Baptist school at Beaver Dam.

He learned the trade of tin smith or sheet metal working, but where he may have learned it we have no knowledge, but it may have been in Madison.

We base this on the following items appearing in the Madison Democrat of Oct. 10th, 1916. "A white haired old man, nearing the four score mark in life, yesterday gazed reminiscently at the tottering dome on University Hall as the wind swept flames ate away its lower part and it fell crashing to the roof of the main part of the building below.

Memories of over half a century ago were brought back to him as he beheld, through the black clouds of smoke, the crumbling outlines of a structure erected before the Civil War.

Fifty seven years ago (1859) L. J. Sawyer, then a young man in the employ of B. F. Perry, one of the first hardware dealers in Madison, who passed away many years ago, worked on the then new structure.

Young Sawyer did nearly all of the sheet metal work on the dome, which was considered a magnificent and massive piece of architecture.

That was in 1859 while the University was yet in process of construction. In 1860 Mr. Sawyer moved to Columbus, Wis., to engage in the hardware business.

Yesterday Mr. Sawyer with his wife happened to be in the city on a visit to the home of Mrs. H. C. Adams, a cousin of Mrs. Sawyer. He came just in time to get a final look at the old dome before the fire wrought its final destruction.



The aged man saw almost the first smoke that came from the dome and hurried to the scene of the fire which he watched with a little sadder expression than his smiling countenance habitually wears. There was visible a slight dimming of the eye as he gazed at the falling pillars and arched windows.

We have been unable to fix the exact date on which Lewis J. Sawyer went into business for himself.

One reference is an advertisement in the Democrat of Nov. 1893 which shows the date 1855 in the upper left hand corner and 1893 in the upper right hand corner, thus.

1855                      L. J. Sawyer                      1893

We know that in 1855 he was only twenty years of age: he could have been learning his trade of tin smith in a local store before he went to work for Mr. Perry in Madison; or he could have bought a store here in 1860 that some one else had started in 1855, which would coincide with both references.

The papers of 1860 have advertisements of only two hardware stores, H. A. Whitney and A. J. Whitcomb, and both had tin shops.

A search of abstracts kindly supplied by Mrs. Laura McNulty, and Al Schuette, show that Lewis Sawyer became the owner of real estate 22 ft. x 60 ft. off the N.W. end of lot 5 block 2, buying it from Theodate Nowell, at a cost of \$475.00 on May 27th 1864, and on Nov. 5th, 1866 he bought from Julius Fuchs an adjoining parcel 22 ft. x 20 ft. from the back end of lot 4 block 2, for \$300.00.

Since \$475.00 would hardly cover a lot with a brick building on it, although it may have had an inexpensive frame structure, we are inclined to deduce that Sawyer built a brick building 22 x 60 in 1864 and two years later he built a 20 ft. extension at the rear, on the parcel he bought from Fuchs for \$300.00.

This is the building now owned by Mrs. Laura McNulty, in which there has been a grocery store for at least fifty years if not longer.

The paper of Feb. 3, 1883 states that Sawyer Bros. have purchased the Quinn lot adjoining their store for \$2000.00 and will erect a brick store on it the coming season.

This prompted a search of Mr. Schuette's abstract which shows that a family named Quinn did own a lot thirty feet wide and 120 ft. deep off the back ends of lots 6 and 7 block two which was sold to Sawyer Bros. This is proof that regardless of where or when they started business, their store for about 20 years was in what is now the McNulty grocery. When the larger building next door was completed they moved in and in 1889 Nelson Sawyer died.

Lewis Sawyer continued in business until 1894 when he sold business and building to H. J. Baumgartner. In 1912 Mr. Baumgartner bought the back 1/3 of lot 8 block 2, a piece 60 x 50 ft. on a portion of which the present warehouse of Columbus Hardware C., was built.

(Continued next week)



# Installment No. 156

(Continued from last week)

The present McNulty building was still owned by Lewis J. Sawyer when he died in 1920 and constituted a part of his estate. The abstract has not been brought down to date, but we assume that the property may not have been sold to its present owners until a later date.

We have recently been told by Miss Clara Krueger that her father Julius Krueger who was in the hardware business for many years, learned the trade of tinner from Lewis J. Sawyer.

In a further effort to document the time and location of Lewis Sawyer's entry into business, the writer has carefully scanned the newspapers through 1860 to the end of 1863 for advertisements or notices of changes in business. He has also searched the early records of the John R. Wheeler bank founded, Sept. 12, 1861, with the following results.

A firm known as Sheppard & Hopkins had a general store next door to the Wheeler bank in the A. G. Cook building (telephone building) for some time. Later on the advertisements read Hopkins & Co. which company had an account in the Wheeler bank.

On Sept. 20th, 1862 the ad came out as Hopkins & Sawyer and the account on the banks books became quite active as there were 4 deposits made from Sept. 20 to the end of the month and an average of 3 deposits per week in Oct.

In Sept. 1863 Lewis Sawyer opened an account which averaged one deposit per week for about a year, which is as far as search was made.

Apparently he did very little newspaper advertising, but in July 1862 before he went in with Hopkins, Sawyer occasionally had in small reader ads calling attention to Fanning mills, mowers, reapers and other farming machinery.

His father Amariah Sawyer also opened an account at the bank in June 1863, averaging one deposit per month for about a year beyond which no search was made.

The store mentioned above is the same building in which Myron Sawyer later had a grocery, and perhaps general merchandise, as will be seen later.

Lewis J. Sawyer was married on May 7th, 1867 to Miss Cordelia Johnson, a daughter of Mr. and Mrs. O. Clark Johnson of the town of Columbus, being also a sister of Mrs. George W. Sheppard.

They began housekeeping in the house at 548 West James, now the home of the Harold Wendts, in which home they lived together for 53 years, and his widow for 21 years longer.

It is believed there were no children born in this family as there are no graves of children on the lot, or are any mentioned in his obituary.

He was the first Mayor of Columbus in 1874 when it changed from the village to the city form of government, serving two terms.

He belonged to the Baptist church, as long as the church continued here, but when he died in June 1920 his funeral was conducted by Rev. L. C. Partch.

For many years Mr. Sawyer was an active member of the Masonic Lodge.

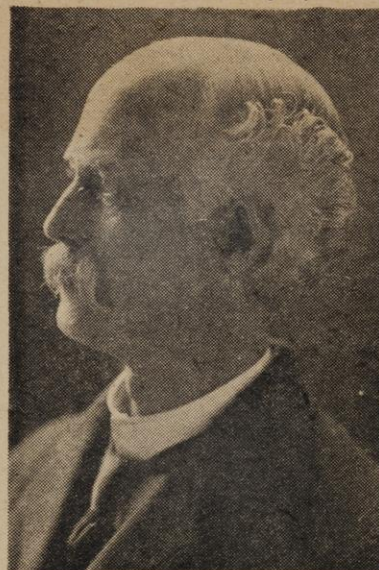
He was the owner of the building occupied by the A. M. Bellack store and the Knights of Pythias Lodge, which he sold to Mr. Bellack only a few years before his passing.

His obituary states that he went into business

here in 1860, which agrees with the Madison item, and is probably correct.

The writer was an eye witness, of a narrow escape experienced by Mr. Lewis Sawyer which showed great presence of mind, which was as follows.

Mr. and Mrs. Sawyer, with two suit cases



Lewis J. Sawyer

wished to board and the one from the west running late, and both slowing for a stop.

He saw he could not possibly safely proceed as his train was only a car length away, and the same was true as to the east bound.

With rare presence of mind he carefully put both suit cases on the ground lengthwise with



Mrs. Cordelia Sawyer

the tracks, and stood at attention, perfectly erect while the trains both passed him standing between, without harming him in the least.

The train crews had been alert, and soon opened a coach door to permit him to go through into the train where his wife was awaiting him, not knowing what had happened.

We are fortunate to have pictures of both Mr. and Mrs. Sawyer taken late in life, loaned by Mrs. Ed. Priem.

Mrs. Cordelia Sawyer died in the spring of 1941 at the age of 96 years. Her death was somewhat hastened by a fall which resulted in a broken hip.

Her attendant and companion the last several years of life was Mrs. Anna Doland, mother of DeForest Doland. Her housekeeper for many years was Miss Elfreda Koch of this city.

(Continued next week)



## Installment No. 157

(Continued from last week)

**Myron W. Sawyer**

We do not presently have date of birth or death of Myron, but do know that he was younger than Lewis.

We have learned that he had a grocery store located in a frame building that stood where the Bellack Clothing store is located.

We know that he was twice married, but do not have the maiden name of either, nor the dates or place of his marriages.

A newspaper item in issue of Aug. 1874 regarding sale of property belonging to Nelson Sawyer on School street, refers to it having previously occupied by Myron W. Sawyer.

As stated in a previous installment, in Aug. 1874 Myron purchased from his brother, Nelson Sawyer, the property at N.W. corner Lewis and Prairie sts. into which he moved from the School st. house.

He lived there only two years and a few months, and according to the paper of Oct. 28th, 1876 "One day last week Myron Sawyer sold to Mrs. Perry Lee, his residence at the corner of Prairie and Lewis sts. The consideration was \$2500.00. Mr. Sawyer will occupy the former Congregational church during the winter."

From the issue of Nov. 18th, 1876 we learn that "A few days ago Myron Sawyer bought of Alfred Topliff, Esq., for \$625.00 the lots of the corner of Prairie and Birdsey sts., in the First Ward. The frontage is that of two lots, 120 ft., but the length is only 112 ft. so the area is equal to about one and one half lots."

The paper of Dec. 9th, 1876, says "Myron W. Sawyer has let to William Butler, the contract to build him a new residence upon his lots at corner of Birdsey and Prairie sts.

The upright is to be 22x30 ft. with 20 ft. posts (studding) and the wing 14x20 ft. with posts 14 ft. high. Sawyer digs the cellar and places the foundation, and Butler furnishes all the other material and work up to the point of calling in the masons to do the plastering, receiving therefor \$1200.00."

This is the frame house now owned by Dr. Wm. O'Rourke, of Madison, directly across Birdsey st. from the Frank Copeland's brick house.

In the spring of 1883 Myron W. Sawyer must have found himself in financial difficulties, for he made a voluntary assignment for the benefit of his creditors. His brothers, Nelson and Lewis were named as the assignees, the paper of May 5th, 1883 so stating, saying further.

"The assignees have commenced sale of the stock this week and will close out the same as rapidly as possible. It is not necessary to say that creditors will receive their proportion of the receipts to the last cent, and that the goods will be disposed of to the best possible advantage. The assignees are gentlemen of known integrity and experienced and successful business men and they will use their best endeavors to pay as large a percentage on liabilities as possible."

The issue of Nov. 30th, 1883 states that the store and lot on James st., formerly occupied by Myron W. Sawyer will be sold to highest bidder on Thursday, Dec. 6th.

It is presumed that it was perhaps in that year that Myron Sawyer left Columbus to make his home in Minnesota, for we have not found further references until the paper of March 18th, 1896 which contained a short item headed "Death of Mrs. Myron Sawyer."

Intelligence reached here yesterday morning of the death at her home in Albert Lea, Minn. on Sunday evening, March 15th of Mrs. Myron Sawyer, sister-in-law of Lewis J. Sawyer. She had been ill with pneumonia for several days only preceding her death.

The remains will arrive here tomorrow morning for interment in the city cemetery, the services being held in the Baptist church at 2 p. m." (The Baptist church building is the Columbus Garment Company building).

The information on her grave reads, Celia S. wife of Myron W. Sawyer, 1851-1896. Also there is a stone reading Eva May, daughter, May 7, 1873 - Dec. 3, 1886.

Where or when Myron Sawyer died and is buried has not been discovered, so all we can say is to assume that sometime after the funeral of Nelson Sawyer in 1889, which his brother Myron, then of Albert Lea, Minn. together with his son Albert attended, and before the death of Mrs. Nelson Sawyer in 1918, Myron must have passed away, for his name was missing from the list of relatives attending the funeral of Mrs. Clara Sawyer. However, his second wife from Marshall, Wis., and his son Albert of Chicago were present.

Myron Sawyer was a member and treasurer of the Baptist church in Columbus, and may have been affiliated with the Masonic Lodge as at least two of his older brothers were and as his younger brother Edwin, was in Iowa.

His son Albert became a Railway mail clerk on the C. M. & St. P. Railway with headquarters in Chicago. Upon his retirement he left Chicago and moved to Kansas, where he died many years ago. Whether he was married and had children it not known to this writer.

**Edwin Sawyer**

The next born children of Amariah and Eunice Sawyer were twins, Edwin and Ellen, born in Vernon, New York, in 1843 and were therefore about seven years of age when the family came to the town of York, Dane Co.

Presumably all the Sawyer children attended the district school near the Andrews farm, as the place has long been called; they must also have attended Union School in Columbus, as the photos in Miss Pomeroy's album would indicate.

In a previous installment we stated that Lucius Sawyer left here for a new home in Osage, Iowa. Whether Edwin went to Osage at the same time or a little later is not presently known, but the father Amariah Sawyer having died in 1864 may possibly have broken up the parental home, although the widowed mother Eunice lived until 1877.

Be that as it may, Edwin Sawyer and his twin sister Ellen, both went to Osage, Iowa; Edwin married Miss Julia Hoyt, and to them was born a son, George in 1871. We assume that he was married in Iowa, but it could have been here.

In his early years in Iowa Edwin was a school master in Mitchell County and later was Supt. of Schools at St. Ansgar, Iowa; his wife died in 1878, having born three sons, George previously mentioned; Jay who died at three, and another who died at birth.

Edwin's second wife was Alice Grever, who died leaving no children; his third wife was Sophia Potter and from this marriage there were likewise, no children.

In his later life, Edwin had a Real Estate and Insurance Agency in Osage.

He was a life long Baptist and a Mason. He passed away Oct. 16th, 1926.

The Sawyers must have been very close to each other as evidenced by those from away always being in attendance at the funerals of brothers and uncles here in Columbus.

We show here a picture of Edwin Sawyer, taken late in life about 50 years ago holding his only granddaughter Ruth Sawyer, daughter of his son George, Edwin Sawyers only living child now 84 years of age.

(Continued next week)



# "The Story Of COLUMBUS . . ."

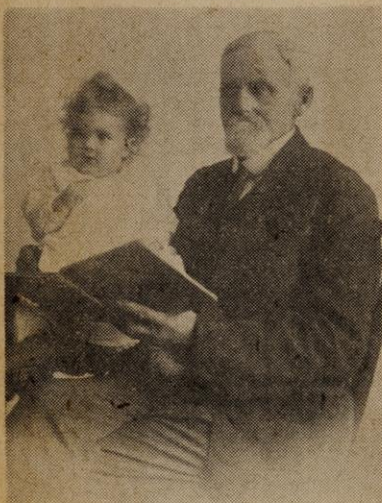
By F. A. Stare



(Continued from last week)

## George H. Sawyer

While George never lived in Columbus, he visited here occasionally and there may be and doubtless are still people here that knew him.



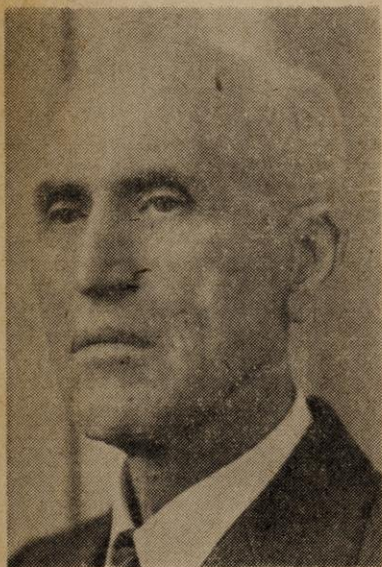
**Edwin Sawyer & granddaughter** years of teaching he became a student at Cedar Valley Seminary, Oseage, Iowa where, as in high school earlier, he distinguished himself scholastically and in extra-curricular activities, which was only a

His own life story is so interesting that we are including it in this series of biographical sketches.

George H. Sawyer, whose picture is here reproduced, was born in Iowa in 1871. In 1890 when 19 years of age he began teaching. The record shows that after one

After two years at Cedar Valley, he resumed teaching for another year as principal in the high schools of Osage.

Then in 1894, without financial assistance he began a four year course at the University of Chicago, working his way through school



George Sawyer

as waiter, laundry agent, and such other jobs as work, and Coach Amos Alonzo Stagg who had a decided character building influence in addition to his coaching ability.

George Sawyer played on the University's baseball team four years, first as a sub and then as a regular, and the fourth year, by unanimous vote became captain of the team.

He led the team in batting and was heralded in the Chicago newspapers as the hardest working member, and the only one who had the art of bunting under control and who could really make an intentional sacrifice hit.

But it was not only in sports that he excel-

led, but in declamation also as evidenced in many clippings in his scrapbook.

Among his classmates, one in particular should be mentioned, Harold I. Ickes, who became secretary of the Interior in F. D. R.'s cabinet.

George returned to Osage after graduation from the University, and taught a year in Cedar Valley seminary, then two years as principle in the Osage high school and from 1901 to 1948 he was superintendent of Osage high school, from which he retired May 19th, 1948; a total teaching experience of 51 years in Osage grade and high school and one at the Seminary also in Osage.

For several summers he was a speaker on the Chautauqua Circuit, and was in general demand as a speaker in church, school, Masonic and Rotary meetings.

In 1900 he was married to Miss Nora Vaughn, primary teacher at Osage. They have one daughter, Ruth who is now Mrs. Daniel Martino, whose husband is band director at the University of Indiana, Bloomington, Ind.

Mr. and Mrs. George Sawyer are members of the Baptist church, as were all of the several Sawyer families in Columbus. George taught an adult Bible class in Osage for over 20 years.

He is a Blue Lodge Mason and a member of the Commandery and post Grand Chaplain of Iowa, and for many years was a member of Rotary Club of Osage.

They recently sold their home in Osage, put their household goods into storage temporarily, and are at present living near their only daughter in Bloomington, Ind., whose husband is working for his PhD. in music at the University of Kansas, at this time.

To Mr. George Sawyer goes our thanks for much of the information about his father, himself, and his father's twin sister Ellen Sawyer, once one of the belles of Columbus, about whom a brief sketch follows.

## Ellen Sawyer

Ellen Sawyer, twin sister of Edwin, was born at Vernon, N. Y. in 1843 and came to town of York, Dane county, Wis. with her parents and sons in 1850. She doubtless received her schooling first at the district school almost immediately adjoining their farm, now known as the Andrews farm and school.

She probably attended school at Columbus Union school later, for her picture was one of those in the Mary F. Pomeroy album mentioned in the first installment of the Sawyer family.

She doubtless went to Osage, Iowa, at the same time her twin brother did.

She became a teacher and later married Mr. Otis P. Woodard who was a partner of Mr. Edwin Sawyer's in the Real Estate and Insurance business in Osage.

She became the mother of four daughters Flora May; Harriet; Olive and Alice.

Flora May became Mrs. Hiram Tuttle, had three daughters and a son who is County Clerk at Osage, Iowa.



Harriet never married; Olive became Mrs. Ogg, and we have no information about her family; Alice is Mrs. Jenkins about whose family we have no particulars.

Ellen Sawyer Woodard died in 1915 and only two of her daughters are now living, Mrs. Olive Ogg and Mrs. Alice Jenkins.

Through the courtesy of Mr. George Sawyer we are showing a picture of six cousins from three families, third generation descendants of the pioneer Amariah Sawyer, together with two in-laws, presumably taken over 40 years ago. The last time this group was together.

From left to right standing are, Alice Jenkins, Ellen Sawyers youngest daughter; Flora May Tuttle oldest daughter; Albert Sawyer, son of Myron Sawyer; Mrs. George Sawyer; lower row sitting Harriet Woodard, Ellens second daughter; Hiram Tuttle, husband of Flora May; Mrs. Olive Ogg, Ellens third daughter; and George H. Sawyer, son of Edwin Sawyer.

(Continued next week)





Installment No. 159

June 17, 1954

# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

Unless there are male descendants of Lucius Sawyer, oldest of the six sons of Amariah, or of Albert Sawyer, Myron Sawyers son, the name Sawyer, as far as this fine family is concerned, will not be passed on to succeeding generations.

## Seymour Sawyer

Very little information has been found about Seymour, and that little is from the information on his grave stone, and by hearsay and deduction.

His stone reads Seymour A. Sawyer Co. B. 11th Reg., Wisconsin Volunteers, Died Sept. 18th, 1864. From hearsay Seymour was severely wounded in battle and died on a train that was bringing wounded soldiers north.

It is thought that he was 18 years old, which if true would mean he was a boy of four when his parents came to this area. His picture from Miss Pomeroy's photo album, was published in a previous installment.

## John Prien

John Prien, a well known wagon maker and later a dealer in farming implements came to Columbus in 1857.

He was born in Mecklenburg, one of the German states in 1824. At the age of 21, having finished his apprenticeship, he began the wagon makers trade in Mecklenburg, which he followed until 1852 when he left Germany, coming to Milwaukee, where he continued to work at his trade for others for five years until 1857 when he came to Columbus.

In 1853, only a year after his arrival in Milwaukee, he was married to Miss Ernestina Krentzfeld, a native of Germany.

He continued to follow his trade of wagon maker which also included blacksmithing, which was necessary in the manufacture of wagons; Later he added sleighs, bob sleds, buggies and farm machinery.

At a still later period he added various other items for sale until he had a full fledged general merchandising store including hardware and stoves.

His place of business, as shown on an Insurance Map of 1876, was near the corner of James and Broadway with the buildings about where the Herman Lange store and the Tetzlaff Drug store now stands, between the Penney store and the F & M Bank.

The same map shows two residences on lot 9 facing Broadway, one of which was a red brick house which was the Prien home, and which many years later was the Henry Cook house, torn down in 1919 when the present Bank building was built; it stood about where the space now is between the back end of the bank and the alley which is on bank property.

An advertisement in the Republican-Journal in 1876 refers to Prien's location as on James st., opposite the Union Bank, the former name

of the F & M Union Bank, which was until 1919 located in the Cook Building which is now the Telephone Building.

A drawing dated 1893 shows a store called Mirow & Prien's store on James about where Tetzlaff's or Lange's are located.

This indicates that Prien had taken on a partner; upon inquiring of several people, we learn that Mr. Mirow was a much younger man, and that he had charge of the groceries, drygoods, clothing and shoes, portion of the business.

In the older part of Hillside Cemetery there is a large tall monument on one side of which is recorded, John Prien, born Feb. 18th, 1924 died April 7, 1904, indicating that he was eighty years of age at death; His wife Ernestina Prien born May 30, 1827, and died June 3, 1895.

The other side of the monument reads William Mirow born April 30, 1856, died Oct. 3, 1889, his age being only 33. His wife Marie Mirow was born March 6, 1856 and died Sept. 7, 1921.

Also a daughter Eliza, born 1887, died 1897. So far as we have been able to learn, the Priens had only one daughter Mary Charlotte, (see Butterfield's history page 976.)

A search through the newspaper files confirms the writers impression that, because the monument contains the names of two families, there must have been a close relationship, and that in all probability Mr. Mirow was a son-in-law of John Prien.

From the newspaper of Oct. 4th, 1889 we learn that Wm. Mirow was born in Klein Zecker, Germany in 1856 and came to America in 1878; how he happened to come to Columbus is not stated, but presumably because of some friend or relative.

He found work in the shop or store of John Prien, and two years alter, in 1880 he married Prien's daughter. The difference in spelling, Mary in Butterfields record and Marie on the monument was confusing, but there remains no doubt that he was the son-in-law.

The obituary says that "for the last 8 or 9 years he was one of our leading young business men engaged in merchantile pursuits with John Prien under the firm name of Wm. Mirow & Co."

He had "suffered the past seven years with an illness of the nature of consumption"; At the time of his death there were two children, daughters, eight and two years of age.

The daughter Eliza whose name is recorded on the monument, would be the two year old at the time of Mirow's death; this would leave the eight year old, if still living, a woman of 71. If any of our readers can throw any light on it please let us know so we can mention it in a later installment.

No pictures are available—Does any one have pictures of the Priens or the Mirows?

(Continued next week)



Installment No. 160

June 24, 1954

# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

## More Prien and Mirrow

Additional information about the families and the business has been supplied by Miss Eda Briese and Frank Bell, both of whom have our thanks.

The Mirrows had two daughters, Johanna and Elizia. The former is the same age as Miss Briese and they were close friends and childhood playmates.

Johanna became the bride of George Haeger, and is still living, at 2001 South 79th St., West Allis, Wis.

She is the mother of two daughters and one son; the younger daughter Lilah, unmarried is a Milwaukee nurse, and lives with her mother, who is often visited by Mrs. Reuben McBurnie of this city.

The son and older daughter were both married and live in Milwaukee.

Frank Bell says that John Prien's store was headquarters for Hampden people, just as Topps was for many others. Prien had a quiet rest room at the rear of the store, for mothers with young children, with rocking chairs, and other comforts.

He says that while John Prien may have been a blacksmith and wagon maker in his younger days, as far back as he can recall he had hired workmen, one blacksmith being a man named Wrightmeyer, who later had his own shop out in Hampden a little beyond the town house and cemetery.

Louis Vick and Gus Semple were both clerks in Prien's store, as was also a widow Mrs. Kundert, mother of Edith Kundert who became Mrs. George Luick, and of Paul Kundert.

Gus Semple lived in a small house that once stood where the Ford Garage now is, and later there was a separation, after which Semple married Mrs. Kundert, and moved to Horicon where they built the house now owned and occupied by Mr. Henry Bodden.

Frank says that along with his store, harness shop, wagon shop and implement business Prien also owned land, part of which was pasture on what was once the Hayden place, near town on the Elba road, which he rented to villagers who kept cows, and that he started what really amounted to insurance on cows, as he required each owner to pay \$1.00 per year into a fund from which Prien would buy a cow to replace any that died from those using his pasture.

## Sutton

The name Sutton has been well known over the area for about a hundred years, beginning in territorial days in 1845 when James H. Sutton brought his family from Walworth County to this area.

Research through several letters, and other old family record, discloses the following somewhat incomplete information concerning some of the forebears of this family.

From a section of London, England, known as Sutton's Bridge, a generation or two before the Revolutionary War, there came three brothers, Noah, Job and Daniel Sutton, as colonists to the Hudson River area.

The year of their arrival, the name of the sailing vessel on which they came, and their marital status, and previous means of livelihood is not known, but since they were from the environs of London, an area called Sutton's Bridge, the assumption is that the family had been there for a period long enough for it to have been named after them; the Bridge implies nearness to water. Possibly members of the family had become sailors, fishermen, carpenters, boatbuilders, tradesmen or some other occupation other than farming.

We do not know what prompted their becoming colonists, and it could have been the spirit of adventure, desire for spiritual freedom, although as far as known the family were not especially inclined toward the church, even though the Biblical names of the brothers would indicate otherwise, or it may have been for economic reasons.

It has been stated in a letter written by one of the descendants, that one brother settled on Manhattan Island, which less than a century ago still had farm land, truck gardens, dairy farms, etc. on portions of it, just as Long Island does to this day.

An other one of the three settled up river in the vicinity of Poughkeepsie, and the other perhaps settled on the coast of Connecticut on the north shore of Long Island sound.

Whether any of the brothers were married at the time they came, is not known.

At any rate one branch was definitely located in the southern portion of Manhattan for it is said that his land was where the City Hall of the Borough of Manhattan, (or New York City), now stands.

It is also stated in one of the letters referred to that one Sutton woman, opened the gates to permit George Washington and his army to pass through the farm, in one of the engagements in the siege of the British forces in New York.

There is, inevitably some confusion, as to which brother settled on Manhattan.

In 1770 Noah Sutton's son Noah was born in the town of Horseneck, Conn.; therefore it seems unlikely that Noah had been the brother settling on the island.

On the other hand, there is some evidence that it may have been Job, for descendants of Job still live in New York City, and at least one Eugene Sutton, a distant cousin, of Columbus. Suttons has visited here, and Suttons from here had visited there, according to newspaper items of long ago.

Also, regardless of where Noah did actually settle, and raise his family, in later life he did live in N. Y. City.

Let us then begin in pre-revolution times with the birth of Noah H. Sutton, who was born in the town of Horseneck, Conn., in 1770 and died in New York City in 1835. The middle initial H. perhaps stand for Harvey, a given name we find later.



We do not know what his occupation, business or profession was, but since in pre-revolution days, approximately ninety five percent of the Colonial population was rural, engaged in subsistence farming, supplemented by other work such as logging, teaming, carpentering, blacksmithing, shipbuilding, stone and brick masonry, quarrying, whaling, fishing, teaching, preaching and many other such gainful occupations, Noah could have been engaged in any one or more kinds of work.

The name Horseneck, implies one of the many peninsula's to be found on almost any part of the Atlantic coast, and we might infer that the Suttons lived on the coast of Long Island sound, on a tide-water farm, and may possibly have been sailors, commercial fishermen or ship-builders.

Noah H. Sutton's wife was Rachel Lent, who was born in Westchester County, N. Y. and died in New York City in 1865, thirty years later than her husband: we do not presently have her birth date, but she is said to have lived to be nearly a hundred years old.

Noah H. and Rachel became parents of nine children, four daughters and five sons, one of whom was James H.; We are concerned only with James so we have not tried to trace any of the other children of Noah.

James was born Dec. 29, 1812 in the town of Harvestraw, Rockland County, N. Y. on the banks of the Hudson River, so therefore Noah H. and his wife Rachel, had left Conn., or it could be that Noah had gone to New York State before he met and married Rachel Lent, which if this is true would mean that all of their children were born in N. Y., as James H. was their eighth child.

James, at the age of 14, was apprenticed to learn the trade of carpenter, in which he served seven years, in Rockland County, N. Y.

In May 1832, at twenty years of age, he was married in New York City to Miss Jane A., a daughter of William and Mary (Woodin) Bentley.

Jane A. was the oldest of eight children, born in Dutchess County, N. Y. Both of her grandfathers, were soldiers, Colonel Bentley, and Daniel Woodin, having served in the Revolutionary War. The latter "Uncle Daniel" as he was familiarly called throughout Dutchess County, was known for his remarkable shrewdness and ready wit; Also for his great physical strength and endurance, and was said to have been the strongest man in his regiment.

The maiden name of her paternal grandmother was Vanderberg, an old Dutch family proud of their ancestry; Her maternal grandmother Woodin, was famous in her locality for her skill as a nurse, and was also a surgeon of considerable ability.

Some of the traits mentioned above, were very pronounced in some of the descendants of James H. and Jane A. Sutton.

After their marriage in New York City, the young couple remained there for a year or two, and then moved to Dutchess County, where presumably, they lived on a farm, as was customary, with James H. Working at his trade of Carpenter as much of the time as possible; and here, six of their children were born.

(Continued next week)



Installment No. 161

July 1, 1954

## "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

In 1844 the family came to the territory of Wisconsin traveling on the water route up the Hudson River to the Eastern Terminus of the Erie Canal then to Buffalo by Canal — and from Buffalo to Southport (now Kenosha) by ship on the Great Lakes. They went inland to Lake Geneva, where they lived for a short time while James was away seeking suitable land upon which to locate. A family letter states that upon his arrival here James H. was down to his last 50 cents. This probably referred to the situation when he brought his family to the cabin.

Family letters refer to James H. having had land grants, given to soldiers of the war of the Revolution, and the War of 1812, and transferable to others when they could not use the warrants themselves.

Since James H. was not born until 1812, the warrant or warrants, (a separate one being issued for each 40 acres) he must have acquired them as a gift from an ancestor, or by purchase.

It is said that he finally selected 160 acres in section 26, town of Hampden, upon which he erected a log cabin, with the customary first year roof of thatched marsh hay.

This quarter section, generally described as "oak openings", was a combination of prairie, and timber land with the south branch of the Crawfish river running through one corner of it in a north easterly direction.

To this claim and cabin James Sutton brought his wife and children in the fall of 1845 at which time there were only a few settlers in Hampden, and there were still roving bands of Indians, and herds of deer grazed in the openings.

Alfred Topliff was the first land claimant in Hampden in May 1844. Two families named Soward's came a few weeks later; J. E. Haight and family arrived in the fall of the same year.

The pioneers could get the bare necessities at Columbus, then a settlement of ten or twelve cabins, but for heavier supplies, and mail, they had to go to Aztalan, P. O. A distance of about 30 miles, and to sell the product of their toil Milwaukee, perhaps 75 miles away, over mere trails skirting marshes and dense woods, and no bridges over brooks or rivers, was the principal market.

The first home of the Sutton's caught fire being almost completely destroyed, including most of their personal effects, leaving them without shelter in the dead of winter, with seven children to care for. This is thought to have been in their first winter but it could have been their second; and how they survived while another and larger cabin was being built is not known, but presumably they found shelter in the cabins of some of the settlers who came in 1845-6, among whom were Lijah and Perry Lee, Mrs. Mary Roys, Henry Clark, Thomas Smith, Benjamin Chase and Richard Laskey.

The second log cabin had a wood "shake" roof, a shake being straight grained oak split into thin "shakes" with a special tool called a "frow," a shake being similar to a shingle but not thinner at one end, and considerable longer.

This house served the family well for several years, until Mr. Sutton was able in 1868 to build the substantial home that still stands, having served as the home of three generations of Sutton's, with several fourth generation children there now as this is written.

A map of Hampden in an atlas dated 1873 shows James H. Sutton owning not only the original 160 acres but also 200 acres adjoining in section 23.

Mr. James Sutton, apparently was not active politically, although he was a member to the town board in 1850, treasurer in 1858-4-5, and chairman in 1861-3-4. He was a life long Democrat.

Mr. and Mrs. Sutton were adherents of the Swedenborgian faith, a society based on the beliefs of Dr. Swedenborg, a Swedish Mystic, Philosopher, Mathematician and Theologian; this faith was also called the new church and is so mentioned in Mr. Sutton's obituary in these words "In his religious beliefs, he was a receiver of the doctrines of the new church." Since there was no Swedenborg church in this area it may have been somewhat difficult to derive complete satisfaction, and it has been said that in later life they became somewhat interested, as were a number of others, in spiritualism.

As previously stated James and Jane Sutton were the parents of fourteen children, of whom six were born before they came to this area. Two, William and Mary, twins born in 1833 died in 1834 and 1842 respectively, before the family left New York state.

On their large and imposing stone in Hampden cemetery appear the names of four of their children, George A. born 1836, died 1853; Daniel J. born 1840, died 1865; Fletcher W. and Frederick H. twins born 1843, died 1857 six days apart. Abraham was born in 1834 and is buried in Waterville, Minn.

John J. about whom a special story will follow was born in 1838. Those mentioned are the eight born in New York state. The six born here will be mentioned later.

In 1882, on May 22nd, at their home in Hampden the 50th anniversary, the Golden Wedding of Mr. and Mrs. James H. Sutton was observed; a full two column account appeared in the local paper, from which we have taken excerpts, somewhat condensing the account because of limitation of space.

The account states that there were between 400 and 500 invited guests gathered there to testify to their esteem for the aged couple and make merry over the happy event. They probably came and went during the day, the above figures being the estimated total.

Seats had been built on various parts of the lawn, and a large central platform had been built and covered with a canvass awning in case of rain, but the day proved to be warm and delightful.



The spacious residence was thrown open and the throng of people passed through the pleasant rooms. Casper Trapp's Hampden band discoursed sweet music.

At four o'clock, Mr. and Mrs. Sutton, accompanied by their children and other near relatives appeared on the verandah and Rev. Thomas Walker after a few remarks in his usual happy vein, pronounced anew the marriage rite, saluting the bride at the close, amid the cheers from the assembled multitude.

At the close of the ceremony, Hon. Matt Lowth with fitting impromptu remarks presented Mrs. Sutton with a beautiful gold watch and chain and to Mr. Sutton he gave a handsome ebony cane with a massive gold head, from their neighbors and friends, both gifts being handsomely engraved with their names, the date and occasion of their bestowal.

There were quite a number of gifts from individuals, of which only a few will be mentioned. A heavy gold ring to Mr. Sutton from Mr. and Mrs. Nicholas Feelyatter; a silver goblet, a gold tooth-pick, several napkin rings, gold pins, and new gold rimmed spectacles for each of them.

Rev. M. G. Todd of the Universalist church had been selected to make the presentations, but was away and detained longer than expected, he did not get back in time, so Mr. Lowth read an original poem prepared for the occasion, which is worthy of re-printing, as follows

#### Golden Wedding Song

Just fifty years—how strange it seems—  
Since you came side by side —  
A sturdy son of early time,  
Claiming his fair young bride.  
That fifty years of toil and hope  
Have brought these stalwart boys  
And daughters, too— fair, brave and true  
To crown your golden joys.

These golden gifts, both rich and rare,  
Of value great you'll say;  
But richer for the gold of love  
Your children bring today.  
Success has largely crowned your lives  
With wealth, and trusting friends,  
These golden honors gladly wear  
While life her years extend.

The flowers you planted long ago  
Bloom in December days,  
And sweet their fragrance lingers yet  
Like dewey, tuneful May's  
So, with our wishes and our gifts  
To cheer these later years,  
Accept the offerings we bring—  
Mementoes true, sincere.

And now to all this host of friends  
Whatever may betide  
Don't forget this Golden Wedding —  
This bridegroom and this bride —  
This joyous, festive meeting  
And merry shaking hands;  
May all be youthful when you're old  
Wedded with golden bands.

(Continued next week)





(Continued from last week)

Hon. Wm. F. Vilas, of Madison had expected to be present to address the assemblage, but sent a telegram regretting his inability to attend; so the Hon. A. G. Cook, at the close of Mr. Lowth's remarks made an impromptu speech; then announced that the food was ready to be served.

Four long tables had been set on the platform and three in the house; an abundance of food had been prepared and there was plenty for all.

After all had been fed, they all assembled on the green in front of the house and photographer W. K. Hoskins of Columbus and an artist from the Superior View Company who was sent here for the occasion, both took pictures one of which is shown here.

Ellen M. has also been a student at the Normal School, but was prevented from graduation by ill health. She is still an invalid and is at present visiting relatives in New York, in the hope of regaining a portion of her lost vigor, and was not at the celebration.

Of the remaining members of the family, Gustavous, Frank and Charlie are all young men of good natural ability and worthy of the respect of their friends and neighbors."

Of James Sutton who died January 8th, 1886, we take the following comments from his obituary.

"During the whole of his life, he was singularly exempt from sickness, never being so ill as



Only a few have been positively identified. Front row center seated holding cane James H. Sutton; on his right Abram, John J., standing Jane Lee, Mrs. John J., Adelaide, Rachel,

Seated in center Jane A. Bentley, Mrs. James H. Sutton, to her left seated an aunt, name unknown, Franklin P., Charles H.

Just back of Mrs. Sutton, standing is H. Eugene Sutton, son of John J. No doubt a few old timers will be able to identify many more. The chairs in which James and Jane Sutton are seated are still serviceable and in use on the old home place now occupied by their grandson Charles Ruggles Sutton.

In the evening dancing took place on the platform, continuing until midnight.

The newspaper account included the statement "Fourteen children in all have been born to them, six of whom have gone before. Five stalwart sons and three fair and accomplished daughters, all of whom with one exception, were present, still remain to honor and comfort the parents in their declining years."

The eight living were mentioned in the article as, "Abram L. Sutton, located at Cordova, Minn., where he has a fine farm."

John J., well known as an enterprising and successful business man of large means, and of more than ordinary ability.

Rachel and Adelaide, both graduates of Oshkosh Normal School, and are experienced and successful teachers.

to require the services of a physician, until his last brief illness, pneumonia.

He was a life long democrat, and very firm in his political views: he held several different offices in the town government and always discharged his duties faithfully and well, believing that a public officer is a servant of the people.

His skill as a mechanic is too well known to require comment."

Of Mrs. Jane Sutton who died May 17th, 1898, we quote from her obituary, as follows "A woman of remarkable force of character, frugal habits and strict integrity, with rare skill as a nurse, and never too busy or too weary to respond to a call to the bedside of the sick or suffering.

With all her womanly attributes she graced this home through fifty three years of married life, and twelve more after the death of her husband."

A picture showing three daughters and four sons of James H. and Jane A. Sutton. Left to right standing: Adelaide Sutton Hughes, John James Sutton, Charles Harvey Sutton. Seated: T. Gustavous Sutton, Ellen Sutton Carl, Rachel Sutton Young and Franklin P. Sutton.

The picture is not dated, but was taken by A. M. Laub. It was not taken at the time of the golden wedding, as daughter Ellen was not present on that occasion.

(Continued next week)



# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

It is likely that it was taken at the time of the funeral of the mother, Mrs. Jane A. Sutton in May, 1898, as the account of the funeral in the Democrat of May 25—mentions the above group as the survivors.

Not too much information has been found to report on some of the children of James and Jane Sutton, but here is what we have.

## Abram L. Sutton

Abram L. was born in 1834 in New York and presumably worked on or near the home place in Hampden until his marriage Dec. 23rd, 1858, to Miss Mary L. Kendall: We have learned that Abram Sutton owned and farmed land in section 28 town of Hampden for several years after his marriage. It now is the farm of Eugene Link, and on old maps has a small lake marked "fish pond". About 1872 he moved to Cordova, Le Sueur County, Minn. They had three daughters, Cora, May and Jennie.

## Rachel Sutton

A daughter Rachel was born July 13th, 1845, grew up on the farm, attended district school, and while we are not certain, it is highly probable that she went to high school here.

In Dec. 1866 she was married to Warren M. Thomas of town of Columbus, a son of Meritt A. and Julia A. Thomas, pioneer settlers here in 1847 who later moved to Albert Lea, Minn. and a brother of Charles H. Thomas, veterinary surgeon and farrier of the town of Columbus.

She was only nineteen when she married and a few years later there was a separation.

She then attended State Normal school at Oshkosh and became a teacher which profession she followed many years.

In 1893 she married Rev. John Young, a descendant of Brigham Young, the most famous



Rev. & Mrs. John Young  
Calif., where the picture shown here was taken in 1906.

Rachel died in the winter of 1927; she had no children.

head of the church of the Latter Day Saints, or Mormon church, and the founder of Salt Lake City.

At the time of her mothers death in 1898 the Youngs were listed as from Romeo, Mich.

Since ministers, generally speaking, serve their calling at many places, they probably served at several different churches but in later life lived at Long Beach,

## Ellen Sutton

Ellen, the second daughter and 10th child of James and Jane Sutton, was born on the home place Dec. 7, 1847, and like her sister, attended Oshkosh Normal School but did not graduate because serious illness required that she leave school. However she did become a teacher later.

In June, 1886 she was married to Egbert Carl who had been a pioneer in the far west as early as the time of the battle of the U. S. 7th Reg. of Cavalry under command of General Custer, with the Indians, at the Little Big Horn in Montana.

Mr. Carl was in personal contact with a number of the famous frontiersmen, such as Wild Bill Hickock, Wm. F. Cody (Buffalo Bill) and others as he was in the business of buying Buffalo hides and shipping them to market.

In fact it was from this source that John J. Sutton got the Buffalo robes and coats that he frequently sold at auction.

Later Egbert Carl transferred his activity to mining in the Black Hills area, their home and headquarters being at Sturgis, S. Dak. In time he traded his mining property for an Orange Grove in Florida. They had two

children Bessie, Mrs. Carl Erdner and a son Clifford.

## T. Gustavous Sutton

Taylor Gustavous Sutton was born in 1849 and in 1869 at the age of twenty was married to Miss Harriet Styles of Hampden. In 1871 they had one son George Harvey.

From news items in old newspapers we learn that he was a butcher who sold meat from a wagon, which he perhaps learned from his older brother, John J.; Gustavous also did custom butchering for friends, neighbors, or others who wanted butchering done, and lacked the skill and necessary equipment to do it themselves.

Later in life Gustavous moved to Minnesota and lived at various places. At the time of his mother's death in 1898 his home was at Mankato, Minn.

## Clarissa Adelaide Sutton

The youngest of the three daughters of James and Jane Sutton was Clarissa Adelaide, born May 29th, 1851. She too, graduated from Oshkosh Normal and became a teacher; and on June 2nd, 1885 was married to Mr. B. C. Hughes. Whether Mr. Hughes was a Columbus man we do not know.

They settled at Cordova, Minn., where so far as known they remained for it was there that she died in 1938, her husband having preceded her in death, according to her obituary.

They had two children, Hazel, who became Mrs. Stolz, now of St. Petersburg, Fla. and a son Clayton.



### Franklin P. Sutton

Franklin Pierce Sutton was born in Hampden Dec. 9th, 1852. He grew up in his father's farm, attended district school in what is now called the Sutton school, and later attended Oshkosh Normal School for a year or so but is said not to have graduated.

He traveled and worked at different places, including Abilene, Kansas; and in Colorado, and worked for a while in a meat packing plant in St. Louis.

He never married, and some time later at a time not definitely known, returned to this area, for he was present at the 50th anniversary of his parents.

A county Atlas of 1890 shows a long narrow strip of land totaling 50 acres in his name. He built a house on the south end next to the east and west road which house burned in the winter of 1929-30, and in this fire, the ebony cane with the massive gold head that had been presented to his father, was lost. This house was not replaced and he moved into a couple of rooms in his workshop where he lived until he died.

He lived a bachelor's life, and farmed his land, a portion of which, 10 acres, had once belonged to his brother, John, for many years.

He lived to be nearly 91 years of age, and shortly before his death in 1943, he transferred his holdings to his niece, Miss Alice Sutton, daughter of Charles H. Sutton. Frank is buried in the Hampden Cemetery.

A new house has been under construction, and during the summer of 1954 Alice and her mother moved in where they will make their home when Alice retires from teaching.

### Charles Harvey Sutton

Charles Harvey Sutton, was the youngest of the fourteen children of James H. Sutton and his wife, Jane Bently.

Charles was born on the homestead in 1856, and lived, worked, and remained on the farm, most of the time for a long stretch of years.

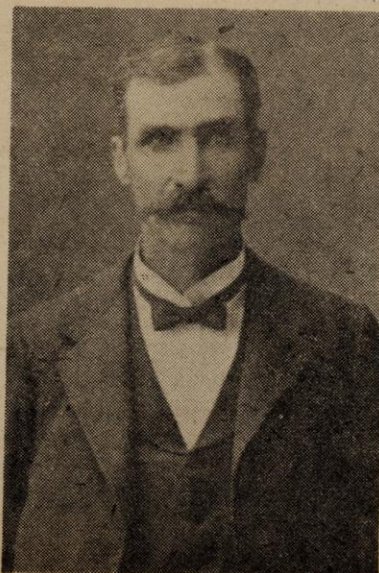
(Continued next week)



Egbert and Ellen Carl



Frank P. Sutton



Charles H. Sutton



Mrs. Charles H. Sutton



# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

Like his brothers and sisters he attended district school in what has long been called Sutton school. However instead of attending Oshkosh Normal, as did some of the older children of the family, he chose to attend a business college in Keokuk, Iowa.

While he may have thought he would enter a mercantile field, he may also have been prompted to seek a business education because it would be desirable and helpful in agriculture.

His father, James H., died, after only a brief illness, Jan. 8th, 1882, when Charles was twenty six, and since all of the older brothers were established elsewhere, he felt it was his duty as well as a privilege to become the head of the family, and be responsible for its operations, at least as long as his mother lived.

This is the probable reason that he remained unmarried until he was 41 years of age, when he was married to Miss Marian M. Wheelock of Portage, on June 2nd, 1897.

Miss Wheelock, daughter of Mr. George Wheelock and his wife, Emma A. Meacher, was of English extraction, her paternal ancestors coming from England, and locating in New England long before the Revolutionary War. One Wheelock was instrumental in founding Dartmouth College in Hanover, New Hampshire. Her mother was a sister of Dr. William Meacher, an early Portage physician and surgeon, born in Suffock County, England, who came to America with his parents at an early age, settling in Monroe county, N. Y., and came to town of Pacific near Portage in 1854.

Miss Wheelock was therefor a niece of Dr. William Meacher and a cousin of the better known Dr. Byron Meacher of Portage, who followed in the footsteps of his father, and became a physician and surgeon, well and favorably known over a wide area.

Charles Sutton's mother passed away May 18th, 1898, less than a year after his marriage.

After his mother's death and the settlement of the estate, Charles H. Sutton became the owner of the homestead and an additional 40, making a total of 200 acres, as shown on a map of 1910.

He continued farming operations and lived in the present house, built in 1868, up to the time of his death May 13th, 1923, except for a few years, 1902 to 1906, when he was in business in Columbus, operating a meat market, together with his brother Gus, in the building now owned by the Brokopp Market. Charles and Marian Sutton lived in the house at 241 S. Spring St., his brother Gus living with them, and here two of their children Alice and Ruggles were born.

Three children were born to Mr. and Mrs. Charles Harvey Sutton, Alice Elizabeth, Charles Ruggles and Harvey Brooks, all of whom grew up on the farm, and attended district school.

Alice E. attended the first two years of high school at Portage, living with her grandmother, Mrs. George Wheelock.

After the death of her grandmother she attended the last two years of high school at Columbus, graduating in the class of 1919.

She then attended Whitewater Normal from which she graduated in 1922; she began teaching in Janesville, teaching in grades, Vocational school and high school, where for sometime she has been head of the Commercial Dept.

While she still calls Columbus her home, she maintains an apartment in Janesville, where her mother lives with her during a part of the winter. During the summer they have lived in a portion of the old homestead, but this summer they moved into a new home, on Alice's ninety acres adjoining the home place, her land being farmed by her brother, Ruggles. This is the land she inherited from her uncle, Frank, mentioned in a previous installment.

We show here, pictures of Frank Sutton, and Charles Sutton taken sixty or more years ago, and of Miss Marian Wheelock, who became Mrs. Charles H. Sutton.

No picture of Alice, Ruggles or Harvey was supplied.

Charles Ruggles, derived his middle name from Ruggles Rockwell who was, perhaps, the closest friend of his father; at least they were very close friends, as evidenced by the fact that Ruggles Rockwell presented to his friend a very fine shot gun, which is still in the family of Charles Ruggles Sutton, the present owner of home place.

Ruggles, as he is generally called, was born Oct. 18th, 1903, and attended school, but remained on the land.

He was married in August of 1932 to Miss Ella Kehl and to them have been born eight fine girls whose names are as follows: Marian E., Jean A., Inez J., Barbara E., Judith A., Edith K., Susan R., and Cheri K.

Harvey B. Sutton, their youngest son was born May 16th, 1907, lived on the farm, attended district school and high school, then studied and took training with the Davey Tree Expert Co., becoming a tree surgeon which profession he has followed for the past twenty six years.

In May, 1913, he was married to Miss Elizabeth Everett, a daughter of R. H. Everett and his wife, Mary Pionke Everett of Plainfield, Wis.

The Harvey Suttons live at 431 W. Sutton St., this city, with four children, Alice Elizabeth born in 1937, John Harvey, in 1941, William James, in 1943, and Robert Charles, in 1946.

Harvey Sutton is a diligent reader of a wide range of books, magazines and papers, but more particularly in his own professional field of tree care and surgery, having clients in various places in Wisconsin and Illinois.

He is a member of the Episcopal church.

## John J. Sutton

Perhaps no man that ever lived in Columbus at the return of the century, was more widely known than was this man, born in New York in 1838, the fourth child of James H. and Jane Bently Sutton, his wife.

The story of his grandfather, Noah and his father, James H., and most of their children, has been published in preceding installments.



The writers experience covering more than three years of research and writing the story of Columbus, has been in most cases, that it is difficult to find sufficient material to write a full story. But here is a case that is just the reverse, for there has been made available several files of legal papers; a couple of scrap books running back to seventy five years ago; dozens of items in the local papers from 1868 onward, all concerning the activities of this man, both here and elsewhere, that makes it most difficult to decide what to put in and what can be left out.

According to Mendel's Principles of Heredity, in every large family there is usually one offspring whose ability and accomplishments far surpass the average, even though the average be high.

It was said of his mother's maternal grandfather, Daniel Woodin "he was known for his remarkable shrewdness and ready wit, and for his great physical strength and endurance". Apparently these traits came to the surface in this particular great grandson.

In 1844, when John was six years of age his parents came to Wisconsin Territory by way of the Hudson River, Erie Canal, and the Great Lakes, to Southport, now Kenosha, and stopped for a year at Lake Geneva, Walworth County, while the father could locate suitable land and build a log cabin on it.

After considerable scouting around he entered claim on 160 acres in Section 26 town of Hampden in what was then Portage County but within a few years became Columbia County.

In the fall of 1845 the family was brought to the new home in the wilderness where in all of Hampden there were possibly not over a dozen settlers at that time.

(Continued next week)

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Installment No. 165

August 5, 1954

## "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

The pictures of the two men last week, namely Frank P. and Charles H. Sutton were interchanged. Our apologies.

### Pioneering No Sinecure

None but those who have experienced it, can possibly realize how great the toil and hardship of the hardy pioneer in those early days.

The father James, was a carpenter by trade, but here there was no lumber to work with; nothing but standing timber, mostly oak, to be felled and hewn into logs, and alone, unaided to lay these heavy logs, one upon another, locking each one to another at each corner to form the walls of the only kind of dwelling the pioneer could offer his family.

It was roofed with thatched marsh hay, and floored with mother earth, at least in the beginning, until straight grained logs could be split or whip sawed to make a puncheon floor.

In a pioneer's log cabin, usually not over twelve feet wide and sixteen long, there was not room for more than one bedstead; the usual sleeping accommodations for the children was one or more shelves projecting from the wall, and if old enough to climb a peg ladder in one corner of the cabin, a pallet of straw or corn husk on an overhead floor of light strong poles. Cooking was done on a fire place in the back end wall, which also afforded the only heat, and light, during the long winters, supplemented with a candle or two.

To this, their new home, the family were glad to come, for it was as good as, if not a little better than, the home of many pioneers.

The older sons Abram and George were eleven and 9 years old respectively at the time they came to Hampden; George died eight years later, leaving Abram and John, two years younger, as his father's principal helpers, for boys of 12 to 15 years of age, in those days really worked.

One Sunday John appeared at the Roys plantation, also in Hampden, to join in the sports of the day. He boldly announced "I am John Sutton, 21 years old, and I think I am a little the best man here."

He wrestled, pulled up stakes, pulled fingers, and whatever contests of strength or endurance there may have been, and it is reported, won every contest in which he was engaged.

### He Marries

When John reached the age of 21, he began working away from home, for others part time, and in 1861 at the age of 23 he was married to Miss Frances Murphy, a native of Vermont, and a sister of Mrs. W. K. Hurd the mother of Fred Hurd, once a resident of Columbus.

By the time of his marriage he had become the owner of five acres, on which he had built a cabin, only 10 ft. by 12 ft. in size, but only a few years later, he owned 40 acres on which there was a fair house, and a search of early maps, as of 1873 shows that he owned 86 acres in Hampden and 181 in Columbus.

### And Peddles Meat

It is on record that in addition to farming and stock raising, he also butchered and sold fresh meat to patrons in the two townships, and bought live stock which he drove to Milwaukee to sell at the packing houses there.

An item in the local paper of Dec. 24, 1868 says "John J. Sutton of this township has, during the season, killed and sold in this vicinity 100 cattle, 150 sheep, and a considerable number of hogs.

This in addition to the large number which he has purchased and shipped to Milwaukee and other markets, makes rather an extensive fall's work."

### Also A Drover

Early on the morning of Oct. 6th, 1870, Mr. Sutton in a horse drawn rig and two of his hired men on horse back left his farm west of Columbus with a drove of 52 head of cattle to be driven to Milwaukee to arrive at the stock yards in time for the Monday morning market; this was and had been his custom for some years, perhaps it was no more expensive, or it might



have been less expensive than freight, and no doubt the shrinkage was less, as the cattle grazed along the road side on their way to market.

By late in the afternoon of Sunday, the 8th the drove had arrived at Wauwatosa where a wooden highway bridge spanned the Menominee river, a bridge Sutton had crossed many times with cattle for the Milwaukee market.

#### **Bridge Collapsed**

Whether this herd was more closely bunched, or for some other reason, the bridge collapsed and all but five or six head of cattle went down with the bridge; none were killed outright but two died of injuries before morning and another died after reaching the stock yards.

This was the only drove of cattle on the market that Monday, Oct. 9th and would have brought the top price an average of 4 to 4½ cents per pound, had it not been for the bridge accident, but the buyers were reluctant to buy cattle known to have been in the wreck, especially when it became known one had died. Some were sold at a price lower than expected, some of those known to have been injured were put into pasture for a few weeks to recuperate and to learn the outcome of the injuries.

#### **He Sues**

Sutton brought suit against the town of Wauwatosa for the loss sustained: the town in its defense claimed Sutton was at fault as he permitted the herd to cross the bridge in a disorderly manner, and besides that he had violated a Blue Law, passed by the legislature, that "prohibited any unnecessary work on the Lord's Day, commonly called Sunday".

Incidentally that same law remained in the statutes until 1943, only eleven years ago.

Technically, Sutton was in violation of said law, and the court so held and ruled that because Sutton was himself engaged in an unlawful act he could not maintain an action against the town for failure to furnish a safe highway. This trial was in June, 1872.

Sutton was, so to speak, thrown out of court, but he immediately appealed to the state supreme court, and there some months later he won his case and was awarded the sum of \$845.22.

The supreme court said in effect that two wrongs did not make a right and that one offender could not clear himself by charging some offense against his accuser.

#### **An Important Decision**

This decision settled a question of law that previously had often been disputed.

Decisions in some other cases in other states had been the reverse: Thus Sutton vs. Wauwatosa became a leading case and is to this day.

The substance, but not the actual wording of this case, stripped of legal verbiage as much as possible has been taken from a memo made by Eugene E. Brossard about ten years ago when he was gathering material for a biography of John J. Sutton, he had been requested to write for the Wisconsin State Historical Society, but which, so far as known has not been published.

Continuing farther "Mr. Sutton often bragged about how he confused the attorneys for the town of Wauwatosa. Sutton in describing the cattle in the drove classified them as steers, heifers, cows and springers.

#### **What Is A Springer?**

On cross examination the lawyer said, Mr. Sutton, what is a springer? The answer given in Suttons usual tone, a fog horn voice replied, "A springer is a female bovine so far advanced in the state of pregnancy that it is apparent to a casual observer that she is soon to be delivered of a calf and become a milch cow."

"Sutton was a natural showman. He may have learned something from P. T. Barnum but Barnum could have learned something from Sutton."

Mr. Brossard's memo states that Mr. Sutton was the most litigious person that ever lived in Columbus.

It was probably the Wauwatosa case that made Mr. Sutton become a lawyer.

(Continued next week)



Installment No. 166

August 12, 1954

# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

## Sutton, A Lawyer

He never went to law school, never read law in the usual manner of going in to a law office to read extensively and by being permitted to assist, to gradually acquire a working knowledge of the law.

But he did acquire a legal education, without benefit of college, and was admitted to the bar May 12th, 1882 and to United States Court in 1902.

In Mr. Brossard's memo, we have found listed 28 cases in the Circuit Court of Columbia County in which John Sutton was the plaintiff and ten before the Supreme Court in nine of which he was the plaintiff. He perhaps had as many, possibly more in the Courts of Minnesota, and was almost invariably the plaintiff.

It is known that some of his cases were in other Wisconsin Counties, and we have no record at all of cases in County Court or before Justice Courts.

## He Goads The Railroads

Apparently Sutton had it in for the railroads more than for any other group—beginning with the Milwaukee road, and later, the Omaha, and the Great Northern. "If he had no quarrel he sought one, and if he had no grievance he created one". A good illustration is the following, "On the fourth of Dec. 1888 he boarded a train at Milwaukee late in the afternoon to come to Columbus."

This particular train later known as "McQueenies", had a ticket collector as well as the usual conductor. When the collector reached Mr. Sutton's seat and said "ticket please". Sutton questioned the collectors right and demanded that the conductor be summoned. He then tendered an unused pass that had been issued in 1872 by S. S. Merrill, Gen. Mgr. at the time of issue which the collector refused to take saying "That pass is no good and you know it is no good" and demanded a ticket or the money for passage or he would put him off at the next stop which was Brookfield Jct.

## Forcibly Ejected

At Brookfield Sutton permitted himself to be forcibly ejected, although no violence was used. He sat in the lonely depot a few hours until there was a train back to Milwaukee, where he stayed over night and came to Columbus next day using a ticket he had in his wallet and could have used the previous day.

He promptly brought suit against the railway for damages because of time lost, expenses resulting, humiliation, forceable ejection, and what not.

## He Is Sued For 39 Cents

The Railroad Company brought suit against Sutton for 39 cents the price of a ticket from Milwaukee to Brookfield.

Sutton by that time was a practicing attorney and began using a letter head, a picture of which is reproduced here; upon which in addition to the picture of the line of cripples headed for his office, are these words. "The Laws of Wisconsin

permit Railway Companies to kill a passenger for \$5,000.00. But there is no limit to their liability in case of injury" also "Having been sued by the Chicago, Milwaukee & St. Paul Railway Co., for 39 cents, makes the prosecution of claims against the Railway Corporations a specialty. All suits prosecuted to a finish."

We have no way of checking as to the number of cases against Railway Companies he as an attorney prosecuted for clients.

## His Local Operations

Getting back to Mr Sutton's local operations and activities we find that he acquired land in

Fountain Prairie and Columbus and disposed of his Hampden holdings, and conducted his operations from his farm in sections seven and eight just north of the Hurd farm, his wife being a daughter of Mrs. W. K. Hurd whose farm was on what now highway sixty.

In the fall of 1873 he moved to Columbus, buying the house in the edge of town on highway K, which for years has been the home of the Rueter family, 630 W. Hamilton.

It is known also that in 1878 Mr. Sutton bought from Hiram Seffens, the brick house across Prairie street from the Olivet Church, now the home of John Miller, 332 West Prairie, but whether he ever lived in it or not is not definitely known

## His Family

From Mr. Sutton's first marriage the couple had two children, a son Hobart Eugene, born in 1862, and a daughter Caroline Ines, born in 1872. From this it would appear that H. E. Sutton was born in town of Hampden, and his sister Carrie, in town of Columbus before John J. moved into town.

It is not known how long the Suttons lived on Hamilton St. but their next home was a house on the corner of Prairie and Lewis streets, with a sizable barn in the rear fronting on Lewis St.

Examination of the abstract of title shows this property was sold by Mather Stone, Sept. 7, 1870 to John J. Sutton, and was owned by him until his death on Dec. 23, 1914.

Having died intestate it and all other property came to his only heir, his son, H. Eugene Sutton. At a later date this property was acquired by R. C. Leitsch, whose daughter Janet, Mrs. Eugene Sullivan, now occupies it. Apparently Sutton owned their property for a year or two before buying the Hamilton St. property, but why did he not move into it, is not known. Perhaps he had leased it to someone.

It was in this house that John Sutton's wife, Francis Murphy, died March 9th, 187. On May 7th, 1877 he was married to Sarah Lee, one of the daughters of Mrs. Perry Lee, who lived on the opposite corner, now the home of Mrs. Elizabeth Wohlfeil, 254 S. Lewis.



### A Prohibitionist

Mr. Sutton, originally a Democrat, later in life became a member of the Prohibition party and was once its candidate for congress in this district, and in two different campaigns was the nominee for office on the state ticket.

He was always an advocate for the temperance cause and early incurred the hatred directed toward him by some local saloon keepers, because of his prosecuting those who did not strictly observe the laws with respect to selling to under legal age persons, and failure to observe the legal closing hours.

Apparently he recognized the right to be in business, of those who strictly observed the rules, but was fearless in exposing any who did not.

### His Life Threatened

He was frequently threatened with bodily

harm, because of which he had a permit to carry a revolver, which he was never known to have drawn or used.

One who was particularly open and frequent in his threats was the owner of the Fox House which had a saloon in the basement.

Julius Fox (see installment No. 8), not related to any of the other Fox families in the area, had tried repeatedly to persuade one or more of his employees to 'beatup', 'shoot' or otherwise injure Sutton according to testimony, in a subsequent court case.

(Continued next week)

*Laws of Wisconsin permit Railway Companies to kill a passenger for \$5,000. But there is no limit to their liability in case of injury.*



J. J. SUTTON.  
ATTORNEY AT LAW.

Having been sued by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO. for 39 CENTS, makes the prosecution of claims against Railway Corporations a specialty.





(Continued from last week)

### His Property Burned

The friction between Mr. Sutton and some of the saloon keepers reached the ignition point during the early morning hours on March 27th, 1878, when Miss Lillian Lee awoke because of unusual noise and frantic kicking of the horses in Sutton's barn across the street from the Lee home; she immediately noticed that flames were coming from the barn. She promptly awoke the other members of the family and Miss Fanny Robinson, who was spending the night with her.

They quickly dressed and ran across the street to the Sutton home, and awakened the family and Miss Robinson ran up and down the street ringing a dinner bell and calling "fire". The barn was doomed when the firemen arrived, but neighbors and spectators succeeded in removing two buggies from the barn and all the furniture from the house, and even all doors and windows away from the corner where the house caught fire.

### Local Paper Says

The paper, a few days later had over a column about the fire from which we take verbatim, a few paragraphs from here and there.

"In disaster none but the crawlers on the planet remember enmities, and men not at all on terms with Mr. Sutton worked in defense of his property as they would have worked for a brother."

"By every adjustment of the doctrine of chances, this fire is an incendiarism, and therefore a blow at the security of all property."

"If any friend did that night's bad work in very blackness of heart, this community is no resort for him."

"Sutton avows that he had previously been threatened, and openly attributes the burning to the influence of a class to whom, he has pronounced himself in ceaseless and unalterable antagonism."

The barn contained 5 horses, one valued at \$700, and another at \$500, all of which, as well as two cows, perished in the fire.

Except for the two buggies and the furniture the loss was total, estimated, according to Sutton's testimony in court later, at from \$6000.00 to \$8,000.00 with no insurance, his policy having expired a few days before the fire.

### He Had Suspicions

Sutton had his suspicions as to who was back of it and kept careful watch of certain employees of the principal suspect.

Within less than a month, a bartender, and a farm hand and part time hostler had left town, each separately, and for different destinations in opposite directions.

### Pinkerton Enters Case

Sutton engaged the services of the Pinkerton National Detective Agency, who assigned at least two operatives to the case.

The writer has seen and examined the Pinkerton report consisting of many pages, in longhand, and the testimony and confessions of the two who actually set the fire; both were tried at Portage, where they were found guilty and each sentenced to seven years at Waupun. A year or two later Sutton brought Civil action against Julius Fox, tried in Green Lake County, on defendants plea of prejudice and fear that he could not expect a fair trial in Columbia County and was found guilty.

Local papers indicate that Fox took it to the Supreme Court but Fox was found guilty, the verdict awarding \$6,000.00 to Sutton.

We are purposely omitting most of the details, giving only a bare outline of the essential facts, and the cause and effect.

### Sutton Builds New House

While we do not have documentary proof, we believe Mr. Sutton's reason for buying the Prairie St. house from Hiram Seffens, in 1878, when the Seffens family left Columbus for Nebraska, was to have a place to live while he could build a new house to replace the one lost by fire, which he set about doing promptly.

We show here a picture of the new house, as it was when built, without the tower and dome. To please his wife, John J. later added the front porch, the tower and dome, as it is today.

In the picture, Mr. Sutton is standing beneath the large tree, his three grand children are on on front steps and his son John J., jr. and pony are standing in the yard.

### Credit Mr. Brossard

In Mr. Brossard's note book previously mentioned we found numerous entries referring to records of town of Columbus concerning the liability of the township on account of the railroad bonds which were direct liens against the township.

This is too big a subject to include in a family story, for its stretched from the 1860's over a period of about twenty years, but there is a close connection that must be mentioned.

Sutton, in due time, became a supervisor of town of Columbus, and in 1873 was elected chairman by a substantial majority and again in 1874, and had made an issue about getting the railroad suits settled on a basis that differed from the position that had been taken by a committee all of whom were resident of the village consisting of Hazelton, Chadbourn, Lewis and Cook.

### Sutton Town Caiman

During Sutton's term as chairman, which automatically put him on the board of review he began looking into the frequent revisions downward in the valuations of property in the village, as a result of which he got himself cordially disliked by some who had previously been merely indifferent to him.

One of the underlying reasons for a somewhat sudden movement to petition the legislature for a new charter for a city form of government rather than to continue on as a village and thus a part of the township government was undoubtedly to "get away" from Sutton who had gained considerable prominence and power in township affairs, and had a following.

One notation in the note book says, "Why did Sutton move to town?" the entry further says "The Smug Burghers thought to get rid of him by City Charter"; "They snubbed him and he struck back". He promptly moved into the city. "How could Sutton get elected with two thirds of the population in town?" "He got the common herd, he played to the gallery."

### Columbus Becomes A City

The movement for a city charter began to take form in Dec., 1873. Between the last meeting of trustees in Dec. and the first meeting in Jan., 1874, the question was thoroughly discussed among the leading citizens and heavier taxpayers, and accordingly on Jan. 6th at a full meeting of the village trustees that a charter be drafted.

On Feb. 3rd it was introduced in the state senates; on the 23rd the act was correctly enrolled and on the 24th it was signed by Lieut. Gov. Parker, in spite of the fact that the chairman of the Board of Supervisors of the town of Columbus personally appeared against it and "a remonstrance of Citizens of Columbia County against the bill was presented in the form of a petition.

On the 26th the bill, having passed the assembly, was signed by the Governor, himself, and the bill became a law.

(Continued next week)



Installment No. 167

August 26, 1954

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

## Sutton's Friends

John Sutton could be a good friend or an implacable enemy, but he was more of a rugged individualist.

His moving to town gave him a wider field for his innumerable operations which theretofore had been mostly agricultural, livestock, real estate speculation and such operations as were very close to the soil.

After the fire, prompted no doubt by public opinion, the council and mayor O. E. Cornwell, through the newspapers and also posters scattered far and wide, "offered a reward of \$500.00 for any evidence leading to the detection and conviction of the person or persons who set fire to the barn of J. J. Sutton, in this city, on the morning of the 27th inst." The poster now in the writer's possession is dated the same day as the fire.

Some months afterwards, after he had spent far more than the amount the city officials had offered as a reward, through employment of detectives supplied by Pinkerton, and had apprehended both of the actual fire bugs, and secured their conviction and sentence to Waupun, Sutton claimed the reward, but the city refused to pay it. His only redress was to sue the city, which he did, and lost.

While a few of the councilmen were friendly, the majority of the city officials were decidedly anti-Sutton, largely because of a court action the summer before the fire.

## Sutton vs. McConnell And Others

It appears that in June, 1877, an unknown peddler, with a wagon loaded with peddler's notions, appeared that evening on the streets of Columbus, and was soon surrounded by a big crowd of people.

The City Marshall Adam McConnell and Alderman F. Hannaman were present, and asked to see the peddler's license, as the city had an ordinance requiring a city license be secured before a peddler or vendor would be permitted to sell goods in the city limits.

The peddler claimed that his state license was all he needed, disputing the marshall's right to demand a city license, and continued to sell, when the Marshall promptly arrested the peddler. The crowd continued to increase in size and seemed to be on the side of the peddler.

About this time J. J. Sutton drove along the street in his buggy, but because of the size of the crowd could not proceed and came to a full stop, quite close to the center of the squabble.

When he got the drift of the complaint, he suggested that the Marshall better go slow in the matter of arresting the man, for Sutton as a taxpayer would not like to see the city sued for false arrest, and believed the man was entitled to operate under the state license.

This unasked for advice did not set well and, to quote from a Portage paper "Alderman Hanneman threatened to have Sutton arrested if he did not stop his loud talk, whereupon Sutton used an approbrious epithet referring to Hanneman's nationality and affirming his direct decent from a female dog, in the plainest terms.

After repeated directions from the marshall, and the mayor and alderman, Sutton soon went home."

## Sutton Arrested

Later that same night Hannemann swore out a warrant against Sutton, before Justice Mic Adams, for violating an ordinance against obscene language. The marshall came to Sutton's home after eleven o'clock that same night, long after he had gone to bed, arrested him and took him before Justice Adams who permitted him to go home on his own recognizance in the sum of \$50.00.

He was tried before a jury in justice court, resulting in a disagreement, and dismissal of action by the justice.

Sutton then brought action for \$20,000.00 damages against McConnell, the marshall, Hanneman, the alderman, and Julius Fox for false imprisonment and malicious prosecution, Fox having been made a co defendant on account of his alleged prominence in urging on the prosecution.

After a trial in circuit court, lasting over a week, with some of the best attorneys in this part of the state on both sides, the result was an acquittal. The plaintiff, Sutton, then took the case to the supreme court.

## Bad Blood

There was no love lost between Sutton and the city officials, or as a matter of fact most of the citizens, who were largely "anti-Sutton."

The merchants disliked him because he, being an opportunist, frequently bought stocks of merchandise from bankrupt sales and either auctioned them off, or peddled them.

As a matter of fact, his taking the part of the itinerant peddler, was probably because only a month before, in May, 1877, he himself was arrested for selling goods at auction on the streets of Columbus without a license to do so, according to an item in the Journal-Republican of May 26, 1877.

His scrap books and personal files contain numerous illustrations, either newspaper notices or frequently hand bills, usually on red or green paper scattered far and wide, calling attention to "Eight different kinds and makes of buggies," various pieces of agricultural machinery, wind mills, harness, etc. "May be seen at my barn." at my barn."



### Buffalo Robes

In a reader ad, which reads like a news item, not a display ad, we find this.

"J. J. Sutton has just received from the Black Hills, 100 buffalo robes, all Indian tanned, and he is selling them cheap. He also has just bought \$700.00 worth of harness which he must be selling cheap judging by the way they are being taken away from his place."

He sold wind mills both here and in Minnesota. Here is a picture of the earlier types of windmills and towers, reproduced from a letter in his files.



Windmill

duced from a letter in his files.

### Sutton Very Active

A review of newspaper files for three or four years, following Sutton's fire, shows great activity on his part, both in business and in legal matters, and also his relentless pressure on Julius Fox with the result that Fox was practically driven out of town.

On the 21st of August, 1882, Sutton bought lots 4 and 5 in block 3, the present site of the city hall, on which there was a residence, and on part of which A. D. Bond had been conducting a lumber yard. Research shows that Harrison S. Haskell sold this property to A. G. Cook, Oct. 20th, 1852, Haskell having been elected county treasurer. The chances are that Haskell was the first owner of the house. Cook probably lived there until he built on the hill several years later.

In April, 1866, he sold the Haskell property to Lester R. Rockwell, the house becoming the home of the Rockwell family. Mr. Rockwell, a local merchant, became the second owner of the Union Bank, started by his brother-in-law, John R. Wheeler; in fact Cook, Wheeler and Rockwell were all related through marriage.

(Continued next week)





# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Mr. Bond built and owned the original part of the big house now the property of Mrs. Roshara Fredrick, 147 N. Lewis, and desiring to start a lumber yard he made a deal with Mr. Rockwell in which he got Bond's, Lewis St. house, which for years thereafter was known as the Rockwell house, while Bond got the house at the corner of Broadway and James, on the city hall corner, and the lumber yard was mostly on lot 4 where Brokopp's meat market now is; the abstract shows this transaction was Aug. 19th, 1872.

But, by the early eighties, Mr. Bond had become desirous of going to a newer country farther west, where values of land were lower.

On Aug. 17th, 1882, Bond sold his property to Sheldon E. Hewens of Fountain Prairie for \$3200.00, who had only shortly before, sold his farm and wanted to move to town.

Only four days later, Aug. 21st, Hewens transferred title to John J. Sutton for the same price.

The newspaper of Sept. 2nd, 1882, contained this item "It transpires that Mr. J. J. Sutton is

the real purchaser of the Bond property, Mr. Hewens having transferred title to him at the same price he paid for it. Mr. Hewens will occupy the house during the winter and the yard will be used by Mr. Sutton for lumber, wood, posts, etc. The report that a hotel was to be erected on the corner seems to be without foundation."

## Sutton Hangs His Shingle

A few weeks later Mr. Sutton placed a sign on his office, the former Bond Lumber yard, opposite the Union Bank, to let the public know that he was a practicing attorney. Almost every issue of the paper for a long time had reference to some small case in which Sutton appears in justice court as attorney for the plaintiff, in case after case, both here and at Fall River.

The paper of Nov. 25th, 1882, states that Julius Fox had sold his 400 acre farm near the city to John Williams of the Corner Drug store, for \$12,000.00. Also that negotiations were under way for the sale of his saloon to Mr. G. L. Breuning, Fox's nephew, and his barber shop to G. A. Rudloff.

The issue of March 10th, 1883, contains the following advertisement in a reading column.

"J. J. Sutton sells all kinds of pine lumber, fence posts and barb wire; buggies of six different kinds, for cash or on time; or trades for horses, cattle, and all kinds of quadrupeds. Opposite the Union Bank and opposite the intelligence office, corner of Broadway and James st."

Reference to the "intelligence office" was no doubt the law office of George Griswold, the acknowledged hang-out of Republicans, in their leisure moments, which was located about in front of the library and somewhat closer to the corner.

## Fox Sells Hotel

The paper of March 17th, 1883, states that "The hotel in this city changed hands last Monday, Julius Fox moving out and the new proprietors, S. E. Hewens & Son, taking possession. Since that date the new owners have been busily engaged in renovating and refitting the house,

and when this work is accomplished, Columbus will have a hotel in which she can take just pride. One of the first acts of the new proprietors was to remove the signs and send them to the painters to have "FOX HOUSE" obliterated and the name Hewens House replace it."

The issue of May 12th, 1883, has a small item reading "Julius Fox and family are to start for Fergus Falls, Minn., which is to be their future abiding place."

## He Installs Cold Storage

At some subsequent date, not definitely known, Sutton discontinued the lumber yard operations and connected the lumber shed into a cold storage plant for handling cheese, butter, eggs and other perishable produce; and in connection therewith, a grocery store and meat market.

This was operated by Sutton and Goodspeed, the firm consisting of H. Eugene Sutton and Frank Goodspeed. The building for a great many years has been a meat market, with residential quarters on the second floor, long known as the Bohl & Brokopp and then Fred Brokopp and

more recently since his death, as Brokopp's Meat Market.

Shown here is a picture of the building when it was still the lumber shed with slat siding to permit circulation of air; and note the wooden sidewalk.

John Sutton, with fur coat and lap robe in an open buggy with one of his teams, appears in the foreground.

The building that appears in the background over the buggy and behind Mr. Sutton is the original Congregational Church, then owned and occupied by W. A. Tompson who was in the farm machinery business, still stands on its original site, across Mill street from Walker Lumber Co. A well kept hedge shows in the picture just beyond the pole.

Since there were no electric lights or telephones here at that time, the pole in the picture must have been placed for some other purpose; it has been suggested that since it appears to have a pulley at the top, it may have been used to load or unload farm machinery to or from wagons.

Also note there were no other building in the block beyond the two story building just above the horses.

The exact time of taking the picture is not known, but it definitely was taken before the city hall was built in 1892, for Mr. Sutton sold 97 ft. frontage on James and 75 ft. frontage on Broadway to the city, being parts of lots four and five, for \$2500.00, which would be up to less than 10 ft. from the building shown in the picture.

Mr. Sutton retained 53 ft. frontage on James st. to which he moved the house now owned by Mrs. Inez Bates, 222 W. James.

## The Meat Market

When Sutton sold portions of lot 4 and 5 of block 3 to the city for the site of the present city hall, it left a lot 45 ft. wide by 97 ft. deep, a portion of lot 4 on which the present Brokopp market stands.

(Continued next week)



Installment No. 169

September 9, 1954

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

This property was transferred in Jan., 1893, to H. Eugene Sutton and Frank O. Goodspeed, who operated the cold storage plant, meat market and grocery jointly for about three years, but in 1896 the property was transferred back to J. J. Sutton.

It is not of record as to who occupied the meat market for the next several years, but as related in a previous installment Charles H. Sutton and his brother, Gus, conducted the market from 1902 to 1906.

It is believed that it was then that Bohl & Brokopp became the occupants.

In Dec., 1911, Mr. Sutton and his wife Jane deeded the property to John Rupnow, and in March, 1912, Mr. and Mrs. Rupnow sold it to John F. and Arthur W. Burrow; but in Oct. of 1912, the property came back to John J. Sutton, and all this time it was rented to Bohl & Brokopp, and/or Fred Brokopp.

Aug. 24, 1914, by Quit Claim Deed, Mr. J. J. Sutton transferred it to his son H. Eugene Sutton, who remained the owner, renting to Brokopp until June 26th, 1923, when Fred Brokopp bought it and stopped paying rent, since which time it has been and still is owned by the Brokopp family.

It may have been Sutton's idea to transfer the property to his son, in anticipation of death, so some income would be assured.

## Active At Augusta

Sometime in the 1870's and 1880's, several citizens of Columbus either moved to or made investments at Augusta, Wis., according to newspaper items found.

One of those who transferred some of his business activities to Augusta was John J. Sutton; we do not know just when nor whether it was mercantile, agriculture or both, and he never moved there, Columbus always having been his home.

## Also in Minnesota

Also at perhaps a later date he bought large parcels of land in Minnesota, to which state his older brother, Abram, had gone at a still earlier period.

Some of his holdings were at or near Argyle, Minn. but without any particular research, we have gained the impression that he was active in or around other points in Minnesota. It is definitely known that he was a stockholder and possibly an officer in at least one bank in Minn.

As his interests increased elsewhere, he was frequently away from Columbus for months at a time, although he always called Columbus his home.

There are frequent references to him as a practicing attorney of Argyle, Minn.; and many others in which he is referred to as a prominent dealer in horses and other livestock. He frequently bought horses locally and in Chicago, and shipped them to Augusta, Wis., and to various points in Minnesota.

## Large Land Owner

A letter head used by Mr. Sutton in the early 1900's and as late as 1910, bears his photograph at the left, J. J. Sutton, attorney at law, in the center, and in a box at the right this statement "I own 3500 acres of farm lands in Marshall County, Minnesota; 360 acres in Eau Claire County, Wisconsin and 3500 acres in Cuba. All of the above lands are for sale in tracts to suit the purchaser and on easy terms."

John Sutton found it difficult to delegate much of his activities to his two sons, or to others, continuing to "give orders" to his sons after they were grown men, just as he would to hired men, and yet in many respects he was an indulgent father, and especially to his grandchildren he was kind and gentle.

Even though he sometimes called upon his sons, Eugene and John, jr. to assist him in the care and supervision of his lands in Eau Claire County and in Minnesota, or in the care of his

horses and other livestock, he was always the "boss man" and gave the orders.

As his younger son, John J., jr. grew older he spent most of his time in Argyle, where he married and made his home.

H. Eugene Sutton suffered from what was then thought to be asthma for many years and as he grew older it became more acute, to the point that he seldom went away from Columbus.

## A Horse Deal

John Williams, the corner druggist, a Democrat, and a good friend of John Sutton, once said that, compared to Sutton, David Harum was a piker, when it came to trading and selling horses. "David Harum had a nag or two, and traded back and forth in his own neighborhood", as those who have read that book will remember.

Sutton dealt in horses by the car load. He shipped them up to the pine logging camps of Wisconsin and Minnesota in the autumn and bought them back in the following spring shipping them to farming sections or back to the cities, for sale.

But he often traded horse for horse, and there was nothing he enjoyed more, than to sell a "wise guy" a plug at a fancy price.

To illustrate, John Topp & Bros. Co. had bought a chunky chestnut from Sutton which they used as a delivery horse for several years. Finally the horse developed "heaves" and became a little "balky". This means the horse would get short of breath, and then sometimes would refuse to pull his load.

Sutton sold them another horse and took the old one in trade at a low price.

Sutton enjoyed a joke if it was on "the other fellow". He was a little put out with his friend, John Williams, who had been neutral in the Sutton-Fox case, and decided to sell this horse to John Williams, and not tell him much about the horse.



So after the horse had been off the streets for sometime and had been fattened up and clipped, Sutton put him into light harness with a breast collar and hitched him up to a buggy. In this rig most people would not recognize the old horse that had been on the streets for years, wearing a heavy work harness with collar and homes, and especially with his mane clipped.

He drove around town a little until he spotted John Williams on the street and invited him to take a ride. After jogging around for a little while Williams showed considerable interest in the horse, and asked Sutton where he got the horse.

Sutton replied, "Oh I get some of them up around Oskaloosa and other parts of Iowa, and at different places", giving the impression that this was not one of them, but not saying where it was from. Williams asked about his wind and Sutton said "Go along! I'll drive him faster."

Williams then asked whether he would make a good family horse and Sutton replied: John, you know as much about this horse as I do,

which was true, for Sutton was away from Columbus much of the time, while Williams probably had seen the horse almost every day, but William gained the impression that the horse was new to both of them.

They finally made a deal, drove to Suttons barn where Williams gave his check for \$185.00. When Sutton gave Williams the halter strap he perpetrated this pun: "Johnnie, I think this is a little the toppest horse you ever owned."

Mr. Williams, lived two blocks from Sutton, and as he was leading the horse home he met Fred Briese, horse dealer and auctioneer, who called out: "Johnnie, where did you get the Topp horse?" having recognized the horse instantly.

Then for the first time, Mr. Williams realized he had been beaten in a horse deal. He is said to have put the horse in the barn, disposed of him on the quiet, never having driven him.

(Continued next week)

Installment No. 170

September 16, '54

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

### Sutton At Church

Sutton, by no stretch of the imagination, could be called a church man, yet he did contribute to the support of the Methodist Church of which his wife and daughter, Carrie, were members, and occasionally he attended service with them. On one such occasion there was a special collection for which the pastor himself is said to have passed the collection plate.

As the minister came to Sutton he said "The Lord loveth a cheerful giver". Sutton responded by putting in five silver dollars, one at a time, saying 1-2-3-4-5, and said "A fool and his money are soon parted."

This may have been an impromptu act and it may have been premeditated, and in either case it reveals the showman.

Another incident has frequently been heard to the effect that about once a month. Sutton and Hugh Hall would play a special game of checkers in one of the saloons, the loser of which being required to take a sack of flour to the Methodist ministers home.

### Suttons Schooling

In Mr. Brossard's note book we find the following:

"John Sutton had precious little schooling, and that was had in the home district school and other neighboring district schools.

"Fortunately for him when he was 13 or 14 years of age the Sutton district school was taught by Matthew Lowth, a learned, brilliant and inspiring school master."

Mr. Lowth was a farmer but he taught winter terms in neighboring district schools from 1850 to 1859, to supplement his meager farm income. (As did also many other men as mentioned frequently in the story of Columbus.)

"Sutton fully realized his advantage and when Mr. Lowth taught in other districts than the Sutton school. Sutton following him there, doing farm chores for his board and lodging, having had in all, three winter terms under Lowth's tutelage.

It is amazing how much of the fundamentals of a useful education can be acquired in three winters, if one will properly apply himself."

While it has been said and generally supposed that John Sutton's "book learning" education was limited to a few winter terms in district school, positive evidence has only just been found that he was once a student, possibly for one winter term at the Portage City Classical Institute.

A short composition, in John J. Sutton's handwriting has just been discovered (August 15, 1954) along with a packet of letters to M. Sutton from friends and relatives, by Mrs. DeForest Doland.

This composition is entitled Composition No. 1. Portage City, Dec. 2nd, 1856, at which time John was twenty years old. It is written in ink, and bears a few slight corrections in pencil, perhaps made by a teacher.

The Composition follows verbatim. "Portage City, Dec. 2nd, 1856."

We the students of the Portage City Classical Institute, being called upon by our teacher to write compositions should go to work to immediately to perform the task, it should be deemed not only a duty, but a privilege, and a privilege too that we cannot always enjoy. If we attend this school it should be for the purpose of instilling in to our youthful minds knowledge that shall remain with as till death shall have closed our eyes. What is expected to be heard from us, or at least some of us, is merly the remarks of the beginner.

It cannot be expected that we shall excell him who has had experience. But if we never try to learn we need never expect to learn.

But place one idea on paper and another will quickly follow it, and another, and still another, and so on until you have written a whole page.

Perhaps the greatest writer of ancient or modern times could write no better than we



can when he first began. We may perhaps some of us be called upon in after years, to fill some of the most important stations in society if we make proper use of the time allotted to us for study. From whence have the most learned men derive their education if not from the nursery or the school room.

Elementary education may be considered the basis on which the whole frame work of society stands. Then let each and every one of us endeavor to make good use of the time allotted to us while attending school. Please excuse mistakes, by J. J. Sutton.

#### Classical Institute

Research develops that the first school of a strictly private character established in Portage City, was a Classical Institutes. It was founded in the winter of 1851-52, by William Sylvester, John Q. Adams, Lemuel Berry, Rev. Bradly Phillips, C. J. Pettibone and Rev. W. W. McNair.

The principal was the Rev. John Brittain, A. M. assisted by Miss Ably O. Briggs, and Miss Margaret Burt. In it were taught, besides all the English branches of education, Greek, Latin and French; also music, drawing and painting.

As the district schools grew into importance, public interest in the Classical Institute seems to have waned, and it was completely supplanted when the high school in Portage was established in 1859.

#### A Few Early Letters

During his short attendance at the Institute Mr. Sutton evidently made several good friends, two in particular, Sherman M. VanWinter and John H. Kelley, both of whom wrote a beautiful "Spencerian" hand, with much shading of all capital letters, and many embellishments, not seen in present day penmanship. From a dozen or more letters from these two friends, some of his brothers, and other relatives, we have selected a few, to show the somewhat formal style, as contrasted with present day free and easy manner.

The letters are printed as written. Here is one in the original envelope with Portage City cancellation stamp clear and legible.

City of Portage, Col. Co Mch. 27/57.

John J. Sutton. Dear Friend. I have the pleasure to inform you that I received your most welcome favor. I was gratified very much indeed to hear from you and also to learn that you were well. I am well and surrounded with all the comforts of life and thanks to the giver of every good and perfect gift.

Mina Wergis is married to a coon, they have been Cooning it for the last 3 weeks.

I would like to have you send up the following pieces. "The March of Mind", "I am an American," "Tell me not her form is perfect" and direct it to Sherman M. VanWinter as I am about to go to the Pinery. You will please not neglect to send those pieces, and direct your letter Sherman M. VanWinter, City of Portage, Columbia County, Wisconsin. I remain Your Esteemed Friend And most humble Servant, John H. Kelley. Please write soon and don't dare forget it.

#### One From VanWinter

"Portage, Columbia County, Wis., April 11th, 1857. M. John J. Sutton. Dear and Respected Friend

I received your most welcome favor hearing date of April 5th ult, I was very much pleased to hear from you, and also with those beautiful lines you sent me. You will now please forward those life like Lines, Entitled the "March of Mind", and accept my Thanks.

If you have any business you wish to have attended to here, you will please let me know and I shall attend to it faithfully.

I am your Friend and Obt Servant Sherman M. VanWinter."

The above letter, in the original envelope was post marked Portage City, and addressed to John J. Sutton. Town of Hampden, Col. Co., Wis.

(Continued next week)



(Continued from last week)

**One From Brother Abram**

Here follows a brief letter from Abram Sutton, still in the original envelope addressed to Mr. John J. Sutton, Portage City, Wis.

Hampden Jan. 23rd, 1857. Dear Brother, I take my pen in hand to drop a few lines to you to let you know how we are getting along.

Franklin is some better if he gets any worse we will write and let you know. This is all John J. Sutton from Abram S. Sutton.

**From A Cousin**

From several letters from different members of the family of an uncle and aunt named Brill we select the following from a cousin who had recently recovered from Typhoid Fever, from which a brother had recently died.

"The 5th of May, 1857. Dear Cousin. i now sit down to Write you a Few lines to let you know that We are all well at present and hope that these Few lines may find you enjoying the same i am A going to school i begun to go Monday. We have a shepherd for a Schoolman. We have begun our spring work i have got pretty fat and so has george and charles my mother says she never knew where they got the comic pictures before we got well elizabeth wants to live here she goes to scholl to I am pretty well only i am pretty fat and hope that these few lines may find you the same i believe that is all at present only give my Respects to all of them write as soon as you receive this tell Daniel that i shall be down there after harvest if nothing hinders more than i now know of thats all at present Good Bye to you all good bei to John Sutton Adomeram Brill."

This letter was in a very small heavily embossed envelope only  $2\frac{1}{4} \times 3\frac{3}{4}$  inches in size, addressed to John J. Sutton, Columbus, Columbia Co. but no state shown. This and other letters from the family were written from Rosendale, Wis.

**Wanted Girls and Cats**

John H. Kelly, a friend previously, mentioned evidently went from the Pinery to take up a land claim in Minnesota territory, from where he write John Sutton as follows. Dec. 16, 1857, Freeborn County to John J. Sutton, Friend John.

I am going to write you a letter letting you know that I got safe into Minnesota without breaking my neck, as you may Suppose, the country looks well but scarce of timber, more clay in it than there is with you. I think this is a good place to speculate in claiming next summer.

Men enter claims here on the halves, this is a great country for grass.

You can cut hay there for as many cattle as you like. My two claims are all O.K. yet there was some cutting and slashing done on one of them but I think there was nothing done on the other.

My land is covered with a light scattering of burr oak timber, it has about fifteen arces of marsh on the east side of it but I am going to tell you, you know that I am a pretty sensible fellow to look ahead and see things and as you are a friend of mine I will give you my advice so you can make money.

There is two great wants here, there is no cats here and the mice are most awful thick and the weasles here kill calves and there is a very great many young fellows have claims and there is no girls here. Now if you can raise money and fetch some twenty good girls and say from fifty to one hundred or even two hundred cats I tell you your fortune was made forever.

I have told you enough now when I told you how to make your fortune. No more at present. I remain your most obt svt. John H. Kelley.

Direct to John H. Kelley, Austin Post Office, Mower County, Minnesota territory.

**About Travel**

One of John Sutton's brothers, Daniel, two years younger than John, made a journey in 1863, only a couple of years before he died (see installment 161) a portion of which he relates in a letter started in Cleveland, Ohio, Sept. 2nd, 1863. It is not in an envelope but the salutation is Dear Brother and sister. Bing with a packet of many other letters addressed to John J. Sutton, we assume he was the recipient. The letter follows.

"I have been delayed by the Boats not connecting with the cars and the cars not connecting with the Boats until Wednesday and now I am in Cleveland, Ohio. I have waited here for about 5 hours and now must wait 3 more until I can go to Oberlin. I will get there at 3 o'clock.

I have been walking over the city and seeing what I can, the greatest object of interest to me was the Perry monument situated in the center of a large square in the city, and a very beautiful flower garden. I saw also some vessels being built. I also saw at Detroit in Michigan a small Man-of-War. I came by the lakes and it seemed queer for me to be out of sight of land. Our trip across from Milwaukee to Grand Haven, Mich., was a little rough but I went over without being obliged to "Heave up Jonah."

I was reminded of a swing it was very pleasant I laid over in Detroit till last night at 8 o'clock and then came to here in the night. But I slept all night we had a smooth run from Detroit here.

I bought a quart of peaches and have been eating until I am near Bursted by them so full is my stomach.

A man just commented upon my fast writing so you see I lost track of my subject. I have not had my pockets picked or Ben taken in by sharpers as yet although a Milwaukee man tried to sharp me out of a dollar but I let him went.

Cleveland is a very pleasant place so also is Detroit but I don't like Milwaukee so well as I was not in all the different places in Milwaukee. But it seems to me to be not so pleasant.

I was just down to the ship yard and I was pleased to hear the Irish girl hollow and ask Mike somebody what it was that he had told Jim McLarity that she had said about him.

I hear some men speaking concerning the Administration; they were Democrats.

The weather is pleasant and I have not seen many negroes to darken up the air with their blackness.

I have been to the office of the Cleveland Plaindealer and saw the steam printing press.

I am waiting at the New England Hotel where I see some men playing at the Billiards.

Well I cannot think of any thing of importance. I will not send this till I get to Oberlin and then I will fill it out.

I write to you first to make up for past neglect as well as I can.

I am now in Oberlin and well. I have joined the institution and got a room, I am boarding still in the same place but I do not room where I board. I have paid all my debts but 40 cents. I am not going to work any this morn. I think I will have to pay about 2 dollars per week for my washing my room and board. I will write (?) about 8 hours per day. There is nothing new to tell you so I will close. Your Brother Daniel."

From a careful study of this letter it seems quite likely that Daniel had gone to Oberlin to attend school.

He died in 1865 and is buried in Hampden cemetery.

(Continued next week)



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

## Passage On Erie Canal

In installment 161 we noted that James J. Sutton, wife and several children, on their journey to Wisconsin territory had traveled from Albany to Buffalo on the Erie Canal. Now we have positive proof that such was the case, for in the packet of letters, and other items, recently found by Ruth Sutton Doland, she found the Actual Passage ticket with cabin space for 9 people, and 1200 pounds of freight over and above the 40 pounds carried free with each adult ticket or equivalent. For a total cost of \$11.25 the nine people and 1380 pounds of freight was carried on the Canal boat from Albany to Buffalo.

A photo reproduction is shown herewith.

We now resume the story of John J. Sutton.

## Makes Peace With Milwaukee Road

We quote once more from Mr. Brossard's note book. "Sutton brought the Milwaukee road to its knees. It has been said that he is the only man who ever made a railroad corporation knuckle under. He nagged and pestered that company until it 'sued' for peace.

He was called in to headquarters, there they called it quits on these terms; Sutton's pending grievances were settled and he promised to quit harrising that company; and in return for his promises the company issued to him a perpetual unlimited pass over the Milwaukee system, and to make the pass legal under the Wisconsin Anti pass law, he was made local attorney for the railroad company at Columbus.

However he was never asked to render any service, with one exception. He was asked to investigate a crossing accident at Doylestown, Wis. but he refused, claiming he was too busy.

However his treaty of peace with the Milwaukee company did not cover any other railroad company, but on the contrary it afforded him free transportation to carry on his war with the Omaha, and the Great Northern roads.

While Sutton was the Milwaukee Roads No. 1 unforgettable, he actually sued the Omaha road more than he did any other road.

He also sued the Great Northern on the slightest provocation. It was common talk, not literally true but with a basis of truth that Sutton never paid a dollar to that road for his many, many shipments, as his suits for damages, which he usually won, amounted to more than the freight bills he paid.

## Sutton In New York

From the Columbus Democrat of Sept. 16th, 1876 we take the following.

"Mr. E. C. Sutton, a gentleman who has held a position in the New York custom house for many years, is visiting for a couple of weeks his cousin, Mr. J. J. Sutton, of this city. The former recalls, in this connection, a visit that John made him at New York many years ago when the letter was as large as he is now, but not as polished.

The city cousin took the country cousin to see the sights, and was shocked at his verdancy and uncouth rusticity. Bringing him, for instance, into Trinity church, the city youth expected from the rustic relative, a burst of admiration at its extent and architectural beauty; but after looking it over, his only ejaculation was, "Great God attend while Zion sings! What a place this would be to store hay in, if we only had it out west!

Whether this greenness was genuine, or whether this country boy was performing for the New Yorker, is a question that the cousins disagree on."

## His Later Years

While John J. Sutton was active almost up to his last day, he had slowed up a bit during the last ten years, having turned some of the activities in Marshall county, Minn. over to his youngest son, John J. Jr. who married and lived at Argyle, Minn.

A clipping found in one of his scrap books, dated Jan. 19th, 1905 indicates that Mr. Sutton and his wife accompanied by his two sons, H. E. and John J. Jr. had left for a trip to the south, from which we quote "They will go to New Orleans by rail, from there to Havana, Cuba, and to the Isle of Pines by steamer. Mr. Sutton will return after a month or so, but the other members of the family will remain longer."

It is known that he owned 3500 acres of land in the Isle of Pines, but we have found no details. Whether this trip was when he made the purchases, or whether he had bought the land at an earlier date is pure conjecture.

Sarah Jane Lee Sutton died Feb. 18th, 1912 and his youngest son John J. Jr. of Argyle, Minn. died four months later, June 29th, 1912.

This double blow, was keenly felt by Mr. Sutton and he never regained his resiliency and former vigor. He remained active but at a greatly reduced tempo.

From his obituary published in the Columbus Republican of Jan. 2, 1915 we quote portions as follows.

"The death of his wife and son, so close together and at his advanced age, was a great shock to him. He failed in health continually thereafter although he continued to work and do business to the last, having made a number of trips from Columbus to Argyle in the last season."

"While at home resting and getting ready for a trip to Florida and Cuba the first of the year, he was suddenly stricken with heart trouble, and died Dec. 23rd, 1914."

"Mr. Sutton has practiced law in the courts in a large number of states, and has at different times owned land or real estate in eighteen different states of the Union, besides owning a large tract of land on the Isle of Pines, Cuba"

Mr. Brossard's note book, previously mentioned indicates that Mr. Sutton died intestate, his property therefore reverting to his only living son Eugene, and had a value of perhaps \$250,000, consisting mostly of lands in Minnesota and Cuba.

From other sources it has been said that his estate would probably have figured close to half a million.

An examination of the inventory of the estate, and its valuation made by H. R. Cook and J. R. Wheeler under appointment of Judge A. H. Kellogg, shows the value of real estate in Columbia County, a little less than \$40,000, \$3,500 in Janesville and personal property something over \$1,000.

Ninety eight promissory notes, totaling nearly \$28,000 were listed, practically all of them in the area surrounding Argyle, Minn. and most of them drawing 10% interest.

(Continued next week)



# HARNDEN & CO'S PASSAGE TICKET.

*No. 929* *Albany, September 16 1844.*  
 This Entitles Mr. *James H Sutton* to a  
 Cabin Passage for *nine* Persons, making *4 1/2*  
 full passengers from *Albany* to *Buffalo*  
 Forty pounds of Luggage free to each full pas-  
 senger. Extra Luggage 50 Cents per 100 pounds.  
 Received, *Six* Dollars and *—* Cents, for *1200*  
 pounds of freight at 50 Cents per 100 pounds. To *Buffalo*  
 Amount Paid, \$ *11.25*  
 " Due, \$ *—*  
*Wm. H. Sutton Agent.*  
*By J. Daley*

Installment No. 173

October 7, 1954

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Another list of 18 notes, mostly at Argyle were indicated either worthless or doubtful, on which the face value was something over \$4000.

The total value shown in Wisconsin, including the homestead, was something over \$72,000.

In answer to a letter of inquiry, Judge E. J. Morrison advises "Wisconsin Courts have no jurisdiction over real estate outside of Wisconsin, consequently we have no record whatever of what real estate he may have possessed outside of Wisconsin."

The appraisal shows personal property listed as in Marshall County, Minnesota, as 50 head horses and colts ranging in age from one to twenty years; 30 head stock cattle; 12 head cows and heifers; 25 shoats; 3000 bu. wheat, 2000 bu. oats, 5000 bu. barley, 300 bu. rye.

One steam threshing engine, one 32" grain separator, 20 sets of breeching, plow and driving harness, three buggies, ten wagons and 44 individual pieces of horse drawn farming machinery. No valuation was placed on this personal property, it not being in Wisconsin.

The above plus 3500 acres of land in Marshall County, Minn. and 3500 acres in the Isle of Pines, Cuba, and considerable stock in one or more banks in Minnesota, comprised the John J. Sutton estate.

It is said that since Mr. Sutton died intestate, the administrator made a suitable and satisfactory division with the widow of John J. Sutton jr. out of court.

### Hobart Eugene Sutton

We now come to the third generation of Wisconsin Suttons, two sons and one daughter of John J.

H. Eugene Sutton derived his name from Hobart R. Cook, son of Amasa G. Cook who was a close personal friend, and early legal advisor and fellow democrat of John J.

However H. E. was almost invariably called Eugene or Gene, which name was bestowed upon him because of another Eugene, of New York, a cousin of John J.

Eugene was born May 29th, 1862 first child of John J. Sutton and his first wife Frances Murphy, born in Vermont July 4th, 1844 and whose widowed mother later became Mrs. W. K. Hurd, mother of Fred Hurd, whom old timers will remember as a former resident. (See installment No. 68)

Gene was born in the town of Hampden on a small farm not far from the old homestead of James J. the patriarch of the clan. He grew up on the farm, attended school and was a close companion of his father John J. frequently attending auction sales, and became familiar with livestock of every kind and description.

It is said that even when he was a young boy, his father would send him to town to deposit rather large sums of money, in the bank, the proceeds of an auction or an accumulation from sales of horses or cattle sold in the regular course of his father's business.



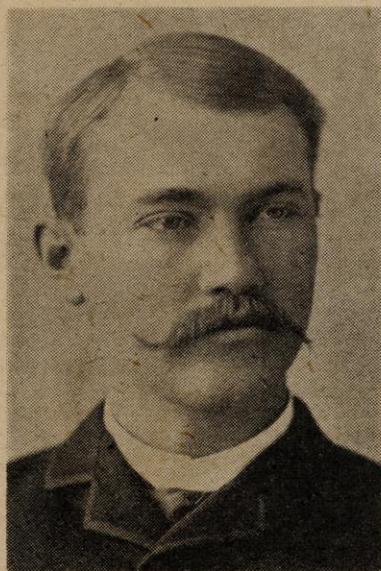
His mother died at the age of 32 in March, 1876, after which he and his young sister Carrie, were raised for a time, in the home of his grandmother, Mrs. Hurd, and even after his father's second marriage the children still spent much time in the Hurd home, not far from and perhaps the farm adjoining their fathers, town of Columbus farm to which the family moved from Hampden when Gene was very young, and where Carrie was born.

Gene entered the school in town when he was eleven or twelve, his father having moved from the farm to town in the fall of 1873, living in what has long been called the Rueter home near the end of Fuller st. and the stone quarry road.

After finishing school here, he attended college at Valpariso, Indiana, taking a commercial course.

He was associated with his father and assisted with his live stock and horse business, and became a lover of hores having handled them from the time he was a small boy.

At the time his father's barn and home, corner of Prairie and Lewis street, was burned (see earlier installment) in March 1878, Gene then sixteen years of age, assisted in saving most of the furniture from the house and a couple of



H. Eugene Sutton

buggies from the barn, and personally rolled a couple of barrels of oil away from the barn down hill to Myron Sawyer's yard.

After returning from Valpariso and had become associated with his father's business enterprise, he was married Dec. 3, 1884. to Miss Nellie Phillips, daughter of Ervin Phillips and his wife Isabella Leith, then of Milwaukee, Wis. The Leith family came to Wisconsin territory from Amsterdam, New York, in 1842 and settled near Brookfield, Wisconsin, but subsequently came to Columbus, as will be noted later in our story.



Nellie Phillips Sutton

rie was born.

Gene and Nellie Sutton started their married life on a farm some three or four miles north of town off of what is now hwy. 73, the farm being now owned and known as the Mrs. Inez Bates farm. This farm was the H. E. Sutton home for perhaps three or four years, and there their daughter Carrie

On Sept. 15th, 1888 H. E. Sutton purchased for \$1500 lots 1 and 2, block 1, West Columbus, at the corner of Harrison and Lewis sts., upon which there was a two story frame house, both lots were the usual 60 ft. in width but were only about 119 ft. in length, as a strip 31½ ft. wide had previously been sold to John J. Sutton.

It is believed, from an examination of the abstract that the house was built by John Sedgewick about 1857 or perhaps by the previous owner George L. Graham who acquired title to the lots in 1855.

Here the Suttons lived for eleven years, when the house was moved sideways to the Lewis st. live in Dec. 1899, and a new house, the present home of Ruth Sutton Doland, Mrs DeForest Doland, was erected.

The old house was long known as the P. B. Richmond home, he having been the owner from 1868 until it was sold to Gene Sutton.

P. B. Richmond was the grandfather of Mrs. Hattie Fritz, and Mable, Elizabeth, Brad and Caroline Richmond. When the new house was completed and the family installed therein, the old house was sold and moved to 435 South Birdsey and is now the home of Mr. and Mrs. Alfred Ibisich.

(Continued next week)



Installment No. 174

October 14, 1954

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Leaving the farm and coming back to town in the fall of 1888 Gene probably resumed working with or for his father in his various activities for the next four or five years.

In 1892 John J. Sutton sold a portion of his property at Broadway and James to the city, for a site for the City Hall, and it was probably then that he quit the lumber yard business and converted the former lumber yard building into a cold storage plant, market and grocery, for in June 1893 J. J. Sutton and his wife by warantee deed, transferred the cold storage building, one half interest to H. E. Sutton and the other half to Frank O. Goodspeed.

Gene Sutton and Frank Goodspeed operated the coldstorage of butter, cheese and eggs — slaughtering and sale of meat and groceries in this building (Brokopp Market) for three years, but the records show H. E. Suttons undivided half interest was transferred Jan. 5th, 1896 and F. O. Goodspeed's undivided half on May 20th, 1896, back to John J. Sutton. It is possible that only the ownership of the property was transferred and quite possible that the firm of Sutton and Goodspeed continued to operate under lease.

This could be determined by extensive research through newspapers of that period, but lack of time does not permit.

Eugene Sutton continued to assist his father in his land, cattle and horse business to the extent that his health permitted; he had long suffered from what was supposed to be asthma, but many years later in his life it was found that he had, in fact, been suffering from an allergy caused by his life long contact with horses.

Eugene and Nellie Sutton became the parents of three daughters, Carrie, Eugenia and Ruth.

## Carrie Bell Sutton

Carrie Bell, named for her father's only sister and her maternal grandmother, was born July 22nd, 1889, grew up and attended school in Columbus, and during her high school years her education was interrupted by serious illness, and for a portion of two years she spent considerable time in travel. A clipping dated May 14, 1904 states that "Mrs. John J Sutton and Miss Carrie Sutton arrived home Thursday evening from Daytona, Florida after an absence of two months, for the benefit of Carrie's health. Upon their return trip they visited St. Augustine and Jacksonville."

Another clipping dated Nov. 9th, 1904 states that "Miss Carrie Sutton departed for Los Angeles, Calif., last Wednesday, where she will spend the winter with her aunt, Mrs. M. V Bement and Miss Mattie Dougherty, Chief Librarian in Milwaukee, who joined her in Milwaukee. Her mother, Mrs. H. E. Sutton accompanied her as far as Chicago."

Carrie Sutton became the wife of Edgar Earl Foster, son of Mr. and Mrs. Fayette Foster then of Fall River on Nov. 9th, 1910.

Earl and one of his brothers had, some time before, homesteaded land near Acme, Alberta, Canada, and planted it to wheat.

Immediately after his marriage to Carrie Sutton, the young couple went to this ranch in western Canada where they remained for two years, and here their first child, a son Gordon was born.

After the death of John J. Sutton's younger son John Jr. at Argyle, Minn. Earl and Carrie disposed of the lonely ranch in Alberta and moved to Argyle, Minn., at the request of J. J. Sutton to take over the local supervision of Mr. Sutton's property, which had for some time previously been handled by John Jr. until his death in June, 1912.

The Fosters lived at Argyle from late in 1912 to 1919 and there two other children, Ruth and Russell were born.

The rest of their married life was spent in Columbus, their home being at 444 West Prairie st. now the home of Mr. and Mrs. W. J. Dunn.

Earl died in July, 1927, his widow Carrie now being a resident of Los Angeles, Calif.

Gordon Foster, for many years has lived in Los Angeles. He has long been married but has no children. He is a well known professional musician, and composer, and is also in business.

Ruth, only daughter, became Mrs Karl Francis of Houghton, Mich. They have two sons, Steven and Karl Jr.

Russell, the youngest son is a certified public accountant, formerly located at Madison, an accountant in the University business office but re-located in Albuquerque, New Mexico because of health of one of their children, and is now an accountant for the Atomic Energy commission at Sandia atomic laboratory.

He and his wife the former Jane Park of Champaign, Ill. have three daughters, Nancy, Susan and Betsey.

**Eugenia Sutton** — Second daughter of Eugene and Nellie was Eugenia born in 1892 and



died in July, 1920. She was educated in Columbus schools and in Feb. 1915 was married to Rolland O (Luke) Schunk at that time a resident of Columbus.



**Eugenia Sutton Schunk**

ominee Falls, Wis.

In June, 1920 she became critically ill and was taken to a Milwaukee hospital for surgery, but failed to recover and died July 7th, 1920 at the young age of twenty eight. She is buried at Hill-side cemetery.



Return ing from the war, Luke established their home in his home town of Meno-

**Ruth Phillips Sutton**

The youngest of the three daughters of the Eugene Sutton's was Ruth, Mrs. DeForest Doland.

Ruth was born in April, 1895 and was educated in Columbus public schools, graduating from

**Carrie Sutton Foster**

high school in the class of 1914.

She then attended Northwestern University, Evanston, Ill. doing her work in Comnock School of Oritary, the school of speech. After finishing school and spending one year at home came two years of teaching school at Ely, Minn. After which she was in Lyceum work for a year, and also taught "reading" as it was then called, to a large group of adults in Columbus.

Ruth is credited with having organized the Knights of Olivet, a class of boys of high school age, in Olivet Congregational church Sunday School, which work she carried on for nine years, during which time there were never less than 25 boys of high school age in her class.

She coached local plays and did public speaking at various places in the adjacent area.

In August of 1920 she was married to DeForest Doland of Columbus. Shortly after World War I the American Legion was organized and when the Legion Auxiliary was started, Ruth Doland became president of the local unit; later she stepped up to district president and then in 1924-25 was State President, being the youngest president the Wisconsin Auxiliary has ever had.



**Four Generations. John J. grand grandfather; H. Eugene Sutton, grandfather, Carrie Sutton Foster, mother, and Gordon Foster, her first son.**



Installment No. 175

October 21, 1954

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

She has maintained her interest in this work ever since; having represented the state at National Conventions and was chairman of National Defense Committee during the last war and attended conferences at Washington, D. C.

In another field, Ruth was a National Officer of Phi Beta, a nation wide music and speech Fraternity; her duties required extensive travel throughout the U. S.

She has always been interested in young people and has done welfare work, unofficially, in the city for many years.

The Dolands have one child, a daughter Frances Elaine, who graduated from the University of Wisconsin in 1949, a Social Science Major, and worked as a case worker in Columbia county for one year before she married.

Francis Elaine, was married to Daniel B. Merriam, a young attorney of Ladysmith, Wis, which is their home; they have one child, a daughter, Christine Elizabeth born in Oct. 1952.

Currently Mrs. Ruth Doland is a member and vice president of Columbus Board of Education, prior to School Integration, in which work she was still able to continue her active interest in behalf of and for young people which began many years ago.

Returning now to Mr. and Mrs. H. E. Sutton, after the death of his father, in 1914 the responsibility of closing out and settling the estate fell upon the shoulder of H. Eugene Sutton; the principal assets were Minnesota farms, in the management of which Gene had assisted, but he never had a free hand, and besides which his health had never been real good.

There was much to contend with, for land values began to decline, with one short crop after another for several years.

Farmers could not meet their obligations; many went broke; land could not be sold at anything like its previous value. Banks and Elevator Companies could not maintain their liquidity — taxes must be paid and also the statutory assessments on bank stock took heavy toll. It was a period that tried men's souls. Bankruptcy was wide spread. Men once considered wealthy became land poor and had no cash. Estates shrank from sizable to almost infinitesimal. Closing the estate required many years because of slow moving land sales.

Gene Sutton did the best he could and perhaps as well as could have been done but when the estate had paid its debts, there was little, if any, left.

Gene's health continued to fail, and he died in March, 1942, at the age of eighty years.

On Dec. 3, 1939, two years and three months before Gene died, Mr. and Mrs. Sutton celebrated the 55th anniversary of their marriage, with an "open house" for their children, grandchildren and friends.

Mrs Sutton died Jan. 20th, 1945 after a short illness of about two weeks.

### The Leiths and The Phillips

Since in all probability, not enough information to write a full story can be found, and since members of these families were ancestors of Mrs. H. Eugene Sutton, some of whom lived here, they are properly a part of the Sutton story.

The Leith family came from Amsterdam, New York, to Brookfield, in territorial times about 1842:

The family originated in Scotland but date of migration of the first Leith, to America is not known.

From a letter from a lineal descendent, Edna Bennett White, we learn that John Leith, was born in Leith, Scotland, and was a relative of Lord Leith of Old Leith Castle, which is still standing. John Leith's first wife was Esabelle Elmore born in Edinborough, Scotland.

Whether they were married in Scotland is not clear but the letter says "they came here and bought land at Brookfield".

Also from this letter we learn "there were six girls and one son John; there was my mother Jane, Mary, Betsy, Mag, Ann and Bell (Isabella). Aunt Betsey and Bell, married cousins, Homer and Erwin (Phillips)".

"My mother and aunt Mary married brothers, William and Alvin Bement, they were all farmers."

"My mother and aunt Mary went to Wayland Academy and then taught school at Brookfield, and so did aunt Bell (Isabelle). Lizzie says it is still called the Leith school and is still in use.

Grandma Leith and aunt Mary lived together in Columbus" (219 S. Spring).

"Grandpa Leith was a farmer (at Brookfield) and while taking cattle to market he stayed at an Inn (Bells overnight and died of cholera that night."

"Then uncle John was only a boy, but he and grandmother took over the farming, and the girls did the housework."

"Grandpa was married twice, had Mag and Lew and one other boy. Lew lived in New York, was with the Whitney racing stables, a partner. He came here once with his wife and two daughters and had his horses at the State Fair. When grandpa's wife died, grandma went to take care of the children. His first wife was grandma's sister and later he married her and they had Bell, Jane, Mary, Ann, Betsey and John. All the girls married farmers. Aunt Ann married Joe Evison, a farmer, they had 5 children."

When Isabella or Belle, was only thirteen she obtained a certificate to teach school in Brookfield where many of her pupils were as old as she and some even older. But she taught only a few years for when she was only sixteen she married the clerk of the School Board Ervin Phillips, which would be in 1858.

(Continued next week)





Ruth Sutton Doland



Francis Elaine, Daughter



Christine Doland Merriam.

Installment No. 176

October 28, 1954

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

To Ervin and Isabella Phillips were born five children, only two of which will be noted here.

Nellie, who became Mrs. H. Eugene Sutton and William R. Phillips who frequently visited here, but lived in Milwaukee where for many years he was Deputy United States Marshall, from 1923 until his death at age 62 in Feb., 1932.

Isobelle Phillips was a grandmother at age 35 according to a newspaper clipping dated in 1930, at which time she had 7 grandchildren, 17 great grandchildren and 7 great great grandchildren.

In 1881 she and her husband left the farm at Brookfield, moving to a place on 12th St., Milwaukee. Later they bought a house at 137 Seventh St., where the Gridley Dairy Co now is located.

She recalled remembering her father, John Leith selling a section of land near Brookfield, to Dr. John Bevier, Brookfields first physician. She remembered also how her father, stricken with cholera in the epidemic of 1846, collapsed at Bell's Tavern, on the Lisbon road nine miles from Milwaukee, and died before his wife and family could reach him.

Subsequently, exact year not known, but thought to be after the Civil War the son, John and the family moved to Columbus, locating on a farm in section 6, the northwestern section of town of Columbus, and later to town, living in the house at 219 S. Spring.

It was thus, while on a visit to her grandmother Leith, that Nellie Phillips became acquainted with, and later married to Eugene Sutton in the Phillips home in Milwaukee, in 1884.

The Phillips family are said to have been the first family in the Milwaukee area to have equipped their home with fly screens on their windows and doors; and also claim to have been the first to introduce the tomato as a garden fruit, to the area.

It is well known to oldsters but may be news to the younger generation, that "Love Apples" as tomatoes were formerly known, were at one time, strictly ornamental, and were actually considered to be injurious to eat, if not actually poisonous.

While it has nothing to do with the Sutton story, it may be interesting to note that the first tomatoes ever canned commercially, so far as the records show, was in 1847 by Harrison Woodhull Crosby in an eastern state.

There is some conflict about the history of the use of the tomato as a food in the U. S., but one authority which is considered reliable, says that it was not until about 1835 that the tomato became quite generally cultivated for culinary purposes in the eastern states.

It has been said of the Phillips family, among other things, that they were the first in the Milwaukee Brookfield area to can cherries and corn, the first to have a top buggy and the first to use a reaper and mower on their farm, which they did in the presence of a large groups of people lined up to see how the new fang'ed contraptions would work.

Mrs. Ervin Phillips lived to be 93 years of age, and at a party held to celebrate her 90th birthday she recalled that she had attended the very first Wisconsin State Fair and had missed only two since. Incidentally the very first State Fair was held in 1851 on a six acre field, with no buildings on it at the edge of Janesville. There were 13,000 visitors, 461 entries, \$140.00 paid out in premiums and a profit of \$58.18 was made. What was once known as Camp Randall, Madison was the State Fair grounds for a few years before it was used for the army during the Civil War. After the war it was shifted about to Janesville, Madison, Watertown, Oshkosh and Green Bay and finally to West Allis.

The patriarch of the Phillips family who brought his family to Wisconsin territory about 1846, was Russell Phillips who migrated from Elmira, New York with his wife, two sons and



a daughter, and there may have been other children.

One son was Russell jr., another Eli and a daughter called Sallie.

Sallie married a man named Butterfield who had been a sharp shooter in the War of 1812, who is said to have proven his ability by shooting a squirrel from his sick bed shortly before his death. One of the Butterfield daughters who married Joe Van de Plasche of Big Bend, Waukesha, county is still living at age 83 and is the mother of twelve children, eight of whom are still living, as is also her husband. They celebrated their 60th anniversary this September.

Russell, jr. married a Miss McKay and it was their son Erwin that married sixteen year old Isabella Leith and became parents of Mrs. H. Eugene Sutton.

Eli Phillips married Miss Lavina Brownell and one of their daughters, Miss Mirza Lavina Phillips became Frank Bell's mother after her marriage to Stewart C. Bell.

Frank Bell's grandfather was the owner of Bell's Tavern mentioned earlier in the story.

Russell Phillips, the father, acquired 80 acres of land, according to a "Certificate of Ownership", a somewhat unusual document, covering 80 acres in section 11 in Town 7 Range 20, Territory of Wisconsin signed by Territorial Governor, Henry Dodge. Issued to Russell Phillips of Milwaukee County March 1st, 1848 from which we quote briefly.

"The Territory of Wisconsin, To all to whom these presents shall come Greeting!

WHEREAS by the report of the Register and Receiver appointed for the sale of certain lands granted to the Territory of Wisconsin, to aid in the construction of the Milwaukee and Rock River Canal, (see installment no. 128), pursuant to an act of the Legislature of said Territory, entitled "An Act to authorize a further sale of Canal Lands, and for other purposes," approved February 24th, 1845, it appears full payment has been made" etc. The number of the patent is 719.

Since this document was in the possession of Mrs. H. Eugene Sutton, we surmised and have since learned that Russell Phillips was the ancestor of Ervin Phillips, her father.

Getting back to John Leith, son of John and Isobel, and his family.

Their farm was 43 acres in section 6, town of Columbus and 50 acres in section 31, town of Fountain Prairie according to a map printed in 1873.

John's wife before her marriage was Miss Denice or "Dencie" Nicholson, and so far as we have been able to find out they had only two children, a son Lewis and a daughter Maud. Nothing has been found about the daughter but many remember Lewis.

John Leith's son Lewis J. Leith was once the City Marshall of Columbus and later was Sheriff of Columbia County according to an undated newspaper clipping reporting his death as follows; "A brief report in a Chicago paper of Thursday brought the news to Columbus, that Lewis J. Leith, an inspector of the C.M. & St.P. was run over and killed on Wednesday."

"A letter from Mrs. E. E. Brigham was received by A. S. Waldo on Thursday, dated the 25th saying that he was killed at 7 p. m. and requesting Mr. Waldo to notify the Knights of Pythians that his funeral would be on Saturday at Jefferson, at the home of his wife's mother, Mrs. John Tuttle.

"From boyhood Lewis Leith was ambitious to engage in detective work, made a study of it, and while an officer at Columbus and of the county did some excellent work, and was very successful in solving some knotty cases.

After his term as sheriff, he lived in Portage a few years and then engaged with the Milwaukee road as a detective, in which he had since been engaged."

(Continued next week)



Mrs. John Leith sr.



Mrs. Ervin Phillips



Ervin Phillips



Installment No. 177

November 4, 1954

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

John's mother and his sisters lived on the farm, for several years, when it was sold to John Pick. John's mother, known locally as Grandma Leith came to Columbus, and John married and lived in Fall River but later came to Columbus and joined his mother at 219 S. Spring st.

One sister, Jane or Jennie, became Mrs. Wm. Bement, and later moved to California. Her sister Mary, married Alvin Bement, a brother of William.

Another, an older half sister Margaret, was married to J. Stout, a neighbor, and had three sons, Charles, Bert and Tom; After her first husband died she was married to Chauncy Rockefeller and had a son George who lives in New Jersey.

One of the Stout sons Tom married Miss Etto Wright of Columbus, a sister of James Wright. Mrs. Etto Stout died in Columbus only recently.

John Leith had the misfortune to lose one hand in a threshing machine, about 1868 which made farming very difficult; early in the seventies John Pick bought the farm and Grandma Leith, a popular midwife, together with her son John and his family and at least one of her daughters, Mary, at that time unmarried, moved to the Spring st. house in town.

Date of John's death is not presently known. He and his wife are buried at Hillside but there are no markers on the graves.

No picture of either John Leith or his father are to be found, but we are pleased to show one of Grandma Leith, mother of Isabelle (Belle) whose picture is also shown, and one of her husband Erwin Phillips, being pictures of the father, mother, and grandmother of Mrs. H. Eugene Sutton.

We now return to the John J. Sutton family to his only daughter Carrie.

**Carrie Inez Sutton**

John J. Sutton's second child from his first wife Frances Murphy, was their daughter, Carrie Inez, born on the farm in town of Columbus, April 4, 1872, and died Dec. 8th, 1887 while still a girl in high school.

Nothing of record other than her obituary, has been found, and from it we take a few excerpts.

"Her accomplishments were superior to those of most girls of her age, particularly in music and drawing, and perhaps no other girl in the community gave fairer promise of a noble and useful womanhood."

"She was taken ill in May, and after having been attended by home physicians, Dr. Bridge of Chicago (a specialist in consumption) was called but gave little hope of her recovery. For a time she grew rapidly worse, but began to improve in July and the family hoped that she might ultimately recover."

"She being very desirous of going south for the winter, the family decided to go to Georgia and remain there until the following May."

"They reached Franklin, Tenn. on the 10th of November, where they remained two weeks, but Carrie's health did not improve, but on the

contrary she grew worse very rapidly and wanted to return home." Her father chartered a

through car in which she was brought home in 27 hours, in a bed installed in the car.

She lived only a few weeks longer and died in the family home December 8th, the funeral being conducted by Rev. H. J. Ferris of the Congregational church, a near neighbor, although Carrie was a member of the Methodist church and Sunday School.

**Carrie Inez Sutton**

The picture shown here was taken by Broich, Milwaukee, when she was about sixteen years of age.

**John J. Sutton, Jr.**

The only child of John J. Sutton from his second wife Sarah Jane Lee, to whom he was married May 7th, 1877, was a son born March 9th, 1880 to whom he gave his own name John James Sutton, Jr.

John Jr. was born in the new home built on the site of the earlier home that was burned two years before, as related in previous installments.

He grew up in Columbus, attended school here and at St. John's Military Academy, and was a close companion with his father when ever occasion permitted. He became a lover of horses while still a small boy, and all the time he had his own pony and later his own team of horses.

After his father began operating farms, and shipped horses to Augusta, and later in Marshall County, Minn., as related in earlier portions of the Sutton story, he would frequently take John, Jr. along with him.

Later when John Jr. became a little older and had acquired sufficient experience he would be left in charge of farming operations at Argyle, during his father's absence to Columbus, or in the practice of law, both in Wisconsin and Minn.

Thus it was that John Jr. became acquainted with Miss Maude Keyes, one of the daughters of Mr. and Mrs. Henry Keyes. Mr. Keyes was a farmer and also manager of a grain elevator at Argyle, having settled on land inside the present city limits of Argyle, in 1879.

Mr. Keyes was born in New York State and came with his parents to a pioneer farm near Frontinac, Minnesota.

(Continued next week)



**(Installment No. 178 k)**

Henry Keyes became a farmer also, and in 1878 was married to Miss Sophie Meyers who was born in Galena, Ill. in 1862, at Frontinac.

One year later they moved to their own farm at Argyle, where Maude was born several years later.

She received her education in the Argyle public schools, and like other member of her family attended the Community Presbyterian church of Argyle and has always, even now, lived on a farm, or in a small town.

John J. Sutton jr. was married to Miss Maude Keye December 20th, 1906 in the home of her parents, establishing a home in Argyle, where John jr. was active in his father's business operations.

They never had any children, and when John jr. died of typhoid fever June 27th, 1912 at the early age of 32 he left a vacancy that was never filled, as Maude, never re-married.

She owns a half section of land just outside of Argyle, and lives in Argyle, having a renter on the farm.

She cared for her mother and father while they lived, and is an active member of the Presbyterian church.



**John Sutton Jr.**

Maude Sutton had many friends here some years ago, but has not been back to visit since the death of Mrs. Whitney.

Since neither of John J. Sutton's sons, H. Eugene or John jr. had a son, there are no male descendents in this particular branch of the family.



**Mrs. John Sutton**

ner.

**The Millers**

In the story of John K. Foster and his descendents (see installment 86-87-88) children of his

first wife Catharine Decker and his second wife Elizabeth Baxendall, reference was made to Fayette C. Foster having married Miss Kate Miller daughter of the Wm. Millers of Green Lake County.

At that time the writer did not try to find information concerning the Miller family of Green Lake County.

Only recently however, he has learned that in addition to Mrs. Foster (Kate Miller) several other children of William Miller, came to the Fall River area, at a later period, and that the story of William Miller and his family tie in so closely that we have done considerable research, and have developed a story so interesting that we are sure our readers will enjoy it even though Mr. William Miller was not a pioneer in our own immediate area.

**William A. Miller**

We have found information that William A. Miller was a grandson of Jonathan Miller, born in New Brunswick, N. Y. where he was a farmer and married Ruth Mermunday. Jonathan died when he was 64, and his wife at age 75.

They had seven children, the sixth of whom was named Isaac, the names of the other six are not of record in the data examined, nor the birth dates of children or parents, excepting Isaac who was born in 1801. Isaac was married to Sarah Peltzer, who was born on Long Island, N. Y. in 1796 and removed with her parents, to Orange County, date of marriage not shown.

They located on a small farm, which Isaac farmed until failing health forced him to an inactive life. Isaac died in 1836 and his wife, who was a member of the Baptist church, died six years later.

The couple had become parents of three children, two of whom died in their youth, only one, William, survived his parents.

William was born Sept. 3, 1823 in Orange Co., N. Y. and twelve years old when his father died, and apparently was an only son, for it has been written of him "upon his young shoulders devolved the care and management of the farm."

The year following his father's death, the boy swung a scythe, cutting hay on shares for a neighbor, in order to have winter feed for five head of cattle the family had.

He never went to school until after he was thirteen, when having earned and saved the money for his tuition, he attended four winter terms of school.

When he became 14 he hired out as a farm hand during the summer, for which he received \$4.50 per month and his keep.

As long as he remained in New York state he continued to work as a farm hand, by the month, saving his earnings, and gaining valuable experience while working for others, awaiting the time when he would have enough money to go west where land was cheap.

In 1846 three years after his mother's death he determined to go to the territory of Wisconsin, but how he happened to locate in Green Lake County is not known.

In May, 1846 he located in Green Lake County having \$400.00 after arriving, and entered 247 acres in section 20, town of Green Lake, where he made his home until his death, meanwhile having acquired extremely large holdings of land.

On Sept. 23rd, 1847 he was married to Miss Ann R. Gardinier, daughter of John S. Gardinier, who came to Green Lake County also in 1846.

William and Ann Miller became parents of seven children as follows, in the order of their births. Townsend, usually called Town; Gardinier, usually called Gard; Fredrick G. usually called Fred; Theodore called Dote; William A. jr.; Kate, who became Mrs. Fayette Foster of Fall River; and Guy.

(Continued next week)



Installment No. 179

November 18, '54

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

## He Became Wealthy

From a write up of William A. Miller, in a history of Green Lake County published in 1890 during his lifetime, we quote. "It is an undeniable fact, that Mr. Miller is the most successful farmer in Green Lake County, if not of the entire state. No one knows the exact limit of his vast possessions, but he is spoken of, everywhere, as a millionaire."

"He began life in this county in an old log cabin 16x20 ft., the one room being used as a kitchen, dining room, sitting room, bedroom and parlor."

"It is amusing as well as instructive to hear him relate incidents of frontier life, its hardships, disadvantages and pleasures."

"The nearest mill was at Watertown, a distance of 50 miles. On one occasion a boy was sent to Delavan, Walworth County to procure wheat, which he was to have ground into flour, but there were so many others ahead of him, waiting their turn at the mill, that he found he could get no flour within three weeks. After eleven days absence during which time the family lived upon green corn and potatoes, the boy returned with six bags of "shorts" (a coarse grinding of wheat with only the bran, removed, commonly used to feed calves and small pigs) that being the best on hand without the long wait."

"A portion of the "shorts" was soon put into edible form (probably wheat johnny cake) and Mr. Miller says it was the sweetest bread he ever ate."

"Mr. Miller has always been a hard worker all his life and has set before his children a good example of industry, by which they have greatly profited. No man in the state has done more towards starting his sons than has Mr. Miller."

## His Wife Dies

Mrs. Ann Miller died March 2nd, 1881 at the age of 52, and is buried in Center House Cemetery.

From other sketches of some of the Miller sons, in the history previously mentioned, we learn that "In 1881 when Mrs. Ann Miller died and the home was broken up, the property (or some part of it) was divided."

Without going into detail, we judge that each of the seven children received not less than 320 acres of excellent farm land with a set of buildings, and substantial amounts of cash or securities, at that time.

Mr. Miller continued to reside on the home place, and on May 25th, 1882 he married a second time, his wife being the former Miss Rachel Decker, of Cherry Valley, New York. Miss Decker was the youngest sister of the first wife of John Knapp Foster, (see installments 86-87-88), and had come to Wisconsin about ten years before he married. She came through Chicago just before the disastrous, great Chicago fire.

From the second marriage there were six children, two born on the original homestead, the other four on another place where a more modern home was built, after Mr. Miller gave the home place to his oldest son Town.

Mr. Miller continued to acquire land and other forms of wealth which may be well illustrated by the following taken almost verbatim from a booklet published in 1931 by the First National Bank of Ripon, as illustrative of the fact that some of the early pioneers, by hard work, thrift, good judgment and opportunity, were able to live a good full life and amass great wealth.

## He Helps A Bank

"In 1856 when the Bank of Ripon was founded, banking in general was none too secure. Many banks set up business without working capital, for the purpose of issuing and selling notes with little or no idea of ever redeeming them. As a result bank notes, even good ones, were in disrepute for many years, and people demanded "hard money," that is gold or silver coin.

"This unstable condition was responsible for the name "Wildcat" money and "Wildcat banks"—named directly after the notes of a questionable Michigan bank which were engraved with a brilliant orange tiger.

"The passage of Wisconsin's Free Banking Act of 1853 did a great deal to stabilize banking in the state, but over-expansion and the investment of some two billion dollars, in the early railroads

brought on the panic of 1857 and hard times to every community and every bank." "But the Bank of Ripon successfully weathered the storm which followed so closely the date of its founding and continued to honor and pay in full all of its notes when presented."

Banking in Wisconsin went through several periods of hard times. In 1861; 1873 and 1893. When "even the big eastern bankers did not know what to do."

"The House of Rothschild in Europe refused to loan money to the United States, and J. P. Morgan was marking time, waiting for the right moment to come to the rescue of the U. S. Treasury."

"In the middle west small farmers and businessmen could not understand the reason for this delay. Drought, floods and other factors brought hard times to their very doorsteps. What was the matter with the country? Banks were failing right and left — Even in Ripon there was talk — the time was ripe for action.

"The directors of the First National Bank of Ripon, knowing the securities in their vaults were of the highest grade, took definite steps to reassure their depositors."

"In answer to a message from Mr. L. E. Reed, Mr. William Miller, at that time the wealthiest individual farmer in the state, drove in to the bank early one morning. Walking into the directors' room with a grain sack under his arm he poured out on the table over a quarter of a million dollars in gilt-edge farm mortgages."

"Take these mortgages, he said. If anybody wants his money take his check or certificate for what he has in the bank and let him take his pick from this pile. Mr. Mead, Mr. Field and Mr. Reed, also placed their personal fortunes at the disposal of the bank and another quarter of a million dollars in mortgages were added to the pile on the table."



"On the door of the bank that morning appeared this notice, "We, the undersigned, Directors of the First National Bank of Ripon, for value received, do jointly and severally, guarantee the payment in full of each, every and all the deposits held by said First National Bank of Ripon, now and during the year of 1893."

"That was the last major crisis for banking in Ripon and during the panic of 1907, confidence in the strength and liquidity of both Ripon banks was undisturbed." (From Pioneer Days and Banking in Ripon, published in 1931.)

#### His First Family

We now mention briefly the six older children of Wm. Miller, who remained in Green Lake County and who each married.

Townsend W. Miller born in 1849 married Kate Densmore of Markesan in 1890.

Gardinier Miller born in 1851 married Hattie Patric in 1882.

Frederick G. Miller born in 1853 married Laura M. Fortnum of Ripon in 1877.

Theodore Miller born in 1855 married Ellen M. Densmore of Markesan in 1878.

William A. Miller jr born in 1858 died at the age of six.

Guy Miller born in 1864 married Miss Lucy Densmore of Markesan in 1888.

It will be noted that three brothers married girls named Densmore. Kate was a daughter of James while Ellen and Lucy were daughters of Luther Densmore.

The Densmores came from Townsend, Mass. in 1845, when James was 18, when the mother, a widow, migrated to the territory of Wisconsin, with her children. Wm Miller's one daughter, Kate Miller became the wife of Fayette Foster of Fall River Feb. 22nd, 1883 and from that time on, through visits to Fall River, both Mr. William A. Miller and his second wife as well as all the children became known to many people in the Fall River area, which is our reason for giving space to this group of Green Lake County people in the "Story of Columbus".

Mr. Miller died March 5th, 1896 and is buried in Center House Cemetery in Green Lake Co.

His widow and the six children of his second marriage, are said to have been left a fortune in lands and securities, about equal to that distributed to the seven children after the death of his first wife in 1881.

(Continued next week)



4 older children of Mrs. Rachel Miller about 1895



Mrs. Rachel Miller



2 younger children of Mr. and Mrs. Wm. Miller about 1895



(Continued from last week)

### Mrs. Miller Moves To Fall River

In 1897, the widow, Mrs. Rachel Miller and her six children moved to the village of Fall River to reside, her oldest child being 14 years old at that time, and her youngest a child of two.

Mrs. Miller's children, with age of birth follows: James A. born June 10th, 1883; Mabel, Jan. 15th, 1885; Ralph, June 18th, 1887; Ellen J., July 11th, 1889; Ruth I., Sept. 23rd, 1891; and Frenda A., Feb. 2nd, 1895. All of whom went to



William A. Miller

day, then less than a year old.

Apparently no picture of Mrs. Rachel Miller was taken at that time or none was available, but we are able to show one of her taken later in life.

### James Miller

James A. was married in 1906 to Mabelle Sizer, daughter of Mr. and Mrs. William Sizer of Fall River.

They became parents of eight children, four sons and four daughters, all living but the first born who died when seventeen.

The parents are retired farmers, living at Aberdeen, South Dakota.

### Mabel Miller

Mabel was married in 1904 to John Babcock and became mother of three sons and three daughters. Gwen Babcock married Thomas Seaton of Fall River and they have four children; they left Fall River a few years ago and now live in Richland, Wash. where Mr. Seaton is a teacher.

Donald Babcock married Dorothy Smith, and they live in Oconomowoc where Donald is a hardware merchant; they have two children.

John Miller Babcock married Kathleen Ainsworth, Hancock, Wis. He is a Civil Engineer at Wausau; they have three children.

Carl Babcock, who lives in Wausau and is also a Civil Engineer in business with his brother, is married to Katherine McDonnell, of Hancock, Wis., formerly secretary to Miss Dorothy Walker of Portage; they have one son.

Rachel Ann Babcock married Mr. John Elenfeldt of Fall River, and for some years they have been residents of Columbus, being proprietors of A.B.C. Cleaners; they have two children, Richard and Ann.

Kathryn Babcock is married to James Taylor from Kentucky; they have two sons, and live in Beaver Dam, where Mr. Taylor is in business with John Babcock his father in law, in the Babcock Auto Supply Co.

### Ralph Miller

Ralph Miller lived in Fall River where he attended grade school and attended the Columbus high school.

With the outbreak of World War I he entered the army in May 1917; after returning from army service he was married in 1919 to Miss Agnes Hanson of Milwaukee, where he had located when he returned to civil life.

For a short time he was engaged in an Auto Supply business, but found that he could more profitably devote his time to private investments which he has carried on for many years.

He lives at 1812 North 60th street, Milwaukee; they have no children.

### Ellen J. Miller (Nell)

Ellen J. Miller attended school in Fall River, graduated from Columbus high school and was married in 1908 to Lynn Alderman, of Fall River, formerly of Tomah. Her husband, a railroad man died in 1933. They had no children and after her husband's death she continued to make her home in Portage where she still resides

### Ruth J. Miller

Ruth Miller was married in 1923 to Mr. Otto Johnson of Rio. Mr. Johnson is a prosperous farmer, and breeder of purebred short horn cattle. They have four daughters, Rhoda, Frenda, Judith and Ruth.

Rhoda, the oldest daughter, graduated from the University of Wisconsin School of Medicine in the class of 1954. She will have one year as an interne in Milwaukee hospital (formerly Deaconess hospital) after which she will practice medicine, either in institutional work or in private practice.



The group picture of Mrs. Rachel Miller and her six children was taken in 1928. They are, from left to right: Mabel, Mrs. John Babcock; Ruth, Mrs. Otto Johnson; James; Ralph; Frenda, Mrs. Earl Henton and Ellen (Nell), Mrs. Lynn Alderman



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Frenda is married to Robert Gilbert, who graduated from the University of Wisconsin School of Law. However, since there is no son in the Johnson family to carry on the farm and livestock business, when Otto comes to time for retirement, Frenda and Robert are on the farm with her parents, at least for a time; they have no children.

Judith is a teacher and for the past three years has been teaching in Park Forest, Ill., one of the many new sub-divisions of Greater Chicago. However she will be teaching in California after September, 1954.

Ruth, the youngest daughter, is at home with her parents.

## Frenda A. Miller

Miss Frenda, the youngest daughter of Mrs. Rachel Miller was only two years of age when her widowed mother moved to Fall River, and therefor does not remember her father William Miller. Like her brothers and sisters, she grew up in Fall River, and went to the village school and then attended and graduated from Milwaukee Downer College.

She was married in 1919 to Mr. Earl Henton, one of the sons of Jay Henton, who will be remembered by many as Columbia County Highway Commissioner some years ago.

The Henton family were early pioneers in Columbia County, about whom we hope to write a story, if and when the data necessary can be obtained.

Earl and Frenda have no children to share with them, the comfortable home on a fine farm on county trunk A a mile or so south of hwy. 16.

We are indebted to Mrs. Henton for the photographs and much of the data used in this story.

Mrs. Rachel Miller died on her 87th birthday, Oct. 8th, 1938 and is buried in the cemetery at Fall River. All of her own children are still living. Mrs. Miller was a life long member of the Methodist church, not only as a supporter but was active in all of the activities of the church in Fall River, as is also her daughter Mrs. Henton.

We are pleased to conclude the story of the Green Lake pioneer William Miller with an excellent group picture taken at Green Lake in 1922, on the occasion of a family reunion at which 51 people, but not all, of the family were present.

We make no attempt to identify any in the group, although the writer could name a few. But dozens of Fall River people and not a few in Columbus, should derive pleasure in picking out some of the happy smiling faces, gathered around Mrs. Rachel Miller.

None of the seven children of Mr. Miller's first wife are now living although many of them appear in the picture.

## Alfred Topliff

Among the very early pioneers who came here in territorial days was Alfred Topliff, briefly mentioned in installment No. 20, at which time but little information could be found about any

of the early settlers; but in the extended research during the past three or four years, often, with the active co-operation of direct descendants, we have been able to write more complete family stories.

We are grateful to Alfred T. Waldo of Two Rivers, Wis., for considerable information about his great grandfather, Alfred Topliff, for whom he was named, as well as for even more about the family of his other great grandfather James Waterhouse, whose family story will follow a little later.

Alfred Topliff, according to the date on his monument at Hillside, was born Nov. 11th, 1799 and died Nov. 3, 1879. He was the youngest of 8 children born to John Topliff and Susan Jacobs. He was born in Westfield, Mass., which was also the birth place of Miss Mary Day, born Oct. 25th, 1800 who was married to Alfred Topliff.

He apparently was brought up and educated in Westfield, and must have acquired an advanced education including a knowledge of surveying land, as will be seen later.

The date of his marriage to Mary Day is unknown as this is written, but we know it was in Westfield, and their home must have been there for some years, as two of their children were born in Westfield, Julia Day in 1824 and Mary Angeline in 1827.

However, their third daughter, Henryetta, was born in Oneida County, New York in 1836.

Just when, or why, Alfred Topliff had gone west, to Central New York is not known, nor is it known presently whether there were other births and deaths between 1827 and 1836.

One good guess is that, it being known that he was a surveyor, this profession may have taken him there for a sojourn of some years.

Another assumption is, that since he was also known to have been a teacher, he may have gone to Oneida County, N. Y. in a professional capacity as a school teacher.

Then, at a later date, not known to this writer or to Alfred Waldo, Alfred Topliff returned to New England, this time to Hartford, Connecticut where he worked in a store owned by his brother.

However, it is of record, that Alfred Topliff was the first settler in the Town of Hampden, having located there May 1st, 1844 although it was not until June 28th, 1844 that he made the first "entry" for government land in Hampden. It is likely that the time between his arrival May 1st and his actual "entry" June 28th was needed to build a cabin, clear a small piece of land and get something planted.

He had left his family in New England while he was pioneering in Wisconsin territory, and it was not until 1846, by which time, presumably he had provided adequate shelter, raised a crop or two and made his claim habitable, that he went east to bring his family to their new home.

(Continued next week)





1st Family Reunion of the Miller Family, 1922, Green Lake, Wis.



**Installment No. 182**

(Continued from last week)

His claim consisted of the S.W.¼ of the N.E. quarter, and the S.E.¼ of the N.W. quarter of section 11, making two forties adjoining east and west on the interior of the section, which was a part of what later became known as the Levi Nelson farm.

Whether Mr. Topliff subsequently added more land to his original entry of 80 acres is not known.

Returning from the east, with his wife and three daughters, the family took up their abode on this farm, where the husband and father, like many other educated men of that period, farmed and supplemented his income by teaching, he having taught the first school in Hampden, in 1847 the school being a log structure in section 11.

Also in 1847 a post office for Hampden was established near the center of the township, and Mr. Topliff became the first postmaster.

The early map in Butterfield's history shows the Hampden P.O. as about a half mile west of the town house and cemetery, but this map was made after the railroad extension from Columbus to Portage, and the C & N W through Lodi and Okee were built, sometime after 1864. Therefore, the P.O. may have been elsewhere when first established in 1847, and could have been in Topliff's home.

According to Butterfield's history frequently, referred to when Mr. Topliff returned from the east with his family he found that during his absence, he had been elected County Surveyor, which office he held until 1870, when he resigned "but the instruments he loved so well were not allowed to become rusty for lack of use, for many were the farm lines run, and roads laid out by him," for he followed his profession up until only about a year before his death in 1879.

The census of 1850 lists the Topliff household as follows: Topliff, Alfred, age 50 born Mass., farmer. Mary, age 49 born Mass. Julia Day, age 25 born Mass. Mary A., age 23 born Mass. Henrietta, age 13, born N. Y.

In 1850 he was elected a member of the Wisconsin Legislature, and re-elected in 1852, proving himself to be an active, intelligent and honest member of that body. At that time the state gave each assemblyman a desk set consisting of ink well, pen holder, sand shaker (used for blotting the ink) and sealing wafers with cup and seal. Mr. Topliff's desk set is one of the prized possessions of his great grandson Alfred Waldo who says there are still a few sealing wafers in the cup.

In 1855 Mr. Topliff left the farm, and moved to town purchasing the residence at 513 W. Harrison st., corner of Birdsey, now the home of Glenn Huseh.

The house, located on 120 ft. fronting on Harrison st. and ran clear through to Prairie st., being therefore a total of four lots. The house was about five years old, having been built about 1850 and is therefore well over 100 years old.

After moving to town Mr. Topliff then 56 years of age, continued to practice his profession of surveyor, and in addition to his work as County Surveyor until 1870, he laid out many of the numerous subdivisions in Columbus. Like the few well educated men of that period, Mr. Topliff was usually called Squire, a term of respect—a constricture of the word Esquire.

The Topliff family were Congregationalists, before coming to Wisconsin and became members of the Congregational Society here, perhaps before moving to town.

The oldest daughter, Julia Day Topliff was married in 1852 to Milo James Waterhouse, a son of James Waterhouse Jr., early pioneer of Leeds, coming there in 1849. The young couple set up housekeeping on a farm in Leeds, but in 1856, a year after her father Alfred Topliff had moved to Columbus, they, too, moved to town.

Mr. and Mrs. Milo James Waterhouse became parents of three children. Alfred James Waterhouse March 27, 1855; Mary Julietta, Jan. 28, 1858, both were living at the time of their mother's death in 1913; apparently the third child, not mentioned in her obituary, died young.

More about Alfred James will be told in the Waterhouse story to follow shortly.

Mary Julietta Waterhouse, became the wife of Albert Samuel Waldo of this city, and more details will be found in the Waldo family story which follows.

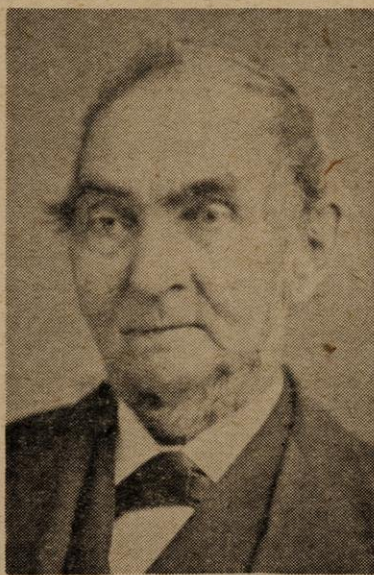
The second of the Topliff daughters, Mary Angeline, later referred to as "Aunt Annie", never married, and lived in the parental home as long as her father lived (1879) after which she continued to reside in the same home with her niece Mrs. A. S. Waldo and family, passing away in 1916 at the age of 89 years.

The third daughter Henryetta Topliff, born in 1836 was married to Charles Henry Chadbourn, usually called Henry, a brother of R. W. and Smith W. Chadbourn. Charles Henry Chadbourn was associated with his two brothers in business many years ago, and later went to Minneapolis.

They had four children, Charles, Katibel, Ruth and Rodney.

Mrs. Alfred Topliff, (Mary Day), died Dec. 2nd, 1868 and Mr. Topliff, on Nov. 3rd, 1879, and together with their daughter, Mary Angeline, are buried at Hillside.

A writer who knew Mr. Topliff well, paid the following tribute in the local paper after his death, "It was always pleasant to meet the old gentleman, kind, intelligent, courteous, a good word for everybody; always appearing to look

**Alfred Topliff**

on the bright side of the picture, and with quaint humor of which he was so fond, and ever at his command, he was sure to dispell the gloom which might be upon his auditor, leaving him, for the time being, at least, a transformed being, feeling better for having conversed with the good old man. He was a religious man in the true

meaning of the term, nothing egotistical about him, but a true, intelligent belief in God and his Savior, guided and controlled his earthly career." A picture of Alfred Topliff, taken by W. K. Hosken, an early Columbus photographer is shown here. We regret that no picture of his wife, Mary Day was available.

(Continued next week)



## Waldo

One of the families with which the writer became acquainted when he first came to Columbus over fifty years ago was that of Albert S. Waldo.

From information supplied by his son Alfred of Two Rivers, Wis. supplemented by data obtained from research through newspaper files we are able to present our readers with a family story that goes back to about 1645 when Cornelius Waldo, the head of the American branch of the family arrived from England to seek his fortune in one of the Colonies in Massachusetts.

Another English settler with his family had migrated to Massachusetts in 1635; this was a settler named Cogswell, who had a daughter named Hannah.

Cornelius Waldo and Hannah Cogswell were married, (date not known) and in due course of time perhaps after their death they became the great great grandparents of Ralph Waldo Emerson, one of the great essayists, philosophers, and poets of his day.

In the eighth generation of Waldo's in direct line of descent from Cornelius, one child was named Edwin Palmer who was born at Perry, Wyoming County, New York. Nov. 10th, 1823 who later became the father of several children including Albert S. Edwin Palmer Waldo's great, great, grandfather was married to a great, great granddaughter of John and Priscilla Alden. So much for the early ancestors.

On June 29th, 1845, in his twenty second year, Edwin Palmer Waldo was married to Miss Julia Ann Booth, at Wyoming, N. Y. and among the wedding presents, was a cow, a gift from his father.

Edwin Palmer Waldo, his bride and his cow started out for Wisconsin territory, presumably in an ox drawn wagon, a trip that would require at least sixty days.

The young couple first settled in Jefferson county at or near Sullivan, Wis., where they remained a year or two and there, their first child, a daughter Charlotte Elizabeth was born, June 22nd, 1846. Their second child, another daughter Hannah Minerva was born Aug. 28th, 1848 while they were living at Richmond, Wis.

At some subsequent date, not known, they moved to a farm not far from Lost Lake, in Calamus, Dodge county where they lived until the fall of 1861 when they moved to town.

Twin daughters, Amelia and Adelia, were born and died on the Calamus farm, and there too, was born their only son, Albert Samuel, on July 27th, 1856.

When their son was only five, and the two living daughters were fifteen and thirteen, they moved to Columbus, in order to provide a better education for their children than was possible in rural schools. It was in 1861 that the first brick school house was completed in Columbus, which while not including a high school course until fifteen years later, did provide an excellent elementary school education.

In 1861 there were in the Columbus School District 228 males between the ages of four and twenty and 225 females, a total of 453 children of school age, of whom 292 attended school.

Mr E. P. Waldo was a carpenter by trade, and apparently followed the usual pattern of the period of living on a farm and working at his trade whenever possible.

Their first place of abode, for several years after moving to town, was a house on Newcomb street, across from, north east of, St. Jeromes, R. C. Church, which house was later torn down. It was in the vicinity of the Nix and Conley residences.

Later he bought the place on the east corner of School and Lewis street, which included the property to the southeast which he sold to W. J.

Reidner, and the property to the northeast, where his carpenter shop stood, to William Sanderson in 1904.

The oldest daughter Charlotte (Lottie) taught district school, attended University of Wisconsin and the University of Michigan, when co-eds were first allowed admission, and used to tell of how girl students were resented by the boys.

After completing her college career she taught Latin and Mathematics in Columbus city schools.

On April 11th, 1876 she married Melvin A. Franklin of Fall River, Wis. and lived in Fall River until about 1891 when they moved to Chicago where her husband was engaged in the commission business on W. Randolph St., later going to Burton, Michigan and then to Douglas, Mich. following the business of a fruit buyer.

The Franklin's had a daughter Myrta, who died in 1948, and an adopted son, Jesse Owen who died in Milwaukee.

Mr. Franklin died in 1908 in Douglas, Mich. After his death, his wife Charlotte went to Astico to make her home with Mr and Mrs. John W. Jones, her sister and husband.

Mrs. Franklin died May 26th, 1925 in Columbus, and is buried in Hillside.

Edwin Palmer Waldo's second daughter Hannah Minerva, born in 1848, after attending Columbus schools, attended Wayland Academy, Beaver Dam, since at that time there was no high school in Columbus.

She taught various district schools, and then attended Columbia School of Art in Chicago, after which she gave instruction in Art, until she was married June 1st 1904 to John W. Jones of Astico. Their honeymoon was a trip to the St. Louis, Worlds Fair.

They set up house keeping in the Jones home in Astico, and it was to this home that her widowed sister Charlotte, came to make her home after her husband's death in 1908. And to this home her aged father came after her marriage in 1904, where he died Nov. 2nd, 1907.

When Edwin P. Waldo, broke up house keeping in 1904 after his daughter's marriage, he sold the property to Wm. Sanderson. Mr. Sanderson, father of Arch Sanderson, lived in the house at corner of School and Lewis Sts. for several years, then built the house at 335 South Lewis, where his son Arch lives now, about where E. P. Waldo's carpenter shop stood. After moving into the new house the corner house was sold. It now belongs to, but is not occupied, by Eustus Link, and for several years was the home of the Richard Moore's.

Mrs. Alfred Palmer Waldo passed away Nov. 12th, 1877, a year and a half after her oldest daughter's marriage, after which Mr. Waldo, his daughter Hanna and his son Albert, lived together until Albert's marriage in 1881, when father and daughter were left alone together. Mr. Waldo was 81 years of age when he went to Astico to live, and was 84 when he died.

Rev. Robert Hopkin of Olivet Congregational Church officiated at the funeral services with burial at Hillside Cemetery.

Edwin Palmer Waldo and his family were devout members of the Baptist Church, which may have been an added reason for his moving to town in 1861—as the Baptist Society had organized here in 1853 but the church building was not started until about ten years later, being completed in 1864 and dedicated the following spring.

Mr. Waldo was a trustee, serving with Isaac Merriam, M. Starkweather, V. Irons, and W. H. Meyers, with M. D. Comstock Deacon and Myron W. Sawyer Treasurer. The membership as of 1880 was only thirty five. The church building was at Harrison and Dickason and now houses Columbo Garment Co.

(Continued next week)



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Albert S. Waldo, their only son, grew up and was educated in Columbus, and presumably may have worked with his father as a carpenter, until he entered the mercantile field.

He was married to Miss Mary Juliette (Manie) Waterhouse Sept. 7th, 1881; her mother, Mrs. Milo James Waterhouse, widow, the former Julia Day Topliff, and her sister, Mary Angeline Topliff were living alone in the Topliff home, corner of Birdsey and Harrison Sts., in which house Mrs. Alfred Topliff died in 1868 and her husband died in 1879, and in which house Mary Juliette Watertown, was born in 1858.

They persuaded the young couple to make their home in the same house with them, and there the five Waldo children were born, in the same house in which their mother was born.

Alfred S. Waldo obtained experience in clerking in local stores, and then entered the men's clothing business with the veteran merchant G. T. Dodge, under the firm name of Dodge and Waldo. This store was a two front frame building that stood on part of the ground where the present store of Zeidler & Alberts Furniture now stands, this building having been built by Mr. E. H. Walker for the Columbus Merchantile Co, at which time the old frame Dodge store was torn down.

The two stores were connected with an archway, with Mr. Dodge's Dry Goods and Notions in one store and Mr. Waldo's clothing in the other.

When the merchantile building was to be built, Mr. Dodge moved his stock of goods to the Bissel building, (Fritz Liquor Store) on Ludington, and Mr. Waldo to a building on James St. where a part of the First National Bank building now stands.

In his later years, after he had retired from the clothing business, he became city treasurer.

On the morning of Jan. 9th, 1939 he went to the city hall in which the city treasurer's office then as now is located; and that same afternoon he died. His wife had preceded him in death Aug. 6th, 1920.

The five children, in the order of birth were Katibel, Alfred, Alberta, Donald and Doris.

Katibel was married to Arthur E. Thiede, son of William F. and Bertha John Thiede, June 27th, 1906. They have lived in River Forest, Ill. for many years; they have one son Arthur W. and four grandchildren who also lives in River Forest. Another son who died at the age of nine, is buried in Hillside.

Mr. Thiede, has been for a great many years in the Investment Brokerage business.

Alfred Waldo married Miss Ethel Birkel, daughter of Otto and Minna (Hageboeck) Birkel, at Rock Island, Illinois and for many years they have been living in Two Rivers, Wisconsin, where Alfred is associated with Hamilton Manufacturing Co.

To Alfred we are greatly indebted, for most of the information from which this story is written.

The Alfred Waldo's have no children. They were married on Dec. 22, 1911. Since this story was written, Alfred Waldo passed away as noted in the Journal-Republican recently.

Mary Alberta Waldo, born July 12th, 1887, like the rest of the children was educated in Colum-

bus schools, and on July 14th, 1908 was married to Robert C. Leitsch owner and editor of Columbus Republican after the retirement of John R. Decker founder of that paper.

They had four children, William, the oldest, who married Miss Dorothy Eulberg of Portage, where William is a well known attorney. They were married Jan. 17th, 1940 and have two children Mary Julia and William Charles.

Philip Leitsch, the second son is a resident of Los Angeles, Calif. and is married to Miss Glenyce Dalton, of Winston-Salem, North Carolina and is the father of two daughters Robin and Linda. Philip is connected with an Investment Brokerage firm in Los Angeles.

Janet, the first daughter and third child, is married to Eugene M. Sullivan an attorney, and they own and occupy the Leitsch house, formerly known as the John J. Sutton home at 546 W. Prairie st. Janet is the mother of two children, Patricia and Robert.

The Sullivans have only recently purchased what is called the McIlree house, 651 West Prairie, formerly owned by W. C. Leitsch and originally known as the Smith W. Chadbourn property, having been built for him, about 75 or 80 years ago.

The fourth Leitsch child and second daughter is Roberta, who in recent years has made her home in Madison; she was recently married to Theodore Skrenes, and now lives in Sun Prairie.

Donald, the fourth child of the A. S. Waldos is married to Miss Vera Thompson at Freeport, Ill. and for several years has lived at Los Angeles, where he is engaged in the furniture business.

The Donald Waldos are parents of two children Mary and Robert (Bob) both married and also have three grandchildren, all girls, two are daughters of Bob, and one of Mary.

Doris Waldo, their fifth, and youngest child is unmarried; after the death of her father she made her home with her sister, Alberta, Mrs. R. C. Leitsch, and still lives in the Leitsch home with her niece, Janet.

Albert S. Waldo was raised in the Baptist faith, but when the Baptist Society discontinued Divine services, he united with the Congregational church, in which his wife and her family were brought up, and which has been the church affiliation of all his children. He was a member of Columbus Lodge No. 75 F & A Masons, being a Master Mason.

We are glad to print pictures of both Mr. and Mrs. Albert S. Waldo, and are indeed sorry that no pictures of Edwin Palmer Waldo or his wife are available.

Alfred Waldo provided much of the data for the Topliff, Waldo and Waterhouse family stories in considerable detail as to other members of the family but practically nothing about himself.

He died Nov. 28, 1954, before publication of this group of stories.



The following obituary, appeared in the Milwaukee Journal of November 29, 1954.

Alfred T. Waldo, 69, sales engineer employed by the laboratory division of the Hamilton Manufacturing Co., Two Rivers, Wis. and an early architectural employe of Frank Lloyd Wright, died Sunday at a Two Rivers hospital. He was ill one day.

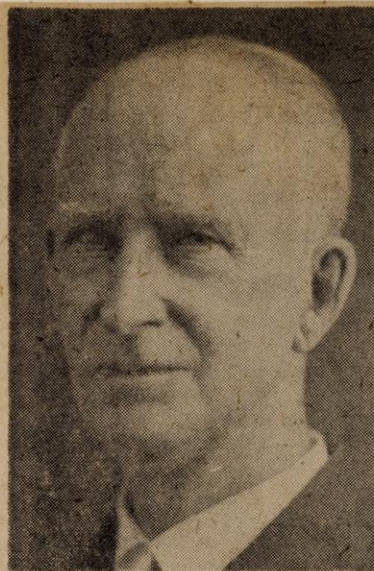
Masonic funeral services will be held here at 8:30 p. m. Tuesday. Burial will be here.

Waldo was a native of Columbus, Wis. After a year at Beloit college he enrolled in the Illinois School of Technology, Chicago, graduating in 1909. His first position was with Wright. He later worked for the John Deere Plow Co. at Moline Ill.

He moved to Milwaukee 25 years ago and became associated with Eschweiler & Eschweiler, Milwaukee architects. Later he was on the Milwaukee board of education architectural staff.

He came to Two Rivers in 1940. He was responsible for many outstanding Hamilton installations in educational institutions throughout the country. The firm makes science laboratory equipment.

(Continued next week)



Albert Waldo



Mrs. Mary J. W. Waldo

Installment No. 185

December 30, '54

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)  
The Waterhouse Family

In both the Topliff and Waldo family stories, just preceeding this, mention was made of the Waterhouse family.

For some time the writer was not able to pick up much information about the family other than that the maiden name of Mrs. A. S. Waldo was Waterhouse, and that the name Milo J. Waterhouse appears on the soldier's monument on Dickason Blvd.

In the summer of 1953, the writer was called upon by two ladies who introduced themselves as Miss Josephine V. Waterhouse of Pittsburgh, Pa., and her niece Miss Josephine V. Waterhouse II of Philadelphia, Pa., who were in the vicinity doing some ancestor hunting and had been told that perhaps this writer could be of assistance in their search.

With the information they had then, plus considerable more they acquired in various libraries in the east including the Congressional Library and records in the Archives Building in Washington, plus a few connecting links we were able to secure through research from a number of records, including copies of census reports from the office of the Columbia County Register of Deeds, old township records and maps, etc., we have collected enough material to give an interesting story to our readers, with some condensing regarding early forebears, of more interest to descendants than to the general public.

And we should also give credit to Alfred T. Waldo, Two Rivers, Wis., who had considerable, but incomplete information regarding his great great grandfather James Waterhouse jr.

Let us then go back to the beginning of the first Waterhouse family in America as disclosed in various records previously mentioned.

While the first Waterhouse, given name Jacob,

did not come in the Mayflower, he was among the Pilgram settlers that followed at intervals.

Jacob Waterhouse, and a brother, name not presently known, came in a ship load of settlers from England to join the Massachusetts Bay Colony about the year 1630. When he was twenty years of age, having been born in England in 1610.

This ship entered what was later called Boston Harbour and sailed up the estuary to the head of tide water and landed at the point where Watertown, Mass. is located, some six or eight miles west of Boston Harbor on the Charles River, one of the outlying settlements under the jurisdiction of Governor Winthrop.

1st Generation Jacob remained in the Mass. Bay Colony for about six years, then moving west and south about 1636 to Wethersfield, Conn. He fought in the Colonial War against the Pequot Indians in May 1637.

He was married about 1640 to a young woman whose given name was Hannah, last name not of record; 1643 finds them in Saybrook, Conn., where he was again a soldier.

He sold his land at Weathersfield to Wm. Colfax and moved on to the west where he became one of the founders and helped lay out the city of New London, Conn. in 1645.

He evidently continued as a member of the Citizen Soldiery called the Militia, as the records show he was relieved of farther Military duty in 1665, and he died in Sept. 1676.

Through the courtesy of Mrs. Walter Henry Waterhouse II of Philadelphia we are enabled to reproduce here a photostatic copy of the will of Jacob Waterhouse, sr., dictated to two friends who, under oath in court swore to the correctness of his wishes relative to the disposal of his property.

(Continued next week)



The Last will & Testament of Jacob Waterhouse. Deceased.  
John Stobbens Son: & Alexander Pygan being at Jacob Waterhouse's Son: when he was Sick he being in perfect memory so far as we could perceive, he did desire us to bear in mind how he would have his Estate disposed of &c.

And first for my son Isaac I wish I could give the rest of my Children so good a portion as he hath had. But how ever I will him four Shillings. And for Abraham I have given him a piece of Land already, for Jacob and John I will my house and house lot I now live in, with a piece of Salt meadow at Foxons, and this they to have after my wives decease, and also all the rest of all my Lands undisposed of I will to my four Sons Namely Jacob and Joseph & John and Benjamin, only this piece of Land now improved for my wife to have the use of it during her life & also I will to my Daughter Elizabeth Two Cows and five pounds out of the Land, if may be and all the rest of my movables I will to my wife &c.

John Stobbens & Alexander Pygan  
made Oath to what is above writton  
In Court Sept: 21 1676.

Attest John Alllyn Secre<sup>y</sup>.

A true Copie. Attest George Donison Cler. of G. Preb.  
W. London May 12<sup>th</sup> 1702



Installment No. 186

January 6, 1955

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

This document therefore, is not in Jacob's own handwriting, and probably not in the handwriting of either of his two friends, but appears to be a copy of the will made in 1676—said copy being made twenty six years later, May 12th, 1702 by the clerk of the court.

This document, as we understand it, is a written record of the desire of Jacob Waterhouse as to the disposal of his property in contemplation of imminent death. Two men, presumably friends and neighbors at his bedside, must have listened carefully and perhaps made a memorandum of his desires, and later under oath stated his wishes as to how he wanted his estate disposed of.

The following is a transcript, as nearly complete as possible, of the photostatic copy of a copy of his will or wish, as stated in court on Sept. 21, 1676.

"The last will & testam (ent) of Jacob Waterhouse, Deceased. John Stebbins (son?) & Alexander Pygan being at Jacob Waterhouse's son when he was sick he being in perfect memory so far as we could perceive, he did desire us

to bare in mind how he would have his Estate disposed of & c.

"And first for my son Isaac I wish I could give the rest of my children so good a portion as he hath had, but however I will him four shillings. And for Abraham, I have given him a piece of land already. For Jacob and John I will

my house and house lot I now live in, with a piece of salt meadow at Sfoxons, and this they to have after my wives decease, and also all the rest of all my lands and undisposed of I will to my four sons namely Jacob and Joseph & John and Benjamin, only that piece of land now improved for my wife to have the use of it during her life & also I will to my daughter Elizabeth two cows and five pounds out of the land, if may be and all the rest of my movables I will to my wife & c."

John Stebbings & Alexandor Pygan made oath to what is above written in court Sept. 21, 1676.

As attest John Allyn Secre?y (secretary?) A true copie Attest George Denison Cler of ye Pre? Court N. London May 12th, 1702.

(Continued next week)

Installment No. 187

January 13, 1955

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

Jacob was the father of seven children, six sons and a daughter. In listing the names of this and subsequent children **we will print in Capitol letters, the son whose direct line traces to present Waterhouse generations.** His children were Isaac, ABRAHAM, Jacob, John, Joseph, Benjamin, and Elizabeth, and it will be noted all of the sons had Biblical names, indicating that the parents were religious people.

The name Waterhouse, became abbreviated somewhere during Jacob's lifetime for the second generation children or some of them, spelled the name Watrous or Waterous, which is the orthography in more general use.

We are omitting research on all descendants other than those in direct line of descent, except to mention something unusual such as the notation that Benjamin died at sea.

**2nd Generation ABRAHAM** Watererous, second son of Jacob was born in 1644 at Wethersfield, Conn. and was married to Rebekah Clarke, daughter of John Clarke of Wethersfield, Conn. and to them was born Abraham jr., Issac, JOSEPH, and Benjamin. Abraham jr. at Saybrook in 1674, Isaac in Lyme, in 1680, JOSEPH in 1690 at Saybrook and Benjamin in 1693 also in Saybrook.

**3rd Generation.** Their son JOSEPH was married Feb. 3, 1714 in Killingsworth, Conn. to Mary Buell.

Their children, apparently all born at Saybrook, Conn., were Lydia, 1715; JOSEPH JR, 1718; Mary, 1719; Josiah, 1722; Sarah, ?; Grace, 1725 and Samuel, ?.

**4th Generation JOSEPH JR.** was married to Abigail Baldwin, July 6th, 1741. To them were born nine children, as follows. Elizabeth, April 24, 1742; JAMES, March 13, 1744; Lauryette Submit, March 3, 1746; John (Capt) Jan. 19, 1748; Hepsibah, Aug. 22, 1752. Josiah and Eleazer, twins, April 8th, 1755; Abe, Nov. 13, 1757 and Dyer, ?, 1762. The records show that the twins were born at Killingsworth, but place of birth is not mentioned for the others.

The records also show that JOSEPH WATEROUS, JR. was one of the original grantees to the town of Salisbury, Conn. on Nov. 13th, 1761.

**5th Generation JAMES**, second child and first son of JOSEPH JR. Waterous, jr. was married in Salisbury, Conn., to Ann Jewell, of Salisbury, on Nov. 6th, 1766 by Rev. J. Lee. Ann Jewell was born June 6th, 1744 and died Jan. 26th, 1812, aged 63 years. Her husband, JAMES died Aug. 5th, 1824, aged 81 years. Both are buried in the "Old Cemetery" at Salisbury, Vermont, to which state they had moved sometime after 1782 and before 1800.

JAMES lived at Canaan, Conn in 1755, during the Revolutionary War. He was evidently in the Militia for he served as a Captain in the 10th Company as the Quartermaster in Col. Henman's Regiment, at "Ye Isle Noix" in the Province of Quebec.

The children of JAMES and Ann Waterous, were Joseph born July 7th, 1767; William, July 22nd, 1770; Submit, Aug. 7th, 1772 (died in 1776); Anne, Jan. 2nd, 1775; Submit, April 22nd, 1777; Esther, July 21nd, 1779 and JAMES JR. July 23, 1782.



## James Waterhouse

**6th Generation** JAMES WATERHOUSE JR., youngest child of JAMES SR, is credited, presumably after he became an adult, with having restored his name to the original full spelling Waterhouse.

The records from which this is taken, state that "By the time JAMES SR'S children grew up they had the urge to "Go West", and some of them did, going from Salisbury, Conn. to Salisbury, Vt which can be assumed as the reason that their parents and younger children followed later.

About 1800 some of the family of JAMES SR. moved a little further west to Plattsburgh, New York, and here. JAMES JR. was married early in the eighteen hundreds, but we have not found the name of his wife.

During the war of 1812 he moved his wife and family up into Canada for possible greater safety, and returned himself and fought the British with the New York Militia until the war was over.

Bringing his family back from Canada he went further west in New York to Genesee County about 1815, settling at Castill, where they remained for about two years, going on to Catarangus County and settled in Leon, in the western part of New York not far from Buffalo.

This area was also known as Perrysburgh and Little Valley.

From his first wife, JAMES WATERHOUSE JR. was father of eight children; the names and dates of birth not being found in the records examined except that one of the first seven was a daughter Esther, and the eighth was Henry who was born March 7, 1822 in Leon and died in Madison, Wis. May 29, 1885.

JAMES Waterhouse jr. was sixty three years of age when he and his second wife came west settling in Rock County, territory of Wisconsin in 1845.

It is thought that he married when he was about 18 years of age, at Plattsburgh, New York; his wife died sometime between 1822 when her eighth child HENRY was born, and 1822 when her he married his second wife whose name was Ann Wise, daughter of Abner Wise of Leon, New York by whom he had four children, the first of whom died in infancy.

It is known that HENRY born in 1822, and was therefore twenty three years old when his father came west, came with his father and his second wife Ann and their three living children, the youngest of which was 14 years old. We understand that the other seven children of his first wife, all of whom were older than HENRY remained in New York, as in all probability they were married, had established homes, and had children.

From his obituary in Columbus Democrat Jan. 9th, 1875 we learn that JAMES Waterhouse jr. remained in Rock County, four years, but no mention was made of the town or place, but it is thought to have been in the Orfordville area.

He then moved his family to the town of Kossuth, Columbia County, of which the eastern half was organized as Leeds in 1850.

## Henry Waterhouse

**7th Generation** The census records of Columbia County taken Aug. 13th, 1850, in addition to JAMES Waterhouse and his family, show HENRY, and his wife, Fidelia, both born in New York, as a separate family with three children, Jane Ann 4, Frank J. 2, and Daniel W. 3 months old all born in Wisconsin.

Further research shows that HENRY WATERHOUSE was married in Leon, New York in 1844 to Fidelia Franklin, and therefore was married, but had no children when he came west with his father in 1845.

From Miss Josephine V. Waterhouse I of Pittsburgh, we learn that when the family of JAMES WATERHOUSE JR. migrated from Leon N. Y. to the territory of Wisconsin, they went by Oxcart to Dunkirk, N. Y. and from there by boat to Wisconsin; while not known definitely where they landed in Wisconsin, it was probably at Milwaukee or at Southport (Racine) with the latter being the more likely as being nearer to Rock County.

On page 761 Butterfield's history of Columbia County we find that when Leeds Township was set apart from Kossuth in 1850, HENRY WATERHOUSE was one of two assessors elected, the other being Clark M. Young.

(Continued next week)



Installment No. 188

January 20, 1955

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

In the town officers listed in 1852 we find that HENRY was town treasurer, and his younger half brother, MILO JAMES, was clerk in 1856.

Subsequent lists of town officers in Leeds do not disclose the name of any Waterhouse; but we find that MILO JAMES Waterhouse is mentioned in the Columbus Democrat of Aug. 7th, 1856 as secretary and manager of the first brass band, newly organized in Columbus.

We mentioned in the recent Topliff story, that his son-in-law MILO J. Waterhouse came from Leeds to Columbus in 1856. However, JAMES Waterhouse jr., 78 years of age, was still listed in Leeds in the 1860 census taken by William T. Bradley, assistant marshal, as "a free inhabitant in Leeds, Columbia, County, Wis.", as were also Ellen Cady 29, Althea Cady 3 and Milo J. Waterhouse 31 and we know that the father JAMES, did not move to Columbus until some time in 1861, as disclosed in an obituary published in the local papers of Jan., 1875.

When he came to Columbus, he made his home with his son HENRY who had, apparently, followed MILO to this place, and purchased farm land near here; JAMES was 79 when he came here, and was a widower, his wife Ann Wise Waterhouse having died Jan. 15th, 1858, at the homestead in Leeds.

In extended research in newspapers of the period, and from Butterfield's history of Columbia County, we find that at a special meeting of the school district No. 2, a resolution was passed in October 1858 to procure a site and erect a union schoolhouse in Columbus.

In November 1858 a building committee was appointed at another special meeting of which Alfred Topliff was chairman, who appointed a building committee of seven citizens of whom H. J. Waterhouse was a member.

This establishes the fact that HENRY Waterhouse was not a recent newcomer, else he would not have been appointed to this important committee, from which we assume that he came to Columbus some time soon after his younger brother MILO did, or between 1856 and 1858.

From a town of Columbus map dated 1873 we find that HENRY Waterhouse was the owner of two farms, one of 120 acres in sections 15 and 20, the present Langfelt farm on County Trunk K, long known as the Henry Peters farm.

The other was 120 acres in Section 24, a part of which, 80 acres on which the buildings stand, being inside the city limits.

find HENRY Waterhouse bought the 120 on the Lodi road, now known as "K", April 8th, 1863 from Guerdon Babcock, for \$2,400.00 and sold it

But he must have owned or perhaps rented some other farm or place of abode before he bought either of the farms mentioned as will be shown.

An examination of the abstract in the possession of the Langfelt family, present owners, we Oct. 7th, 1873 to John B. Cleveland. It also shows that Waterhouse had signed an agreement for right of way, to the Milwaukee, Watertown and Baraboo R. R. Co. to build across his farm. The line was graded but no rails were ever laid.

Incidentally the three 40's comprising the farm were all entered by Robert Gamidge, the first one March 1st, 1848 during the administration of Pres. James K. Polk, and the other two both on Jan. 1st, 1850 during the administration of Pres. Zachary Taylor.

The 120 acres in section 24, the present property of George Walasek on Waterloo St., was bought Oct. 12th, 1868 from Almeron Chapman, as recorded in Vol. 51 of deeds, page 535, and sold to Samuel Roberts in March 1877 as shown in Vol. 65 page 210.

Township records examined show that HENRY Waterhouse was elected Overseer of Roads in district 3 at the town of Columbus meeting April 5, 1859, which surely indicates that he had been here long enough to become known well enough to be elected to office at the town meeting.

He was also re-elected in 1860 and 1861 but not in 1862, indicating that perhaps he had moved to the farm on "K" from where he had previously lived.

The school records show that Walter H. Waterhouse, a son of HENRY graduated from the Columbus high school in the class of five girls and two boys, June 27th, 1879, and that he was on the program for an essay entitled "Haste Rhymes With Waste."

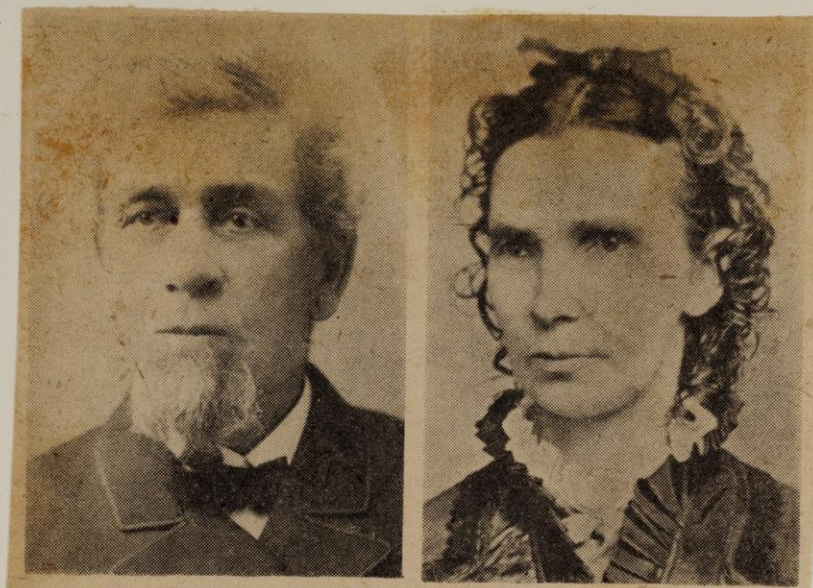
Going back briefly to JAMES Waterhouse jr. we note that from his second wife Ann Wise to whom he was married in Leon, N. Y. there were four children born, all at Leon. The first, name not given, died in infancy. Then came a daughter Satyra; a son Milo James born April 24, 1829 and a daughter Ellen born in 1831.

The three living children of Ann Wise, and the youngest son of his first wife, HENRY, and his wife Fidelia Franklin, all came to the territory of Wisconsin in 1845 and to the town now called Leeds in 1849, at which time Milo James was 20 and Ellen was 18.

Since both JAMES and his wife Ann are buried at the cemetery a half mile south of Leeds Center, we may assume that their farm was in that general area. Ann Wise Waterhouse died in 1858 and her husband JAMES on Dec. 31st, 1874, in Columbus.

We are interested from this point on, in HENRY and also in his half brother MILO JAMES and their descendants, since both lived here.





Henry and Fidelia Franklin Waterhouse

The family records supplied by Miss Josephine C. Waterhouse II of Philadelphia indicate that HENRY and Fidelia were the parents of four children, but if we accept the 1850 census of Leeds township as correct, which must be the case, we must record six children as follows Jane Ann or Jennie A. born in Rock County, Wis., in 1847; Frank J. born in Rock County, in 1848; Daniel W. born in Leeds, Wis. in 1850; Orson Manford in Leeds in 1853; Clarence Henry, in Columbus, Wis. May 16th, 1858, and Walter Howard, in Columbus, Wis. Oct. 1st, 1862. Since the names of Frank J. and Daniel W. are missing from the records submitted, we must assume that these two died and are likely buried at Leeds Center Cemetery, but if so the graves have no markup as the only stones are over James and Anna Wise.

(Continued next week)



## Installment No. 189

(Continued from last week)

Our venerable fellow townsman, James Quickenden remembers Jennie and Orson very well indeed and was a frequent visitor at their parents home, the stone house, now the home of George Walasek at 1158 Waterloo St. He also remembers, but not so clearly, the two younger boys Clarence and Howard.

Orson, two years older than Jim, was a clerk in John Swarthout's drug store, at the same time Jim was, and Orson who secured his certificate in pharmacy while at Swarthout's was also assistant post master, under Mr. Swarthout, before Jim was.

Jim also recalls that Orson joined with a partner Tom Evans who was not a pharmacist, in a Columbus Drug Store formerly owned by Frank Huggins, who somewhere about 1875 sold out to Thomas Morris and Thomas Evans. It was the Morris interest that Orson Waterhouse acquired and was his first venture into business for himself. Subsequent research in newspapers of 1875 to 1880 might disclose the date.

The Waterhouse family for several generations had been religious people, members of the Methodist church, which was probably, along with a desire for better educational facilities, what prompted HENRY Waterhouse to leave Leeds and come to Columbus.

In an effort to check up on date of affiliation of the members of this family with the local M.E. church, the writer has been told that unfortunately, all of the early church records have been missing for as long as some of the older members can remember.

However on page 681 of Butterfield's Columbia County history we note that the first church building of the Methodists was erected in 1858 (at the corner of Mill and Birdsey sts.), and the present large brick church in 1872, and that HENRY Waterhouse was a member of the board of Trustees.

HENRY must have become well to do, as indicated by the fact that as of 1873 he was the owner of two farms totaling 240 acres and that in later life he was able to send two of his sons

to Madison, probably because of nearness to the University from which Walter graduated.

In Madison they became members of the First Methodist church Sept. 16th, 1879, father, mother and daughter, in which building there are memorial windows for HENRY and his wife Fidelia and their son, Walter, who became a member June 18, 1882.

**Jennie**

Their daughter, Jennie, was married to Dr. Frank W. Gage in Madison in July 1888, but they spent the most of their life in Pittsburgh, Pa. where Dr. Gage was professor of languages in Shadyside Academy. After her husband's retirement they lived in Friendsville, Maryland where they are buried. They had no children. Jennie Waterhouse Gage lived to be 98 years old.

**Orson Manford**

It may be assumed that Orson sold his partnership in the former Huggins, drug store, previously mentioned, some time probably after his parents had moved to Madison, and perhaps joined the family circle there. At that period, after clerkship of several years in drug stores, the clerk could write an examination in pharmacy it not being necessary to go to college. Orson having learned the drug business, had also become a registered pharmacist he owned and operated a Drug Store in Pittsburgh, Pa. and later one in San Francisco, Calif., and is believed to have owned or worked in a Drug Store at Fort Worth, Texas before going to Pittsburgh. He remained in California where he was married to Miss Kathryn Stuart, and to this union came one child a daughter, Myra Kathryn Waterhouse. Both Orson and his wife are buried in California. The photograph of Orson, was taken in Fort Worth, Texas, before he located in Pittsburgh.

**8th Generation — Clarence Henry**

Clarence Henry Waterhouse, born in Columbus on May 16th, 1858 was educated in the schools of Columbus, but since his name does not appear in the graduates of 1877 or 1878, the first and second graduating classes, we may assume that he was through school here before a high school class was graduated.

**Jennie Waterhouse Gage**

to Europe for higher special education as will be shown

Having sold his property here in March 1877 and his youngest son, Walter having graduated from the high school here in 1879, it was probably about then that HENRY Waterhouse moved

**Walter Howard Waterhouse****Clarence H. Waterhouse**

At an early age CLARENCE showed remarkable talent as a musician, both vocal and instrumental, being a member of the choir and later organist in the local Methodist church, and an excellent piano player.

(Continued next week)



# Installment No. 190

His natural aptitude was such that he was sent to Europe to receive a musical education, at Leipzig, Germany. The picture of him as a smooth faced boy of 19 was taken in Leipzig.

Alfred Waldo, a descendent of MILO J. Waterhouse wrote of an incident in CLARENCE'S life as follows

"I remember about CLARENCE telling of an experience of his while studying in Germany. A young man in the next room heard him pacing the floor one night. He knocked on CLARENCE'S door that night and asked if anything was the matter CLARENCE replied, "Yes, my mother died tonight." His friend said "How could you know that?" CLARENCE answered "She came into my room and carressed my forehead." The next day a cablegram came, saying, "Mother died last night. Her last words were that she longed to see you."

Alfred also wrote "CLARENCE was a great chess player and when traveling always carried a pocket chess set. He also played chess by mail. I remember the last time he visited us in Columbus, he said he was playing a game of chess with a man in South Africa. I have no idea how long that game lasted, for it must have taken weeks between each move."

CLARENCE came home from Germany after his mother's death in 1881; he having been there some four or five years.

However he did not follow a musical career. He was married to Miss Mary Ann Vernon in Madison Sept. 12th, 1888.

Their first born was a daughter Josephine Vernon Waterhouse, born in Madison in 1889. Miss Josephine is living, unmarried in Pittsburgh.

Their second child was a son WALTER HOWARD II born in Wharton, Texas Dec. 26, 1891, Clarence having decided to go south and become a sugar and rice grower, date not given but presumably shortly after the birth of his daughter. He had evidently lived in Madison eight or nine years after returning from Europe.

Texas and moved to Pittsburgh, Pa., where his wife Mary Ann Vernon died in 1922 and he in 1936. Both are buried in Allegheny Cemetery in Pittsburgh, Pa.

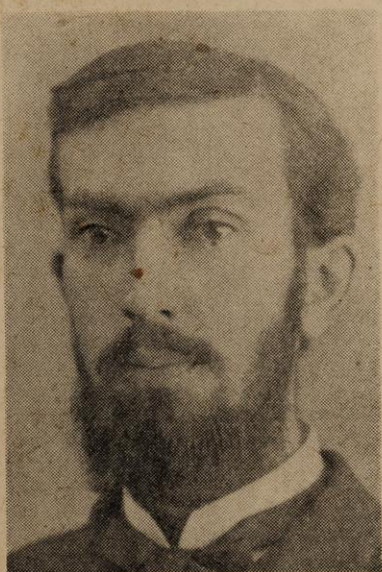


The group of young men shown in this picture was a Sunday School class at Methodist church, Columbus taken, presumably about 1875. Only one is known, CLARENCE Waterhouse being third from the left in top row.

Does any Columbus family have a duplicate picture with names marked? If so please let us have the names for publication.

## Walter Howard I

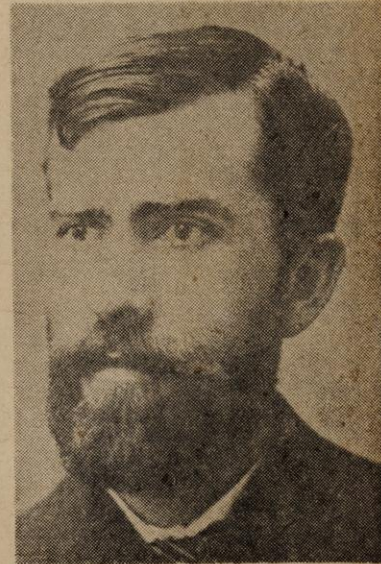
Walter Howard Waterhouse, youngest son of Henry was born in Columbus, Oct. 1st, 1862, and graduated from high school here in class of 1879, and shortly afterward moved to Madison with his parents, where he attended the University of Wisconsin and then was sent to the University of Leipzig, Germany. Upon completion of his studies there he returned to Madison and from there to the University of Arkansas, where he was profes-



Walter Howard Waterhouse



Clarence Henry Waterhouse



Aron Manford Waterhouse

The son Walter Howard should be designated as II as the youngest son of Henry was named Walter Howard, who will be mentioned later.

The third child of CLARENCE and Mary Ann was Henry Orson born in Jan. 1934, no doubt named for his grandfather, and his father's brother Orson.

The youngest son of CLARENCE was named RALPH Clarence, born in Dec. 1898, like his two brothers being born in Wharton, Texas.

In later life CLARENCE sold his sugar and rice plantations or ranch as farms are called in

sor of languages until his death, year not given.

He never married, and is buried on the family lot, beside his parents, in Forest Hill Cemetery, at Madison, Wis.

The picture shown above shows him at the time of his professional career.

## Walter Howard Waterhouse II 9th Generation

We now come to the 9th generation since the original Jacob who came from England nearly 325 years before this will be read.

(Continued next week)



Installment No. 191

February 10, 1955

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

Inadvertently the picture of Orson Waterhouse in last weeks paper was missnamed Aron.

WALTER Howard Waterhouse II born in Wharton, Texas, in 1891 left Texas with his parents family when they located at Pittsburgh, Pa. and was married to Miss Mary Nevill Sept. 18, 1926. They live in Germantown, Philadelphia, Pa. where his profession is that of tree surgeon, being in business for himself and are the parents of one daughter Josephine Vernon Waterhouse II born in Philadelphia Dec. 10th, 1931, she being the second to bear the name, her aunt of the same name living in Pittsburgh, and the two, being the ladies mentioned in the third paragraph of the Waterhouse family story, and to both of whom we are indebted for most of the information regarding their early ancestors.

Miss Josephine II is at present in Japan teaching the children, a 3rd grade class of 23 of the personnel of one of the Air Force Bases near Tokyo.

Since Miss Josephine, is an only child, having no brother, the name Waterhouse will probably end, as far as this branch of the family is concerned in this, the 10th generation, but it could go on, on the distaff side if or when Josephine II marries.

This situation prevails also in the family of Henry Orson Waterhouse, who lives in Buffalo, N. Y. and is married to Grace Wisegarver of Cessna, Pa. (near Altona).

They had one daughter Barbara Jane Waterhouse who is married to J. Russell Blandford and lives in Alexander, being the 10th generation, and they have one daughter, Marcia, making the 11th generation. Henry Orson Waterhouse is business manager of Weber's Uniforms, Inc., in Buffalo, N. Y.

Ralph Clarence Waterhouse was first married to Marion Ringstead of St. Paul, Minn., but now of Larchmond, N. Y. They had three children, the first Marion Louise married Herbert W. Scott of Larchmond but they now live at Fort Worth, Texas.

The second is Elizabeth Ann, who is married to Robert MacArthur and lives in Larchmond, N. Y.

The third is John Ringstead Waterhouse who is married to Moira Perry Tanner of Buffalo, N. Y. and they live in Silver Creek, N. Y., where he is in the insurance business.

These three are of the 10th generation, and all have children as follows.

The Scotts have three children, Herbert William jr., Susan and Sheila. The MacArthurs have two, Stephen and Carol Elizabeth.

The John R. Waterhouse's have one, a son Stephen Tanner Waterhouse making him the 11th generation of male's in a direct line from Jacob Waterhouse. The children of the Scotts and the MacArthur are likewise of the 11th generation but do not bear the name Waterhouse.

Ralph Clarence Waterhouse, was twice married his second wife being Evelyn Chisholm of Buffalo.

They have a daughter, Sally May, and live at Orchard Park, N. Y.

Ralph has been a sales executive, manager of the Buffalo, N. Y. office of Brown & Bigelow Calendar Mfgs. of St. Paul, since 1933, and have seen the business in his territory grow from annual sales of \$122,000 in 1933 to over \$2,000,000 in 1954 even though the territory covered has been reduced in size, several times as sales offices were opened in Springfield, Harrisburg, Syracuse and Akron.

We now go back to the 7th generation to the children of James Waterhouse jr. by his second wife Ann Wise, all of whom were born in Leon, N. Y.

Their first born is recorded without name or date just the notation "died in infancy".

The second was a daughter Satyra, date of birth not shown, but presumably about 1827.

The third was Milo James born April 24th, 1829 and Ellen the youngest born in 1831, being in her 14th year, when they came to Wisconsin.

As stated earlier in the narrative, they and their parents, and their half brother Henry and his wife Fidella, all came together to the territory of Wisconsin locating some place in Rock county where they remained four years, coming then to what is now the town of Leeds, Columbia county, Wisconsin.

Satyra married Henry Inman, and they settled on a farm near Orfordville, Rock county and later after retiring from farming, moved to Beloit, Wis. She is buried at Orfordville, according to information supplied by Alfred Waldo, who died only recently.

Whether she married while her parents lived in Rock county, which could be the case as she would have been of "marriagable age", or in Leeds after 1849 is not known. Neither is there any information regarding children.

The Beloit Daily News of Dec. 1st, 1954 carries a front page story, with photograph, under a double column heading "Ira Inman, Farm Leader, is Dead."

He was a very successful farmer widely known Nationally as a Brown Swiss Association official, having been one of the organizers and for many years was secretary of the association. When he took over, there were only 574 Registered Brown Swiss, and the association owed a printing bill for Vol. I of the Herd Book; when he retired in 1941 there was a cash balance well over \$50,000, and 17,819 Registered Brown Swiss in the Herd Book.

He was born Dec. 7, 1868 near Hanover, Plymouth township Rock county. His father was Harrison C. Inman, being the youngest of 12 children of the Inman family who came from Lucerne county. Hanover township Pa, to Rock county in 1836.



Living members of the Waldo family, refer to Ira Inman as "Cousin."

He was perhaps a brother of Henry Inman, husband of Satyra Waterhouse, and if so was therefore not a descendent of James, jr., but this assumption is in conflict with a letter written in 1941, to Alfred Waldo by Mrs. Maggie Smiley of St. Petersburg, Fla., whose maiden of St. Petersburg, Fla. name was Inman. Her letter was a reply to an inquiry from Alfred, regarding the relationship.

The portion we are interested in reads as follows, "My grandfather's name was James Waterhouse, his wife was Ann Wise, his second wife who was my grandmother and your mother's grandmother.

"James Waterhouse had 12 children, the youngest being Henry from his first wife, and my mother, your grandfather Milo, and aunt Ellen Cady, the children of his second wife.

Grandfather and grandmother are buried at Leeds not very far from Columbus.

Uncle Henry was the only one of the older family we knew."

The obituary of Mr. Ira Inman, refers to Mrs. Maggie B. Smiley, a sister, of St. Petersburg, Fla.

If his father's name was George instead of Harrison C. or if Satyra Waterhouse's husband was Harrison C. rather than George, then no question would remain as to James Waterhouse being grandfather of Ira Inman.

The youngest daughter Ellen married a man by the name of Cady, but when or where, or who Mr. Cady was, is apparently not of record. However it is known that they had a daughter, Althea, born in 1857, but the family records are "Do not know what became of them" and "I never heard what became of Ellen, her husband or Althea".

We now come to Milo James Waterhouse, only son of James, jr. born of the second marriage, and being of the 7th generation of Waterhouses in America.

(Continued next week)

Installment No. 192

February 17, 1955

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

MILO was born in Leon, N. Y. in 1829, came to Wisconsin territory to Rock County with his parents in 1845 and to Columbia County in 1849 when MILO was 20 years of age, living on the farm not far from Leeds Center.

He was married in 1852, according to date given in the obituary of his wife in Columbus papers of Nov. 7, 1913, to Julia Day Topliff, oldest daughter of Alfred Topliff, born in Westfield, Mass. Dec. 16th, 1824.

The young couple set up housekeeping on a farm in Leeds where they remained until some time in 1856. MILO James, was listed in Butterfield's history as clerk in the town of Leeds in 1856.

However the Columbus Democrat of Aug. 7th, 1856 carries a news item saying that MILO James Waterhouse had been elected as secretary and manager of the Columbus Brass Band, newly organized, which indicates that this family of Waterhouses had moved to Columbus prior to August 1856.

In the recent installments covering the story of Alfred Topliff's family it was stated that Mr. Topliff left his farm in Hampden and moved to Columbus in 1855. Since his father-in-law, Mr. Topliff had gone to town it was perfectly natural that his daughter and husband and their son, Alfred James Waterhouse might follow which they did the next year.

We have been unable to find out where in Columbus MILO lived, or if it was on a nearby farm, but presume it was in town, where there was considerable activity because of the near approach of the railroad and much building under-way requiring men.

MILO and his wife had two children, Alfred James born in Leeds, May 27th, 1855 and Mary Juliette in Columbus, on Jan. 28th, 1858 in the Topliff home, which prompts us to suggest that perhaps MILO and Julia Day Topliff, his wife, lived with her parents.

Alfred Waldo of Two Rivers, a grandson of MILO wrote "I remember when I was a lad, of the family making a pilgrimage out to the former Topliff farm in Hampden."

"My great aunt Etta (Mrs. Charles Henry Chadbourn) was also with us. The old Topliff log cabin was then in use as a tool shed."

"Grandmother pointed out the place where she and MILO stood when they were married. Of this union two children were born, Alfred James who became a poet and columnist, and my mother, Mary Juliette."

"Alfred James was named for his two grandfather, Alfred Topliff and James Waterhouse. Mary Julietta for her mother Mary and two aunts, Julia and Henryetta Topliff."

As was noted earlier, in the 1860 census in town of Leeds, Milo J. Waterhouse is shown, age 31, as a member of James's family. A search of 1860 census of the village of Columbus shows in that Milo was not listed there with his wife, son and daughter, nor with the Alfred Topliff family. Milo's mother having died in Leeds in 1858, and his father, James being then a man of 76, it is quite possible that he had called on Milo, his youngest son, to come back to Leeds to run the farm. Also the enlistment of Milo in the army is credited both to Leeds and to Columbus, indicating perhaps, that his legal residence was Columbus and that his sojourn in Leeds was somewhat temporary. It was shortly after his enlistment, that his father then 79, came to Columbus to live with his son Henry. We find no record of Ellen after 1860 census.

Subsequent research discloses that a suit for foreclosure was brought against Milo J. Waterhouse and his wife Julia Day Waterhouse, in Feb. 1859 covering 160 acres in section 23 of town of Leeds, which locates Milo's farm as one half mile south of Leeds Center Cemetery. Apparently he owned the farm during the time he was a resident of Columbus, but could not meet his obligations. Papers of that period indicate extremely hard times and many people lost their property.



The bank of Columbus, in their advertisements, were willing to pay 12% on special deposits, and presumably charged a still higher rate on mortgage loans. The loss of his farm would perhaps account for his presence in the home of James, his father at the time of the 1860 census.

Milo James Waterhouse answered his country's bellion, enlisting in Company "K" Third Regiment of Wisconsin Volunteer Infantry, when he was 32 years of age, considerably older than the average age in the low twenties. He was re-assigned to Company A, 7th Regiment, and was killed in action at the battle of Antietam. The 7th became a part of the famous "Iron Brigade". (The military record given is from Butterfield's history pages 571 and 581.)

MILO James Waterhouse fills an unknown grave with others who fell at Antietam, and his name is among those carved on the Civil War monument standing on Dickason Boulevard, Columbus, Wis.

ALFRED James Waterhouse, after finishing the elementary school at Columbus, before there was a high school here, attended Ripon college and later studied law, and was admitted to the bar. He became district attorney in Mitchell, S. D. It became his unpleasant duty to prosecute a man for murder, when down in his heart he believed the man was innocent.

Never-the-less the accused was found guilty and hanged. This incident preyed upon the conscience of the young district attorney so much that he quit the legal profession and turned his talent to writing and newspaper work.

He was with the San Francisco Examiner and Sunset magazine for a number of years, contributing both prose and poetry, and he published two volumes called "Homley Verse".

He was twice married, his first wife, name not given, bore him a daughter Ruth, who became Mrs. Bush, and lives in California. This marriage was not a happy one.

His second marriage was to Miss Fanny Hines, on Oct. 7th, 1895 in Oakland, Calif., and from this marriage there was a daughter Dorothy. Both mother and daughter are deceased.

Alfred James Waterhouse, 8th generation, from Jacob was the end of the name Waterhouse for the line descending through MILO, although the 9th generation, and perhaps additional generations on the distaff side are possible through Mrs. Bush.

After retiring from newspaper work he taught English at the University of California, Berkley, Calif.

For several years before his death Sept. 6th, 1928 Alfred James was listed in "Who's Who".

He is buried in Oakland, California.

The picture shown was supplied by his niece, Doris Waldo of this city.

Those who have read the story of the Waterhouse family in its entirety, must have noted two striking facts, 1st that they have been religious people and 2nd that they have fought in the



Alfred James Waterhouse fought in the Colonial Indian wars, the Revolutionary and the second war with England usually called the War of 1812, and the Civic War.

To this we now add the fact that three men of the 9th generation, Walter Howard II, Henry Orson and Ralph Clarence, all sons of Clarence Henry, born in Columbus, the sons all born in Texas, fought in the armed forces in World War I and that one of the 10th generation, John R., son of Ralph C. fought in World War II, and as mentioned previously Josephine V. Waterhouse II is doing patriotic work abroad at the present time, teaching the children of Air Force personnel in Japan.

This is the record of those in a straight line of descent. Had there been time for research of all branches of the family and space for its publication, we have no doubt other lines of descent would have shown a full quota that might have included the Mexican War and the Indian Wars in the West.

(Continued next week)



Installment No. 193

February 24, 1955

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

We have made an effort to solve the meaning of the name Waterhouse.

From present generation of living descendents we learn that, "In the heraldry of England, the Waterhouse record stands thus. Waterhouse descended from Sir Edward Waterhouse or "A born aquae Domo, of Kirton, in Lindsay County, Lincoln, temp—Henry III."

Since aque means water and Domo means house, we have have no more real knowledge of the meaning than before.

Our next attempt was an appeal to the State Historical Society, Madison. The reply is as follows.

Your request for information about the meaning of the name Waterhouse was referred to me. In our genealogical collection we have a small group of books dealing with the meaning of English surnames. Following are references I found to this particular name:

Bardsley, Charles W. — Dictionary of English and Welsh Surnames, 1901, page 795

Waterhouse—Local, 'at the waterhouse,' from residence thereby. Evidently many small localities were so called in various districts.

Guppy, Henry Brougham — Home of Family Names in Great Britain, 1890, page 126

Waterhouse — name confined mostly to Derbyshire county. pages 139-40

The source of the name of WATERHOUSE is a little doubtful. Waterhouses is the name of a place in the neighbouring county of Stafford, and of a village in the county of Dorham. DeWatenhou was a Notts family name in the 13th century (H.R.) An ancient Lincolnshire family of Waterhouse traced their descent from the Gilbert Waterhouse, of Kirton, in the reign of Henry III. Another ancient family of Waterhouse lived at Halifax in the West Riding; a branch, to which belonged the vicar of Bradford in the middle of the 17th century, was located at Tooting, Surrey, in the time of James I.

Harrison, Henry — Surnames of the United Kingdom: A Concise Etymological Dictionary, volume 2, 1918, page 267

Waterhouse (Eng.) Dweller at the House of the Water (O.E. waeter - hus). There is place called Waterhouses in Durham.

Very truly yours,

Margaret Gleason

Reference Librarian

Marvin Waterhouse, M.D.

While so far as known, Dr. Marvin Waterhouse, for several years a well known general practitioner at Portage, was not a close relative of the Waterhouse family whose story has just been concluded, because of the similarity of the unusual name Waterhouse, and because the pattern of his life is similar, we are giving herewith for the benefit of Waterhouse descendents the brief biography of the doctor as it appears on page 932 History of Columbia County, published in 1880, by Butterfield.

Marvin Waterhouse was born in Alden, Erie County, N. Y. on the 19th of September, 1827; when at the age of 14, he was bereft of father, (name not given) and soon afterwards, he and his widowed mother (maiden name not given) removed to Darien, Walworth Co., Wis. In 1850, (when he was 23) he moved to Packwaukee, (Marquette County), Wis., where his early life was passed amid the sciens and duties incident to farming.

On the first of Jan., 1852, he was married to Miss Maria A. Older, they had no children.

A broken leg, in Oct. 1853, caused him to begin the study of medicine, and he graduated from Rush Medical College, in Chicago, in 1860, but he had practiced medicine in response to local calls, since 1855.

In August, 1864, he was commissioned Assistant Surgeon of the 1st Regiment Wisconsin Heavy Artillery and was in the Union Army for a year.

Returning from the army in September, 1865 he located in Portage, and practiced his profession in that city and surrounding country until prevented by his last illness.

In July, 1867 he became a member of the Wisconsin Medical Society. He was elected Vice-president of the Society in 1871 and president in 1873. He was a delegate four years to the American Medical Society, and contributed several valuable papers to the society. His broken limb never fully recovered, and finally amputation was necessary, which was done Jan. 10th, 1878, and the wounded limb rapidly healed; but in the summer it broke out with ulcers and an abscess formed; he endured the intense pain with remarkable fortitude, until his iron constitution yielded and he died on the 19th of Oct., 1878.

He had been an active member of the Independent Order of Odd Fellows, and was one of the original Patriarchs of Excelsior Encampment at Portage. The brotherhood conducted his obsequies, according to their impressive ceremonies.

He was a public-spirited citizen; at the time of his death, he was a member of the Board of Education; he was, also, Examining Surgeon for Pensions, and was financially comfortable.

He was naturally cheerful, but firm and tenacious; all declare him to have been an honorable, high-minded gentleman, and one who acted well his part in all the varied relations of husband, citizen and healer of the afflicted."



**William Bradley**

William Bradley was born in Yorkshire, England March 4, 1826 his parents being Ralph and Elizabeth Bradley both of whom died in England.

Wm. Bradley remained in England where he learned to farm, until 1854 when he emigrated to America.

He first went to Utica, N. Y. where he remained 3 months and then went to Essex County, N. Y. where he did farm work for a short time and then began teaming in an ironstone mine for the firm of Lee, Sherman & Welby for whom he worked until he had saved enough money to go to the mid-west. He reached Milwaukee, Wis. in 1858, and thence came to the town of Columbus, where he worked for and made his home with T. Clark Smith for a few months, which gave him time to look around somewhat before settling down. He then went to the town of Hampden where he stayed for early a year.

He next went a little further west to the town of Otsego where he lived until 1866 when he returned to Hampden and located on 245 acres in Sections 16, 17 and 21.

He was married on Oct. 10th, 1859 to Miss Locky Nelson, daughter of Levi, sr. and Lucy Force Nelson, of Genesee County, N. Y., a sister of Levi Nelson, jr. of Hampden.

Levi Nelson, sr. died in New York after which his wife and daughter came to Columbia County, Wis. where the daughter Miss Locky became acquainted with William Bradley.

Relatives of Mr. Bradley came to this area and settled in the Randolph area, where descendants

are still living. We have done no research on them, but have heard that those who came from England were nephews of William.

The children of William and Locky Nelson Bradley, according to Butterfield's History, page 982, were William J.; Delbert (deceased) Martha May and Elizabeth.

The writer made an effort to secure up to date information from the daughter Martha May a year or two ago, but shortly afterward noted her death, so the Bradley story will of necessity be brief.

In a Columbia County Atlas printed in 1873 we note in a business directory on page 33 a card of F. Bradley, Hop Grower, Fall River, and searching a map found that F. Bradley, at that time was the owner of 6½ acres in Fall River, about where the village school stands.

Also we note in the Fall River Telephone Exchange the name Dave Bradley, at the present time.

Whether F. Bradley and or Dave Bradley are or were relatives of William Bradley we have no knowledge.

The Bradley grave stone in Hampden cemetery bears the notation, William Bradley 1827-1908 and Locky his wife 1827-1912.

Also we note that William Bradley, then deputy marshall was the census taker in a few townships when the 1860 census was taken, and also that in 1866 he was one of the supervisors of town of Hampden.

(Continued next week)

**Installment No. 194****March 3, 1955****"The Story Of COLUMBUS . . . ."****By F. A. Stare**

(Continued from last week)

**James Quickenden This Is Your Life**

On Wednesday evening, Feb. 23rd, 1955 the Rotary Club of Columbus, Wisconsin, like all other Rotary Clubs in the world, nearly 8,500 clubs with approximately 400,000 members, in 89 different countries, observed the 50th anniversary of the beginning of the Rotary movement on that same date in 1905.

That event, important as has been its impact on the world, would not entitle it to space in this story of Columbus, Wisconsin.

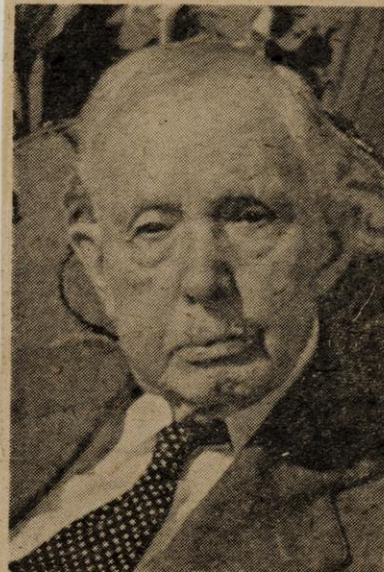
But the birth of their sixth child to Mr. and Mrs. Robert Quickenden on Feb. 22nd, 1855 in the village of Columbus, and the death of James Quickenden on Feb. 10th, 1955 less than two weeks before he became a centenarian, and until his death, the second oldest living Rotarian, so far as known, in the world, does surely entitle the event to space in these columns.

For the Columbus Rotary Club had made its plans well in advance of the date to make their observance of the birth of Rotary, a two fold anniversary, of Rotary and James Quickenden.

The script was written several weeks before Jim died, and written in the present tense, in the hope that Jim would live to reach his 100th birthday; after his death it was revised in part to past tense, but enough of the present retained in parts, where in delivery the address, Jim was spoken to as if he were present in person, as we are sure he was in spirit, for he was indeed exerting every effort for the past year to reach his goal.



Unfortunately, in spite of his own heroic efforts, and the constant attention, devotion and

**James Quickenden**

love of his wife Ruth, and all that medical science could do for him he passed away just short of the mark.

The following story of his life was given before the members of the Rotary Club, their wives, and a few guests.

The suggestion has since been made that because Jim had so many friends here and elsewhere,

that Rotary should share the story with the public through the writers space in the Journal-Republican.

With this suggestion we are in hearty agreement, and submit herewith the remarks given the evening of Feb. 23rd, 1955.



Now that we have duly paid our honor and respect to Paul Harris, the Founder of Rotary, and the small group of companions who compressed the first Rotary Club when formally organized the evening of February 23rd, 1905, just 50 years ago this evening, we now direct ourselves to our own venerable and much beloved Honorary Member Jim Quickenden on the occasion of the 100th anniversary of his birth, in the village of Columbus, a hundred years ago yesterday.

As the member of our club who has possibly visited with him more frequently and chatted about the early days in the history of Columbus, more often than any other member, to me has been given the pleasure and privilege of telling a brief story of Jim's long and useful life.

So James Quickenden, This Is Your Life and I am sorry, only that neither Jim nor any of the friends of his youth are living to be present to share with us, the many facts and incidents that we find of record about him.

First of all, we wish to express our wishes and hopes for the continued good health, of your wife Ruth, and a prayer of thankfulness to the Father of all mankind, who gave Jim, not only the Biblical three score years and ten, but thirty additional years besides, lacking only two weeks. Relatively few people achieve such longevity. So now we speak to Jim as if he were here.

#### **Your Parents**

Your father, was Robert Quickenden of London, England, a carpenter and builder by trade; Your mother was a Welsh girl from the English speaking part of North Wales, whose maiden name was Esther Scale.

To them were born, in England, two sons and two daughters Anna, Robert, George and Elizabeth.

One of your father's best friends was a fellow carpenter, William Butler, who together with his wife migrated to America in 1841 locating in New York City where he worked at his trade for 14 years.

#### **They Come To America**

His letters back to Robert Quickenden still in England, were so glowing and full of promise for a fuller life, that your father decided to take his family to the United States which he did shortly after the birth of his younger daughter, your sister Elizabeth, in 1850.

They stopped in New York City, where he worked at his trade for about a year, but having heard of the new State of Wisconsin, and the many and better opportunities such as cheap land, better living conditions for his growing children and plenty of building activities, early in 1851 your father brought his family to Columbus.

#### **Their First Home Here**

Their first home was a house that stood about where the Dr. E. M. Poser house stands at 348 South Dickason Blvd., formerly called Broadway, and there your older brother, Edward was born in 1853.

Your father, Robert, had found plenty of work

as this village was active and growing; amongst the many houses he built was the A. W. Ingalsbee house, 546 Park Ave., now the home of your fellow Rotarian Clarke Arnold.

#### **Your Birth**

In part payment for his work for Mr. Ingalsbee your father acquired three lots facing Ludington at School street, and on the center lot he built a large square house of Columbus made red brick, now the property of Mrs. Lyle Fowler, and in this house, you were born on Washington's birthday, Feb. 22nd, 1855, 100 years ago.

Just think, what an achievement that you have so lived that you have practically reached your one hundredth milestone and have lived in the same town in which you were born, in only three different houses, all on the same street, the second one being the adjoining house of your brother-in-law, Elon Cripps, whose second wife was your oldest sister Anna, and where after her death and that of your unmarried sister Elizabeth, you made your home with Elon, until you built your present home at 605 Park Ave., long after disposing of the old homestead.

#### **School Days**

You attended the lower grades at the frame school house just across the road from your father's home. This was a one story building about 25 feet wide and 60 ft. long, or about as large as two country school houses placed end to end. It was built in 1846 at a cost of \$400.00, and it was not until 14 years later that the first brick "Union" grammar school was built, on the present school grounds, one of two buildings torn down to make room for the present high school. The contractor was your father's friend, William Butler; the cost less than \$5,000 and your father probably worked on the job.

There was no high school here until late in the 70ies, the first graduating class, consisting of one girl Miss Louie Adams, in 1877. So you, never had a chance to attend high school, but you did receive a good elementary education in the first brick grammar school to which you were transferred when you were 10 or 12 years old.

Your closest friend was Charles Butler, son of your father's closest friend, William Butler. You and Charlie played together, went through school together, went fishing or skating together, and perhaps even played "Hookie" together, and remained fast friends as long as he lived.

You have told me that one of your favorite fishing places was at the Adams Dam, a few miles down the Crawfish from the Danville. Mill dam.

You were an industrious boy, and did little odd jobs when ever you could find them to do, after school and on Saturdays.

#### **Your First Real Job**

While you were still a school boy, you got the job of "Weigher" on the public platform scales belonging to Blacksmith D. D. Kelsey on Water street, on Saturdays and during the summer vacations, and when you had finished grammar school.

This brought you into close contact with grain and stock buyers, and many farmers, as you weighed their wheat, corn, potatoes, hay, cattle, hogs, or other products.

You were too young to remember the first trains, and the end of the rails at the depot in Ingalsbee's pasture, about a stone's throw back of your late home, but later you became very familiar with it before the railroad tracks were removed to their present location in 1864 when they were extended to Portage.



### You Liked Horses

I have learned only recently, of how as a boy in your early teens, you used to "hang around" Misenor's Livery Stable and would help Mr. Misenor (who was also village marshall) with his chores, as a result of which you became quite fond of horses.

There was a time in the earlier days when there were several race tracks in or near the village, and frequently, on Sundays there were races, sometimes of "running" horses, and sometimes "trotting" races.

One of these race tracks was on the 40 acre tract just beyond Timkins Junk Yard at the edge of town to the left of the Beaver Dam road.

It was on these grounds that county fairs were frequently held, before they became permanently located at Beaver Dam and Portage, and the races during "Fair Week" attracted many horses from away, as well as those from hereabouts.

On one such occasion Mr. J. B. Rowell of Beaver Dam entered his famous trotter "Badger Girl" with a mark of 2.20, and another Beaver Dam owner, entered "Darkness", against a local horse named Carouso, owned by Harvey McCafferty, an early Pioneer here.

For the training period preceding, and during the Fair, Mr. Rowell kept Badger Girl at Misenor's barn in town, where Jim could frequently be found.

Mr. Rowell asked Mr. Misenor if he knew of a good boy that might be hired to take care of Badger Girl. Mr. Misenor replied "yes, here is a good boy, Jimmie Quickenden, who often helps me, and he is a good trustworthy boy.

### You Are Hired

So Jim, was hired as a sort of chamber maid to this mare, to rub her down, to wash her face, to blanket her after each heat of each race, and to walk her forth and back to cool her off, to keep a watchful eye on her to see that no harm befel her and to put her to bed each night. I believe this particular job around race horses was performed by a person usually called a "swipe".

This was in the days when high wheeled steel tired sulkey's were used, long before the present low wheeled rubber tired sulkies came into use, when the driver sat on the horses tail on a seat very close to the horses rump, with his legs stretched forward and his feet in braces or loops on the shafts.

(Continued next week)

Installment No. 195

March 10, 1955

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

In this particular race, which was won by Jim's Badger Girl, Carouso, Mr. McCafferty's horse "broke", which means he ceased trotting and began lopeing and kicking, in the course of which Carouso landed one kick on Mr. McCafferty's leg with sufficient force to break it.

If the horses leg had been broken they probably would have shot the horse rather than try to mend the break, but you can't shoot a driver. Harvey McCafferty was still living, but not by the sweat of his own brow, during my own earlier days here, more than 50 years ago.

### Methodist Church

Jim's family were Methodists and there was a Methodist Society here when the family came to Columbus, but they had no church buildings the services being held in the school house, with was used for all community gatherings.

The first Methodist church building was built in 1858-9 at the corner of Birdsey and Mill sts., where the home of Mrs. Joseph Hughes, 458 West Mill st. now stands.

While we do not know it to be a fact, we think it likely that Jim's father may have worked on the building, or even had been the builder for this was several years after he had built the red brick house.

But, be that as it may, here is where Jim's family attended church, until after the big brick church on Broadway was built, in 1872-73.

### You Disliked Sunday School

When Jim was asked if he could remember the name of any of his Sunday School teachers, he smiled that cherubic smile of his and replied, "No I don't, for I only went to Sunday School once, and didn't like it so I never went back".

The church membership grew substantially, and by 1870 it was already evident that the congregation needed a much larger church.

A contract was let to Robert and John Williams, builders, for the erection of the present, M.E. Church, where our club meets each Wednesday.

Construction began in the spring of 1872, which date the corner stone bears; The contractor put a large force of workmen on the job, including, I am sure Jim's father and his friend William Butler.

### You Tackle A Big Job

By this time, Jim, past his 17th birthday, had finished Grammar school, and was ready and anxious to work. Whether or not you worked as a helper on the church job from the beginning, I do not know, but this much I do know, and it will surprise many of your friends here, to know that Jimmy Quickenden and Charlie, Butler, his close friend and companion, put on every single piece of lath on the walls and ceiling of the main auditorium, up stairs, from this very room in which we are celebrating the birth of Jim 100 years ago and the 50th anniversary of the birth of Rotary.

When this church building was completed, there was a spire or steeple that reached up to a height of 160 feet above ground, and our Jim was the last man living, who as boy or man ever climbed up into that steeple. In the fall of 1890, over 64 years ago, the steeple was struck by lightning which set fire to the upper portion. During the fire the bell dropped to the ground and was completely demolished. The tall steeple was never replaced, and in its stead, the present bell tower was built to hold a new bell.



### Another Job

Among the early business places that affected Jim's future, was a Restaurant and Billiard hall about the center of the block between the Blackhawk and the Rudalt Theater, on Ludington st., and as of the early seventies it was operated by LeRoy Irons and his brother Lant, who had come here from Winfield, New York in 1867.

LeRoy was a writer of both prose and poetry, a contributor to the local papers and for a brief time was editor of the Republican. He later had newspaper experience elsewhere and published two books. But he was in failing health and in a struggle against fate.

His brother Lant, was a house painter by trade at which he worked each summer, and hired a boy to assist his brother Roy while he was engaged in painting.

On July 3rd, 1873, after finishing the lathing job at the church, Jim was hired by Lant Irons to work in the restaurant. So, Jim, became chief cook and dish washer at Iron's restaurant and

also took care of the Billiard tables, and that is how he in time, became by far the best billiardist in this part of the country, as I am sure Dr. Poser and George Holtz and many other elderly men of Columbus will recall. But, of course, Jim, did not become an expert in one short summer, but over the years he became so good he could take on all comers.

### Champion Billiardist

I myself remember his friend Alex Elmsley, a traveling executive of a Railway Company who frequently came to see me on business, and know that he always planned his calls so he could stop here for a few games with Jim.

John Swarthout, our earliest druggist, who was also postmaster for many years, had a clerk, Mr. James who was deputy postmaster; also a young pharmacist, Orson Waterhouse; and a young boy to run errands, sweep out, make himself generally useful, and who slept in the back room of the store.

About the time Jim's job at the restaurant would terminate, Mr. Swarthout's "boy" came down with an infected knee, and had to go to his home in the country to recuperate.

### This Was It

Mr. Swarthout asked Mr. James if he knew of a good boy, a dependable one, to work while the other boy had to be away. Mr. James told him that the Quickenden boy was getting through at the restaurant across the street, and that he was sure Jim would handle the job satisfactorily.

So Mr. Swarthout sent for Jim, and offered him the job, with the knowledge that it was only until the regular boy came back. The other boys recovery was slower than expected and Jim proved to be so much better a worker, that at the end of two weeks Mr. Swarthout told him he could have the job for keeps.

Jim went to work for Mr. Swarthout the day before Thanksgiving day 1873 and from then on was connected with the store as boy clerk, pharmacist, deputy, postmaster, partner and finally sole owner, all in the same building which he still owned when he died.

### You Get A Certificate

At that period there were few if any schools of Pharmacy and a drug clerk working as an assistant to the pharmacist for a few years, upon the recommendation of his superiors, could request and examination, and if found competent would receive a certificate as assistant or as a full pledged pharmacist, as the case might be.



Jim Quickenden

other than smooth faced.

During the early days of Jim's employment at the store, he slept in the back room, within easy call if medicine had to be delivered in a hurry, and ate his meals at the home of his employer and his wife "Aunt Molly."

At that time all drug stores, as well as most other stores kept open until 9 o'clock every night, and clerks had to be on their feet from early morning until late at night. Jim, must have had a good constitution, to have worked steadily, day after day until 9 at night for weeks and months at a time.

### Why?

I wonder if this may not have been one of the reasons he never went steady with any of the girls, and failed to marry at that period of his life when most men do.

Continued next week

The photograph of James Quickenden was probably taken about 1880 when full beards were in flower. When this writer first knew Jim, in 1902 he wore only a mustache and goatee. No one contacted seems to know when Jim became smooth shaven but it has been at least twenty five or thirty years, as Ruth never saw him



Installment No. 193-196A

March 17, 1955

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

I asked Jim, once why he had not married and if there were no pretty girls when he was young. His reply was that the girls were all pretty but that he never had time to go steady with any of them, but that he went with Lillian Lee probably more often than some of the others.

Maybe they all had their caps set for Jim an old time expression I used to hear sixty years or more ago. But I presume the girls would accept the attention of other illegible young bachelors, knowing that Jim was tied up until nine o'clock every night anyway.

**He Enjoyed Dancing**

But he did go to dances frequently, and I have been told that he was one of the best dancers in the community. His partner could have been Lill Lee, Bessie Smith, one of the Bassett girls or one of the Farnham's all of whom I have heard him mention or perhaps many other young ladies I have not heard about.

Jim, had told me of his dislike of the Sunday School, and that he was not a regular or even a frequent attendant at church, but that he did belong to the young men's debating society.

Jim never belonged to any of the several other fraternal lodges or societies, so I cannot help but think that his devotion to duty, his service to mankind through compounding carefully and accurately, the perscriptions sent in by the doctors at any time, day or night, set him apart from much of the social life of the village.

**M. C. And Best Man**

At one time, as I learned from a news item in the paper of many years ago, Jim was the master of ceremonies, as well as best man for the groom, at the wedding of Miss Agnes Grey, a niece of Mrs. John Swarthout, to Mr. Jesse Treneray, at the beautiful Colonial home of his friend and partner John Swarthout which house is one of three white columed houses built nearly 100 years ago, only two of which are still standing this one, the first house beyond the library on James st., the other, the Evans house, corner of Ludington and Mill Sts.

Among the many birthday greetings received after his death, there was one of this same Agnes Grey, Mrs. Treneray, addressing him as Dear Jimmy. She is old and blind.

**The Dix Hotel**

In his younger days, Jim, Charlie Butler, and another friend named Mackrie who was a moulder at the foundry who roomed at the Dix Hotel, used to "hang out" in the Hotel office, after they were through work, and discuss the news of the day, and the thousand and one things that are usually discussed when three friends get together.

The Dix Hotel was a small two story building, a frame structure that once stood about where the J. C. Penney store now is, and the Foundry was a Grey Iron foundry located about where the Metalfab plant now is. It made castings for a windmill, pump and feed grinder plant at the same site.

**Young Doctor**

Some time in 1894, a young doctor came to Columbus for the purpose of locating and establishing a practice here, and he came to see Jim and get acquainted, as he had heard there was an office room above the store that might be for rent.

Several times before, other young doctors had located here briefly, but for lack of patronage found their resources exhausted, had folded up and left town, sometimes owing rent.

Jim did not want this to happen to him, so you told the young doctor it would be necessary to pay one month's rent in advance.

**Still Going Strong**

This young doctor was E. M. Poser, a fellow member of this club and he still occupies that same front room, as well as all the rest of the space above the store. He was phenomenally successful and by the end of the first month had enough patients that Jim was sure he would succeed, and so, as I have heard, Jim handed the rent money back to him, and according to hearsay let him have the office rent free for many years.

**Family Deaths**

Your father, Robert Quickenden died on election day in November, 1888; Your brother George in 1898; Your mother in 1901; and your sister Elizabeth in 1910.

Your oldest sister Anna, the second wife of Elon Cripps had also passed away some years before and Elon, who had a housekeeper, lived in the adjoining house, so you, still an eligible bachelor moved in with your widower brother-in-law.

Your nephew Robert, son of your brother George is still living in Eugene, Oregon, and has a daughter Jean a student at the University of Toronto, Canada.

Your niece, Mrs. Florence Casper, resides in Minneapolis and has a daughter, Mrs. Griswold who also resides in Minneapolis.

**He Retires**

After your sister Elizabeth, a retired school teacher, died in 1910, your sold your business to Wm. A. Kalk, of Oconto, Wis., but retained ownership of the building, which you still owned when you died.

Having sold your business, you found plenty of time to keep up your skill in billiards, and to spend your time as you pleased.

You traveled some, for at that time I think your brother Ed was still living, and you made occasional visits to Minneapolis, to Oregon and other Pacific coast states.

You enjoyed, a good game of cards, whether playing or watching others play.

But you were lonesome, as is any one who



retires from a very active life in the business world, to almost complete idleness.

#### **A Seed Is Planted**

Once while chatting with your friend Lon Whitney, who became a member of this club a month after you did, whose office for years was in the former F. & M. bank building in what is now the telephone building, he told you, Jim, some of the background of his reasons for deciding to build and present to the city, the Old English Chapel at Hillside cemetery.

He thought that local business men who could afford to do it, should "do something" for the city in which they were born and raised, and where they had made their money, and you evidently agreed with him for you began dreaming about the matter.

Lon Whitney passed the idea "that perhaps Jim would do something for the park", on to George Linck, chairman of the Park Board, who contacted you, and invited you to go with him to visit a few other parks to see what they had.

#### **The Seed Sprouts**

Nothing you saw elsewhere appealed to you, but in your own mind you must have decided to go ahead, for you asked the Milwaukee firm of Architects Klass, Sheppard and Klass, the same firm that designed Whitney Chapel, to see what they could come up with.

The plans must have pleased you for you went ahead to construct beautiful Rest Haven, doing a few finishing touches with your own hands.

You presented this building to the city and park with appropriate ceremonies in 1923. The total cost of the building was \$10,000 and was the first substantial gift, one of several that followed, to help our Fireman's Park become one of the outstanding show places of our city.

#### **He Joins The Rotary Club**

Because of Jim's generous and unselfish act, prompted by Civic Pride, in giving this gift to the city, for the benefit of the public, an exemplification of Rotary's motto, "Service before Self", shortly after the Columbus Rotary Club was organized in 1924. James Quickenden was invited to become an Honorary member, for not being in business he could not qualify as an active member.

No member of the club was more interested in all of the activities, than Jim. Faithful in his attendance as long as his health permitted, he was indeed entitled to Honorary Member.

Many letters of appreciation came to the Chamber of Commerce, and to Jim, from people who stopped over night in the park, for this was thirty or more years ago, when tourists carried their own tents and camping equipment, long before tourists rooms, tourist courts, or the more modern motels were in existence.

#### **Our Hearty Thanks**

Here is a sample letter dated in August 1924 to the Chamber of Commerce, from Mr. and Mrs. Glenn Kersey, Maywood, Ill. "Our hearty thanks for the use of your splendid tourist's camp. We stopped there one day last year when Rest Haven was in process of construction, and again this June.

There is nothing in any town that surpasses or in any way approaches that lovely building and we have traveled the entire state.

Our special thanks to the donor of that building, and again our appreciation of your townsman.

May your generous hospitality always be respected by those you do so much to welcome."

Here is a verbal comment, made to Jim, which pleased him very much.

A group of three or four men visited Rest Haven one day when Jim happened to be there. When their visit was completed after Jim had proudly shown them through, one of them introduced himself by name, which unfortunately Jim could not recall, saying he was the editor of the Cincinnati, Ohio Enquirer, a daily paper with a large circulation.

The editor wound up his compliments by saying "There is only one thing missing in this very unusual building". Jim asked what that might be. The reply was "A Websters Dictionary, so one could find suitable words to express what a fine thing you have done in building and presenting this building to the public."

#### **He Builds A House**

In the early fall of 1930 Jim began the construction of the very attractive home at 605 Park Ave., and people began to speculate as to whether Jim's bachelor days were about to be over. The house was not completed until in January, 1931, and soon the town knew that Jim, nearly 76 was going to marry Mrs. Ruth Arbuckle, almost 36.

As soon as the plastering was dry enough, they moved in, just about 24 years ago, and Ruth has cared for Jim's every want for no one could have shown him more tender care and devotion.

Jim has been a good Rotarian, faithful in attendance as long as his health permitted, and I have learned to know him well. I have never heard him speak ill of any person. Long before Rotary's Slogan "Service before Self" was ever thought of. Jim was rendering it to humanity. And so Jim and Ruth we salute you. You have the respect and admiration of all of us.

#### **Conclusion**

At the conclusion of the presentation of the script, there was read two communications both of which came after Jim's death.

One from the president of the United States signed Dwight D. Eisenhower, the other from Joseph Z. Todd of Oakland, California, a son of John L. Todd, the oldest Rotarian in the world, 100 years old in June of 1954, who wrote on behalf of his father.

The End



Installment No. 196

March 24, 1955

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

**The St. John House**

The small stone house at 519 W. Richmond st. has always attracted the attention of almost every passer by, who sees it for the first time, because it is so unusual and ancient looking.

Many people call it the St. John house, and are under the impression that it was once the home of Mrs Harvey McCafferty who before her marriage April 6th, 1846 was Miss Imogene St. John, whose father Samuel St John came to this area in the spring of 1840, taking up government land about four miles southwest of Columbus, where the family lived for many years and where direct descendants still live. But this impression is not correct for Mrs. McCafferty never lived in this house, although Mr. St. John was a relative.

In an effort to trace the various changes of ownership, the writer, through the courtesy of the late Mr. Allen Sumnicht, whose widow is the present owner has examined the abstract of title, and gives herewith the names and dates, and when shown the money consideration paid by the various owners.

The property consists of the northeast 90 feet of lot 4, block 4, of Lewis's Village of West Columbus.

The first entry is a patent for the NW¼ of Section 13 in what later became the town of Columbus, issued by United States to John Hustis together with several other quarter sections, as related in installments No. 9 and 10. The cost very likely being \$1.25 per acre or \$200.00 for the quarter section, which was the government price at that time.

This patent was dated Dec. 10th, 1840. John Hustis sold the quarter to Wm. Nelson and wife Cornelia, July 7th, 1843 for \$500.00 and Nelson owned it about six years, selling the quarter section to Jerome Ingersoll Oct. 3rd, 1849 for \$800.00; Four months later Ingersoll sold it to Lewis Ludington Jan. 25, 1850 for \$1000.00 and on June 22nd that same year Ludington sold to James T. Lewis for \$2000.00.

Lewis for some time had owned 320 acres adjoining this quarter on the west and must have wanted this land badly or he would not have paid Ludington such a high price for it was a high price for that period.

Lewis held the land for four years and upon a part of it facing James street, the Portage road, which is now highway 16 he built a brick house which is now the middle or lower section of this writer's home purchased in 1917.

In June, 1854 he transferred a portion of the quarter section to Lewis's Village of West Columbus and had a portion of it, platted into 24 blocks most of which were cut into 10 lots to the block; streets were laid out and named.

In Feb., 1858 Lewis sold lots 4 and 5 in block 4 to Joseph W. Hulbert and in Jan., 1859 Hulbert sold both lots to Luscius Fuller, for whom Fuller street was named, the father of the Fuller brothers, Mark and Dan.

Luscius Fuller continued to own these two lots until April 18th, 1865 when he sold them to Christopher St. John.

Mr. St. John died Sept. 17th, 1899, leaving a will and naming his unmarried son Jesse St. John as executor of his will.

The will was admitted to probate in Nov., 1899 and provided that four lots, 3, 4, 5 and 6 in block 9 go to his daughter Cora Hazard, and to his son Jesse he bequeathed the N.E. 9/15 of lots 4 and 5 block 4, together with "all the residue of my estate, real personal and mixed, of which I shall die possessed, provided or on condition that he live with and care for me as long as I shall live and pay my funeral expenses."

In Sept., 1900 the court admitted Jesse St. John's final accounting as executor of the will, and at the same time Jesse St. John became the owner of the N.E. 90 feet of lots 4 and 5 in block 4.

Now comes the big question of who was the builder and first owner of the house.

It surely was not until after the land was dedicated and platted as Lewis Village of West Columbus, for it would have been about in the middle of 160 acres, mostly timber.

Mr. Hulbert who bought lots 4 and 5 in Feb. 1858 was a farmer who formerly lived 7 miles from Columbus in York, on a farm of 225 acres, which he sold in June, 1855 and then moved to town, where he became a merchant.

It is possible that Hulbert could have built the house, but not likely, as he owned it for less than a year when he sold it to Fuller.

It could have been, that Luscius Fuller built it for he continued to own both lots for six years and three months; but against this hypothesis is the fact that as long as this writer has known Columbus, more than 50 years, the house has been referred to as the St. John house, and Mr. Fuller had purchased the lot at corner of Broadway and Prairie sts. in March, 1859 and was building his large Fuller house. So it is likely that Christopher St. John was the builder.

If any one knows or thinks differently we will be glad to print their comments.

Subsequent owners are as follows: Jesse St. John sold the N.E. 90 ft. of lot 4 block 4 to Herbert E. Stout Sept. 5th, 1905 and on April 28th, 1917 Herbert Stout and his wife Anna gave a warranty deed to Fred and Louis Polsfuss.

In March, 1921 the Polsfusses sold to A. C. Quentmeyer, who in March, 1924, sold to George E. Hasey, and in Dec. 1947 George E. Hasey transferred the property to his then wife Minnie Hasey, and in March, 1948 Mrs. Hasey gave a warranty deed, selling to the late Allen Sumnicht, whose widow is the present owner. The house is income property occupied by Richard Roche.



During the last 50 years many different families have lived in the house, indicating that some of the owners bought as an investment renting the house to others.

It is almost certain that Christopher St. John was the builder and if so the house dates back only to 1865 at the earliest.

Mr. Sumnicht, the recent owner, says that the house was unusually well built, and that the cut stone slabs of which the exterior is built are 4 inches thick and behind them there is an 8 inch limestone wall beyond which the lath are fastened to 2 inch furring so there is a 2" air space behind the plaster.

He also states that the exterior slabs 4" thick and standing on edge are unlike any stone found in this area and must have been shipped or hauled in from some quarry away from here.

Mrs. Walter Johnson, the former Louise Holt and who lives next door to this house, says that the stone on the exterior were hand quarried and tooled by Mr. St. John on Stoney Brook, Jefferson County and brought to Columbus only two or three at a time, on a "democrat" wagon, and possibly representing a days quarrying, and that Mr. St. John drove past the Holt place each trip and that her father therefore had full knowledge of the source of the stone. A Jefferson County atlas shows Stony Brook flows in a northerly and northeasterly direction clear across Waterloo township about a mile and a half east of the Dane County line, joining Jaybird Creek about 2 miles east of Waterloo, the Jaybird in turn flows into Waterloo Creek in the vicinity of Portland.

Mr. Sumnicht also stated that the late James Quickenden, our oldest citizen is sure, from hearsay when he was a boy, that St. John was the builder.

Mr. Sumnicht says that he has heard that Mr. St. John was an expert at making handles for adzes, picks and axes, and bore the nickname of "Axe handle St. John."

The picture shown herewith is one taken about the time Mr. Sumnicht bought the property, and is presumed to show the house about as it was when built by Mr. St. John.

Mr. Sumnicht remodeled the exterior front and did considerable general repair work after he acquired the property.

It is still a quaint and unusual house in appearance, as the flag stones in the walls are distinctly different from the many other stone structures in Columbus.

Continued next week





Installation No. 197

March 31, 1955

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

### The Thiede Family

Michael Thiede was the patriarch of this family, but he was not the first member of the family to come to America, having been preceded by his son Charles, or Karl as it is spelled in German. So we will begin our story with Karl, the first one to come.

In installment No. 136, the beginning of the Pietzner family story, it was stated that Charles Pietzner and Karl Thiede had arrived on these shores, in 1851 at the age of fourteen, and had landed at the port of New York. We later discovered that the information upon which we based that statement, was incorrect in part, as the date should have been 1861, the port of arrival was Montreal, Canada, and the two young men were 24 instead of 14 and did not know each other in Germany but met and became friends on the boat.

Aside from these slight errors, the statement was substantially correct.

There were several reasons for the heavy tide of emigration from Germany in the decade of the 1860ies; such as a desire to escape or evade military service in the army; or the opportunity to get away from the caste or class system prevalent in most Continental European Countries, and the poverty and privation resulting from large families on very small farms, with no room for expansion.

Or it may have been glowing descriptions from friends or relatives who had already settled in the mid-west, whose letters told of the opportunities of buying much land for little money, and the many jobs waiting for those able and willing to work. The last mentioned, was the reason, the sons of Karl Thiede say, that prompted his coming from the crowded small acres of farm land in Germany, to seek his fortune in that part of America we now call the mid-west; and besides there was an uncle who had settled in Minnesota whose letters told how much better things were in the U. S. than back in Germany.

How come Karl Thiede (and Charles Pietzner) happened to land at Montreal, is not known, and may have been an accident.

In J. E. Jones, history of Columbia County, published in 1914, page 556, referring to Karl Thiede, we find that "The voyage by sailing vessel lasted three months and so rough was the sea that for two days at a time he abstained from food."

We have no way of knowing, but it is at least a possibility, that like the Mayflower, with its load of Pilgrims, which started for Virginia to found a colony based on freedom of religion, was blown off its course, and after months at sea finally found the inhospitable shores of Cape Cod, Mass. and landed 30 days later at Plymouth Rock.

The ship upon which Karl Thiede was a passenger may have blown far north of the usual trade route into the Gulf of St. Lawrence and followed up the St. Lawrence River to the head of navigation at Montreal.

But be that as it may, the two young men who had become fast friends on the long and rough voyage, found their way, perhaps with others like themselves, to Lake Erie and on to Milwaukee by lake boat.

It is said that most German emigrants to Wisconsin came first to Milwaukee, which had a large percent of German population, from where those primarily interested in farming or small town life went either north up along the lake shore to one of the many German settlements as far up as Sheboygan; or went west to Watertown which became almost solidly German, and was once, the second largest town or city in Wisconsin.

So it was that Karl Thiede, and his friend Charles Pietzner, worked briefly in both Milwaukee and Watertown, at whatever kind of work they could find.

There was considerable activity in construction work, including grading for railway extensions. The Milwaukee and Watertown railway had built in to Columbus in 1857, and contractors were at work, grading from Columbus as far as the Wisconsin river at Merrimac, headed for Baraboo.

Also a road called the Beaver Dam and Baraboo was being graded not far from Fall River; but no rails were laid on either of the two gradings mentioned.

The consolidation of a number of small lines including the La Crosse and Milwaukee and the Milwaukee and Watertown, into what is now the present C. M. St. P. & P. made the western extension from Columbus more feasible by way of Portage from which point the road to St. Paul was already running probably brought about the abandonment of the grades mentioned, for contractors had been put to work on grading from Columbus to Portage.

It was to work on the grading from Columbus to Portage that brought Karl Thiede and Charles Pietzner, as members of a contractors crew to this area.

After working for some time on this job where board and lodging was furnished, it is said that the contractor found he was losing money on the job, ran away from it, without paying his workmen wages long past due.

This left Karl Thiede with only a few cents of actual money, 25 cents according to Jones, page 556.

A new contractor who took over the unfinished work must have had working capital for it is said that at the end of nine months. Karl had saved enough to make a down payment on 80 acres of land in Section 6, Elba, Dodge County, apparently giving up all thought of going on to Minnesota as he had originally intended.



It was about this same time that Karl's father Michael and mother, brother William and sister Wilhelmina, came to America, and according to some of his grandsons, Michael had about \$900.00 which together with Karl's savings made possible, the purchase of the 80 acres above referred to. This farm became the home of Michael Thiede, and his son Karl and daughter Wilhelmina and a little later, in 1865 Karl was married to Miss Dorothea Maria Witte, whose parents and family had come to America in 1854.

We quote here a portion of a letter from Arthur Thiede of Chicago, a son of William Thiede and grandson of Michael "My uncle Charles came here first and apparently induced his father and brother William, my father, to pull up stakes and came to America. Uncle Charles wrote his father not to exchange their gold for our depreciated paper currency, as this was during the Civil War when paper money was at a heavy discount.

"However that letter was not received and their group came over in charge of an overseer who advised them to change their gold for paper on arrival, which was done on a price basis, at a discount and not on a par basis.

"This money was not used until some years later and my grandfather made a nice profit as currency had returned to a par basis when this money was used."

On the Dodge County 80, now the farm of Otto Griese, Route 2, and sometimes referred to the Richard Bielke farm, the Karl or Charles Thiedes lived for 18 years, and there all of their six children were born.

Some time about 1884 Karl purchased what was known as the Drake farm of 200 acres in Section 26, town of Columbus, the former owner William W. Drake being the father of George Drake who will be remembered by many of our older residents, and a son of Col. Jerimia Drake. It is said that Karl bought this farm at a price of \$40.00 per acre. (see installment No. 13).

Continued next week





Installation No. 198

April 7, 1955

**"The Story Of COLUMBUS . . . ."**

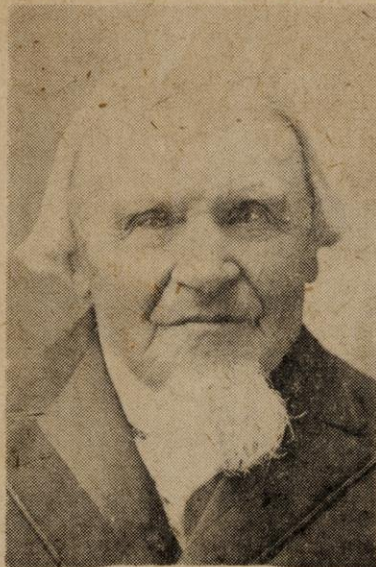
By F. A. Stare



(Continued from last week)

W. W. Drake was one of several in this area that turned to Hops as a crop when wheat growers

were so badly hurt by the ravages of the chinch bug.

**Michael Thiede**

On this farm, Michael Thiede died in June 1903 at the age of 93, after only a brief illness. He was born in the year 1811 at Schaffers Court, near Schwerin, district of Reganwold, Pommern, Germany and came to this country in June of 1864.

His wife had passed away only a few years after they came from Germany.

Michael's children were Karl, William and Wilhelmina, who became Mrs. Charles Pietzner, (see installment 136).

Karl or Charles Thiede and his wife were parents of five sons and one daughter, as follows Frank born 1866; Henry born 1868; Louie born 1870; Richard born 1873; Clara born 1875; and Herman born 1882. The latter being a baby of two when the family moved to the Drake farm.

All four surviving children of Karl Thiede: Henry, Richard, Herman and Clara, Mrs. N. B. Pomeroy, have observed their 50th wedding anniversaries. The Henry Thiedes just recently observed their 62nd anniversary.

**Frank Thiede**

FRANK THIEDE was married in 1899 to Miss Amelia Miller, an aunt of Clarence A. Miller of this city. The Frank Thiedes moved to Hillman, Minn. in 1924 and were engaged in farming. In 1936 they moved to Milaca, Minn. where Frank died in 1939. They had two children Raymond, a graduate of Columbus high school and also attended the University of Minnesota, is married and has two daughters; and Leona, who graduated from high school and then attended a Commercial school in Minnesota.

She is now Mrs. Wilfred Dahlheimer of Hillman, Minnesota, also has two daughters; the family are engaged in farming.

**Henry J. Thiede**

HENRY THIEDE, second son of Charles and

Dorothea Thiede, was born 1868, grew up on the Dodge county farm, attended district school and was married in 1893 to Miss Lilly Younger, a younger sister of Mrs. Anna Doland, and a daughter of Mr. and Mrs. John Younger of the town of Elba. Mrs. Younger was a sister of Wm. Waldesdorf, whose sons Herman and Albert once operated the Drug store now known as the Corner Drug store. Henry and Lilly began house-keeping on the former W. W. Drake farm, as Henry's parents were getting well along in years and were glad to have a daughter in law to share the many duties of keeping a farm house.

Henry Thiede and his wife became parents of five children, as follows, and lived and raised their family on the home farm which they operated until 1941 when they moved to town, and still reside at 129 W. Prairie street.

Their first born was Erwin, who is unmarried, who assists Wm. O'Connor in the operation of his farm.

Next came LeRoy, also single who is a partner with his brother Harvey, third born, in the operation of the home farm, living with Harvey.

Harvey is married to Miss Mable Moe of De Forest, Wis., and they have three children, Mary Lou, Jane, and Leon who are the 5th generation bearing the Thiede name, to reside on the home farm (Drake).

While the Thiede's, for three generations had been affiliated with the German and now English Methodist church, the Harvey Thiede's are members of Olivet Congregational church.

The fourth child of Henry Thiede and his wife, was Lorinda, who became the wife of Clarence Hamann, Route 2, and they, too, are members of Olivet Church.

Lorinda graduated from the local high school and Columbia County Normal and taught in the Mulligan district town of Elba.

They own and operate a 160 acre farm about a half mile from town, just east of the Beaver Dam road, originally known as the David Jones Evans farm (see installments 115 and 116), and later as Columbus Canning Co. Farm No. 2.

The Hamanns have two children, Jeanette who is married to Lawrence Wright formerly of this area and now an instructor at Iowa State Teachers College at Cedar Falls, Iowa. The Wrights have two children, Rebecca and Sandra.

The Hamann's second is a son Eugene, single who farms with his father.

The fifth and youngest child of Henry, is Gilbert, who is married to Miss Margaret Moe, of DeForest, a sister of Mrs. Harvey Thiede.

They farm what is known as the Pomeroy farm, adjoining the "home" place, and have three children, Rinda Mae, Helen and Marll, and this family too are members of Olivet church.

Continued next week



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

The picture of the home place shown last week was taken by an itinerant photographer from Princeton, Wis. was taken at some time prior to 1919 but exact date is not known.

It was apparently taken from the roadside at considerable distance from the barns on the left, and the house at the far right; and in order to be distinguishable, the people were grouped on the highway. From left to right, standing are Karl Thiede, with wind blown beard, Mrs. Henry Thiede, and Henry Thiede who operated the farm; and seated, Mrs. Karl Thiede, Henry's mother.

Frank and Henry Thiede, at one time were partners in the business of threshing grain, mostly oats and barley, for very little wheat has been grown here in the past 75 years. They also had a clover huller.

Their first machine was a horse drawn steam threshing machine which they operated for only a couple of years.

They then purchased a "Frick" steam engine, self propelled, and a hand feed separator, which they ran in the towns of Columbus and Elba. The custom then was to store the sheaves or bundles in round stacks with cone shaped tops, to keep dry until the threshers came, the seasons often being about ten or eleven weeks of threshing when the crops were heavy.

The exact year the adjoining picture was taken is not known. The outfit was bought in Beaver Dam, the picture was taken on lower James st. in front of William Thiede's wagon shop, with roof of Columbus Mill showing above the separator.

The Roberts & Thiede shops stood about where Reese Robert's Machine shop now stands.

The trip to bring the outfit from Beaver Dam, under its own power required a full day.

Frank Thiede is at the throttle of the engine and Henry Thiede is on the separator.

Henry learned the butcher business with the firm of Strass and Karow meat market, which was located on James st. next door to the present I.G.A. Grocery store.

Later Strass had a shoe store in a part of the Griswold block, where the Kroger store on the corner now is.

At a later period after they discontinued the threshing business, Frank and Henry had a meat market at Lake Mills for some time but they later returned to the home farm.

## Louis Thiede

Louis or "Louie" Thiede, the third son of Charles, was born Jan. 19, 1871 and grew up on his father's farm, and attended district school. He was married 1897 to Miss Gretta Mielenz of Columbus.

Louis learned the trade of blacksmithing, after which he was in partnership with John Frendel on lower James st.

Later, after the withdrawal of Mr. Frendel, Louis continued the business alone for several years.

His widow still lives at the family home, 458 Waterloo st., and still owns the blacksmith shop building at 232 E. James st.

The family has always been members of the Zion Lutheran church.

He died in 1915 and is buried at Hillside cemetery.

The Louis Thiedes had four children, Irene, Lester, Lucille and Herbert.

Irene became Mrs. Albert Schoenrock, route 2 and has two children, Robert, farming at home, and Shirley, a school girl.

Lester, unmarried, lives at his mother's home and works at Metalfab, Columbus plant.

Lucille, graduated from high school and County Normal, and taught several years in district schools in town of Columbus, before she became the wife of Karl Miller, owner of a grocery and meat market at Mukwonago, Wis.

Her husband is dead, and they have one son Karl who is in high school at Mukwonago.

Herbert, the youngest and perhaps the best known here, is the local manager and distributor of the Columbus-Fall River Co-op Oil Co. who have the franchise of the Deep Rock Oil and Gas Co.

Herbert lives at 448 E. Manning st., Columbus, is married to Miss Ruth Wendt, and they have four children, Roger, Donald, Judith and Bonnie.

## Richard R. Thiede

The fourth son of Karl Thiede was Richard, who like the other children, grew up on the farm, and attended district school, and then attended Columbus high school.

In 1897 he was married to Miss Hannah Kruse of Columbus.

Richard farmed first in town of Columbus on the Timothy Donahue farm, then the Hugh Thomas farm town of Elba, then Mary Jane Roberts farm now owned by the Geo. Jacques in town of Elba. Moved to town 1916 living here 4 years then to Merrill, Wis. 5 years, employed as field man for Lincoln Canning Co. after returning to Columbus, fieldman for Borden Co. Their home is at 148 East Harrison st.

The Richard Thiedes are the parents of two children, Pearl born in 1904 and Reuben in 1907.

Pearl is a graduated of Merrill high school and Merrill Commercial college. She is married to Henry Hatzinger of Columbus and they live in Milwaukee where Henry is employed at Sieger Steel Co., in that city. They have no children.

Reuben, usually called Dick, grew up and graduated from C. H. S. He clerked in a local clothing store and was married to Miss Dora Johnson a daughter of Mr. and Mrs. John E. Johnson formerly of Columbus.

They have two children Joan and Richard and live in Milwaukee, where Reuben is associated with the Gieringer's Men's Wear company.

## Clara, Mrs. N. B. Pomeroy

Clara, the fifth child, was the only daughter born to the Karl Thiedes. She grew up on the farm and attended district school.

She was married in 1896 to Newton B. Pomeroy and lived on the Pomeroy farm until they came to town to live, in 1927 their home being at 426 S. Ludington st., which has the distinction of being one of the early houses built in Columbus, having been half of the first frame school house built in Columbus in 1846.

Mr. Pomeroy discontinued farming because of ill health, and for several years has been able to get around only by use of a wheeled chair.

The Pomeroy's have one daughter, Irma who is married to Carl Dieke who is in the monument business in Madison, where they reside.

Irma is a graduate of Columbus high school; the Diekes have no children.

The Pomeroy farm was purchased by Mr. Pomeroy in 1891 from Thomas Jones, an uncle of Clint Jones, town of Columbus.

Continued next week





Installment No. 200

April 21, 1955

## "The Story Of COLUMBUS . . . ."

By F. A. Stare

(Continued from last week)

### Herman Thiede

Herman Thiede was the sixth child and fifth and last son of Karl, and was a young baby when his parents left the Dodge county farm and bought the Drake farm in the town of Columbus, where he grew up, learned farming, attended district school and later high school in Columbus.

In 1904 he was married to Miss Hulda Kruse of Columbus, whose sister Hannah had married Herman's brother Richard.

Herman farmed in the town of Columbus for some time, then moved to LaMoure, North Dakota where he farmed several years. He then returned to Wisconsin to work in the farming and field operations with Walter Holstein, at Lake Mills Canning Co., Lake Mills, Wis.

When Lake Mills Canning Co. sold to Libby, McNill & Libby Herman was transferred to the Hartford plant and for the past twenty years Herman has been field man for Libby, at their Hartford plant, and is still active with them.

They have two children, Dorothy, who became Mrs. Henry Noble of Hartford, they have no children, and Lyle who married Anna Hader.

They have three children Melvin, Donald and Lyraun and are farming in the Hartford area.

Charles or Karl Thiede and Dorothea Maria Witte were married in 1865; about four years after Karl's arrival here and about eleven years after her arrival in America with her parents in 1854 when she was eight years old.



The Karl Thiede Family

Standing left to right back row are Richard, Louis, Frank, Henry and Clara; front row, Herman, Karl, his wife Dorothea Witte.

The couple lived on the 80 acre, Dodge county farm until two years after Herman, their youngest child was born. Some time about 1884 the family moved to the newly purchased Drake farm in the town of Columbus, where the grandfather, Michael, died at the age of 93, and where Mrs. Karl Thiede died in June 1919 at the age of seventy three, leaving her aged husband, born in 1837, and therefore 82 years of age, and four sons, Frank, Henry, Richard, Herman and her daughter Clara, Mrs. Pomeroy, and numerous grandchildren. Her son Louis preceded her in death in 1915.

Karl died in 1926 at the age of 89. The marker over his grave is spelled the English way Charles F. Thiede.



**William F. Thiede**

William T. Thiede was a younger brother of Karl or Charles Thiede, and son of Michael Thiede.

As has been told in a previous story, Charles, the elder son of Michael had come to America at an earlier date, 1861, and a few years later had persuaded his father Michael to migrate to America with his wife, his daughter Wilhelmina and his son William.



This picture of Frank, Louis, and Henry, left to right, was evidently taken in winter time as all are wearing overcoats, with velvet collars. The year is not known. Picture is by Bradley, Bonanza Gallery, Columbus, and is the first Bradley picture we have run across.

The group arrived here June 20th, 1864, shortly after which the Dodge County 80, mentioned in previous installments, was purchased, and became the home of the reunited family. The following year Charles was married to Dorothea Marie Witte. So far as the writer knows, the parents, Michael and his wife, continued to live in the same home to which Charles brought his bride.

While William had been apprenticed to a wagon maker and learned the trade in Germany his first need upon arrival here was to get a job and become self supporting.

So he found a job in the wagon shop of John Prien, where he learned American ways, and later, exact year not known, he established himself as a wagon maker on his own account.

However in 1871 he joined in a partnership with Griffith Roberts, an experienced blacksmith who came from Wales in 1868, under the firm name of Roberts and Thiede.

At that period, while there may have been some factory made wagons, it was the general custom in this area, at least, after competent workmen and artesans had become established here, to give preference to hand made wagons, bobsleds, sleighs or cutters, carts, buggies etc. made in the area.

In the first copy of the Journal-Republican printed here in Feb. 1855, there was mention made of two establishments, Spenser & Buxton on lower James st. near Water st. and Wm. W. Drake, on Ludington st., in the building now occupied by Tetzlaff Paint Store and the A.B.C. Cleaners, where wagons, and other vehicles were made, which without doubt had been operating for several years.

There are still men living, who in their youth, were working in local wagon shops.

A wagon shop, which differed substantially from a carpenter shop or a sash and door shop, required some special tools, such as a turning lathe, on which to turn out the "hubs"; spoke shaves, as all spokes were hand made; whip saws to saw out the curved segments that made up the felly or circular rim upon the outer circumference of which the iron tire was shrunk; and a felly angur which made the round tip of each spoke that fitted into the round holes in the felly.



Installment No. 201

April 28, 1955

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

While the name wagon shop came from its principal product, the shop also turned out many other articles made of wood, all the way from Coffin's to wooden watering troughs; agricultural implements such as spike tooth harrows, log rollers, farm gates, stone boats and other items.

There were other skilled workers in wood, who had been wagon makers in the old country, who when they came here, settled on low priced government land which they cleared of the heavy growth of oak, maple, hickory, walnut and other trees, who, during the winter months, in their own small workshops on the farm, would turn out as many as three or four wagons each winter, making every part of them by hand with the possible exception of the hubs, which they might have to buy.

Incidentally hickory wood was the favorite for making into buggy spokes, and no doubt some of the spokes in early hand made wagons were also made of hickory.

While William Thiede was not among the very first wagon makers, he was counted among the very best, and was highly regarded by his friends, neighbors, and citizens generally, as this writer knows from personal knowledge, having known him for twenty five years or more.

His place of business during all the years we knew him was in the old wood frame shop that stood about where the present stone building of Reese Roberts & Son Machine shop is, on lower James st.

In fact for many years Wm. Thiede and Griff Roberts, Reese's father, were partners, the wagon shop occupying the half nearest the creek and Griff Roberts blacksmith and machine shop in the other half.

There was a great deal of iron work required in the wagons and other vehicles and implements of old, so that most of the establishments of that kind were usually partnerships in which one was a blacksmith.

William Thiede was married in 1868 to Miss Sophia Theede and to them was born one daughter Louise, who later became the wife of Fred G. Holtz, and mother of Harold and Laura.

Mrs. Fred Holtz died Feb. 11, 1949, and her husband on Feb. 27, 1950. Both are buried at Hillside.

Harold is vice president of Sivyver Steel Casting Co., Milwaukee. He was married to Pearl G. Miller of Columbus, Wis. and they have 3 children 1 son, 2 daughters and 2 grandchildren.

Laura became Mrs. Edwin L. Huebner of Beaver Dam and has a son and 3 grandchildren.

Mr. Thiede's wife Sophia died in Nov. 1870. Mr. Thiede later wrote an old time sweetheart in Germany, proposing that she come to Columbus to be his wife, which proposal was accepted.

On Dec. 17th, 1871 Miss Bertha John was married to Wm. Thiede in Columbus, and to them were born, Anna, who married Mr. George C. Holtz of this city, and became the mother of Wilbur E. Holtz of Birmingham, Mich. and Alfred K. Holtz of this city, and died April 6th, 1944, and is buried to Hillside.

Wilbur is associated with Central Distributors of Detroit, Mich. and is married to Leonia Grebe of Chicago, Ill. They have no children.

Alfred K. is a partner with his father in the Holtz Agency, and lives at 450 South Charles st.; he is married to Miss Loraine White, formerly a teacher here. They have three daughters, Seanna, Deborah and Signe.

William Thiede's second child from his second marriage was William O. Thiede who entered the retail clothing and men's furnishing field here, and later established himself in the same kind of business in Appleton, Wis.

He was married to Miss Nellie Chase, of Columbus, and they became parents of three children, one daughter and two sons.

William O. died Sept. 22nd, 1950 and is buried in Appleton. His widow is still living.

The youngest child of William F. Thiede, is his son Arthur E. Thiede, the only member of the family still living.

He was born in Columbus, and educated in the Columbus schools, graduating from C.H.S. in the class of 1900.

He is married to Miss Katibel J. Waldo, eldest daughter of Mr. and Mrs. Alfred S. Waldo. Arthur attended the University of Wisconsin graduating with the class of 1904. He was president of his class in its senior year.

Arthur has been an Investment Broker in Chicago for many years, and lives in River Forest, a west side suburb. They have one son Arthur E. Thiede Jr.

Mr. William F. Thiede was a deeply religious man, not only on Sundays, but every day he lived.

He was a staunch supporter of the German. Methodist church which he joined in 1864, and was superintendent of the Sunday School for over twenty years.

While acting in that capacity he had charge of the Christmas programs to which he gave much time and thought.

He always selected the Christmas tree or trees which were delivered to his place of business where he would re-build them by filling in with extra branches wherever needed to make them symmetrical, nearly perfect trees.

Sometimes when one large one to suit him could not be found, there would be two somewhat smaller and as near alike as his skill could make them.

To reduce the danger of fire from lighted candles, before electric lights came into use, he would provide long slim stout sticks, painted green, which were inserted into the tree trunks, extending outward slightly beyond the branches, with the candles mounted safely beyond.





**Church Interior**

The other decorations were frequently elaborate, as will be noted in the accompanying picture.

In a previous installment we have told of the following incident, which we repeat here for the benefit of any reader who may not have seen it. We quote from a memo written by Arthur Thiede.

"Uncle Charles came (here) first and apparently induced his father, mother, sister and brother, my father, William to pull up stakes and come to America.

"Uncle Charles" wrote his father not to exchange their gold for our depreciated paper currency, (paper bank notes). This was close to the end of the Civil War when paper currency was at a heavy discount.

However that letter was not received; they came over in charge of an overseer who advised them to change their gold for paper money upon arrival, which was done on a price basis and not on a par basis, (or face value). This money was not used until some years later and my grandfather made a nice profit as I understand that both currencies had returned to face value basis when the money was used.

William Theede's home, from the time of his 1st marriage was the brick house at 356 E. James st., where he died Jan. 22, 1934, age 89.

Mrs. Thiede died Dec. 17th, 1921 at the age of 81 years.



The accompanying family group picture was taken about sixty or more years ago. From left to right, standing, William O. Thiede; Anna, Mrs. George C. Holtz; Louise, Mrs. Fred C. Holtz; Arthur E. Thiede, with the parents seated.

Continued next week



Installment No. 202

May 5, 1955

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

### Wisconsin Then And Now

Is the name of a printed monthly eight page bulletin issued by the State Historical Society.

In the March number, on page six, there is a most interesting article, entitled "Months of the Year". It is in two parts, page 6 being devoted to The Big Snow while page 7 is called The Big Blow.

The article starts by saying "March is the last winter month of the year. March is like a capricious child who will suddenly take a back-hand swipe at his playthings just as he is marched off to bed."

There are several people in Columbus who remember vividly, and far more others who can remember as young children, hearing their parents talk about, the Big Snow Storm of 1881.

The story in "Wisconsin Then and Now" is a brief story covering the storm, in perspective, looking backward and written in past tense and covering much of the state.

Because it will interest hundreds of our citizens, who, unfortunately, are not members of the State Historical Society, and therefore do not see "Wisconsin Then and Now", we quote here-with the Big Snow as it appeared therein, and then we follow with local details, names, streets, editorials etc. from the Columbus Democrat taken from issues running from mid-February to mid-March, for here, at least, the Big Snow was two or three Big Snows coming one after another. The writer has made no attempt to re-write the story, but has simply made it possible for you to read the items as they appeared, verbatim, and accompanied by pictures taken at the time. The only contact with the "outside" was by telegraph.

### The Big Snow

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Old timers, with "singular unanimity", all agree that the Big Snow of 1881 has never had an equal. It would be difficult to refute them.

The storm, originating in the far west, blew east at 40 miles an hour, laid siege to Wisconsin early on Wednesday, March 2. Tuesday had brought dark skies and steady rains. Next day the winds rose, temperatures dropped, and the rains turned into a driving blizzard.

Snow fell heavily over the state. Whipped by the winds it drifted badly, blocked streets and sidewalks, stopped traffic on rails and roads; then simply closed off individual cities from the outside world. Sheboygan, Milwaukee, Green Bay, Oshkosh, Madison, Watertown reported the worst storms in their histories.

Sheboygan was completely isolated. For almost 12 days there was no mail, no knowledge of events beyond the boundaries of the city itself. In front of the postoffice was a huge snow-drift rising almost beyond the windows. On it a humorist placed a sign: "Look out for the cars when the bell rings." He didn't know it but the bell wouldn't ring for 11 days.

### The Engine Stayed

An engine, with a snow ploy and gang of shovelers, left Manitowoc on the Lake Shore Railway, approached Sheboygan, was promptly derailed by ice. Another engine sent to pull it out, succeeded, only to have the first get stuck again a mile away. There it stayed for three days.

As second storm, worse than the first, set in Wednesday evening, continued with appalling severity for 48 hours. More snow fell soon after. New York and Center streets had drifts across them 12 to 15 feet high. Average snowfall: a hefty 8 or 9 feet. Trains to and from the city were either suspended or else "sojourned on a snowbank". Street cars were abandoned, tracks obliterated; trade was non-existent. Sheboyganers faced the prospects of a food and fuel famine.

Around the state conditions were more or less duplicated. The only railroad running any distance was the Northwestern, this only on its most southerly routes. The Wisconsin Central, Milwaukee, Lake Shore and Western made no effort to open their lines.

In Milwaukee, bankers and merchants gazed through their windows at the "wild waste of snow." Retail trade had come to a halt. Legislators in Milwaukee were unable to get transportation to Madison. A train started for Chicago, stalled on the tracks, started back to Milwaukee. Crowds gathered excitedly for the latest news, thinking it had steamed in from Chicago.

### Ludicrous Chimneys

Again and again the snows came down to lay a blanket over the state. "We are having the worst storm in our history," reported Oshkosh. Houses, sheds and outbuildings were almost buried. In many places drifts were so high they rolled over house roofs. Brick chimneys ludicrously stuck out at the tops, slender evidence of the dwellings below. A cleared path was a whitened trench; in some places a tunnel.

In Green Bay circumstances were the same. Drifts were as high as store windows, all roads were blocked. Watertown reported a snowstorm more violent than anything ever seen in Wisconsin. Roads were impassable, railroads were

out, communications were closed, trade was stopped.

Said a local paper: "Rubber boots and shoes are not to be had in the city, all shoe dealers having sold out . . . Masses of snow are everywhere, some of it in piles 10 to 16 feet high, 30 feet wide and sometimes 100 to 200 feet long which the wind has blown together."

Madison received three heavy doses of the snow; the second on March 12 with storm flakes "as large as sparrows;" the third on March 19.

C. T. Wettstein was a passenger on a train bound from Port Washington to Milwaukee, a trip ordinarily taking two hours. It took four days and he kept a diary:



"Find eight cases of eggs in express car; are confiscated to keep us from starving. Find two tin pails, melt snow and boil eggs. Coffee man has samples of tea. Serve same in tin cup . . . at 2 p. m. (second day) engine moved two feet so much nearer Milwaukee! Monday, 1 p. m., train moved ahead a mile. Tuesday, 8 a. m., a third night behind us. Train moves three miles. Reach Mequon station . . . Wednesday reach Milwaukee."



Taken from Griswold Store looking north on Ludington st. showing John William's Corner Drug store in foreground looking toward Tremont Hotel, German Methodist church steeple in the distance.



Taken from north side of James st. from about the B & E Gift Shop, looking east, showing present Sport Shoppe at N.E. corner of Ludington and James at the left and the Fox House (present Blackhawk Bldg.) on S.E. corner. Note type of wooden snow shovel, then in use. Identity of man holding shovel not known.



Taken from about 107 N. Ludington, looking south across James st. showing Griswold block on corner (Kroger Grocery) — Bay window second story is that in Dr. Poser's office above Kalks Drug Store. None of the people are identifiable, but prominent large man with hat could be John Sutton.

Continued next week



Installment No. 203

May 12, 1955

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

From Columbus Democrat  
Feb. 19th, Saturday, 1881

**Wind and Snow. Railroads and Highways Blocked and Pedestrians Snow-Bound**

The snow storm which set in late Friday afternoon, the 12th proved to be one of the most severe snow storms ever known in this section (except that of Jan. 1st, 1864).

At the time when the snow first began falling, the wind was in the east, but long before the dawn of morning it had shifted around to the west and was howling at a terrific rate, blowing the light snow in every direction, and piling it up in many instances higher than the fences, completely filling nearly all of the railroad cuts between Watertown and Portage, and cutting off all connection with the people living outside the city of Columbus, either by rail or road.

The passenger train bound west, and due here at 2:30 a. m., did not arrive until Saturday evening at 10 o'clock. On board the train there were some seventy-five passengers who were without food during this time, except that furnished by farmers living in the vicinity of the snow bound train.

In addition to the passengers were the train men and the hands of two extra engines and one snow plow, besides shovelers, which aggregated the number to 150. The train was first stopped in a cut near Hartley's about six miles east of the city, and when assistance came, managed by hard labor to reach Elba in the evening.

There the train was switched to a side track and awaited the arrival of a snow plows which was working from this end of the route, and which had reached this city from Portage about 3 p. m.

With an extra engine attached, the snow plow succeeded in releasing the passengers, and the hungry crowd was brought to this city for refreshments.

Mine host Fox, of the Fox House, having previously been notified of their wants, was fully prepared, and dished out victuals to about 75 individuals at his dining rooms, and an equal number were as well served by him in the waiting rooms of the depot.

In all, during the 24 hours in which travel was impeded, Mr. Fox furnished over 200 meals.

A freight train going east was delayed here about 30 hours. On Sunday, (the 14th) the track was again opened through, and trains have been running both ways with usual regularity.

Other roads seem to have been bothered in a like way, and the storm was quite general throughout the state and the entire northwest. Many of the country roads leading to the city were not opened until the middle of the week.

**People Snow Bound**

Dr. Earll went out into the town of Hampden on Friday, leaving the city about half past four o'clock in the afternoon, and was not seen or heard of until Monday night about 5 p. m. when he again made his appearance in the city, having been out on his trip a little over three days, or about 73 hours.

Some eight couples of the young people of Fall River came down to witness the play of "David Copperfield" on Friday evening, and although but three miles away from home, were obliged to put up at the Fox House until some time the following Sunday.

They seemed all to enjoy the time spent while thus snowed in, and hardly wished for the time to come when they would have to give up their comfortable quarters here.

**A Sleighing Party**

Perhaps out of all those blockaded and snow-bound, none experienced a worse time than the sleighing party composed of Messrs. A. Proudfit, S. Proudfit, A. E. McCurdy, and Miss Keyes of Madison and the Misses Hattie Earll and Mary Cook of of this city, who started out from Madison, to reach Columbus in time for the entertainment (David Copperfield) that evening. The distance between Madison and Columbus is 28 miles. They succeeded in reaching Sun Prairie at about 5 o'clock and after supper at the hotel, pushed on regardless of the warnings of the villagers, until they got as far as Daniel Peck's, in the town of York, where they became hopelessly involved in the toils of the drifts, and were obliged to seek shelter for the night.

Unable to provide beds or bedding for them, Mr. Peck directed them to return a short distance, which they did, and were taken in by a German farmer, John Batz, where they remained until the storm subsided.

Reaching Columbus on Monday afternoon with great difficulty, they immediately telegraphed their families and friends in Madison, who had been up to that time perfectly organized at the long suspension of communication. Sun Prairie had telegraphed, Saturday, that they had left that village Friday evening while Columbus telegraphed they had not arrived here.

When the bitterness of the storm was taken into consideration, it was naturally feared that they might have perished in the blizzard. The telegrams of Monday afternoon therefore, were indeed tidings of great joy to several sorrowing households.

The young people returned to Madison on Tuesday, leaving here at 11 a. m. and reached home safely.

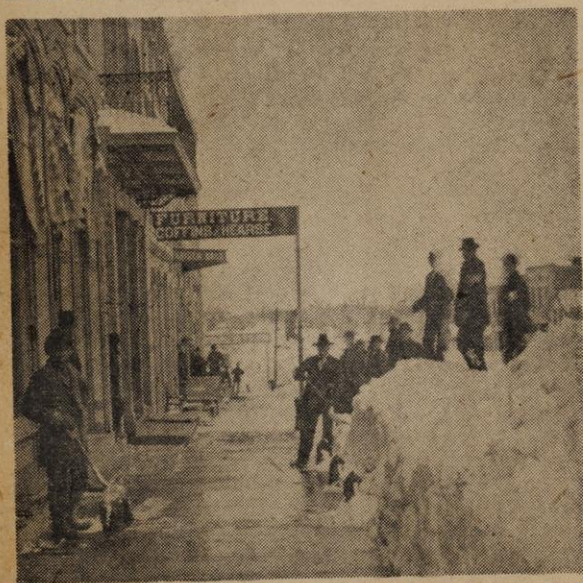
(They were all students at the University).

Continued next week





Taken from east, looking west on north side of James st., John William's Corner Drug store in foreground. Man under first wood awning beneath sign of City Restaurant, is Chris Moll, owner of the restaurant. None of the people in front are identified.



Looking east on Ludington st., picture was taken from in front of corner building N.E. corner James and Ludington, present Sport Shop, looking down toward Hayden Bros. store (see second sign). Note three cast iron horse head hitching posts fastened to wooden sidewalk, next to the snow. Can any one identify any of the people? Note steel scoop shovel held by man in foreground.



(Continued from last week)

### The Storm

In the issue of March 5, 1881 of the Columbus Democrat, the editor Mr. Schlosser writes for the editorial page as follows.

The springlike appearance and refreshing rain of last Saturday (Feb. 26th) carried the thought to many that the time was almost here when we should celebrate the advent of spring time.

But alas, our thoughts are blasted. The Polar regions close down about us, and Sunday finds us wrapped once more in the pure white mantle of the beautiful.

The winds blowing fierce and the air filled with snow, kept our people closely housed during the day. Before night enough snow had fallen and drifted so that trains were suspended and business at a stand still in this city.

No trains or mail arrived here from Sunday (the 27th, Feb.) morning until Wednesday, and there has been none since. The bulk of the storm which seemed to delay navigation on the rails was between Portage and Watertown, about where the difficulty was during the first great storm (Feb. 12th).

As people had just dug themselves out, business opening and people were again entering upon the discharge of their duty on Wednesday, there came a rebuke, and snow again commenced falling and the wind blowing, until it was impossible for people to stir about outside.

It kept up this continuous howling, blowing, snowing and drifting until Saturday, when it quieted down and work of again opening up the streets, sidewalks and railroad was in order, and it will be several dreary and lonesome days before this arduous labor will be completed, and business resumed.

No trains are looked for, and it will be from four to six days, and possibly longer than that before farmers can get to town, for all roads and streets leading in and through the city are utterly impassable.

The beautiful, and indeed it is beautiful to be hold its massive heaps as they peer high above our heads on either side of the principle thoroughfares of this city.

On the level, the snow is at least 30 inches deep, and it will average three feet through any of our streets. Upon either side of our streets, near the walks and on the corners, the snow lays in piles varying in depth from 5 to 20 feet.

Some of the stores and places of business are closed to the public, and the most of our good people rest peacefully at home. Fortunately the most of our inhabitants are well supplied with fuel and eatables, and there will be no suffering in this respect before we will again be able to move about.

This fall of snow is by far the heaviest and most severe ever before experienced by the "oldest inhabitants" of our city, and we are informed that it is quite general about the state.

### From the Columbus Democrat Saturday, March 5, 1881

Ten or twelve traveling men are detained in the city on account of the blockaded condition of the roads.

On last Tuesday, March 1st during the day and evening the Fox House fed about 200 people at the Hotel and the depot, mostly shovelers and train men.

It is hard luck when a man is obliged to climb his sign to greet his neighbors across the street,

as was the case at Breunings yesterday morning (Friday).

One of the most novel features of the great storm on our streets, was a tunnel from in front of E. S. Griswold's store to the Fox House, called "the ladies entrance".

How does your coal hold out? Have you any wood in stock? Are your sidewalks cleaned? etc. etc. are about the drift of questions propounded by the average pedestrian now-a-days.

This snow will cause an extra expense of about \$8,000 to the C.M. & St. Paul Railway, for shovelers, for every day they are unable to run and this is but a cipher to their other expenses.

Street Commissioner Allen did good work in clearing the streets and making the roads passable that leads to the city on the days following storm No. 1, Feb. 12th, but it was all for nothing is it will now have to be gone over again.

W. K. Hoskens — always up to the times in his art, was out with his apparatus on Tuesday, taking stereoscope views of portions of James and Ludington streets. Parties who may wish to add this kind of selections to their views, and we should think they would be very appropriate, will now no doubt have an opportunity.

The awning (wooden porch roof) in front of Capt. Dering's building on James St. occupied by Mrs. Dering as a millinery store, became overloaded with snow on Thursday morning and the weight brought it down. Others cracked under the weight of "the beautiful", but were cleared and yet stand as a protection to the beating sure which we are now so anxiously looking for.

### From Issue of March 12, 1881

Ex-Sheriff Conklin was on the train which passed through this city west, on Tuesday, the 8th; He was returning from an eastern trip, and had been snow bound at Watertown since a week ago Wednesday.

Columbus was six days, lacking a few hours without a mail. It was from Wednesday afternoon, March 2nd, to Tuesday noon, March 8th.

The longest time the city has been without outside communication since the construction of the rail road (1857).

It is quite remarkable to know that not a single accident happened along the line to shovelers and train men engaged in opening up the road this week, while we read of them all over the country, on other lines.

Considerable of a scare occurred at the high school building last Wednesday noon by the caving in, at the top, of one of the chimneys.

E. S. Griswold (president of school board) was at once on hand and immediately engaged masons to reconstruct the tumbled down structure.

E. H. Harris desires us to state that his hearse is now on runners, and that he can drive it wherever an ordinary sleigh can run.

Several couples and a band from Beaver Dam started out for this city on last Monday evening to attend the masquerade, but when a mile out they were obliged to abandon their journey and return home. The snow was too much for them.

Continued next week



(Continued from last week)

We have just learned that the trip Dr. Earll made into the snow bound country as mentioned in last weeks installment, was the occasion of the birth of Charlie Smith, son of T. Jefferson Smith, and father of Don and Jeff Smith and their sister.

Also from John Brokopp we learn that his mother often told him of the terrible snow storm and how difficult it was for the digging of graves at the cemetery.

On one occasion the grave digger had to make their way through snow up to their arm pits, to get to the cemetery—and the casket had to be carried up the railway tracks on the shoulders of men. The Brokopps then lived in the house next to the cemetery, now the home of Richard Beilke.

#### From the Journal March 1881

On board the west bound train last Tuesday was the celebrated Thos. W. Keen's Theatrical Troupe composed of twenty-six actors. They were billed for St. Paul on Monday night, but could not get there because the road was blocked.

Among the passengers arriving at this city on the first train that came through after the blockade, were a number of emigrants, and among them was a niece of Mr. Franz Vogl of this city. She left Germany on Feb. 16th, via Baltimore, and has been snow bound in Chicago since Thursday last.

The farmers living out from the city have done their work well towards opening up the roads. Teams from every direction have been coming into town daily and on Wednesday our dealers had a lively grocery trade. The storm let up just in time for it seems as though every one was "just out" of provisions.

Snow-balling was freely indulged in at the depot between passengers and citizens while they were awaiting the arrival of snowplows and trains from the west on Tuesday. No damage was to life or property, with the exception of smashing of two windows, one in the ladies waiting room and one in a passenger coach.

Chris Moll had a good day last Tuesday, while the trains were side tracked here, he sold two barrels of apples and three dozen oranges to the passengers, clearing for his trouble the nice little sum of \$8.05. The next day he was lame, but he says he can stand all such rackets when the dust shows up like that.

The views taken by our artist, Mr. W. K. Hoskens, are fine in every respect. We have seen them, there are ten different pictures in all, and every one of them worthy a place among the finest stereoscopic views of this state.

The huge drifts of snow almost lost the business buildings in a shadow. If you want any it will be necessary to send in your order at once, as they are going rapidly.

We bespeak for him a liberal trade in this line, for if you once see them you will want them all and buy the whole collection.

Considerable dissatisfaction has arose among many coming into the city on account of not finding the roads open within the city limits.

True, it was a shame that they could not have been opened at once, but what could you do, and who is to blame?

The railroad paid shovelers \$2.00 per day, while the street commissioner was only authorized to pay \$1.00. The difference was too great, and the street commissioner want begging for help while every available man took to the railroad.

A great deal of credit is due Mr. Cornwell, agent at this city, for the prompt action taken to engage men, and his efforts used in opening the road after the storm. Not an idle moment was wasted during the prevalence of the storm, but everything so effectually work that when the wind and snow had ceased, a hundred men and upwards were out en-mass, plowing their way through the mighty deep-snow-which we have been told in many cuts by actual measurement were from eighteen to twenty feet deep.

The bright sun was a very severe strain on the eyes of all who handled snow shovels during the first of the week end many there were who were obliged to leave their work on this account, and there are a great many now who are suffering with sore eyes. Street Commissioner Allen was almost blinded.

We do not believe in placing our own family or relatives conspicuously before the public just because we are one of a party engineering a newspaper, but when a brother of ours, only sixteen years old, finds himself snowbound in Portage City, and becomes anxious to reach his destination, starts out and walks to this city, a distance of 30 miles, and does it all in twelve and a half hours on such a day as last Saturday, when the snow is from five to twenty feet deep, we believe it ought to be placed on record.

He came by the way of the C. M. & St. P. railroad tracks, and says that he fell through all the culverts and cattle guards, and nearly every bridge between here and there, and found himself several times stuck in cuts along the road. If any one will give us the particulars of a worse experience than this, when the snow lays as deep as it did that time, we will take a back seat willingly

Three passenger trains bound west arrived in the city Tuesday noon (the 8th). One train was hauled by two engines and was composed of three mail, two baggage and six passenger cars.

The passengers on board two trains extra posed of emigrants. The other two trains extra 1 and 2, were each heavily loaded with passengers and emigrants, and one contained two companies of soldiers—one company being colored.

Before these trains pulled out they were obliged to await the arrival of trains from the west, these latter being delayed by a cut west of Fall River that had not yet been cleared.

About 4 o'clock p. m. however, three trains from the west arrived, two of which were drawn by two engines apiece, and all well loaded with passengers.

The regular 4:07 passenger train soon arrived, making seven passenger trains in all, then awaiting orders at this station.

Counting the engines attached to these trains and those used for opening the road, now side tracked here, we find that we had seventeen, and estimating the people awaiting the arrival and departure of these trains, the passengers on board, train men and shovelers, there must have been upwards of 2000 people, men, women and children in the vicinity of the depot in this city.

Continued next week



## Installment No. 206

(Continued from last week)

An amusing incident in connection with the big storm of 1881 is told by Frank Bell.

After the storms had subsided, leaving a strange looking mass of white drifts in the entire country side—completely obliterating highways, fences, stumps, small buildings etc., a neighbor of the Bells, who lived a few miles further out on what is now hwy. 60, came by on snow shoes, carrying a staff. (A stout stick maybe 5 or 6 ft. long and about as large as a pitchfork handle).

He said they had run out of the necessities of life, and he was bound for Columbus to replenish his supplies.

Next day he returned, homeward bound, with a pound of coffee in his pocket and a jug of alcohol lashed to his staff.

These two items were what he had referred to as the necessities of life.

### "Life on the Road"

(Tradition has it that a group of traveling men, salesmen or drummers, as they were variously called who were snow bound at the Fox Hotel during the week or so the railroad was block-aided, got up and presented an impromptu show, to relieve the monotony. We reproduce herewith an account of it as printed in Columbus Democrat of March 12th, 1881.)

"The great Burlesque Co., Nickolson and Martini, Managers and Proprietors, supported by a cast of commercial traveling men, appeared before a crowded house in this city last Saturday evening, (the 5th). Although the announcement was short, it was enough for our people to know that the snow bound "drummers" had concluded to go in on their "check", and give them a "humbug" equal to any professional troupe. That they did so to the fullest expectations of those present was plainly visible on the faces of all who attended, the following day when the question "Did you go?" was asked.

The boys got things together in a hurry on that day and forget to rehearse, so of course were excusable for any slight defects that occurred on the stage. However each part was carried out to perfection, for in one sense it was simply acting out a natural existence on the road.

"Prof." R. H. Nickel, who was billed as the "Great Wizzard of the North", brought down the house every time he made his appearance on the stage, and well he might. The name was well applied. "Hon. T. Jacobi Martini", Ex-member of the Italian Senate, did remarkably well in his several parts, as did also "Deacon, B. R. Rodney, who was put down as Master of Ceremonies.

There was a score of other names, all possessing famous titles, and all carrying out their respective parts with credit. The gymnastic performances by Mr. Walter McCafferty of this city, were a valuable addition to the evening's entertainment.

The traveling men who were snowed in here have certainly all made themselves more popular with our people, and have left pleasant memories which will not soon be forgotten.

Come again gentlemen, we will try and use you well no matter whether you come to sell us goods or for "show". The names above, with one exception, are fictions.

O. E. Cornwell (the Railway Agent) has paid out to the shovelers who helped raise the snow

blockade in this vicinity recently, \$865.99. This was divided between 240 persons. The Hotel bills aside from this, were about \$600, thus leaving in our city, \$1465.99 because of the storm. (The Railway Company paid \$2.00 per day for shovelers, just double the pay of common labor locally at that time)).

(Reese Roberts of this city says that he has heard his father, Griff Roberts, blacksmith of long ago, say that for two or three weeks during the storms of 1881, about all he did was to make snow shovels). Snow shovels their were made of wood with an iron edge at the point of contact. Also used by the Railway crews, were "Scoop shovels, the same as used for grain and coal.

### Uriah Davies

The subject of this sketch, Uriah Davies, was among those pioneers who came here in 1846, but no sketch of him was written, when we covered other 1846 arrivals because so little could be found about him.

However in the four years since the story of Columbus was begun, much research has been done, and we now feel that sufficient information about this particular Davies family has been collected that we are justified in attempting this sketch.

We begin by quoting portions of a translation to English of an obituary of Uriah Davies, written by the locally famous Welsh minister of years ago, Rev. John J. Roberts (see installment No. 30) and published in a Welsh language religious magazine called "The Friend", but from which we omit many of the unpronounceable names of places in Wales.

The article begins with "It is with joy on the one hand, and fear on the other, that I undertake to write a little biography about the late Uriah Davies, an elder in the Presbyterian church of Columbus, Wisconsin, who was a son of a noted elder, John Davies and Mary his wife.

He was born in Cefn Rhiwabon, Dinbychshire, North Wales, June 7, 1823. His mother died when he was about three years old" (there was a sister Ann, two years older than Uriah)).

His father John, with two young children to raise, then married a second wife named Catherine (family name not shown) who kept a small store in Cynwyd.

After this second marriage, John Davies and his wife Catherine and the two children moved to a town in Meirionychshire, where his wife kept a store and John worked as a stone cutter in a quarry the family living on a small farm, until they came to America.

The children attended school until Uriah was twelve to fourteen years old.

When he was about fifteen to sixteen years old Uriah went to clerk in a store owned by Rev. E. J. Evans in Plasiof, about two miles from Uriah's birthplace Rhiwabon. He grew up in a religious atmosphere, being a regular attendant at meetings of young people, Sunday School, Singing School, and became a leader among the young people.

Again quoting "May 18, 1845, he started from Liverpool to America, with his father and step-mother, on the same ship as we, (the John J. Roberts family) did, the Samuel Hicks was the name of the boat. His sister Ann remained in England, having married Fred Baker, in London.

Uriah was then 22 years old, when on the ocean he had a birthday."

Continued next week



Installment No. 207

June 9, 1955

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare

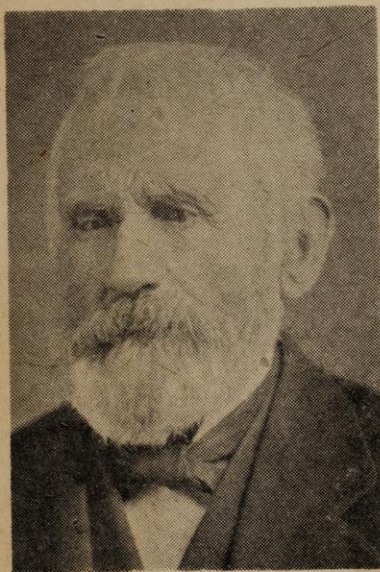


(Continued from last week)

**John Davies**

Upon their arrival in this country, his father John Davies located on a farm in Union, Rock County, Wis. near Evansville, where he farmed for eight or nine years, as one of the pioneers in a new land. He endeavored to establish a Welsh Church in Union, getting different ministers from afar for a Sabbath or two, but was not successful.

He often walked miles to different meetings, to Racine, Waukesha, Columbus, Dodgeville, etc. 40 to 70 miles.

**John Davies**

His wife had passed away in 1850, and since the Welsh population (in Rock County) was getting less and less, he finally decided to come to Columbus to live with his son. He became an elder in Bethel, and when Nazareth was organized in Columbus he became First Elder and served until the end of his life. He died Feb. 5th, 1886, nearly 90 years old, and is buried in Bethel. When the first small church, Nazareth, was built, about 1868 two younger elders were appointed, Uriah Davies himself, and Robert R. Roberts. The church started with 27 members.

**Uriah Davies**

Uriah Davies did not remain long at his father's home at Union, as the records show that he came to Columbus in Jan., 1846, having knowledge that John J. Roberts and other friends, who came on the same ship, the Samuel Hicks, had located here. He had had experience in clerking in stores in Wales as a boy, also in Liverpool for about three months, and on the Isle of Man off the coast of England, for about two years, before coming to America.

Evidently Daniel Bassett and Josiah Arnold who were established merchants here needed a clerk and young Uriah Davies had no difficulty in getting a job as clerk in their store, particularly since he was a Welshman, which practically assured them of the trade from the Welsh settlement, as very few of them spoke English, and also he was an experienced clerk.

Columbia County was organized in 1846 when Wisconsin was still a territory, and no county seat was named. When Wisconsin became a state in 1848 Columbus was decided upon a county seat, for a period of five years.

Josiah Arnold was elected County Clerk, but for a time retained his interest in Arnold & Bassett, and probably performed his official duties at a desk in the store.

When Portage City became the county seat by Legislative action, Arnold moved to Portage City as it was first called. In anticipation of this move he had sold his interest in the store to E. P. Silsbee, a brother-in-law of Mr. Bassett, but in 1853 Silsbee sold out to Bassett and started a store of his own.

Uriah Davies remained with the Bassett store for about eight years, with time out in 1852 when he returned to Wales to marry the girl who had promised to wait for him to become established in America. So in 1852 he was married to Miss Jane Roberts, daughter of Ellis and Elizabeth Roberts in Glyndyfrdwy, Wales.

The Uriah Davies house in Columbus was on Ludington street, where the Boulder with a

brass plate marks the site, in the little green plot between the large house at 319 N. Ludington and the driveway to the depot, called Davies park.

The house, itself, was moved to 222 Whitney street several years ago.

In May, 1855 Uriah Davies formed a partnership with Mr. E. P. Silsbee, a brother-in-law of Daniel Bassett, as well as a competitor in business.

This advertisement appeared in the Columbus Journal of May 3rd, 1855.

"On Hand. E. P. Silsbee has associated himself with Uriah Davies, and is removing his stock of goods down to D. E. Bassett brick building, for the purpose of putting up a new building in place of the old one. We are receiving New Goods such as Prints, Delains, Lawns, Debagos and Bonnets with all the trimmings, all of which will be sold at Low Prices. We are not to be beat.—Give us a trial—We will have a full assortment soon. Silsbee & Davies."

This partnership continued until 1861 when Mr. Silas Axtel bought Silsbee's interest in the business, and the firm name then became Davies & Axtel, which partnership continued for four years.

Mr. E. P. Silsbee had once been a partner of John Swarthout in the drug store.

Then in 1865 Daniel E. Bassett, who in the meantime had been in business in the village of Danville, which he had laid out, and to which he had given his name, had returned to Columbus, bought the interest of Silas Axtell, and the firm then became Davies and Bassett.

All this time, from 1855 up until 1866, Uriah Davies had been a partner of Bassett in the Danville Mill and considerable real estate, (see installment 37 in story of Columbus.)



However on Jan. 19th, 1866 Mr. Bassett sold his half interest in the mill to Gabriel Williams and in Nov., the same year Mr. Davies sold his half interest to John W. Roberts.

In 1866 Mr. Bassett, or perhaps also Mr. Davies too, sold an interest in the store to Mr. J. M. G. Price, a former employee of Mr. Bassett, and the firm became Bassett, Davies & Price.

This partnership continued until 1873 when Mr. Bassett bought Prices third and the firm again became Bassett & Davies, which continued for several years.

The original Arnold & Bassett store was about the center of Lot 5 Block One facing James st. about at No. 141 or 145 E. James, but sometime within a few years after 1878, exact date not known at this writing, the firm of Bassett & Davies built a much larger store, the building at 107 E. James, a two story building with 23 feet front and a little over 100 ft. in length.

In 1877 they built an addition fronting on N. Ludington st., that now houses Meyers Barber shop and Mrs. Conley's store.

It was while the basement of the Ludington street building was being dug, that Daniel Bassett suffered a sun stroke from which he never fully recovered, and his health became progressively worse, until he died in May 1888.

Because of the stroke, which affected him mentally as well as physically, his interest in the firm was taken over by his long time friend and business partner, Mr. Davies, who remained the sole owner until he died, strangely enough, about four or five weeks before Mr. Bassett passed away.

Earlier in this narrative, we mentioned the location of the Uriah Davies home. It is not known to the writer whether Mr. Davies actually built the house or if he purchased it from a previous owner, but in either case if it was in this house that Uriah Davies and his bride set up housekeeping when he brought his bride, Jane Roberts back from Wales in 1852 the house, still standing on another site, is well over 100 years old.

Continued next week



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

However in the English translation of the obituary of Uriah Davies written in Welsh by Rev. John J. Roberts, the statement is made "in the fall of 1849 he was in Oshkosh for lumber". The sentence is not clear as two lines of type written words are mixed on the same line making it practically impossible to read; besides which, the second page is missing completely.

However his granddaughter, Dora Edwards, of this city recalls distinctly hearing it many times, that her grandfather built the house with lumber that came from Oshkosh. It is quite likely that he did build the house.

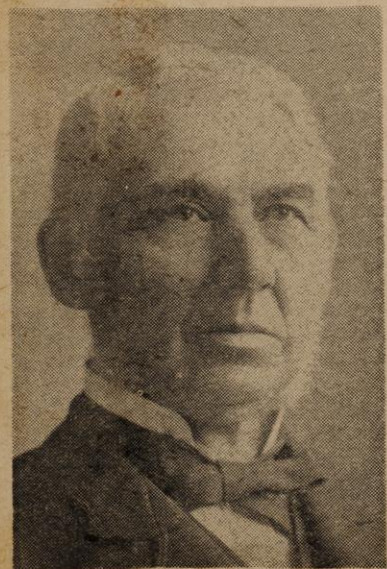
When Uriah first came here, he without doubt attended Divine services at the log church his fellow countrymen had built, near present Bethel Cemetery, where they continued to worship for about five years or until Bethel proper, the stately white frame church that no longer exists, was built in 1850.

As noted in installments 29 and 30 of the story of Columbus, the Welsh settlement grew in area and in population, and Salem church six miles out was built in 1857, and still later Moriah.

Several Welsh families lived in town and when the roads were bad, or snow blocked in the winter it was difficult if not impossible for them to go into the country to worship, so it became the habit to hold Divine Services in the homes of those families that could accommodate the group.

More often than not, these services were held in the home of Uriah Davies, and consisted of Sunday School, preaching, prayer meetings and song services, and after four or five years it was decided to build a Welsh church in town as the group had grown too large for home services and had been using a hall above the Davies & Bassett store.

Thus in May, 1868 a small frame church called Nazareth was built, at a cost of \$2,200 including



Uriah Davies

born Sept. 10, 1862, Luther born Sept. 9, 1865 and Josiah born July 4, 1868. The last mentioned Josiah died in 1875 at age seven.

Uriah himself in his later years, was not too rugged, perhaps of being indoors, at the store so much, and frequently remarked about his poor

health, but even so his wife preceded him in death, on Oct. 30th, 1883.

The following year, leaving the store in charge of his son-in-law, Wm. J. Edwards, Uriah Davies made another trip back to Wales, in the summer of 1884, at which time there was a large meeting of the Presbytery at Belfast, Ireland, which he attended as a delegate. The journey and visit in Wales, seemed to restore his health, so that upon his return he was able to go on with his business, until only about two months before his death April 22nd, 1888. According to his obituary in the local paper, the cause of death was given as cancer of the stomach. He and his wife, daughter Mary, son Josiah and father John are all buried in Bethel Cemetery.

Early in that year when it became apparent that he could not recover, Uriah Davies, sent for his son Luther, then a student at Harvard, to come home and take over the management of the store. Luther engaged a new clerk Mr. Wm. H. Pietzner to assist.

In 1890 William J. Edwards acquired the store, and William H. Pietzner remained with him.

In 1901 Mr. Pietzner bought a half interest, and the following year Fred Kettlehon bought the other half. Mr. Edwards retiring from business and the firm became Pietzner & Kettlehon. (see installment 37).

## Mr. and Mrs. W. J. Edwards

His oldest child, Jane Ann, born Nov. 5, 1854 was married to Mr. Wm. J. Edwards, son of John



Mrs. Wm. J. Edwards, her daughter Jane Ann, Mrs. John Hughes and son Edward

and Mary Edwards of the Salem settlement, about six miles northeast of Columbus, Oct. 16th, 1876.

She lived her entire life in Columbus, and was interested only in her family and her church in which she was always active.

Mr. Edwards in his young manhood was affiliated with the church Salem, but later became a clerk in the dry goods store of Uriah Davies whose daughter he later married. Mr. Edwards parents and some other members of the family are buried in the cemetery at Salem church yard.

As related earlier in this story, he had charge of the store at the time, Mrs. Uriah Davies died in 1883 and acquired the store in 1890. Mr. Davies having died in 1888; and in 1901 Mr. Edwards sold a partnership in the store to his faithful clerk Wm. H. Pietzner, and in 1902 the other half to Fred Kettlehon, Mr. Pietzner's brother-in-law.

Continued next week



Installment No. 209

June 23, 1955

# "The Story Of COLUMBUS . . . ."

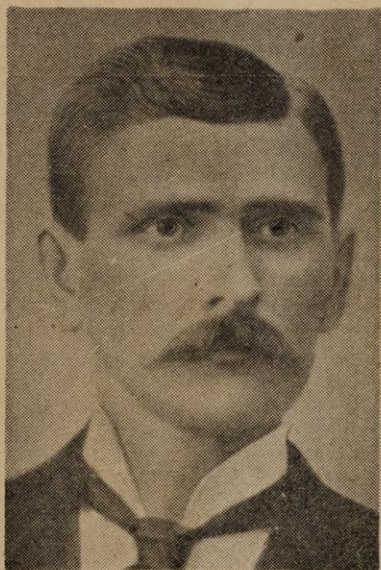
By F. A. Stare



(Continued from last week)

Mr. and Mrs. Edwards became the parents of two daughters, Mary Jane and Dora. Mary Jane was born June 17th, 1879, and on March 19th, 1902, was married to Mr. John Hughes whose parents owned the farm on Beaver Dam road which for many years has been owned by Dr. E. M. Poser.

Mr. Hughes became afflicted with respiratory trouble, and in 1905 he and his wife, accompan-



Wm. J. Edwards

ied by her baby son Edward and her parents all went to Denver, Colorado in the hope that his health would improve in the high altitude. But this proved to be a false hope for he died, and was buried in Bethel cemetery on Thanksgiving day.

We show here pictures of Mr. Edwards, and Mrs. Edwards, her daughter, Mrs.

Hughes and of her son, Edward. Mr. Wm. J. Edwards died in April 1912 and Mrs. Edwards in July 1931.

## Edward Hughes

Edward was a frail child, born, Nov. 23rd, 1904, and had the misfortune of losing his father John Hughes when only a year old; also his grandfather in 1912, his mother in 1921, and his grandmother in 1931. Almost his entire life was lived in the home of his grandparents, Mr. and Mrs. Wm. J. Edwards and after their deaths, with his aunt, Miss Dora E. Edwards, unmarried, of this city.

He graduated from Columbus high school in the class of 1922 and from the University of Wisconsin in 1926. Not only was he well educated but he had a keen and cultured mind but his frail constitution, no doubt inherited from his father prevented him from using his education to his greater advantage. However he was very active in the Nazareth church, especially in the Christian Endeavor Society, becoming treasurer of the South Central District of Christian Endeavor, which office he held for several years.

He was a charter member of the Kiwanis club of Columbus.

He was engaged in the business of raising chickens and kept many hives of honey bees, and had a nice young orchard under way. His place on the Beaver Dam road only a short distance out was known as the "Chick-a-Bee" farm. He died in Jan. 1936.

## Miss Dora Edwards

Dora was born in the house at 137 East Mill street. At a later date they acquired the house at 430 W. Prairie where they lived for a time while building a new and larger home next door 422 W. Prairie, which is now the home of A. H. Proctor acquired when the Edwards family built at 450 S. Charles St. which is now the home of Alfred K. Holtz. Miss Dora Edwards, after graduating from Columbus high school, in the class of 1900, took a commercial course in Chicago, and upon her return to Columbus took a position in the law office of E. E. Brossard which work she continued for many years.

She is the owner of the building at 107 E. James St., and co-owner of the building on N. Ludington in which Mrs. Conley's store and Meyer's barber shop is located. She lives in an apartment over 107 with entrance from Ludington St. This is the building occupied for so many years by her grandfather Uriah Davies, her father, Wm. J. Edwards and Pietzner and Kettlehon, and various other mercantile establishments.

## Miss Mary Davies

The second child of Uriah and Jane Roberts Davies, was Mary, born Sept. 10, 1862 who died July 18, 1938 at age 76. She was educated in the Columbus schools, after which she remained at home with her parents until some time after her mother's death, when her father anticipating that his son Luther would marry and take over the home and the business, built a nice home for his daughter Mary at 143 Maple Ave. in which she lived, with a housekeeper, until her death in 1938.

There had always been a helper or housekeeper in the Uriah Davies home, Miss Catharine Griffith, for several years until she was married to a Mr. Giele. Then it was Miss Margurite (Maggie) Roberts. When Mary moved into her new home, Maggie went with her, remaining until her death.

She had been in the Davies family for a total of 54 years; she was succeeded by Margurite (Maggie) Owen who was Mary's companion until Mary died in 1938. Miss Owen herself died March 24th, 1955 at age 94.

## George Ward

Maggie Roberts had a sister, Mrs. Ward, a widow, mother of George Ward; after Mrs. Ward died leaving her young son, George, his Aunt Maggie took George to raise in the home of Mary Davies, who became very much attached to him, and upon her death, her property went to George.

After completing his education in the schools of Columbus, George later went to Chicago, returning to Columbus to make his home shortly after Mary's death.

George and his wife May, lived in their home until a couple of years ago when they built a smaller home at 307 Turner St., selling the Maple Ave. home to the John Van Roos.



### Luther Davies

Third child and first son of Uriah was Luther, born Sept. 9, 1865. He grew up in the church of which his grandfather and his father were both Elders, the Nazareth Welsh Calvinistic Methodist, which did not sever its connection with the mother church in Wales until 1920 when it affiliated with the Presbyterian U.S.A.

Luther after finishing in Columbus high school, attended Ripon college and then went to Harvard University. Between times and during school vacations he probably received training in his father's business.

In 1888 when his father's health became critical, Luther was called home from Harvard to take some of the burden of store management from his father and brother-in-law Wm. J. Edwards.

As related elsewhere herein his father died in April 1888, and presumably Luther remained with the store until Mr. Edwards acquired it in 1890.

On June 11, 1889 Luther Davies was married to Miss Grace E. Morgan, daughter of John R. Morgan of Oshkosh, a lumberman who founded the Morgan Sash and Door company.

The young couple took up their abode in Columbus in the house on N. Ludington, previously referred to in this column. Mrs. Davies name appears on the roll of members of Olivet church, Columbus, and we presume but have no record to support the presumption, that although of Welsh parentage she may not have been proficient in the language. We learn that she had become a member of Congregational church in Oshkosh and sang in the church choir both at Oshkosh and here.

On June 4th, 1890 the couple became parents of a son Uriah Morgan Davies.

Having disposed of his interest in the store here, yet by training he was qualified to direct

Continued next week



Luther Davies



Morgan Davies



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

a larger business, and thus it was that in the spring of 1892 he moved his family to Oshkosh where he established a store at 163 Main st.

According to the Oshkosh, Northwestern, of October 8, 1927 containing his obituary, Mr. Davies (often referred to as a merchant prince) had established the outstanding store in the Fox River Valley.

Quoting from his obituary "Luther Davies, 176 Church st., prominent retired retail dry goods merchant, passed away about 12:30 o'clock, noon, Sunday at Mercy Hospital, where he had gone for treatment. Death followed a stroke of apoplexy sustained at the hospital.

"A man of high ideals and business integrity, his store was for years the outstanding merchantile store in this locality.

"A quiet and home loving man, Mr. Davies never affiliated himself with any fraternal order. He inherited a love for music, however, from his Welsh ancestry and gave much of his time to promotion of musical interests in this city.

"In early days he assisted in the organization of an oratorio Society, and served as its president throughout its existence. He maintained this interest in music through the years, and kept in close touch with the activities of the Community Chorus and of the Trinity Episcopal Church Choir. The Davies family left the Congregational church of Oshkosh after a few years and became active members of Trinity Episcopal church of Oshkosh and took a keen interest in church work. He was president of the local branch of the American Bible Society and also assisted in Y.M.C.A. work when a branch of that organization was maintained in Oshkosh, and for several years he served in an official capacity for the Wisconsin Sunday School association.

We show here, photographs of Luther Davies, his wife Grace Morgan Davies and their only child, Uriah Morgan Davies, in the uniform of St. John's Military Academy.

## Morgan Davies

Uriah Morgan Davies, born in Columbus, June 4, 1890 was married August 24th, 1918 to Miss Marion Ella Wall of Oshkosh, daughter of another lumberman, a friend of Mr. Morgan. Uriah Morgan Davies, after finishing school at St. Johns, attended and graduated from Princeton University. After his marriage to Miss Wall, Morgan Davies entered his grandfather Morgan's Sash and Door business where after several years he found he had a bad heart condition, from which he never completely recovered. This made it necessary for him to retire from business activity and take life as easy as possible. They have no children, and maintain two homes, living in Oshkosh in the summer, and in Sarasota, Florida in winter.

Morgan Davies, six feet four inches in height is said to be a very fine looking gentleman, even though his health is still somewhat impaired.

Since there are no children in the family, this particular family of Davies will have run its course when Morgan Davies will have passed away.

## A Short Travel Story

Descriptions of travel, particularly if they include something out of the ordinary, are always interesting.

The contrast between "then and now" adds to a story.

A trip from Columbus to Green Bay and back, at present, by car, bus or train would have no particular thrill, but such a trip in 1860 is something else.

Mr. Mallo, the elderly editor of the Columbus Journal, was absent for several days, going to and coming from an "Editorial Convention" at Green Bay in June, 1860, and upon his return printed over half a column in which he tells some of his experience and impression of the trip in the issue of June 21st, 1860, as follows.

## Editorial Convention

We would like to tell our readers that we had a good time last week on our trip to Green Bay to attend the Editorial Convention, and likewise at "the Bay", but we are sorry to say we were disappointed in both.

In the first place the conductor and managers on the Northwestern R. R. paid no attention to editors than they would to common folks, and made them pay fare. (Those who do not live immediately on their line of road) (Note Editors then had passes entitling them to ride free on the trains of the railway company that issued the pass, but they were not supposed to be good on any other railroad).

In the next place it rained the whole day until we got to Oshkosh, about sunset, and instead of seeing a large city with splendid buildings we found ourselves on a Marsh where there was a splendid prospect of getting into a place where we could not touch bottom, and waking up in the morning with half a dozen men calling a coroners inquest, setting on us to squeeze the water out, and then give a verdict of "accidental drowning."

Such a fatality, however, did not happen to us, and we arrived safe at the Bentley House where together with a few other types, we were entertained in a manner as made us forget our vexations for a while.

If you have any business to transact at Oshkosh, stop at the Bentley house, hail, rain or shine you will be made comfortable and won't be skinned alive by the way of an exorbitant bill.

On Tuesday morning we took passage on the "Appleton Belle" for Green Bay. (there was no railroad from Oshkosh to Green Bay at that time)

This passage was to be a very unpleasant one, in consequent of heavy showers which poured down in quick succession nearly the whole day, and the surliness of the officers of the boat.

(There are 22 locks in the Fox River between Lake Winnebago and Green Bay now; we can't say how many there were 95 years ago.)

We arrived in Green Bay and took up our quarters at Mr. Bogert's U. S. Hotel; Here we stopped for two nights and one day, paid our regular \$2.50 and then left on suspicion that one day more would not leave us money enough to get home again.

The steamer "Berlin City" being at the dock at Green Bay, just as we were ready to leave, we together with several other editors, stepped on board, shook the dust off our boots and left the hospitable (?) city of Green Bay, with its accommodating landlord of the U. S. Hotel.

To Capt. Doud and all others belonging to the "Berlin City" we are under infinite obligations for the pleasant manner in which not only ourselves but every one on board were treated.

Continued next week



## Installment No. 211

(Continued from last week)

This trip up the river was the only real pleasant time we had from the time we left Watertown until we returned to that city again. Success to the "Berlin City" and all hands concerned.

In Watertown we put up at the Planters Hotel, at present presided over by Mr. Nathan Pratt, where we were hospitably entertained.

An entertaining landlord, accommodating waiters and pleasant countenances are, under all circumstances a great treat, such you will always find at the Planters while the present landlord presides.

Our account now brings us near home, and from what we have said, the reader will naturally conclude that we got home, and how could it be otherwise when we got on board of the cars at Watertown and under the protection of that prince of conductors, Hub Atkins. The next time we partake of the hospitality of Green Bay we intend to carry a knapsack with our provisions in it. One more remark we have to make, and that is we would very much like to thank Major Shaler of Fort Howard once more, for the gentlemanly and hospitable manner in which he received and treated the editors who visited the Fort. More anon.

### A Visit To Lodi

In the issue of July 5, 1860 the editor describes it this way "We (myself and friends) left Columbus at 9 o'clock a. m. and after a few hours travel through a rich and beautiful country, reached the snug little village of Lodi, situated in one of the richest and most picturesque localities in the county.

The village numbering a few hundred inhabitants is enclosed within hills or bluffs from 50 to 20 feet high. These bluffs are composed of rock and earth, covered with rich verdure, shrubs, trees and a variety of beautiful wild flowers, the rose and lily abounding.

A farm of 200 acres, one of the largest, richest and best cultivated, a little west of the village, is owned by N. M. Jordon. This land was entered about the year 1845, by Daniel Webster, including Webster's Bluff; the "monarch of the hills" being 200, or more, feet high from base to peak.

This bluff, with some fatigue, we ascended, and on reaching the top, found it richly paid for the exertion. The scenery below and around is surpassingly lovely.

Miles away to the west are the Baraboo bluffs, and five miles down the valley is the Wisconsin River, now hid from our view by the abundant grass and grain fields. Ten miles from the Websters Bluff is Devils Lake, which we had not time to visit.

Away to the east we fancied we could see our own "Star of Columbia". Far and near in endless succession, sometimes without a tree to mar its ocean-like surface, stretched farms producing untold wealth to the owners.

From present prospects, farmers will be rewarded with thousands of bushels of wheat of the coming harvest. Below us in this fairy valley, clusters the neat white cottages, stores, shops, etc. and from our heights giving it the fanciful appearance of a birds nest containing its spotless eggs.

At the base of the Bluff, runs Lodi or Spring Creek, which although the crookedest of all crooked things, in its endless writhings through the valley, adding "enchantment to the scene", yet has power sufficient to run several grist and saw mills.

A few days previous to our visit the Republicans of Lodi and vicinity held a ratification meeting and were addressed by Mr. G. W. Hazelton, of Columbus. All were well pleased with the address, and will undoubtedly favor his nomination for Congress. The Republicans of that place are strong, thorough going and persevering; and their favorite candidate must win. Hoist his banner gentlemen let it wave." (For more about Mr. Hazelton, see installment No. 110.)

### Hints To Travelers

Printed in the Republican-Journal of June 28, 1860 taken from "Halls Journal of Health" we quote.

Take one-fourth more money than your actual estimated expense.

Acquaint yourself with the geography of the route and region of travel.

Have a good supply of change, and have no bill or piece higher than ten dollars, that you may not take counterfeit change.

So arrange it as to have but a single article of luggage to look after.

Dress substantially; better be too hot for two or three hours at noon, than to be cool for the remainder of the twenty-four.

Arrange, under all circumstances to be at the place of starting fifteen or twenty minutes before the time, thus allowing for unavoidable or unanticipated detention on the way.

Do not commence a day's travel before breakfast, even if it has to be eaten at daylight, dinner or supper, or both, can be more healthfully dispensed with than a good warm breakfast.

Put your purse and watch in your vest pocket, and put all under your pillow, and you will not be likely to leave either.

The most secure fastening of your chamber door is a common bolt on the inside; if there is none such, lock the door, turn the key so that it can be drawn partly out, and put the wash basin under it; thus if any attempt to use a gimmy or put in another key, will push it out and cause a racket among the crockery, which will be pretty certain to rouse the sleeper and rout the robber.

A six penny sandwich eaten leisurely in the cars is better for you than a dollar dinner bolted at the station.

Take with you a months supply of patience and always think thirteen times before you reply once to any supposed rudeness, or insult, or inattention.

Do not suppose yourself specially and designedly neglected, if waiters at the hotels do not bring what you call for in double quick time; nothing so distinctly marks the well bred man as a quiet waiting on such occasions; passion proves the puppy.

Do not allow yourself to converse in a tone loud enough to be heard by a person at two or three seats for you; it is the mark of a boor in a man, and a want of refinement and lady like delicacy, if in a woman. A gentleman is not noisy; ladies are serene.

Comply cheerfully and gracefully with the customs of the conveyances in which you travel, and of the place where you stop.

Respect yourself by exhibiting the manners of a gentleman and a lady, if you wish to be treated as such, and then you will well receive the respect of others.

Travel is a great leveler; take the position which others assign you from your conduct, rather than from your pretensions.

Continued next week



## Letters From Appreciative Readers

The writer sometimes wonders if there are enough readers of "The Story of Columbus" to justify the continuation of the time and money spent for postage, telephone, gasoline, newspaper space, etc. indefinitely.

There is no way to know or measure reader interest, just as there is no accurate yardstick of listener interest of radio or T.V.

But every once in a while comes a letter expressing the joy and pleasure that comes to the individual from the series of biographical sketches of pioneer families that so far have constituted the major portion of the "story" and or of the other somewhat related material inserted quite often.

The past week has brought several letters of appreciation, one from Philadelphia, another from California, some from the midwest, as well as one from a total stranger in Illinois who expresses interest in a story of the Badger Motor Car, made in Columbus in 1909-10. Another, verbal expression of appreciation was from a local school girl, and another from a teacher who is attending summer school, and wishes permission to extract material for a thesis.

Others have called up to ask when the sewer system was installed and when was the brick pavement now being torn up, laid.

So we conclude that there must be many more who enjoy the historical sketches, but have never bothered to record the fact.

Since the above was written, comes a letter from Mr. D. C. Everest, chairman of the Board of the Marathon Corporation and retiring president of the Wisconsin Historical Society saying in part, "You are doing a fine thing for the people in your vicinity in carrying on the historical column in the local paper and this gives me some ideas which I will pass along to the director of the Marathon County Historical Society."

We reprint here, a letter received by the Journal-Republican late in June.

Rivera, Cal., June 25, 1955

Dear Sir, find enclosed a check for the paper for another year as I find many things that interest me and as around Columbus and Fall River was my old home for the large part of my life, but my old home for the large part of my life. The Story of Columbus is very interesting to me spoken of by Mr. Stare. Mr. J. J. Sutton I was acquainted with him as well as any boy could be at my age as my father rented a farm of Mr. Sutton when I was 12 or 14 years old. It was the old Evans Farm about seven miles from Columbus.

Mr. Evans was the grandfather of Wallace Evans the manager of the Fall River Canning Co.

Mr. Stare spoke of Mr. Sutton bringing horses from the city that had been on street car lines in the city. Mr. Sutton used to bring them out to the farm and we worked them until they got over being foot sore so I got to know him very well. One day he brought out a pony for me to ride but he told me in a joking way that the pony sometimes stopped very quick, but in a few weeks we were to bring him home so I thought I would ride him to Columbus.

My folks were behind with a buggy, the pony was galloping along quite fast when for some reason he stopped but I kept going, landed beside the road. That's one thing I never forgot.

Then Mr. Stare spoke of Dr. Earll. I knew him very well as a child as he was my grandparents family doctor. My grandparents on my mothers side was G. M. Russell, they owned a farm 8 miles from Columbus on the Madison road, I think one of the Derr families owns it now.

I remember very well Dr. Earll coming out

there to perform a very serious operation on my grandmother, he brought a nurse out to help him as there were no hospitals around in those days, so those things are all brought back when I read the Journal-Republican.

Then another thing brings back memories the winter of the big snow in 1881. I think it was.

I lived at that time with my parents about 4 miles south of Columbus. My father lived then on my grandfathers farm, Wm. Thomson my grandfather owned 80 acres on the west Waterloo road at that time, but when the big snow came we sure had trouble for we were out of provisions part of the time, then we got short of wood but couldn't get to the wood lot, but our neighbor Chas Hasey, he was the son of Alfred Hasey that owned the farm, he told my father he had some large Burr Oak trees back of their home to come down and they would cut one down which would last the two families quite a while. So they cut down the tree and it was hollow and there was a big coon in it so when my father got home he said, well we got wood and meat both, but I don't think we ate that coon as that was a new bill of fare to us. But that's why I recall all those things that I had most forgotten until those things were brought back to me by reading your paper.

Then to bring back to you to what family I belonged to you spoke of in the paper about Warren Thomson that was my father's uncle. He owned the old Methodist church (He is wrong, it was the First Congregational church corner of Mill and Broadway, north from Walker Lumber Co.) (see installment 150) in Columbus and run the Public Scales for many years so when I was a boy I ate many meals there as we used to visit them quite often so there is another thing that brings back memories.

I am not trying to write History but the paper has brought back those things to me that's why I appreciate the paper.

Well I will tell you where I am located we live about 12 miles east of Los Angeles, we came here the spring of 1928 then we were surrounded by Orange Groves for miles.

Now the oranges are about all gone for the industrial part of the city has come east to about 2 miles from our home.

When we came here in 1928 our school in the Rivera District had less than 100 scholars but at present we have around 2000 or more. Our District has built 4 new schools with a Junior high and a high school.

My grandson graduated from 8th grade this year and there were 197 in his grade.

So you see Calif. is sure going places. Well perhaps this won't be very interesting to you but I wanted to let you know how I liked the paper so thought I would write a letter to kill time. Perhaps you folks will have to get an expert to read this as I am not a good writer, perhaps too old to write will be 84 in July. Wishing you good luck and many more years in the paper business. Yours truly W. H. Thomson.

P. S. That Evans farm was located about 1½ miles north of 16 on the Cambria road I think Highway 146.

A granddaughter of Alfred Hasey lives in Columbus yet, Mrs. Will Breese. He owned the old Hasey Farm. I went to school with Mrs. Breese, wanted to go and see her last summer when I was in Columbus but didn't get time.

Editors note. There may be a little confusion as installment 150 spelled the name Thompson, which the writer understood was correct.

No doubt many of our elder citizens of the area will remember the writer of the letter quoted, which was very interesting we thought.

Continued next week



## Installment No. 213

(Continued from last week)  
An Interesting Old Book

An interesting old book was discovered recently by Lewis White of Columbus, when he was removing some one story portions of the large home at corner of Ludington and Harrison sts., preparatory to having the house moved to a lot on South Water st.

The house has for many years been the home and property of C. C. Miller, a retired photographer, 207 S. Ludington st. and which was recently sold to Shell Oil Co. as a site for a modern filling station.

The house was for many years the home of Dr. Jas. J. Howard who practiced medicine here for a long time, beginning we believe in 1883.

Lewis White mentioned to this writer, that he had "unearthed" an old account book dated in the early eighties which he would be glad to leave for inspection temporarily, thinking there might be something interesting to be found in it.

### Back To 1850

Upon examination it proved actually to be an old day book or book of first entry in the handwriting of John Swarthout, our first druggist, and the earliest entry, on the fly leaf was Feb. 8th, 1850. At this time Swarthout had a partner E. P. Silsbee, the firm being Swarthout and Silsbee.

Many pages of the book had been used by Dr. Howard as a scrap book on the pages of which he had pasted a large number of bills, invoices, receipts of bills he had paid, stubs of many money orders, and the like.

Fortunately many of these bills, etc. had been pasted only near the top, and by lifting them up one by one, many unusual and interesting entries can be found.

The writer showed the book to Lloyd Sharrow, who says that without doubt it was one of John Swarthout's books; as one similar to it, but with entries a year or two later, was in his possession for a long time, and was then given to the Wisconsin State Historical Society, which incidentally is where, we hope, the present find, will ultimately be placed.

On the fly leaf, near the top, written in pencil can clearly be read "Commenced Feb. 8th, 1850, quit March 25th, 1850" and on a line above some penciled words that are now indistinguishable.

A little farther down on the same fly leaf written in ink, we find "Columbus, May 6th, 1850 commenced boarding to A. P. Bordey (or Bordeiz)

No such name as Bordey or Bordeiz has been found among the early pioneers.

However A. P. Birdsey kept a hotel and boarding house at that time.

Since the initials A. P. B. are the same we conclude that Mr. Swarthout intended to write Birdsey.

Then a little lower down "Quit March 25th, 1850" which leads us to think the penciled portion we have referred to may have been another boarding house.

The book was found between the rafters, on the plank plate to which the rafters were spiked, and had evidently been exposed to moisture as the pages are water stained, and the covers almost completely ruined.

There is also evidence of rat or mouse damage along the edges of the pages, and some of the entries are in part illegible or missing. Unless or until the papers that were pasted over the pages, are removed (if such a thing is possible,) only portions of the entries can be deciphered.

But even as it is, many entries can be read,

enough to show the names of some of the customers, and the prices charged for different things.

Also it is apparent that the early drug store carried also, some items of things more often found in groceries or general stores.

### Our First Doctor

The principle customer whose name is found on almost every page we are able to see is Dr. J. C. Axtel, the first physician, who came here in 1845, arriving on the same day as James T. Lewis, our first attorney. (see installment 23).

It was the custom for doctors in that early period to carry in their satchel or in their saddle bags, a supply of the more commonly used remedies, which presumably had to be replenished perhaps daily, so it is perfectly natural that a doctors name would appear frequently, and since Dr. Axtel was our only physician for several years his name shows up regularly.

On one page which is not obscured J. C. Axtel appears six times along with three times for H. A. Whitney, father of Alonza H. Whitney.

Different items found are ½ pint wine 25c, Ipecck & James powders 25c, Iodine & Meadisin 25c, 1 oz. Balsome Capavia 15c, Ipecck & ½ pint brandy and bottle 44c, Tobacco & beer 15c, Opium & Meadasin 25c, Ipecck 40c, ¼ oz. Torter Emetic & 1oz. Squils, gin and tobacco, prices obliterated.

Here is one charge against Dr. Axtel which contains several items including 5 drinks, 2½ oz. Blister Plaster, 1 pint alcohol, 1 bottle morphine, 1 oz. snake root, and many previously mentioned. No prices show even faintly.

### Pioneer Names

Mr. Whitney bought 6 lb. apples and a pint of terpentine both for 56c.

No dates are shown or if shown they are too faint to see.

On another page A. Silsbee bought a small quantity of Castor Oil for 13c and Dr. Axtell got a long list of items some of which are different such as 1 surenge 44c, 1 oz. Rhurbarb & 1 oz. Maguera 25c, Colomel & Camphor 28c, Rhubarb & Belladona 18c, Blue Pills 38c, Cod Liver Oil 1.00, Morphia & Ergot 1.00, Belladona & Fowlers Solution 25c, and some acetate of lead and a drink.

Another page shows Wm. C. Spencer 1 pound candles 3 to the pound 14c and 1 plug tobacco .04c. A. P. Birdsey 4 oz. Castor Oil 25c; Wm. Drake 1 lb. gum shellac and one pound Litherage, 1 pencil brush on which no price can be deciphered, but the next charge to Mr. Drake shows plainly \$1.00 for the use of Swarthouts horse and buggy.

Josiah Arnold is charged with ½ oz. indigo .06c, Mothers primer 10c and sundries 19c; A. Silsbee with 1 tooth brush 19c, bottle Castor Oil 25c, and a pound of crackers 10c, 1 oz. nutmeg 13c, bottle of Trasks Ointment 25c and another toothbrush 19c, 1 oz. Cayenne peppers 133c and a pound of salt .06c. This is three different charges thrown together.

J. Arnold in three charges total 4 oz. Gum Aloes 18c, 1 pint whiskey .06c, 1 pound powdered rosin 20c, sundries 20c and two Segars 10c.

We have picked out from another page several items not previously mentioned in charges to Dr. Axtel such as 2 oz. Spirits Nitre 13c, 1 dram quine and asspa, (evidently an abbreviation), 1.00, 1 dram Potassan 25c, 1 box Blue Mass 25c, 1 box dandilion 13c3, 2 drams Nitrate of Silver 63c, ½ dozen lemons 31c and 2 lb. cookies 20c.

Continued next week



**The Store Sold Groceries**

Mr. A. Silsbee 1 oz. nutmeg and bottle Sarsaparali 13c, Laudmn 28c, 1 pt. wine 25c, pt. brandy 38c, 2 oz. cream of tartar 13c, 1 oz. soda .06c and 5½ dozen eggs L 5c, 28c.

Josiah Arnold 5 oz. sage and .06c worth candy 19c; David Kelsey 1 lb. Borox 38c; Mr. Tyng ¼ lb. cream tartar 13c; M. Loomis 1 pt. vinegar 13c; E. P. Silsbee 4½ gal Linseed oil 3.94 and 2 kegs lead 3.50;

One new item of 2 Poor Mans plaster 50c on Dr. Axtell's next bill with many other items previously mentioned plus 1 bottle Blue Croton Oil 50c.

John Hayden bought 2 bars soap 25c and 1 oz. indigo 13c.

**Our Second Doctor**

Dr. Earll's name shows up, but no date visible with a purchase of 1 oz. each of two different kinds of roots one of which looks like Genckin, each item was .06c. (Dr. Earll practiced with Dr. Axtell for three years before establishing his own office.)

Lucus Baker apparently did some hauling for which he received cash 5.00, 1 gal molasses 63c and 1 paper of Sloan's powders 50c, and credit for 7.45.

Mrs. Stiles bought 1 lb. tea .55c, 1 lb. saluratis 18c, and one other item ending in—pin 21c.

Several charges of only one item show up against Dr. Earll for small amount 15c or 21c indicating that his practice is still small, but on another page there appears one charge of 3 items and another for 2 more.

A Silsbee once bought 3 lb. mackerel for 21c. On a page dated Dec. 24, 1851 Dr. Axtell's name appears four times with a total of 9 items one of which was tobacco 03c; Dr. Earll's name shows up four times on the same page for a total of 7 items. H. A. Whitney twice for a total of 1 box candles 25c, 8 cans of oysters, 8 lb. sugar 1.00, ½ lb. starch 10c, 1 lb. something else 19c and Samuel Lashier for 1 qt. varnish 62c, 1 qt. turpentine 25c, ½ lb. tobacco 19c and 1 empty quart bottle 10c.

On another page dated Jan. 5, 1852 Dr. Axtell shows up four times with a total of 10 items and Dr. Earll only twice but with 12 items;

His business is evidently growing.

Mr. Whitney shows up twice with a total of six items. Unfortunately, while the items all show plainly, all prices on this page, near the outer edge are completely faded away.

**Heavy Drinking**

Clear at the back of the book are two pages, each to different men who were heavy drinkers. One page is dated on 14th, 1851 and we will leave unmentioned the customers name. There are 17 items on that day beginning with linament and paper 40c, brandy 10c, soap 20c, burbon ten times at 25c each time but once when it was 10c; the other items were ½ doz. oysters 25c and Segars 13c.

Other entries to the same person were Jan. 20th, 28th, 20th, Feb. 3rd, Feb. 5th the items being burbon 25c six times, 1 pint turpentine .06c, 10 lb. sugar 90c, segars 15c, two drinks and segar 20c, 1 pint gin 38c; There are thirteen other items on the page too faded to read dates, items or prices.

If two drinks and segars were 20c, as shown it follows that one drink or one segar was .05c, therefore an item of burbon 25c was perhaps a bottle. Other entries indicated that whiskey was \$1.00 per gallon.

The other page was devoted to another man who makes the following purchases totaling \$3.00 on which he pays \$1.00 and charges the balance of \$2.00. The items were 3 pints alcohol .46c, turpentine 38c, gum schellac 20c, silk cravat .87c,

store black .07c, gin 25c, burbon 25c and one other item obscure.

Then follows (dates missing) cream of tartar and soda .13c, burbon .12c, 3 glasses burbon .15c, burbon .45c, burbon 15c, burbon .10c, soda and tartar 4 oz. .20c, 2 oz. cream of tartar .13c, ½ doz. glass 8x10 .25c, soda and ac'd 25c, yellow paint .40c, spt turpentine .18c, white lead .37c, white lead .08c, two dozen eggs, 16c, brandy .25c, pint whiskey .06c, 1 pound candles and shirt button .21c, 2 glasses rum 10c, 1 pound tea 75c, soap .13c, ½ pint whiskey, 1 tobacco pipe and matches .13c, six glasses burbon .30c, whiskey and herring 20c, 5 lb. sugar .50c, smoking tobacco 10c.

**The Barber**

A barber named Barrett has an account dated Dec. 7th, 1849 which starts with ½ pint brandy 25c and ½ lb. alumn 13c, 1 bottle Cologne and (faded out) 38c, bottle medicine 38c, 1 bot. Lubins (faded out) .63c, 1 fiddle string .13c, medicine and brandy .13c, 1 doz. maches and brandy .15c, Nymph soap .50c, medicine and snuff 13c. Dec. 9th 1 bot. sweet oil 63c, alcohol and bergomet 13c, medicine and squills .15c, brandy .05c, brandy 10c, Bergomet and olive oil 20c, brandy 15c, alcohol .10c, 1 keg .13c, brandy 10c, gin .05c, brandy .05c, brandy .05c, bottle Colone 38c, brandy .05c, bot. castor oil 13c.

Here the account is totaled amounting to 5.21 and crgedited "by shaving" 213 leaving a balance due of 3.08.

A final entry on the page reads "Balanced up to this date February 1st, 1850 between Barrett and Swarthout & Silsbee.

**Dr. J. J. Howard**

Thinking the names, items and prices would be interesting we now turn our attention to some of the bills, receipts etc. that Dr. Jos. J. Howard had pasted into the book. As to how the charge book of John Swarthout, and his then partner E. P. Silsbee came into Dr. Howards possession, we can only conjecture.

These various bills and other papers go back at least as far as 1883, and while by no means all items will be mentioned, we will show a cross section of them.

But first, a few words about Dr. Howard whom the writer knew, and a great many local people will remember him and members of his family.

Dr. James Jefferson Howard was born in Bolonge, N. Y. State Sept. 26th, 1848. We don't know when he came west, but he graduated from Bennett Medical College, Chicago, in the class of 1876. That same year he was married to Miss Ella Sherman, but as we have done no research on his family, we cannot say where she was from nor where they were married.

However they set up housekeeping in Waunakee, Wis. in 1876 where he practiced medicine for seven years before he came to Columbus early in 1883. They had two sons and one daughter Glenn, Ethel and Lawrence. All members of this family are dead.

**Dr. Howards Home**

It is not known where they lived when they first came to Columbus, but according to receipts for rent that terminated in Oct. 1887, he was paying 15.00 per month to Samuel R. Webster for a number of years, and it may have gone back as far as 1883 but the receipts found in the book were not a complete record although some of them go back to 1885.

Mrs. A. H. Proctor, daughter of Sam Webster, recalls that she had heard that her grandfather James Webster had bought a house that stood where the beautiful home of Harry C. Dotz, 334 S. Ludington st., formerly the home of Mr. and Mrs. Otto Albrecht, is located.

Continued next week



Installment No. 215

August 11, 1955

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Through the courtesy of Mr. Harry Dotz present owner of the premises, who has allowed an examination of the abstract of title we give here with a synopsis of the various persons that have had title to the ground and the house.

It was a part of the original entries of Lewis Ludington who obtained the land from the United States, Dec. 10, 1840.

In 1849 Ludington opened his first addition to the original village plat of 9 square blocks, the addition consisting of Blocks 10, 11, 12, 13, each consisting of 10 lots.

Jan. 19, 1853 lots 7 and 8 Block 11 and other lands were conveyed to Frederic F. Farnham.

In 1867 8 and 9 Richard D. Vanaken acquired lots 3 and 8 Block 11 and the N.E. ½ of lots 4 and 7 adjoining. Apparently the 1869 transaction was made to correct a warranty deed made in 1867.

Mr. Vanaken built what is said to have been the most ornate house in Columbus, but by no means the largest. It was "loaded" with scroll work and ornamental trimmings.

Mr. Vanaken may have spread the work over quite a period as he was perhaps the busiest contractor and did more building than any other builder in Columbus; a map of 1873 does not show the house.

We therefore cannot fix the exact date of construction without extensive research through newspapers which time does not permit at present.

The property was sold to James Webster, father of Samuel and grandfather of Mrs. A. H. Proctor Oct. 21, 1880 and the Vanakens moved to east James st.

Mr. Webster died on the farm and never lived in the Vanakan house.

The Webster heirs rented the house to Dr. Howard as stated elsewhere herein, but no doubt it may have been rented to others before.

In July 1888 the property was sold by the Websters to J. W. Leffingwell and wife Amanda and in June 1896 they sold it to Fred C. Francis a Columbus jeweler. Mr. Francis died April 28, 1900 leaving the property to his wife Anna E. and an adopted daughter whose name also was Anna E.

Mrs. Francis later was married to S. V. Albertson, and in 1919 Mrs. Albertson sold the property to Walter R. Luey and the house was occupied by the Luey family until 1931 when Walter R. Luey, widower, sold the property to Otto J. Albrecht, who purchased it to give him ground space appropriate to the beautiful stone structure that he built as a combination home and funeral home, and which after his death, the Albrecht heirs sold to Mr. Dotz the present owner and occupant of 334 S. Ludington.

## The Book Again

One paper pasted in the book, dated May 20, 1885 is a receipt from Patric & Hanson for \$4.40 Dr. Howard paid them for painting two floors in Websters house.

A bill from Columbus Flouring Mills, dated Oct. 29, 1885 shows that Dr. Howard bought 200 lb. feed for \$1.50, shows he probably kept chickens or maybe a horse.

Another receipt dated May 28th, 1885 shows a payment of \$20.00 to "apply on rent" signed by S. R. Webster.

A receipted bill from J. I. Merriam dated March 16th, 1885 shows 500 lb. coal an. 27th, 2,000 lb. Feb. 15th and 600 lb. March 14th. The coal was \$9.00 per ton.

A receipt dated Oct. 13th, 1882 for \$57.46 in full of all account to date was made by M. O. Duyer, Dane Wis. was probably before he moved here.

## Grocery Prices

There are two grocery bills in detail, one receipted on Nov. 6th, 1885, apparently covering Oct. charges, by H. Loomis which amounted to \$13.59. The other was from E. M. Taylor, also for Oct. \$7.71.

Some of the items were flour \$1.38, coffee 30c, salmon 18c, sugar 10c per pound, oatmeal .05c a pound lamp chimney 10c, codfish 10c pound, butter 15c pound, maple sugar 15c pound, cheese 10c pound, soap 4 lb. for 25c, qt. cranberries 10c.

There were 5 charges each for 1 gal. carbon 25c, (wonder if this was not lamp oil.) a higher grade of kerosene which sold at a lower price.

April 23, 1885 a receipted bill from E. S. Griswold for 31 yards carpet at 6 shillings (12½c) total \$23.25. This was no doubt "Ingrain" carpet, which the writer knew as a boy (we still have a piece).

There is a receipted bill covering 4 charges totaling \$4.55 from Fuller Bros. Dry Goods, Clothing, Groceries, Hats, Caps, Boots and Shoes, signed C. E. Fowler.

March 2, 1885 Dr. Howard is billed by Lueders & Krause, Produce & Commission merchants, 1-14½ lb. turkey \$1.57. These men were fathers of Rudy Lueders and the late Miss Krause.

Feb. 8, 1886 coal bill from J. I. Merriam, payment received was signed by John Roob, who no doubt worked for Mr. Merriam at that time.

J. Harris & Co. received on June 14th, 1886, \$23.50 from Dr. J. Howard for merchandise not specified.

Sept. 2nd, 1886 J. F. Shattuck acknowledged receipt of \$8.00 for "Sanitary Survey Mulholland." Whatever that was.

## Travel

A large portion of a doctors practice was in the country and travel was at times very difficult. A doctor had to keep anywhere from two to half a dozen horses, and different kinds of conveyances from two wheeled "road carts" to nice buggies in summer and "cutters" in winter.

A bill from Hirsscher & Cunningham dated June 28, 1886 runs back to Sept. 1885 and covers six different items pertaining to shoeing horses. The cost of "setting" a shoe was 15c each.

One item was repairing cart \$10.75 and two months later new springs \$26.00; nine items were setting tires (spelled tier) at 50c each.

Hirsch & Cummings bill head read "Manufacturers of Wagons; Carriages, Buggies & Sleighs Repairing promptly done — Circular and Band sawing and Planing to order."



There were two or three receipted bills for small amounts from Dodge & Waldo, Clothing, Furnishing Goods, Boots & Shoes.

There is a receipted bill from T. T. Austin, dealer in Lehigh and Lackawanna Coal Jan. 29, 1885 6520 lb. at \$7.00 per ton; and a receipt for \$5.00 in full to date, but nothing to indicate what for, signed by P. W. Barkhauser.

R. Griffiths, undertaker and dealer in furniture of all kinds, sold the doctor, Sept. 4, 1886 a book case and a complete "Bedroom Set" including spring and mattress, all for \$63.00; and a receipted bill from John Swarthout bears date of Sept. 30, 1886.

A tax receipt signed by G. W. Sheppard dated Dec. 17, 1886 shows the doctor paid \$2.39 tax on personal property assessed value \$225.00.

In 1887 a receipted bill as of Jan. 6, 1887 from H. Altschwager & Bro. dealers in Fresh and Salt Meats, Fresh Fish, etc; also a receipted bill from Whitney & Stevens, Hardware.

Another bill from T. T. Austin, dealer in coal and Walter A. Wood machinery for \$17.05 for hard coal at \$7.00 per ton.

Here are two butter bills from J. N. Jones, one for Nov. Dec. an. for 54¼ pounds, six deliveries charges total \$9.76 and another for the remaining eleven months, 170 lb. total \$29.44. Charges were mostly at 18 cents per pound but a few were lower.

Continued next week

Installment No. 216

August 18, 1955

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

### He Buys Property

Evidently Dr. Howard had purchased a lot for on Jan. 26, 1887 he paid taxes of \$91.86 assessed against Mrs. Jane Silsbee Estate on Lot 10 and N.W. 1/3 of lot 1, block 7.

Research discloses that a city map of 1873 shows a house on Lot 10 and a small building, perhaps a barn or small house on the 1/3 of lot 1: A map of 1890 shows a house of larger dimensions on relatively the same portion of lot 10 and no building on the 1/3 of lot 1.

### Millinery

Mrs. O. M. Dering, mother of Guy V. Dering had a millinery store about where Mrs. Alice Topps, Ladies Exchange now is. There is a receipted bill signed by Capt. O. M. Dering her husband covering trimming a hat April 14th with ribbon .15c also May 4 a sailor \$1.00, 5 yds. ribbon .97c, and repairing and trimming \$2.50, total \$5.6.

A small bill dated Jan. 1887 from Robert Griffiths, undertaker and dealer in Furniture of all Descriptions, James St. between the two Banks, is marked paid. and on the reverse side, is a memorandum of calls made by the doctor, as follows.

"11th visit, Mrs. Kietzke \$4.00, visit Mrs. Cripps \$4.00, visit Hemalick child \$1.50, Steven Manning \$1.00, Venist Brossard \$4.00.

12. Went to Portage, \$12.60 county.

13. Visit Mrs. Brill \$1.00, Mrs. Wm. Cripps \$6.00, Conrad Coblitz wife \$4.00.

John Erb, Watches, Clocks, Jewelry, Silverware, Stationery, and Musical Merchandise. March 11, 1887 wrote out a receipt on his stationery for \$31.50 in full to date.

A bill marked paid on very fancy stationery of "Hollister's Pharmacy, Madison, Wis. Dealer in Drugs and Medicines, Paints, Oils, Window Glass, Choice Cigars, Perfumery and Fancy Articles, Surgical Instruments at Manufacturers Costs The Compounding of Physicians Prescriptions a Specialty." Bill dated Dec. 16, 1886 covers six items totaling \$9.83.

### A Building Program

We now come to numerous bills indicating that Dr. Howard has begun a program of repairing the former Silsbee house and adding the new larger front portion of what has since been called the Dr. Howard house.

The first noted is from Whitney & Stevens, Hardware, April 25th, 1887 consists of 26 items totaling only \$12.11. One item is for 8-2/3 dozen Axle Pulleys, followed by 4 more. We are not sure but perhaps these were for sash cords in windows.

There were three gross of different sizes of screws, and 13 different charges for nails and 4½ doz. more screws, some sash bolts, hingers, hasps etc. This firm consisted of H. A. Whitney (Alonza's father) and Geo. C. Stevens, whose widow later became Lon Whitney's second wife.

Mason work was done in May, 1887 to the extent of \$35.75 by Jaclin Janisch.

We now find a labor bill from a carpenter named H. H. Buell whose charge for himself and one man was \$4.50 per day and for "self and 2 men" 6.50 per day. His bill for 3 days in April, 8 days in May and 21 days in June 1887 was \$179.87, marked paid.

During April and May J. I. Merriam delivered lime 8 different times. The charges were \$1.40 for 5 bu. and \$2.80 for 10 bu. total about 70 bushel.

Apparently Francis Spooner, a son-in-law of Rev. Dudley Tyng, put on the lathing and plaster for a total of \$135.62 shown on receipt dated Aug. 4, 1887, and Carpenter Buel did \$30.00 worth of work in July.

It also looks like the doctor and his family



moved out of the Webster house for there is a receipt from Sam Webster for \$25.00 for rent for 1-2/3 month in full of all account, dated in July. Our guess would be that the Silsbee house had been rebuilt or repaired and the family had moved in and that the new and larger part was still under construction but not finished.

A sizable bill covering various types of mill-work such as sash, setps and posts for Vernadah, Maple flooring, 60 Capitals, 25 Pine Ballustrades, 12 pieces rail, Sash with Cathedral Glass, from a Milwaukee firm is so badly chewed by mice or squirrels that no prices show.

Bill is marked paid Sept. 20, 1887.

Another bill from same firm, Sawyer, Rockwell & Co. showing delivery in July, includes a total of 21 windows, 31 doors, 3 turned posts, 70 Base blocks, 60 corner blocks, 50 Capitals, 950 ft. casing, 1665 ft. of six different kinds of mouldings, 166 spindles for porch 16 pounds Silver Lake sash cord, 70 sash weights totaling 506 pounds. All came in St. P. car No. 9476.

#### Sugar Was Cheaper

From a grocery bill of Sept. 1887 we note that sugar was 15 lb. for 1.00, eggs 11c per doz, an empty sugar barrel 15c, salmon 20c per can flour 1.25 per bag, potatoes 75c per bu. and cheese 13c per pound.

We were wrong for the doctors home was still in the Webster house Oct. 27th as shown by a receipt for \$50 for 3-1/3 months.

A bill dated Nov. 1887 from Columbus Flour and Fred Co., J. M. Dodge, Proprietor, J. S. Manning, Agent shows two charges for oats at 37c in Aug. and one for oats in Sept. at 35c per bu. Flour \$1.25.

A bill in Sept. was from Julius Krueger for \$20.00 marked paid. He was Miss Clara Krueger's father and had a Hardware store and Sheet Metal shop.

What is probably a final bill from H. H. Buell dated Jan. 44, 1888 indicates labor charges totaling \$136,442 "to finish the house."

There is also a small bill from R. D. Vanaken, Contractor and Builder, Sash, Doors, Blinds, Mouldings, etc, covering small items from March to Aug. 1887 totaling \$32.33.

#### More Bills

There is one for \$19.19 covering four charges in 1888 and three in 1889 covering oats and corn and a few item of lumber, from Farnham, Allen & Co., Jos. F. Allen and A. C. Parkinson, Grain and Wool Merchants and dealers in lumber.

There were two small bills in 1888 and 1889 covering shoes and shoe repairing by Gustave Breuning, and one from H. Boelte & Son covering 18 rolls wallpaper at 35c, \$6.30; 16 rolls at 30c, \$4.80; 44 yds. border at 10c, and 2 rolls ceiling. 1 Geography 1.35, watch repairing 1.00 and chain and charm repairing 1.15 total \$19.60.

Deysenroth & Yauman, manufacturers of and Dealers in All Kinds of Furniture, Curtains, and Picture Frames. Embalming and Undertaking in all its Branches gave a receipt to Mrs. Dr. Howard in Full to "Dade", \$11.00.

Apparently the firm of Dodge and Waldo had been dissolved for Oct. 5, 1888. There is a small bill from G. T. Dodge, Live Cash Dealer in Dry Goods, Notions, Clocks and Fancy Goods to Mrs. Dr. Howard covering 1 pair shoes \$3.50, 2 3/4 yds. Linen \$2.75, 1 towel 25c, 3/4 yds. Albattens .38c and 1 doz. buttons .35c.

April 24, 1889 shows a bill to Mrs. Dr. Howard, Bought of Uriah Davies, Dealer in Dry Goods, Clothing, Wall Papers, Carpets, Groceries, SC. 5 yds. Ingrain Carpet 65c, \$3.25; 32 1/2 yards Brussels at 90c, \$29.25, Carpet binding 20c. Received by Luther Davies.

March 23, 1888 a small bill from T. B. Elmer for Nut Coal delivered \$6.70.

Continued next week



Installment No. 217

August 25, 1955

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

A new, or at least a different meat market. C. W. Everson & Co. Dealers in Meats, Fish and Poultry, dated April 28, 1889 covers Lard, \$6.71, 1 1/4 pound Fish .18c, Ham & B.S. .79c and one item called 4 P.R. 40c.

**Payments On Note**

Evidently Dr. Howard had borrowed, privately, from T. Edwards, \$600.00 on note dated Sept. 13, 1887. According to two receipts found he paid \$136.00 Oct. 6, 1888 and \$200.00 Sept. 13, 1889. These payments were made after the time he was building.

Dr. Howard bought from Fuller Bros. 1 shirt \$2.00, and wall paper, border etc. in the amount of \$9.40 in Nov. 1888.

Eversons Meat Market billed him with 25 lb. Lard \$3.12, 7 1/2 lb. Beef Roast 60c, 5 1/2 pound Beef Roast .44c, 1 lb. Beef Steak .10c and 1 1/2 pound Salt Pork 18c, in Oct. 1889.

Hewens House, Hewens & Son, Proprietor, in present Black Hawk Bldg., also had a Livery Stable in connection, billed Dr. Howard for Livery four times in the spring of 1888 at \$1.50, 1.00, 1.00, 2.00 and on May 9th 50c for bus fare.

**New House Painted**

In August, 1887 the painting firm of Hanson and Marody painted Dr. Howards house on contract for \$73.00.

H. D. James was publisher of the Democrat at that time, and in 1887 he billed the Dr. for two years subscription to the paper \$3.00 and 1 Ream of Note Paper \$3.50.

July 20, 1888 H. Loomis, Dealer in Boots, Shoes and Groceries sends a bill for 1 pair Boots \$9.00 and \$8.39 in Groceries. A few of the items were, Dried Beef several times at 16c pound Berries 11c quart, another time 4 pints for 25c, Sugar 12 1/2 pounds for \$1.00, potatoes .50c per peck, eggs .12 1/2c per doz., 3 bars Ivory soap 25c, quart molasses .25c 1 can Lobster 25c.

A receipt for dues shows Dr. Howard was a member of Columbus Lodge F. & A. Masons in 1890.

In Jan. 1888 a sack of flour from W. Mirow & Co. cost \$1.13, Mr. Mirow was son-in-law of John Prien and their place of business was opposite the Union Bank, whose location then was in the present Telephone building.

Dr. Howard was a bit of a philanthropist as disclosed by a receipt from S. S. Newton for \$10.00 for two cords of wood to be delivered to Rev. Vater.

In those times Fred Pfaffenbach, father of Paul Pfaffenbach was a painter here. His bill heads had after his name, the following "House, Sign Painter & Decorator. Gilding, Paper Hanging, Kalsomining, Graining, Glazing, etc. Done on Short Notice, Best Style and Cheapest Rates". Shop near Winters Hotel and Marbleworks. His bill was small and was at the rate of \$2.00 per day \$1.00 for 1/2 day, and one charge for four hours was 80c, indicating a 10 hour day for \$2.00.

The doctors road cart must have gotten in bad shape and he evidently had ordered a new one from D. F. Sargent & Son, manufacturers of the Geneseo Road Cart, Geneseo, Illinois for under date of Aug. 10th, 1880 the firm issued a receipt for \$50.00 on account. There is nothing to show the price of the cart.

**Commission On Taxes**

It was evidently the custom at that time for the City Treasurer to receive a commission of 2% on taxes collected, in lieu of a salary.

G. W. Sheppard was City Treasurer and on the several Tax Receipts there is a charge of 2% commission.

The tax of Dec. 30, 1888 on Lot 10 and 1/3 of Lot 1 in Block 7 shows taxes \$22.75 and "com" 2% .45c total \$23.20.

On Sept. 30, 1888 Mr. R. D. Vanaken billed the doctor for a new screen door \$1.75, labor of hanging .50c and .16c for moulding, and in Feb. 1890 he billed six storm sash, and labor of installing, total \$11.80.

In 1888 Lansing Williams and Ira J. Williams did \$2.00 worth of work but the receipt does not mention what it was.

Between May 20, 1887 and Feb. 1888, the firm of Swarthout and Quickenden had total charges of \$115.25 practically all of which were supplies for painting. Boiled Linseed Oil was .47c per gal. by the barrel and .54c by the single gallon. A 25 lb. pail of C. P. Lead was \$2.00 of which there were several on the bill. Raw Linseed oil was .54c in 20 gal. lot, shellac was \$4.00 per gal. Tinted Lead was \$7.00 per 100 lb. and Maroon Tinted Lead was at the rate of 14c per pound. This bill is in the hand writing of James Quickenden.

While to some this report of what can sometimes be found, may not be interesting, still to any who are historically minded, a great deal can be learned from old records. We hope more people will save anything found in the way of documents, letters, old books, etc. It will help to continue the Story of Columbus.

**The Feelyater Tombstone**

The Journal-Republican of July 28th, 1955 contained a photograph of the fragments of an old tombstone, and a brief article of how and where it was found, and raised the question in the minds of many as to whether there may have been a burial ground on lower James St. in the early days of Columbus.

The brief item also stated "It was reported that older residents of Columbus knew of a family by that name."

In the Story of Columbus, installments No. 28 and 29, published about four years ago, the story of Nicholas Feelyater and his family and their descendents was told in considerable detail.

Because it may be of more interest to more readers now, than at the time it was published, we have decided to re-publish the story, with such additional facts as have been found, and our idea of how the broken stone may have been discarded and thrown into the rubbish.



### The Cemetery

When Lewis Ludington first platted the settlement, known as Columbus, in 1844, he donated and dedicated to the citizens of Columbus and the town of Columbus, an appropriate site of about four or five acres on the ridge above the Crawfish river, for burial purposes. It is the section from Lewis St. to the Summit, served by the first two driveways, and it is in this older section of Hillside Cemetery that the Feelyater graves may be found.

The son who died in 1857 at the age of 20 years, was named Dominick, and without question, the broken stone referred to above, was placed at his grave as a headstone.

The writer made a special trip to Hillside to check on the Nicholas Feelyater graves, and find, that in addition to a monument of considerable size, on all four sides there are carved, names and dates, as shown in the story re-produced below, and also uniform sized and shaped headstones for each, the latter showing only the name, as the death dates are shown on the monument.

The records of Turner, Blumenthal & Miller, go only as far back as 1904—all earlier records having been destroyed because they had been ruined by rats; therefore the date the monument was made is not of record.

However the chances are that after Nicholas died in 1880, his wife Elizabeth Margaret and his daughter Rozena, usually called Rose, had the present monument and headstones made and erected, and discarded the older headstones of Dominick, Luey and Samuel, which were relatively large thin marbles slabs, like so many others of the period that can be found not only in the older portions of Hillside, but in almost any old cemetery.

Continued next week

Installment No. 218

September 1, '55

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



### Westward Ho!

Nicholas decided to migrate west, and accordingly sold out in Ohio, and loaded his family and a few household articles into his wagon and made the long journey entirely by team, coming by way of Michigan, a round about way to be sure, but he wanted to make no mistake in relocating.

Arriving at the very small hamlet of Columbus, he left the team, wagon and family, camping near where the Lueders residence at 338 East James St. now is, while he went on foot to the region beyond the Wisconsin, looking for suitable land still available.

On his return trip, thoroughly disheartened he chanced to meet up with the elder Mr. Sowards, who happened to know that Harvey McCafferty had filed on some fine land and was willing to sell.

Sowards went with him to show him the land on which there was a fine bubbling spring from which they both drank.

Feelyater bought the 200 acres for \$475.00, and gradually but steadily added to it until he finally owned over 800 acres all in one body.

He drove his covered wagon out to his land and began life there, which was to be hard for awhile for there was no structure of any kind and the family, with seven children, one only three weeks old, had only the wagon in which to live, and to make matters worse, Feelyater himself was sick, and all the children had whooping cough, Mrs. Feelyater being the only one of the family not sick.

### Neighbors Help

This was the situation for three weeks until one day Zenas Robins, a settler, who lived on the stone quarry road about 2 miles away, came that way, and taking in the situation, said "This will never do". The next day, several settlers, got together, cut logs and erected a comfortable log cabin which for many years stood near the fine large brick residence Feelyater, later built.

It is said that when these kind hearted neighbors, rendered this service, was the only time in his life that Feelyater was known to shed tears.

He was eccentric in many ways: for example, he had no use for doctors, as such, and never took a dose of medicine in his life. He always

(Continued from last week)

Broken marble tombstones have no monetary value and when they accumulate to the point that they are in the way, they are thrown out, and in the case of Dommick's and also very likely Luey's, were thrown with other rubble in a mud hole, where the one was found.

At any rate there is no published evidence of any graves in town other than in Hillside. The Feelyater story follows:

### The Feelyaters

Nicholas Feelyater, a 1846 settler in the town of Columbus has an extremely interesting history.

He was born in France in 1805, son of Francis Feelyater who lived to be 104 years of age. When Nicholas was 26 in 1831 he and an older brother decided to come to America.

They walked the 300 miles to Paris to visit another brother there and again on foot went on to La Harve where they boarded ship, arriving in New York in June 1831 with combined cash resources of ninety five cents.

Nicholas was just over five feet in height and his brother still shorter but they were strong of heart and body. They mutually agreed to pool their earnings and equally share profits or losses, in health or adversity and very strictly observed this pact.

They remained in New York state for two years, working their way westward to the new state of Ohio where the brother married and became a prosperous farmer and lived until his death in 1876.

Nicholas married Miss Margaret Shear, in Ohio in 1834 and settled on a farm there. Later he turned the management of the farm over to his wife and took work on government contracts, assisting in building the Fort Wayne and Wabash Canal, which connected Lake Erie with the Wabash River, and other public improvements.

His brother, likewise sought this additional work to augment their income. They worked in Chicago when it was but a swampy village.

There the elder brother came down with fever and ague which put a heavy burden on Nicholas to take care of his brother in his illness, and continue to work for their joint support, until his brother could be taken back to Ohio.



preferred walking to riding and always carried a cane and frequently walked to Columbus and back, ever at times when his own teams were making the same trip. He had an aversion to a buggy and never rode in one if he could help it; He would ride in a wagon but never on the seat, always on the floor; He was in a railroad train only three times in his life, once going to Milwaukee, and twice to Watertown.

#### His Family

In this family there were many children but only six living at the time of his death, Nicholas, jr., Adam, Frank, one daughter who became Mrs. John Beckwith, Clarissa, Mrs. Grube of Ohio, and Rozena; His sons Dominick and Samuel, and a daughter, and one young child Luey having preceded him in death.

He was sick for only a week, and died of pneumonia in April 1880. His wife lived until 1892 his daughter Rozena, unmarried continued to occupy the old homestead, which became her property after the death of her mother.

His son, Nicholas jr. was twice married and had no children as far as this writer can ascertain. In his later life, together with his second wife, they operated the old Northwestern Hotel, the building that is now the Locker plant; he also once owned the building now the plant of the Journal-Republican.

Adam, married Miss Jennie Jones, who together with two brothers, one unmarried and David, married, formerly owned the Biedermann farm, David was the father of Clint, Ernest, Walter and Evaline Jones who is now Mrs. Carl Vearus.

Frank, married Miss Ada Leffingwell, daughter of John W. and Amanda Wiseman Leffingwell. In later life they moved to town, their home being at the corner of Water and Mill st., diagonally across from a seed warehouse Frank operated north of Wohlfeil Bros., on Water st.

Their children were, Earl, a veterinarian at Randolph, who died only recently, and was owner of the home place on section 17; Bernard; and Winnefred, Mrs. Max Wendt, the Wendts living across the road from the home place.

Mr. and Mrs. Max Wendt (Winnefred Feelyater) have four children, Kathryn (Mrs. Douglas Hartman) of Washington, D. C. whose husband is an attorney; Robert E. Wendt, a Master Sergeant in the regular army, in which he has served many years, now stationed at Ft. Sheridan, having only recently returned from Korea; John, single and living on that part of the Feelyater homestead laying west of the highway, with his father and has taken over the farming operations, together with his brother Donald who was married a year or two ago to Marjorie, Miss Braker, a daughter of Mr. and Mrs. Arnold Braker of Lost Lake. Mrs. Max Wendt died a few years since the original story was published.

Max has been engaged in carpenter work since turning the farming operations over to his sons, the fourth generation to farm the land which has been in the family for about 109 years.

The other sons and daughters of Nicholas were, Clarissa, Mrs. Grube lived in Springfield, Ohio, as of 1880; another daughter who became Mrs. John Beckwith, lived and farmed on two forties, where Mrs. Sam Austin now lives; Rosa previously mentioned and Samuel whose wife was a daughter of Oliver Rodney Luey.

Samuel who died in 1873, and his wife were the parents of William Rodney Feelyater, who died in this city only a few years ago, an only child.

A Columbia County Atlas, vintage of 1890 shows nine different pieces of land, all touching each other in sections 17-18-19 and 20 in Town of Columbus, and an adjoining forty in Hampden, totaling over 800 acres belonging to Nick, Adam, Frank and Rosa, and two forties in section 23 belonging to J. E. Beckwith.

Buried in the older part of Hillside are Nicholas whose age is given as 73 which is not in agreement with the figures given in his obituary in 1880. Also the name of his wife as shown on the monument is Elizabeth M. so it must be that Margaret as given in the obituary was her middle name.

Other graves on the same lot are indicated as Dominick, died in 1857 age of 20; Luey, died 1857 age 7; Samuel died in 1873 age 26; Clarissa, Mrs. Grube died in 1884, age 40; an infant child of Oliver and Clarissa Grube; and Rosena, died 1922 age 81.

Continued next week



Installment No. 219

September 8, '55

**"The Story of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

Through the courtesy of Mr. Max Wendt and his sons John and Donald, we are able to show a few photographs of the Feelyater family.

A large number of photographs were examined,



Nic Feelyater, jr. and wife

but unfortunately only a few bore marks of identification.

Without doubt there are other members of the family whose pictures were examined, including one of Mrs. Nicholas Feelyater sr. but since so



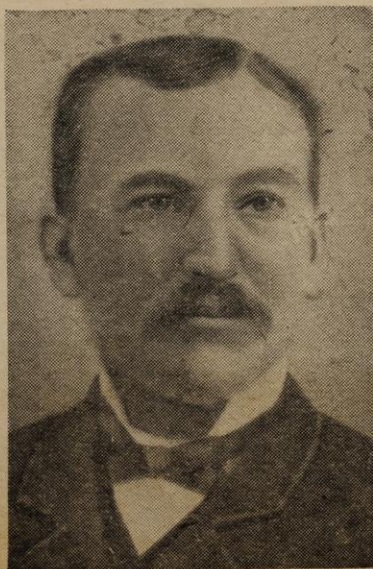
Rozena Feelyater

many bore no names we are not showing them.

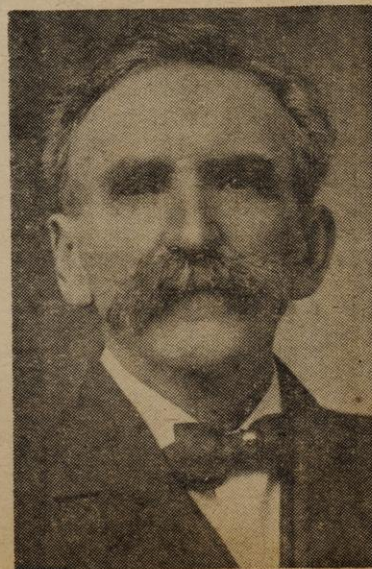
Shown are pictures of Mr. and Mrs. Nicholas Feelyater jr., Mr. and Mrs. Frank Feelyater, Adam Feelyater and Rozena or Rose Feelyater.



Mrs. Frank Feelyater



Mr. Frank Feelyater



Adam Feelyater



# "The Story Of COLUMBUS . . . ."

By F. A. Stare

(Continued from last week)

## Plank Roads

In the more heavily populated areas in the much older Eastern states there was insistent agitation for improved country roads, so that people in rural areas could more easily and cheaply haul their produce to market.

The writers maternal grandfather, in his young manhood before he married, was a teamster on the roads of southern Pennsylvania hauling loads from Harrisburgh to Philadelphia and occasionally west to Pittsburgh, on what was then called the turnpike, a toll road, portions of which were plank roads, other portions were graveled, but none of which would be as good or at least no better than a good back country road of today.

Through the courtesy of the Bureau of Public Roads, Department of Commerce, Washington, we have permission to reprint an article entitled "1846 — The Plank Road Craze" together with a map, showing the first Plank Road in the United States which was thrown open to traffic in July 1846.

It will be noted that in this first plank road running north from Syracuse, N. Y.; a distance of sixteen miles the cross planking were made of hemlock, four inches thick, abundant in nearby forrests but greatly inferior to the oak planking used for Wisconsin plank roads.

It will also be noted that in this first plank road the 4 inch cross planks were nailed, first on the diagonal but later, straight across.

But the Watertown Plank Road, the story of which follows this one, being built of oak plank, the spike nails were not used, as experience elsewhere showed that the spikes from overturned plank frequently injured horses hoofs.

## 1846 The Plank Road Craze

Here insert photostat copy of the article if this is feasible, or if not then set in customary type, reproducing map and drawing photographically.

This picture, used by courtesy of Bureau of Public Roads Department of Commerce, Washington is a glossy print of a painting entitled "1846 — The Plank Road Craze"

## The Watertown Plank Road

In many of the early installments of the "Story of Columbus" reference was somewhat vaguely made to the Watertown Plank Road as a great improvement, shortening the hours of weary travel to or from Milwaukee with oxen or horse drawn wagons transporting the grain and produce grown in the area to market, and returning with supplies of merchandise, agricultural equipment, lumber, household goods, etc.

As the name implies, this was a road covered with planks; surely a great improvement over the dirt roads of the period, dusty in dry weather, almost bottomless mud in rainy weather and frozen ruts in the winter; or the bumpy corduroy roads across marsh land, constructed of tree trunks laid crossways close together over wet land.

The writer recently came across a condensation of an essay about the Watertown Plank Road, written after considerable research, by Ries J. Behling, then a senior at Wisconsin State College, for which he was awarded first place, winning \$50.00 in the 1954 Historical contest offered by

the Milwaukee County Historical Society, which was published in the June issue of Historical Messenger published quarterly by that Society.

We have obtained the written permission of Dr. Fredrick I. Olson, professor of History at Wisconsin State College, and president of the Milwaukee County Historical Society, to use all or any portion.

Believing the story of the Watertown Plank Road will be of great interest to those who constantly follow the story of Columbus, we take great pleasure in sharing with our readers in its entirety, the very interesting condensation of the most successful, and the longest of the many plank roads chartered or built in Wisconsin and which for several years, before the coming of the Milwaukee & Watertown Railroad, so greatly benefitted so many of our early pioneers.

The first mention of a plank road for Wisconsin occurred in 1844 when a road was proposed from Milwaukee to Prairieville (Waukesha) or Mequanigo (Mukwonago). This proposal did not receive too much attention, and it was not until 1846 that the first of 133 plank road charters was granted. It was given to the Lisbon and Milwaukee Plank Road Company by the territorial legislature which authorized it to capitalize at \$50,000. The road was to be constructed of timber and plank, "so that the same form a hard, smooth and even surface," from Milwaukee to Watertown or any part of the way.

Interest in the proposed road soon lagged, but when residents of Watertown held a "plank road ball" in the American house there in February, 1848, and when extensive rains came that spring, making dirt roads almost impassable, subscriptions for stock in the plank road company picked up and the total stock issue of \$50,000 was subscribed.

An amendment to the road company's charter was approved by the territorial governor on March 1, 1848, changing the name of the company to the Madison, Watertown, and Milwaukee Plank Road Company, and authorizing an increase in capitalization of \$300,000 James D. Doty was elected president and Alexander Mitchell, treasurer.

On August 8, the board let contracts for "grubbing", grading and clearing ten miles of the road between Watertown and Oconomowoc but interest lagged again until a new meeting was called and Elisha Eldred was elected president. Alexander Mitchell remained as treasurer; William A. Prentiss was elected secretary. Eldred became the driving force behind the project.

Contracts for the actual construction of the road were let in October of 1848, and work was in full swing by the next month, though the amount of cash on hand, due to the installment payment plan for stock subscriptions was probably between \$12,000 and \$13,000. The cost of a plank road was about \$2,000 a mile. Wisconsin residents were lacking in capital but this could be overcome by having farmers along the route take small stock subscriptions and pay for them in material and labor. Experience of plank road builders in central New York state led Wisconsin promoters to expect 25%, if not 50% earnings on stock.

Continued next week



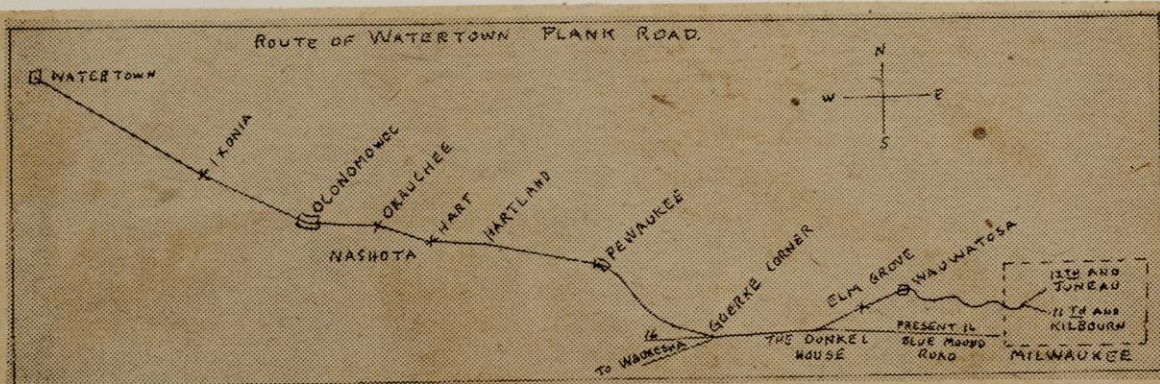
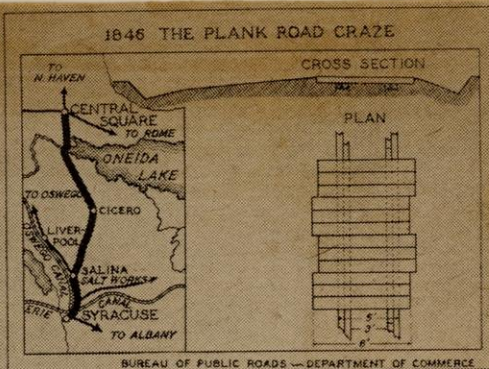


## 1846-THE PLANK ROAD CRAZE

The first plank road in the United States was opened to traffic on July 18, 1846, from the city of Syracuse to the foot of Oneida Lake, in the State of New York. The road was built by a privately-owned toll corporation known as "the Salina and Central Square Plank Road Company." The advocates of this new type of surface made extravagant claims as to its superiority over macadam. They held that it would be relatively inexpensive and easy to maintain and that for smooth-riding qualities it had no peer. In spite of the reluctance of the engineering profession to endorse any material that by its nature was transient in character, this new road surfacing struck the popular fancy and during the following decade thousands of miles were built in many States until the disillusioned public began to appreciate the fact that the life of any road is limited by the lasting qualities of the material of which it is built. It took about 10 years to demonstrate this axiom—just long enough for the wooden planks to rot away and wear out. The plank-road type was introduced into this country from Canada where about 500 miles were laid between 1834 and 1850. It was especially adapted to that area where standing timber was abundant and the work of making planks provided work for small local saw mills. For these same reasons the original plank roads were said to have emerged in northern Russia where the dense forests supplied inexpensive lumber beside nearly every road.

The Salina and Central Square Plank Road, was built originally with a single track eight feet wide, shown in cross section above. The first track was laid level transversely until it was discovered that rain water percolating through the cracks, puddled in the trough beneath the planks, softened the sub-grade soil or floated the planks because the entrapped water had no way of escape. It became necessary, therefore, to cut drains through the earth shoulders connecting with the side ditches. When the second parallel track was placed the planks were inclined three inches transversely so as to carry the surface water directly into the side ditches. The planks were laid also in groups with staggered ends in order that the wheels of a wagon which had left the road to pass another vehicle would be provided with a projection upon which to remount the planking instead of scraping along a smooth edge and cutting a deep rut alongside. Although the cross-planking was four inches in thickness and made of hemlock, a great number were broken under the heavy loads of cord wood, timber and other material shown in the illustration. The principal reason for this breakage was that the original foundation lengthwise stringers consisted of light timbers spaced too far apart with the result that the center of the track gave way under the excessive loads. This defect was corrected when the second track was built by using stringers made of two pieces of hemlock, each three inches deep by six inches wide, with the joints staggered so as to be opposite the middle of the parallel stringer. Since the "track," or distance between the wagon-wheel centers in New York State averaged 4 feet 8 inches, the stringers were located three feet apart to provide the support for the loads concentrated upon the wheels. The earth between was packed hard to give extra stability to the cross planking. The planks were nailed crosswise at right angles to the center line of the roadway because it was found that traffic tipped and loosened planking fastened upon the diagonal. The earth side road beside the planked strip was kept in good repair for use as a turnout for meeting or passing teams.

The Syracuse and Central Square single-track plank road cost \$1,487 for each of its sixteen miles across level country with lumber at \$5.20 a thousand feet board measure. It was estimated that 161,000 teams traversed the road during the first two years of service. This traffic wore one inch of thickness from the hemlock surfacing.



We show here a map showing the approximate route of the Watertown Plank road, from its two starting places in Milwaukee to their junction near 15th street and Highland Boulevard and on Westerly and Northerly to the bridge on the eastern edge of Watertown.



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Plank roads are basically just what the name implies. The first construction step was the clearing and grubbing. In flat land the trees, stumps, roots and other obstructions were removed from the width of the road.

After the roadway was cleared, it was graded for a width of 24 feet between ditches. The center of the road was raised six inches higher than the sides with a gradual inclination to the ditches. Before the actual grading was done, the roadway was ploughed to a depth of eight to twelve inches and thoroughly dragged to pulverize the earth.

The stringers, upon which the planks were laid, consisted of white oak boards, one and one-half inches thick, eight inches wide, and not less than twelve feet long. They were laid in trenches so that the upper surface of the stringer was level with the earthen road bed. The outside stringer was set 1½ inches lower than the other, and eight feet in width was allowed between the two, though in portions of the road near Milwaukee the stringers were laid 12 feet apart. The space between stringers was filled with earth to one-half inch above the surface of the stringer.

The one remaining step was the placing of the actual planks. They consisted of oak boards three inches thick and eight feet long. They were placed on top of the stringers and pounded down with a heavy maul until they rested on the stringer. The planks were not nailed down or fastened in any other manner. This proved a disadvantage when the road was engulfed by high water, as the planks would float away. It was done because nails or similar objects would work loose and injure horses' hooves.

The road mainly followed the old Madison territorial road. In Milwaukee there were two forks. Traced on a modern day map of Milwaukee and vicinity, the north fork would begin at 12th place and Juneau avenue, the south fork at 11th street and Kilbourn avenue. The two forks would come together at what is now 15th street and Highland boulevard. The road zig-zagged to 35th street and then followed State street into Wauwatosa. Crossing the Menomonee river on the Harwood avenue bridge, the plank road continued westward through Elm Grove on a route still known as the Watertown Plank road, connecting with the Bluemound road at the Dunkel house. Winding along the Bluemound road to Goerke's corners and then northwest along County Trunk SS over the Pewaukee and Fox rivers to Pewaukee, the planked thoroughfare continued on the old U. S. highway 16 and crossed the Oconomowoc and the Rock rivers before entering Watertown.

Once the work on the road was begun, it continued without any serious interruptions. By 1849 ten miles of the road were in use near Milwaukee, and the portion between Oconomowoc and Watertown was graded and grubbed.

In September of 1849 the board closed the books to additional stock subscriptions. Although there is no definite record of how many shares were sold, the Milwaukee city directory of 1854 listed the capital stock at \$105,460. At \$10 per share, this would indicate 10,546 shares. These were sold to an unknown number of stockholders, but by November of 1850 the total stock was held by 70 persons.

By the end of 1850, 38 miles of the road were either planked or well gravelled. In June of '53 the road was finished to the bridge in Water-

town. The new road was 58 miles long, the longest plank road in Wisconsin. Its reports were, without exception, favorable, and it was labelled "one of the best laid roads in the Union." The only disrupting influence on the road was excessive rain. Low grades were often submerged and planks floated away. Generally, however, the company was prompt in repairing these breaches.

The cost for the 58 miles was approximately \$103,000, not including toll houses, bridges, etc., which would raise the total to almost \$110,000.

The road was highly successful. Before it was constructed the round trip from Milwaukee to Watertown required four days in good weather, six days in bad. Loads varied from 1,500 pounds to 2,000 pounds, depending on the condition of the road. After completion of the road, the time need for a round trip decreased to three days and the average load increased to 3,000 pounds, regardless of the weather. This combination of shorter time and larger loads cut freight rates about 25%. For example, the cost of transporting building stone from a quarry 4½ miles to Milwaukee dropped from \$9.50 to \$7.50 per cord.

What was hauled over the new road? Wheat was by far the leader in Milwaukee bound loads though wood and lime were brought here in fairly large quantities.

A tabulation on the traffic for three days, Oct. 31, Nov. 1 and 2, 1949 was published in the Milwaukee Sentinel and Gazeete on Nov. 8, 1849. The breakdown for loads coming into Milwaukee was as follows

|                |         | Oct. 31 | Nov. 1 | Nov. 2 |
|----------------|---------|---------|--------|--------|
| Wheat .....    | Loads   | 121     | 165    | 134    |
|                | Bushels | 5,156   | 6,600  | 5,460  |
| Barley .....   | Loads   | 13      | 17     | 15     |
|                | Bushels | 520     | 680    | 600    |
| Flour .....    | Loads   | 7       | 12     | 5      |
|                | Barrels | 70      | 120    | 50     |
| Corn .....     | Loads   |         |        | 1      |
| Potatoes ..... | Loads   |         | 1      | 1      |
| Wood .....     | Loads   | 1       | 14     | 9      |
| Lime .....     | Loads   | 4       | 5      | 6      |

Traffic going out of Milwaukee was just about double that coming in. The breakdown of loads was as follows:

|                    | Oct. 31 | Nov. 1 | Nov. 2 |
|--------------------|---------|--------|--------|
| Merchandise .....  | 37      | 47     | 45     |
| Famliy Goods ..... | 13      | 17     | 18     |
| Lumber .....       | 15      | 33     | 16     |
| Carriages .....    | 28      | 51     | 49     |
| Empty Wagons ..... | 57      | 56     | 74     |

Not only did haulers benefit from the new road, but stage travel increased threefold and tolls from pleasure vehicles were reportedly enough to pay upkeep.

With the completed road in use, the company erected toll gates at five mile intervals. One gate was a short distance east of Hartland, and another between Nashotah and Okauchee. This pattern allows for gates near Watertown, at the crossing of the Rock river, near Oconomowoc, at the bridge over the Fox river, and at the Dunkel house. The gates nearer Milwaukee were constructed independently of the others, to benefit from the greatest traffic. (As late as 1892 there was a gate where the plank road intersected 35th street, and another near what is now the County poor house.) Tolls averaged \$600 per week when the road was completed. The basic toll was 1c per mile for every animal drawing a vehicle although the total fare for a one-way trip over the 58 miles was 66c.

Continued next week



Installment No. 222

September 29, '55

**"The Story of COLUMBUS . . . ."**

By F. A. Stare



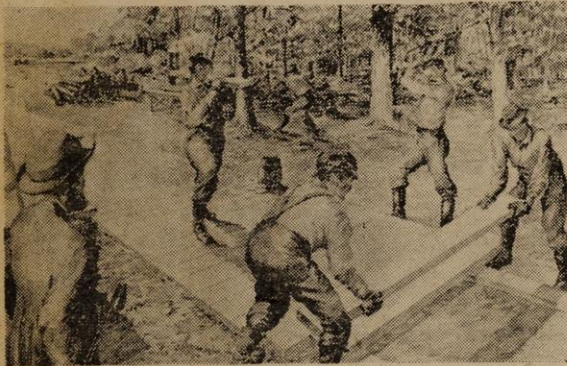
(Continued from last week)

A dividend to stockholders at 7% was declared on January 1, 1852 and others of similar amount followed until 1855. There was no public notice of any dividends in the following years, but in

in wretched condition. It was "broken and dilapidated" and "dangerous to drive over." It was transferred from private to public ownership after the legislature of 1887 authorized such action.

Reproduction of L. E. Blair, the artist's drawing of his conception of actual construction of a plank road, through the courtesy of the Chief of Public Information of State Highway Commission.

However one of the details is not Historical Correct, as according to research by Reis J. Behling, no nails or spikes were used because they would work loose and injure the hoofs of horses or oxen, and another is that the cross planks are supported only by the stringers instead of filling the space with pounded earth.



this period annual earnings were reaching 25%.

The stock holders of the Madison, Milwaukee and Watertown Plank Road Company might well have read the Milwaukee newspapers of February 25, 1851, with alarm. For on this day the Milwaukee and Mississippi railroad was completed to Waukesha, a sign of the far greater competition to follow. That competition was not slow in coming, for the Milwaukee and Watertown railroad was completed to Watertown in 1855.

With the coming of the railroad, the plank roads in general, and the Watertown road in particular, passed into obscurity. Milwaukee newspapers contained practically no mention of the road after the railroad was completed in 1855.

Many of the stockholders of the plank road, however, were active promoters of the railroad. Elisha Eldred, the president of the Watertown plank road, and Eliphalet Cramer, a member of the board, were also members of the board of directors for the Milwaukee and Watertown railroad. Other promoters and stockholders of the plank road who were active supporters of the railroad included Alexander Mitchell, Joshua Hathaway, William A. Prentiss, James Rogers, Hans Crocker and Levi Blossom.

In 1863 the plank road was depicted as being



Copy of an unknown artists conception of a plank road which covers one half the road, showing the other half—A mud road. Courtesy Wisconsin Historical Society.

**Story of The Dousmans**

We are grateful to the Milwaukee Journal for a story that appeared therein about a year ago, about the Dunkel House and the Dousman families.

A finely designed house never loses its class. Observe the dignified old mansion facing the Blue Mound rd. (highway 30) where the Watertown Plank rd. (county trunk O) intersects it. Despite a little negligence in its details, today it still owns the grand manner. Here, you say, lived the notable citizens of long ago. And you are right.

The house on the Blue Mound rd. was one of the homes, elegant for their times, built by the Dousman brothers, who came to what is now Wisconsin from Mackinac in 1835. It is a sister home to the famous Villa Louis at Prairie du Chien.

Continued next week



Installment No. 223

October 6, 1955

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Villa Louis was built by Hercules Dousman, oldest of the five Dousman brothers. The house on the Blue Mound rd, was built in 1840 by Talbot C. Dousman, a younger brother of Hercules. The original house, on a 320 acre farm in Ottawa township in what is now Waukesha county, was put up by builders brought to Milwaukee from Mackinac. When the mansion was built, the Dousman farm was considered the model for Wisconsin. The entire farm was under fencing, 90 acres were in crops. Oxen, blooded horses, purebred cattle and hogs were its livestock. The farm was said to have been the first in Wisconsin operated on a scientific basis. Talbot Dousman was one of four farmers who organized the Milwaukee Community Agriculture society, the first organization of its kind in Wisconsin.

## Scene of Many Social Affairs

Not too far from the house he had a pond in which he maintained Wisconsin's first fish hatchery. Trout from his pond supplied Milwaukee tables. Milwaukeeans of 100 years ago used to drive out on Sundays to visit Dousman's fish hatchery and buy his brook trout.

The Dousman home was likely be filled with visitors. And since its third floor contained a commodious ballroom, it was often the scene of social affairs that were big events in early Milwaukee history.

In 1858 Talbot Dousman sold the property to Robert Brown. In 1873 it again changed hands and was bought by Frederick Zimdars and in 1884 it became the property of Charles Dunkel. Today it is the home of Dunkel's daughter and grandson, Mabel Dunkel Behling and John A. Behling. Since the Dunkel family has owned it for almost 70 years and since Charles Dunkel for years conducted a famous inn in the old house, it is best known as "Dunkel's inn" or as the original "Halfway House."

The historic American buildings survey conducted in 1938 under Alexander C. Guth, then a leading Milwaukee architect, called the old Dousman-Dunkel house architecture "seaboard colonial." While Guth did not go back of the Dunkel ownership in tracing its history, he did describe the hand hewn girders of black walnut, the benches which still stand around the walls of the ballroom, the comparatively small chimneys and

the immense dining room and kitchen, suited to both the royal hospitality which the Dousmans dispensed and to use when the house had become an inn.

## Spoke With French Accent

The Dousman boys were sons of Michael Dousman, who had come to Mackinac in 1791 from Pittsburgh. At first an army sutler, Michael became a dealer in Indian goods on a large scale, selling to the traders who themselves went into the field. He handled everything from feathers to flour and cattle, from three point blankets to muskets and iron kettles and blue broadcloth, and he took in exchange furs, led, wheat and meats. Michael became wealthy.

His sons followed in his honorable path. Hercules was the first to leave home and go out on his own. He became the agent of John Jacob Astor's fur company at Prairie du Chien. George and Talbot were the next members of the flock to fly the nest on Mackinac island. They came to Milwaukee, where George D. Dousman immediately associated himself with Solomon Juneau and Morgan L. Martin in acquiring a large tract of land on Milwaukee's east side, between the Milwaukee river and the lake. George put up the second warehouse in Milwaukee. It was at E. Huron and N. Water sts., and to it ox teams brought the wheat it be stored there awaiting shipment down the lakes from Milwaukee.

Talbot was brother George's clerk. Both of them were quiet, with dark hair and blue eyes, extremely polite, fearless. They are said to have spoken with a noticeable French accent, common to Mackinac people, although their father was of Dutch ancestry and their mother Scotch.

George was elected an early county treasurer. In 1837, two years after they arrived, Milwaukee held its first election. When someone solicited his vote, Talbot smiled and answered that he was only 19 but that he would cast a vote provided they let Joe, the Negro cook on the schooner Cincinnati, vote too. Thus Joe became the first Negro to vote in Milwaukee.

Dr. Erastus B. Wolcott, whose statue is in Lake park, was a brother-in-law of the Dousmans, his wife having been Elizabeth Dousman of Mackinac, where young Dr. Wolcott was stationed for a short time as an army surgeon.

Continued next week





The famous Halfway House (half way between Milwaukee and Waukesha) long known as the Dunkel House or Inn, is shown in the above reproduction of a sketch by Anthony Wuchterl, published by the Milwaukee Journal, Oct. 19th, 1953.

The house was built in 1840 by Talbot Dousman a younger brother of Hercules Dousman who built the famous Villa Louise at Prairie du Chien.

During the construction of and lifetime of the Watertown Plank road the house was that of Talbot Dousman — Charles Dunkel acquired it in 1884.

A story of the Dousman family will appear shortly.

Installment No. 224

October 13, 1955

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

When the Dousmans first came here, their younger brothers, Presley and John, were at school in the east. After his graduation from medical school, Dr. John Dousman lived for a time in the house still standing on the southeast corner of E. Mason and N. Jackson sts. His daughter, Miss Mary Dousman, was for years head of the children's room at the Milwaukee public library.

### Sawed Timber For Watertown Plank Road

The big farm out on the Blue Mound rd. was considered the Milwaukee home of the Dousman clan and whenever their kinfolk came here it was there that they were entertained. To the farm, George Dousman retired in his later years.

In the summer of 1854 Michael Dousman came to Milwaukee to visit his sons, expecting to go on to Prairie du Chien. Here, the rugged patriarch of Mackinac had his first and his last sickness. For the first time in his life he was confined to his bed. He died at 83, Aug. 12, 1854.

It is easy to imagine the excitement of the Dousmans when the Watertown road became a plank road, its planks sawed in their mill, laid crosswise on long stringers, no nails in the construction, but the planks wedged tightly with crowbars.

While the plank road lasted, it was an arterial and along it moved the stages, farmers' wagons with loads of grain, wagons carrying the household goods of immigrant settlers, as well as legislators on the way to Madison, and the tin peddler and the patent medicine doctor as well as the general practitioner in his buggy. One of the travelers who recorded his hospitable entertainment at the home of Talbot Dousman was the Right Rev. Jackson Kemper, first Episcopal bishop in Wisconsin.

Plank roads of course were toll roads. The toll-house was a few rods from the Dousman home. Employes on the Dousman farm and in the home were from Mackinac and it is pleasant to imagine the hot biscuits, the buckwheat cakes and crepes (pancakes made of white flour) that were served along with good scrapple and maple sirup.

The barn and carriage house are gone today, but the benches in the ballroom remain. There a violinist played "Money Musk," "Ben Bolt," "Lily Dale" and "Ellie Rhee," while the young ladies in hoop skirts and waterfall hair dresses danced the schottische and the polka. A favorite song of the early 1850s was about the toll road and the turnpike gate. It ran:

"Oh, the turnpike gate, 'tis the joy of my life  
I love it and so does darling Kate,  
And she sits beside me now  
With a smile upon her brow,  
And reminds me of the turnpike gate."

Frances Stover  
Milwaukee Journal



### Roads, Taxes, Laws and Elections of a Century Ago

Many items of interest can be found in the Town Records. Some of the names mentioned are familiar to the readers of this column, but many have not previously been mentioned.

The very first entry in Book One of the Town Records of Town of Columbus, is a report of the election in April 1849.

From its beginning, with the building of its first log cabin, by Major Elbert Dickason in 1837, through the years of settlement of the area, what is now the City of Columbus, was under town government. The "villagers" took part in town affairs, and those residing "in the country" had a voice in all that pertained to the government of the villagers.

It was not until the spring of 1864 that the village form of government was set up for Columbus separate and distinct from the township.

It had been found that in some respects the interests of the villagers were no longer the same and visa versa, and the remedy seemed to be the incorporation of a village, which was accomplished through an act of the state legislature in March 1864, the boundaries being portions of sections 12, 13 and 14.

#### Town Elections

But it is of the Town Elections, regulations and taxes that we are presently concerned and we begin with a transcript of the "Minutes of the April Election A. D. 1849". For the Election,

Town Officers of the Town of Columbus, Wis. (written in the same style and language as recorded).

Minutes of the 7st annual town meeting, of Columbus, Columbia County, Wisconsin at the house of A. P. Birdsey, on Tuesday, the third of April A. D. 1849.

1st. The Moderator announced the order of business for the day.

2nd. Jeremiah Drake, Hiram B. Swift, Thomas C. Smith, Lucius Warner and Jessie Rowell were elected a committee to ascertain as near as possible, the expenses of the Town for the ensuing year and report the same to this meeting.

3rd. The polls were opened for the reception of votes for town officers and kept open till 5:06 p. m. due proclamation having been made at the opening and before the close of the same.

4th. The committee elected to ascertain the expenses of the town for the ensuing year, reported the same as two hundred and fifty dollars. The report was "excepted" and the committee discharged.

5th. The Electors voted to raise the sum of three hundred and twenty five dollars to meet the expenses of the Town for the coming year. (Evidently they felt the committee's estimate was a little low).

6th. Voted that the Supervisors divide the town into convenient road districts, and appoint overseas therefore as soon as practicable.

7th. Voted to adjourn sine die. Certified by us to be correct minutes of the afforsaid meeting, Columbus April 3rd, 1849. J. J. Guppy, Moderator; James E. Sebring, Clerk.

And at the Election above mentioned the following named persons received the number of votes set opposite their respective names E indicates elected for the following offices Towit: For Chairman of the Board of Supervisors.

Lucius Warner rec'd sixty eight votes (E).... 68  
Josiah Arnold rec'd fifty seven ..... 57

#### For Supervisors

B. A. Hagaman rec'd sixty nine votes (E).... 69  
H. B. Swift rec'd forty six votes ..... 46  
John Hasey Jr. rec'd fifty eight votes ..... 58  
Samuel Leasure rec'd eighty votes (E) ..... 80

#### For Justices of the Peace

Jessie Rowell rec'd fifty six votes ..... 56  
Elisha Lyon rec'd fifty four votes ..... 54  
Franklin A. Fowler rec'd thirty four votes.... 34  
Henry Lull rec'd seventy three votes (E) .... 73  
Samuel Leasure rec'd seventeen votes ..... 17  
James E. Eaton rec'd seventy votes (E) ..... 70  
William C. Spencer rec'd sixty eight votes

(E) ..... 68

Lucius Warner rec'd sixty seven votes (E) 67  
Ruben Whitier rec'd forty eight votes ..... 48  
Josiah Arnold, rec'd one vote ..... 1

#### For Assessor

Robert Millis rec'd seventy six votes (E) .... 76  
Thomas Sawyer rec'd fifty one votes ..... 51

#### For Town Clerk

Jabiz Brass rec'd seventy six votes (E) ..... 76  
H. S. Haskill rec'd fifty one votes ..... 51

#### Supt. of Schools

Josiah Arnold rec'd sixty nine votes (E) ..... 69  
H. S. Haskill rec'd fifty one votes ..... 51

#### For Treasurer

Fulton W. Maynard rec'd sixty eight votes  
(E) ..... 68  
Andrew Higby rec'd fifty seven votes ..... 57

#### For Sealer of Weights

B. F. Hart rec'd fifty six votes (E) ..... 56

#### For Constables

Harvey W. McCafferty rec'd seventy eight  
votes (E) ..... 78  
Milton G. St. John rec'd sixty six votes (E) 66  
Andrew McConnell rec'd seventy one votes  
(E) ..... 71

E. P. Silsbee rec'd fifty votes (E) ..... 50  
James E. Sebring rec'd forty six votes ..... 46  
Sidney Landon rec'd forty nine votes ..... 49

#### For Fence Viewers

Seymour S. Wright rec'd fifty 3 votes (E) 53  
Amasa F. Minor rec'd fifty four votes (E) 54  
Jasper O. Slaid rec'd fifty six votes (E)) .... 56  
Certified by us as correct.

J. J. Guppy, Moderator

James E. Sebring, Clerk

(The above indicates that 127 electors exercised their right to vote).

Continued next week



(Continued from last week)

**Meetings of Board of Supervisors**

The Board of Supervisors met May 4th, 1849 at the house of A. P. Birdsey (A Public House or Tavern) present Warner, chairman and Hagerman and Lasier and proceeded to transact the following business.

Laid out and established a highway leading from Columbus Village to Dodge County Line, and commenced dividing the town into road districts

(Descriptions of road districts were recorded in a book entitled Record of Road Districts, a copy of which we have so far, not found). The Board evidently laid out four districts called 1-2-3-4 on pages of like number, and adjourned to meet at 9 o'clock the 5th (next day).

All together there were meetings 4th, 5th, 7th, 9th, 10th, 11th before the job of laying out the road districts of the township was finished. On days not shown above they frequently met to inspect different portions of the township in order to become familiar with the topography, the marshes, the ridges, the need for bridges etc.

In the meeting of May 9th an agreement was made with H. C. Frink to build a bridge over the Crawfish River "where the road leading northeast from Ludington street crosses said river.

This would be approximately where the old steel bridge built at a much later date. Beaver Dam road was located through Mexico.

The supervisors also made up the tax roll according to the road districts, according to the minutes of different meetings.

The minutes up to and including May 11th were signed by J. Brass, town clerk.

A meeting was held May 23rd when another road, called the Union road was established, the description of which is (see Book of Road Records 5, 6 and 7), and discontinued a portion of an older road referred to as the Logerman road.

Another meeting June 19th "altered the road known as the Union road and established one known as the St. John road". Also established a road known as the Madison road. These several roads are noted as being recorded on pages 8, 9, 10 and 11 in Book of Road Records. The minutes were signed by F. A. Haskill, Dep. Clerk (not H. S. Haskill).

Apparently a brief meeting was held at the "Supervisor's Office," on July 13th, 1849 for the purpose of giving relief to the support of "Old Mrs. McIntire". They issued three orders for \$5.00 each and one for \$6.00.

**Ask For Special Town Meeting**

A petition was circulated August 12th, 1849 as follows,

Application for Town Meeting. To the Town Clerk of Columbus in the County of Columbia.

The undersigned, freeholders, and residents of Columbus aforesaid, do request that a Town Meeting may be held on Monday the 3rd day of September, next, for the purpose of raising money to pay H. C. Frink for building a bridge over the Crawfish river in said town. Signed by J. J. Guppey, J. W. Huntington, A. Silsbee, James E. Eaton, H. W. McCafferty, Wm. C. Spenser, John Williams, Charles Haydon, J. T. Lewis, T. C. Smith, Joshua P. Atwood, B. F. Hart, H. S. Haskell, John Ring. Columbus, Aug. 12th, 1849.

Apparently the special Town Meeting requested to be held Sept. 3rd was so it would coincide with a special election for County Judge called by the County officials for that date.

The special meeting was held and it was voted that there be a tax levied and money raised to the amount of \$105 balance due Henry C. Frink for building a bridge across the Crawfish river from Ludington St. in the village of Columbus to the Beaver Dam road.

At the election for County Judge held the same date 138 electors from the town of Columbus exercised their right to vote. 119 voted for Joshua J. Guppy of Columbus and 19 voted for one Henry Mikril.

This vote was attested by J. Rowell and Franklin A. Haskell, Clerks of Election and by Lucius Warner, chairman, Benjamin A. Hagerman and Samuel Lashier, supervisors, also signed by Jobez Brass, town clerk.

Short meetings of the Board were held to accept the resignation of Jobez Brass as town clerk and Franklin A. Haskell was appointed to fill the vacancy. Also to accept resignation of Josiah Arnold as superintendent of schools and appointing F. A. Haskill to the post.

**The Books Are Audited**

The supervisors of the town of Columbus, constituting also the Board of Auditors met March 26, 1850 and audited the records, a synopsis being as follows.

|                                                                       |          |
|-----------------------------------------------------------------------|----------|
| Total amount of taxes collected for all purposes, disbursements ..... | \$653.83 |
| For school purposes .....                                             | 191.51   |
| For building bridge .....                                             | 153.00   |
| For support of the poor .....                                         | 21.00    |
| For current expenses of town .....                                    | 144.51   |
| For orders issued not yet cashed .....                                | 51.15    |
| Belonging to road districts .....                                     | 32.35    |
| Amount in treasury after satisfying all charges .....                 | 57.31    |

**About The Early Schools**

From page 674 Columbia County history published in 1880 we take certain items from the minutes of a school meeting held in Nov. 1849, to supplement the town clerks book.

\$10.00 were voted to procure seats for the school house and it was voted to have four months winter school with a male teacher E. E. Randall who would receive \$100.00, and five months of spring and summer school with Agness N. Butts as teacher who would receive \$56.00.

A report of the School District clerk to the town superintendent, states that as of Sept. 1st, 1850 there were residing in the district (No. 2) 47 male and 45 female persons between the ages of four and twenty years, and that 66 attended school during the winter term, and 62 during the summer.

The amount of money received from the town superintendent was \$91.50 and the amount raised by the district was \$80.00.

The text books used were Sander's speller, Sander's Series of Readers, Rhetorical Reader, New Testament, Colburn's Arithmetic, Morse's Geography, Smith's Small Geography of the Heavents, and Comstock's Philosophy.

Looking ahead a few years to 1853, on page 675, we note the number of males between four and twenty years was 100 and of females 185. The number who attended school during in 1853 was 173 and the total expenditure was \$321.50.

The schoolhouse in the village was a one story building about 26 ft. wide by about 60 ft. long divided into two rooms, built in 1846 at a cost of \$400.00.

A part of it still exists, being the home of Mr. and Mrs. N. B. Pomeroy, 426 S. Ludington.

It was not until late in 1858 that a larger brick building called the union school was built at a cost of \$5,000.00 by John Hayden a local builder who also had a brick yard on the Elba road a few blocks east of Columbus, being the contractor.

**Minutes Of Annual Town Meeting, 1850**

Held at the house of A. P. Birdsey on Tuesday the second day of April A. D. 1850.

1st The chairman proclaimed the polls open for the reception of votes.

Continued next week



Installment No. 226

October 27, 1955

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

2nd. The chairman stated the business to be transacted at the meeting and the order in which such business would be entertained.

3rd. Voted to have but one assessor for the ensuing year. 4th. Voted to elect three constables for the ensuing year. 5th. The clerk read the annual report of the Board of Auditors. 6th. The electors voted that James T. Lewis, Andrew Higbee and Jesse Rowell be appointed a committee for examining the said report and return a statement of the same to the meeting. 7th. The committee reported that the Auditors Report from all the evidence they were able to obtain on the subject was just and true. 8th. Voted to accept the report and discharge the committee. 9th. Put the vote to determine if the town would pay N. B. Lloyd for a horse killed in said town, on account of the insufficiency of the highway, and voted in the negative. 10th. Voted to pay said N. B. Lloyd twenty five dollars (\$25.00) as a compromise for said horse. 11th. Voted that the Overseers of Highways be chosen viva voice. 12th. They were elected as follows:

For District No. 1. Thomas Sawyer, No. 2. Wm. M. Drake, No. 3. Moses T. Thompson, No. 4. Adam McCounell, No. 5. T. Clarke Smith, No. 6. John Hasey Jr., No. 7. Jeremiah Drake, No. 8. George Tollard, No. 9. Zenas Robbins, No. 10. N. Greens, No. 11. Waldo H. Field, No. 12. R. O. Luey, No. 13. John A. Bowen, No. 14. George Robinson, No. 15. Charles Hayden, No. 16. George Adler, No. 17. John Blanchard, No. 18. Wm. C. Pease.

13th. Put the vote to determine if swine be permitted to run at large, and decision was in the affirmative. 14th. Voted to raise fifty dollars (\$50.00) for the support of schools for the ensuing year. 15th. Voted to raise one hundred and twenty five dollars (\$125.00) for current expenses. 16th. Voted to raise forty dollars (\$40.00) for the constructing of certain bridges. 17th. Voted to raise thirty dollars (\$30.00) for the support of the poor. 18th. Closed the poles at five o'clock p. m. and proceeded to canvass the votes and make a statement of the result of the election. 19th. Adjourned sine die. Certified by me to be correct minutes of the aforesaid town meeting. Columbus, April 2nd A. D. 1850. F. A. Haskell, Town Clerk.

## Result Of The Vote

The following is a correct statement of the election held at the house of A. P. Birdsey in the town of Columbus, Wis. on Tuesday the 2nd day of April A. D. 1850.

Whole number of votes for chairman of supervisors was one hundred thirty one, of which Jeremiah Drake received the whole number, and is declared elected. (To save space will not print complete report but will tabulate the votes for other offices and show an "E" for those elected.)

For supervisors (vote for two) there were 269 votes as follows: Samuel Lashier E 131, Benjamin A. Hogeman E 74, John Hasey jr. 64.

For town clerk 132 votes cast as follows, James E. Sebring E 91 and Daniel F. Newcomb 41.

For superintendent of schools 130 votes cast all for Cyrus E. Rosenkranz E.

For treasurer, 135 votes cast divided as follows, Benj. F. Hart E 84, Fulton F. Maynard 51.

For Justices of the Peace (vote for four) a total of 518 votes were cast as follows:

Wm. C. Spencer E 135, Jeremiah Folsom E 76, Albert B. Frink E 71, Andrew Higby E 68, Bing Campbell 63, Guerdin Babcock 52, George Robinson 44, Henry Lull 6, Charles Randall 3.

For Constables (vote for 3) there were 362 votes cast for the following. Robert Mills E 87, David Landon E 73, Andrew McCounell E 70, E. P. Slsbee 52, Rodney O. Luey 52, H. W. McCafferty 28.

For assessor, total votes cast were 137 divided as follows, John A. Bowen E 71 and Wm. W. Drake 66.

For Sealer of Weights only 68 votes cast all for John Williams.

(Note this was not the Corner Drug Store John Williams as he did not come to Columbus until 1860).

The election results are carefully recorded on pages 10 and 11 of Book One Town Records, and signed "Given under our hands this 2nd day of April A. D. 1850.

Lucius Warner Chairman, Benj. A. Hogeman, Samuel Lashier, supervisors.

## 1850

The newly elected Board of Supervisors, met four times in April, twice in May, twice in August, once in September, twice in Oct., once each in Nov. and Dec. twice in Jan. 1851, and once in March.

They made several alterations in roads, and levied a tax of 7 mills which raised a total of \$332.21 which together with a cash balance \$57.31 from previous year, \$40.50 from the county and \$8.00 from a circus, gave them a total \$438.02.

They issued a total of 72 town orders and had a cash balance of \$8.26 left.

A recap of the principal items show that \$50.00 was spent for school purposes, \$31.00 for building bridges, \$87.63 for support of the poor, \$49.20 for damages on the highways, \$32.27 debt to the county, \$170.52 defraying current of the town.

A breakdown of current expenses show that the following people (receiving over 10 00) some of them town officers, for their services, apparently on a basis of \$1.00 per day worked, and others for other purposes through the year, such as overseers of roads, were Drake \$29.50, Hogeman \$28.75, Sebring \$41.50, Bowen \$20.00, Rosenkranz \$14.50, Topliff \$18.37, McCafferty \$30.00, T. Clark Smith \$19.20, John Williams \$11.25, Geo. & A. Griswold Store \$18.00, A. P. Birdsey \$41.50, H. B. Frink \$26.50, Elizabeth Strange \$27.00 and N. B. Lloyd (for horse killed) \$25.00, J. O'Neil \$19.20.

Many of the orders were for five dollars or less, and a few were for less than one dollar.

One entry of Aug. 220th reads "Supervisors issued Town Order No. 19 in favor of themselves for the support of the poor." Presumably it was to reimburse one or more of them for small amounts of cash given to needy persons.



### Third Annual Meeting

This meeting was held April 1st, 1851 at the public house of A. P. Birdsey, and the minutes reveal that in the absence of Samuel Lashier, Andrew Higby was appointed to serve in his place as supervisor.

And that when this meeting adjourned, it adjourn to meet at the school house in April 1852. (Evidently Mr. Birdsey's Tavern was too small to hold those who attended the town's annual meeting and election.)

### Many New Names On List Of Overseers Of Highways

Which were as follows: 1, H. C. Stage; 2, John Williams; 3, H. W. McCafferty; 4, E. Thayer; 5, T. C. Smith; 6, L. Warner; 7, Abel Sexton; 8, F. Warner; 9, Josiah Whiting; 10, Joel Burk; 11, Perry Kidder; 12, Rodney O. Luey; 13, Patrick Newnon; 14, Thos Bendure; 15, Chas Hayden; 16, Robert Gamage; 17, John Blanchard; 18, Wm. Pease.

Town business was being discussed and voted upon throughout the day as long as the poles of election were open, usually till 5 o'clock.

Among the matters discussed and voted on were, the matter of swine running at large and this time it was voted that a fine of 50 cents be the penalty for each offence, after due notice to the owner.

\$30.00 was voted for support for the poor (the previous year \$87.63 was actually spent for this purpose).

\$130.00 was voted for building bridges, \$50.00 for support of the schools, and \$150.00 for current expenses for ensuing year.

Continued next week

Installment No. 227

November 3, '55

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

### Election Results

Poles closed and votes canvassed with the following results.

Chairman of Supervisors T. C. Smith 89 E, Jeremiah Drake 77; Two supervisors, John Hasey jr. 97 E, Elisha Lyon, 97 E, Jeremiah Folsom 67, John Blanchard 70; Three Justice of the Peace, W. C. Spencer 88 E, Fulton W. Maynard 84, William C. Pease 89 E, F. F. Farnham 86 E, Lucius Warner 65.

Town Clerk, Jesse Rowell 103 E, Andrew Higby, 64. Superintendent of Schools, C. E. Rosenkraus 166. E no opposition.

Town Treasurer, B. F. Hart 90 E, Emerson Thayer 80; Assessor, 166 votes cast, all for John A. Bowen. For three Constables, Benjamin F. Hart 87 E, Andrew McCounell 94 E, Wm. Thompson 89 E, Michall Kellar 66, Thomas Williams, 71, Emerson Thayer 78. Signed by Jeremiah Drake, chairman; B. A. Hagerman and Andrew Higby, supervisors.

During the year following the election, the Board of Supervisors held 14 meetings, mostly to authorize issuance of orders to pay monies due various persons, frequently for as few as two or three totaling less than \$10.00.

Their first meeting April 24th "made out road tax for ensuing year", Fixed the price for digging graves and tending thereto at \$2.00; appointed Joshua Pettwood sexton, made some provisions for the poor and adjourned to meet the 24th of May.

### Posting The Local Laws

A special meeting April 29 was to "put up notices of by laws at the house (Tavern) of A. P. Birdsey", also at the post office and another at the Grist Mill, all in said Columbus."

Another meeting was held June 23rd, "full board present transacted the following business Licensed Circus and adjourned.

The December 20th meeting authorized payment of thirty two orders, running from \$1.00 to the highest \$12.59.

The Treasurers books were audited by the Supervisors on March 30th, who called in Fred F. Farnham to assist in the audit. Total receipts during the year were, taxes \$355.53, A. P. Birdsey's Tavern license \$30.00, \$5.00 Circus license, totaling \$390.53. (Also there was mentioned certain monies due from County, probably for schools.)

Total disbursements were support of county poor, \$86.95, support of bridges \$52.00, schools \$50.00, operating current expenses of town, \$170.32, paid town orders issued last year but not returned then, \$27.744, treasurer's fees \$1.75. Total \$388.76.

### Fourth Annual Town Meeting 1852

Each succeeding annual meeting show from the minutes of the Town Clerk, several new names, and an increased number of votes cast. The new names do not, necessarily, indicate recent newcomers, but, probably, men who had been here a few years, or long enough to have impressed their neighbors as worthy and well rooted men.

This meeting was conducted by T. Clark Smith who had been the choice for chairman at the 1851 meeting, and pursuant to motion carried at that meeting, was held in the school house, because of insufficient space in Birdsey's Tavern.

The chairman appointed a committee consisting of Lucius Warner, Col. Jeremiah Drake and H. S. Haskell to examine the report of the auditors, who were the three supervisors.

Chairman proclaimed the polls open, heard the report of the examining committee and proceeded to elect overseers of highways, there now being twenty, as two new roads had been added during the year.

Here several new names show up the overseers were, Robert Mills, Thomas Sawyer, H. C. McCafferty, M. P. D. Nowell, T. C. Smith, James Sebring, Marcus Gilpin, Abner Beach, Alonza



Allen, James Coleman, Benj. T. Hulbert, Andrew A. Thompson, Patrick Noonin, Peter B. Hoyt, Wm. Wickam, Charles Hoyden, John Blanchard, Merrit Thomas, Jesse Lawrence and A. E. Hoten.

Further items of business were: Voted to appropriate a sum not exceeding \$30.00 to build a bridge near T. C. Smith (east of Wisconsin Academy), voted that a sum not to exceed \$30.00 be appropriate to build a bridge near A. E. Hotons, another bridge near Henry Lulls not to exceed \$40.00, another one near Joel L. Burkes not to exceed \$30.00.

\$40.00 was voted to repair the Beaver Dam bridge (which had been built a few years before at a cost of \$153.00, and not to exceed \$25.00 to build a bridge near Charles Haydens.

\$50.00 was voted to support the poor, and a like amount for support of the schools, and to raise \$150.00 for current expenses for the ensuing year.

Next item was "motion was put to determine if bulls be permitted to run on common from the first of January until first day of July, and was decided in the negative under a penalty of \$5.00.

This was followed by a similar motion regarding bucks, except the minutes say July 1st to the first day of January and was decided in the negative, penalty \$5.00.

A similar regulation covering swine, likewise was also decided in the negative, but the minutes do not state the amount of the penalty.

The polls were closed at 5 o'clock, and the board proceeded to canvass the votes cast and announced the results after which the meeting adjourned sine die.

#### Election Results

For chairman of the Board 182 votes were cast, of which Wm. W. Drake received 98 E and John A. Bowen 84. For two supervisors 356 votes were cast: John Hasey jr. 103 E, Elisha Lyons 97 E, Thomas Sawyer 89 and Charles Loveless 64.

For Town Clerk 181 votes were cast, for Jesse Rowell, 103 E, for F. W. Black 78.

For Assessor there were 180 votes received, 91 for Abel Sexton E, and for Matthew Lowth 89.

For two Justices of the Peace there were received 350 votes, 16 Fred F. Farnham, 105 E, Truman Folsom 84, Jeremiah Folsom 84 E and H. C. Cooper 77. The tie between the two Folsom's was decided by lot, with Jeremiah the winner.

For Treasurer, 180 votes were cast of which Emerson Thayer received 91 E and B. F. Hart 89.

For Superintendent of Schools, 182 voted, with H. S. Haskell receiving 94 E and A. G. Cook 88. For three Contables there were 503 votes as follows F. W. Maynard 96 E, J. C. Slaid 96 E, Emerson Thayer 86 E, M. P. D. Nowell 75, Wm. Thompson 73, and Jeremiah Baldwin 77.

For Sealer of Weights and Measures 171 votes were found of which M. R. Thomas received 83, and A. P. Birdsey 88 E. For Pound Master 93 E votes, all for H. A. Whitney were counted.

#### Board Action

In the Boards meeting May 5, 1852 it was decided to levy a tax of 7 mills on the dollar for roads, and proceeded to make out the tax roll for the ensuing year.

At their meeting Feb. 12th, 1853 the supervisors appointed R. W. Chadbourn town superintendent of schools in place of H. S. Haskell.

They also employed R. W. Chadbourn to make a plat of the town with roads on the same.

On March 29th, 1852 the Board met, constituting the Board of Auditors, and also authorized 27 bills be paid to close the books for the fiscal year.

These orders ran from a low of 90 cents to the highest \$144.75 to Loveless and Morton, which was undoubtedly for constructing various bridges.

The income as enumerated below included a sizable amount from the county, which source was not clearly shown in audits for past years.

Continued next week



## Installment No. 228

(Continued from last week)

Treasurers account was as follows, remaining in the Treasury commencement of year \$3.87. In County funds \$204.42; Taxes collected \$315.00; Cash from county funds \$36.58; From liquor licenses \$15.00 from each of the following, Hart & Drake; F. W. Maynard; John Butterfield; E. H. Silsbee; Jacob Jussen; \$10.00 from A. P. Birdsey and \$5.00 for granting license to another circus, a total of \$649.87.

Disbursements classified as follows. Support of poor, \$72.50; Support of bridges \$209.86; Current expenses of town \$157.39; Outstanding town orders, \$71.89; Support of schools \$50.00; Treasurer fees \$10.00; Balance in Treasury cash \$63.27; County orders, \$54.60; Due from county for return of all taxes \$53.69; due from county for A. Langer support \$21.50; Town orders issued and not cashed \$54.15. (This, according to our own computation shows books out of balance by \$169.98 expenditures over income).

### Annual Meeting 1853

Instead of giving numerous details, we will report only briefly Meeting was held at school house April 6th Chairman being Wm. W. Drake.

These new names of overseers of highways elected Gurdon Babcock, Paul Miller, Cyrus Bennett, O. F. Sla'id, Haney H. Starr, J. B. Hall, the other twelve being re-elected.

Appropriations were made as follows, \$25.00 to improve the burial ground, \$200.00 for roads and bridges, \$175.00 for current expenses, \$100.00 support of schools, \$50.00 support of poor.

Motions for appropriations decided in the negative were \$110.00 to buy a hearse and build a building to keep it; and \$50.00 to build a pound located in the geographical center of the township.

Other actions were to change entrance to the burial grounds so that teams cannot enter, and a motion made and carried "to raise \$39.50 to pay expenses of burial ground to Benj Hagerman and B. McConeghey if the town owes them but if they owe the town they be made to pay."

A motion to permit swine to run at large was defeated, and a motion to instruct the supervisors to repair the bridge near the school house was carried.

### New Town Officers 1853

The new officers for the year were these chairman Wm. W. Drake re-elected; supervisors, John Hasey jr. re-elected and Jeremiah Folsom; town clerk, D. F. Newcomb; treasurer, Thomas R. Williams; Justices of the Peace, R. W. Chadbourn and Bing Campbell; constables, Thomas R. Williams, Edwin Thomson, Jeremiah Baldwin; assessor, John A. Bowen; Sealer of weights and measures, A. P. Birdsey; Pound master, H. A. Whitney re-elected.

### A Railroad Possibly?

Supervisors met three times in April, that of the 30th to pass a resolution to call a special election to vote on the question of the town of Columbus taking stock in the Milwaukee and Watertown railroad to the amount of \$25,000 according to an act entitled "An act to authorize certain twons to aid in the construction of Milwaukee and Watertown railroad approved April 2nd, 1853, on May 17th, 1853.

Polls were open from 9 a. m. to 5 p. m. and 108 votes were cast, all for and none against the R. R.

(Apparently there was general apathy on the question as only about half of the 204 electors who voted April 6th for town officers, voted in the special election.)

A Judicial electors to vote for county judge was held Sept. 5th when only 95 votes were cast,

of which 58 were for the incumbent Joshua J. Guppy and 37 for his opponent whose name in the records cannot be deciphered.

At the final meeting of the fiscal year, March 28th, 1854, the audit, not in detail, shows that the Town Treasurer "received from taxes and other sources, was \$1558.76, and had paid out \$1200.23, leaving an apparent balance of \$358.53 but subject to Town Orders outstanding amounting to \$97.36 leaving \$303.90 of which \$97.36 were in the form of delinquent taxes, money appropriated but not yet spent \$50.00 leaving in the hands of the Treasurer actually \$156.54 unappropriated.

### Scattered Highlights

It will be recalled that at a special election held May 17th, 1853, the electors passed a resolution empowering the town to take stock in the amount of \$25,000 in the Milwaukee and Watertown railroad.

This was not mentioned in the Town Minutes again until June 2nd, 1855 meeting when the "Board met and executed the bonds of the town to the amount of \$25,000 to the Milwaukee and Watertown railroad.

There apparently was an interum decision to issue bonds rather than stock as originally voted.

In the annual meeting April 1st, 1856 it was voted to raise taxes enough to pay the towns indebtedness amounting to \$200.76; For current incidental expenses \$150.00; Support of the poor \$150.00; Bridges \$400.00.

Also to raise \$1000.00 additional road tax above the usual levy of 7 mills on the dollar.

Robert Gamidge was the recipient of \$40.00 to pay for a colt injured by falling through a bridge.

### 1857

From the minutes of the annual meeting April 7, 1857 it appears that bridges required a great deal of up keep, as there were during the year 17 charges amounting to \$274.94; For care of the poor, 13 items totaled \$204.75; And for services to the road commissioners, supervisors and other town officers there were 22 items of entry totaling \$353.68, which with some miscellaneous items bright the total expenditures as shown on town clerk's report, \$888.62.

It is also deduced from the entries that the pay of officers had been raised from \$1.00 to \$1.50 per day actually worked.

This increase in costs probably accounted for larger appropriations made and greater taxes levied for ensuing 1857.

It was voted to raise a tax of \$245.00 to pay on the contract for rebuilding the Beaver Dam bridge! \$50.00 to build a bridge across the Crawfish on the road between sections 5 and 6; \$100.00 for support of the schools! \$250.00 for current incidental expenses; \$64.00 to pay J. B. Folsom balance due on bridge; \$100.00 for other bridges; to raise a road tax of 10 mills on the dollar; \$40.00 due Lewis & Goodspeel on bridge; \$75.00 due on Beaver Dam bridge when completed and \$50.00 to repair aid put in good order the burying ground.

The Board also put some teeth into the problem of hogs running at large as they passed a resolution that "Hogs be restrained from running at large in the town of Columbus, and if any hogs are found at large after the passage of this resolution, the owner thereof shall forfeit the same and also pay a fine of \$5.00.

For the time being we will now close the revelations from the town records, to be resumed at a later date, perhaps through the period of the Civil War.

Continued next week



Installment No. 229

November 17, '55

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

## About A Newspaper Over 100 Years Old

Through the thoughtfulness and courtesy of Mr. and Mrs. Louis Young, who recently came to Columbus to live, occupying one of the Casper apartments on Narrow Street next to the Old Homestead, Mrs. Whites convalescent home, we are privileged to share with our readers, some of the contents, of a newspaper, Vol. 2. No. 23 dated Nov. 18, 1854 of Columbia Reporter. The volume and number would indicate that it was started in June 1853.

We pass on our impressions, some quotes, and several interpolations which we trust will be of interest.

How the Young's happen to have this copy of the reporter is in itself an interesting story, which is mentioned in a short biographical sketch which will follow at the conclusion of "Excerpts from a copy of the Columbia Reporter, first newspaper to be published in Columbus."

## Excerpts From Columbia Reporter

Vol. 2. No. 23, Columbus, Wis. Nov. 18, 1854  
\$1.00 in advance

Our the front page top of first column, appears the follow.ng.

## Proclamation

By the Governor of the State of Wisconsin  
Respect for worthy and time honored custom—the evident obligation resting upon the people of the State for the degree of health, peace and happiness enjoyed the rich reward so bountifully bestowed upon the husbandman by a superabundant harvest, and the signal success which has characterized every laudable calling during the past year, demand that we should, as individuals and a people express in a befitting manner our gratitude to that Being who has thus plentifully vouchsafed these blessings.

Therefore, I, William A. Barstow, Governor of the State of Wisconsin, do hereby designate and recommend, that **Thursday, the twenty-third day of November next**, be observed by all citizens of this State as a day of Thanksgiving.

And I do further respectfully recommend that the Clergy of the various denominations invite their respective congregations to assemble on that day, at their usual places of worship, for the purpose of uniting in praise and thanksgiving.

In witness whereof, I have hereunto subscribed my name, and caused the Great Seal of the State of Wisconsin to be affixed. — Done at Madison, this 11th day of October, in the year of our Lord one thousand eight hundred and fifty-four.  
By the Governor Wm. A. Barstow

Alexander T. Gray, Secretary of State.

## Letters Uncalled For

Just below the proclamation is a list of letters, not called for remaining in the post office at Columbus, Wis., Nov. 15, 1854.

|                        |                         |
|------------------------|-------------------------|
| Bingham, Ellen, Miss   | Marsh, Laura P.         |
| Borden, L. W.          | McCartan, Daniel        |
| Bennett, Miss Ellen L. | Oushort, Dr. John       |
| Blair, Seth H.         | Pennock, A. C. Rev.     |
| Carpenter, Mr.         | Seddon, W.              |
| Crippen, Ezra          | Starling, Amelia, Mrs.  |
| Delaney, Nicholas      | Smith, Calvin           |
| Dodge, Phebe or J'b    | Scotfield, Phebe J.     |
| Grout, Elza, Miss      | Thompson, James         |
| Harrington, C.         | Vandusen, Lemuel        |
| Hitchcock, G. W.       | Westerfield, J. H. Rev. |
| Horton, Alson          | Witkins, Alden          |
| James, Evan 2          | Williams, Ann R.        |
| McGrew, Washington     | Wells James             |
| Miner, R. W. 2         | White, Sobirse          |

Persons calling for letters in the above list, will please say "Advertised".

A. Griswold, P. M.

## Dissolutions

Two different notices of Dissolution of Partnership appear in the same first column: they were S. C. Drake & Co. Mr. Drake retiring and Mr. B. F. Hart carrying on a General store.

Dunning S. Green, Otsego — Mr. Green retiring and D. T. Dunning carrying on.

In an adjoining column appears a Dissolution of Partnership previously existing between Doctors Jas. C. Axtell and Robert W. Earll — each thereafter practicing medicine individually.

## Columbus Collegiate Institution

There was a six inch ad one column wide of the Columbus Collegiate Institute, for the Fall term. James T. Lewis was President; C. W. Dean, Secy.; E. P. Silsbee, Treas. Rev. J. E. Heaton and Miss Mary L. Pomeroy were the instructors.

The Board consisted of the officers named, and Rev. C. E. Rosenkraus, W. C. Spencer, J. E. Manning, R. W. Earll M. D., John Elliott, all of Columbus who constituted the Executive Committee; and Hon. J. Q. Adams, Fountain Prairie, Rev. Peter Kanouse, Cottage Grove, Rev. W. A. Niles, Watertown nad Rev. W. H. Spencer, Milwaukee.

The Tuition was, for Common English Branches, \$3.00. Higher English Branches, \$4.00. Languages and English Branches, \$5.00—per quarter of eleven weeks.

## Various Advertisements

There were a total of 16 advertisements on the first page all in columns one and two, none of them large, averaging perhaps 1½".

Continued next week



(Continued from last week)

The balance of the first page consisted of extracts from other papers and magazines, and no local news items. Two were brief items of general interest, one read "Down they go! The City Bank of Cleveland, and the Commercial Bank of Paducah, Kentucky, have failed."

#### John S. Pardee

The other read "Dead — John S. Pardee, of Wisconsin, recently appointed U. S. Consul to San Juan, Central America, died in that city, Oct. 4.

Mr. P. had many friends in Milwaukee and Columbia County, where he had resided for the last few years. His life was insured for \$2,000."

This writer did a little research to find out something about Mr. Pardee; He was a prosperous merchant in Milwaukee. In the fall of 1848-49 he established a store the town of Marcelon, placing it in charge of Reuben Stedman and Yates Ashley who came out with goods and began trading as agents for Mr. Pardee. In 1849 a dam was built across the Fox River and a saw mill and grist mill put into operation. This was the beginning of Pardeeville.

In July, 1850, he platted a part of his land as the village of Pardeeville, and shortly afterward turned all of his interest over to Joseph Utley, who in turn, transferred his interests back to John Pardee, father of John S. the original proprietor.

There were two short poems on this page evidently "clipped" from other publications, but no credit given either to the original writer or to the paper from which it was clipped.

#### An Old Story

A favorite, or at least a story frequently told by humorists, in this day and age is one in which a priest, notices in his congregation, three friends of a different denomination, standing in the rear since there were no unfilled seats. The priest wants to show his welcome so he quietly asks the altar boy to give three chairs to the three, Lutherans, Baptists, Methodists or whoever the speaker named.

This story, with variations, goes back over a hundred years as we quote it verbatim from the hundred years as we quote it verbatim from the ped from a Dublin, Ireland, newspaper.

"Three Cheers for the Protestant Ladies." — On Sunday, recently, during the high mass at twelve, in the village of Gleitarff, Ireland, three ladies of the protestant faith were obliged to take shelter from a heavy shower. —

The officiating priest knowing who they were, and wishing to appear respectful to them, stooped down to his attendant who was on his knees, and whispered to him, "Three cheers (chairs) for the Protestant Ladies". The clerk, who was rather an ignorant man, stood up and shouted out to the congregation, "Three cheers for the Protestant Ladies!" which the congregation immediately took up, and gave three hearty cheers, while the clergyman stood dumbfounded.—Dublin Paper.

#### More Advertising

The entire back page is solid advertising, there being twenty two advertisements, mostly one column wide and running from an inch to as much as 10 inches in length, there being fourteen in this category in two columns. The other four columns contained eight all display ads two columns wide and averaging 5" in length.

C. W. Dean, advertised stoves as follows, Troy Sun, Genesee Valley, New Yorker, Parlor Stoves, Lady Washington Air Tight, Troy Favorite, Open Front Jewel and Cottage Stoves, and as the names would imply were all manufactured in Troy, New York.

D. Little's new store advertises WAR against high prices and long credits, and that his entire

stock is just benignly received direct from New York. Dry Goods, Groceries, Hardware, Crockery, Boots and Shoes, Ready made clothing Leghorn and Palm Hats, Paints, Oils, etc.

Lewis Blake, a Milwaukee Miliners Supply House informs the ladies of Columbus that they sell both at Wholesale and at Retail.

E. P. Silsbee and J. A. Elliott head their ad "The cars are coming" (They did in May 1857) and because they can buy cheaper when the railroad gets here they are reducing their prices on Dry Goods, Queensware, Clothing, Carpets, Groceries, Hardware, Hats and Caps, Ladies Bonnets, and a splendid assortment of Parasols, Ladies Collars and Undersleeves.

The new firm of Farnham & Allen are now receiving direct from New York their splendid stock of spring and summer goods. This ad is dated May 11, 1854 — other store ads were dated July 1, May 13, March 4 and no doubt, have appeared each week, without change every since, and perhaps will not be changed until the spring of 1855.

#### The Largest Ad Is By R. G. St. John, M. D.

Portland, Nov. 8, 1854, who respectfully announces to the citizens of Dodge and adjoining counties, that he has opened an Office and Medicine Store for the sale and practice of medicine, in the township of Portland, five miles north of Portland Village, on the road leading from Beaver Dam to Waterloo, near the residence of Benjamin Hawes.

His intention is to supply that portion of the people who prefer it, with a thorough Botanic and Hydropathic practice and with Genuine Botanic Medicines.

He lists a long list of references from places where he had previously practiced, including Fairwater, Black Hawk, Gibbsville, Trenton, Berlin, Cincinnati, and Dubuque.

He mentions many remedies from which we list a few such as Counter Poison, Female Drops, Alterative and Antimercurial Syrup, Mothers Balm, Catarrh Snuff, and Womans Friend.

#### Steam Boat Building

Jim Quickenden's father, R. W. Quickenden runs a two inch ad starting with a picture of a steamboat. The ad is headed "Steam-Boat Building."

In all parts except the machinery. Sash, Blinds, Doors, Shop Fronts and everything pertaining to the complete finishing of houses, and taking contracts for and beginning at the foundations thereof.

He has in operation machinery by which he is enabled to do his work in a more substantial and workmanlike manner than in the common way. Shop on the east side of Madison street (Ludington) opposite the School House, (426 So. Ludington).

The Quickenden Red Brick Home, where Jim was born only 3 or 4 months after this paper was printed is at 410 S. Ludington street. The ad was inserted Jan. 1, 1854.

R. W. Chadbourn carried a small business ad indicating "Money and Real Estate Agent."

#### Sam Houston For President

The inside pages two and three, contains an occasional news item but are mostly items of general interest, of politics, general news from elsewhere and from abroad. It should be recalled that newspapers of a hundred years ago were about the only contact with "The outside" other than family letters, and served the population as the magazines, city papers, telephone, radio and T.V. now does.

The Editor Carr Huntington displays at the top of column one page two a spread Eagle, under which he prints For President — 1856 — Gen. Sam Houston of Texas.

Continued next week



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

The few news items of local people include LEAD — Mr. Allen recently took a wagon load of lead ore from a stone quarry three miles from this village. It is nearly pure lead, — specimens may be seen at this office.

Charles Beckham, Independent, Judge Rose, Mr. B. Rible, J. D. Griffin and N. M. Juneau, Democrats are elected to the assembly from Dodge County.

We are to have a daily mail from Madison shortly, when we hope all the Milwaukee dailies will remember us via the railroad.

## DIED

In Hambden, on Tuesday evening, last Levi Sowers, aged about 20.

Groceries of all kinds kept constantly for sale at low prices at the Columbus Brewery. (This was the first small brewery here built in 1848 by Jacob Jussen, and sold to Lewis Branchle an employee of Jussens. (see installment 34)

## N. H. WOOD

A small but interesting ad on page 3 is that of "N. H. Wood, town of Pacific, buys and sells Earth, Animals, Produce, Merchandise and Lumber at Pacific, Wisconsin, at The People Store, where congregate Emigrants, Merchants, Peddlers, Traders, Lumbermen, Farmers, Mechanics, Manufacturers and Ladies in quest of goods."

While N. H. Wood, so far as the writer knows, never owned land in this corner of Columbia County, he was a powerful influence on both sides of the Wisconsin River south of Portage city.

He was a native of Mass., born in 1820 orphaned at 12 grew up in Central New York, became a peddler with a route from Troy, N. Y. westward to Watertown, N. Y. which business he followed until 1844 when he was married and opened a store at Little Falls, N. Y.

In 1848 having attended a Free Soil Convention in Buffalo, he became interested in seeing the new State of Wisconsin, picked up a pocket full of land grants for a song, and went west. A map of Columbia County dated 1873 shows that he owned 3162 acres in the town of Pacific and even more in Caladonia on the west side of the river.

His business card as of 1873 among other things says, "Acts as Arbitrator, advises all men on the subjects of Religions, Morals, Politics, Law, and Local and Administrations, free of charge.

## FLOUR

The firm of Bassett & Stewart had a small ad reading as follows: "VERY IMPORTANT. To those who wish to have White, Light, and Wholesome Bread. Bassett & Stewart are on hand at their new mill in Elba, to do up milling in the very best manner possible, and very promptly. Please give them a call. The mill is 3½ miles south east from Columbus. (This was shortly before Daniel E. Bassett laid out a village at the site of his mill, to which he gave the name Danville. The mill was on approximately the same location as the present Danville Mill. See installments 36-37-38)

Much more could be written about this particular newspaper and the people mentioned in the advertisements, many of whom have already been written up in the Story of Columbus, that has been running now for about 4 years.

We are greatly indebted to Mr. and Mrs. Young for their thoughtfulness in saving the newspaper in question which is being returned to them with our thanks.

The Columbia reporter was Columbus' first newspaper, beginning in June 1853 only 13 years after the founding of the settlement, (see installment 63 Story of Columbus). And it was not a successful venture, for after only a few years it suspended publication here and opened up at Portage, but could not make a go of it there either.

When Mrs. Young asked what would be the best thing to do with this copy of a newspaper over one hundred years old, we suggested that it be given to the Wisconsin State Historical Society. The name of the subscriber who originally received the paper was W. A. Pulver, her grandfather, who was first a farmer in Otsego from 1848 to 1866 then becoming owner of a general store in Rio, where for a time he was also post master.

## Mr. and Mrs. L. D. Young

Louis D. Young was born in the town of Otsego in 1878, son of George W. Young and his wife Sarah Cole, both from the western part of New York state, who came to Columbia County and acquired farm land in Otsego.

Mrs. Young was Miss Mae Pulver born in Otsego in 1882, a daughter of Seward F. Pulver and his wife Miss Annie McKay of Otsego.

One sister of Annie McKay was married to Jay Henton's father and another to Norman McKay's father, so Mae Pulver, Norman McKay and Jay Henton were cousins.

Seward F. Pulver was a son of Wendell A. Pulver, who was born in Ontario County, N. Y. and his wife Miss Helen M. Van Fleet, of Niagara County, N. Y. They came to the territory of Wisconsin, to Otsego in 1847 and began farming there one year later. W. A. Pulver farmed for 18 years. His children from his first wife were Seward, born Aug. 1st, 1848 and a daughter, Alice M. born May 28, 1853.

His wife died of typhoid fever in July, 1861. He married again to Miss Emely Stevens, born in Loraine County, Ohio, and from this marriage there were four children, Charles L. born in 1868; Estella born in 1872, who died in 1874, and Claud born in 1873.

In 1866 W. A. Pulver left the farm and entered the mercantile field in Rio, having a general store and was also post master.

His daughter Alice, became the wife of Mr. R. M. Tillotson, then a farmer in section 22, Otsego.

We have not traced the other four children of W. A. Pulver.



We now come to the family life of Mr. and Mrs. L. D. Young.

They were married in Otsego in 1903 and lived on a farm until 1907 when they moved to Randolph where Mr. Young was connected with the Telephone Company for several years.

He then started his own business, a light and power line to serve country patrons, setting up a transformer station, where he bought his current from Wisconsin Power and Light Co., and sold it at retail to his patrons; this was in 1920 in which business he continued until the fall of 1931 when he sold out and went to California on a semi-retired basis.

In 1934 they came back from California, to assist a married daughter Orrilla whose husband had become an invalid, from an incurable disease from which he eventually died.

They had settled in Ripon where they continued to live until 1951.

Their daughter, above mentioned, after several years of widowhood, became the wife of Mr. E. C. Blackshear, and lives in Madison where she is connected with the Wisconsin State Traveling Library.

Another daughter is the wife Mr. A. M. Busse, Monona, Iowa. They have three children, two sons and a daughter, the older son having just been ordained as an Episcopal Minister. The other son is in his first year at the University.

The Youngs also had one son who died in 1944, and it is believed there is another son but we have not obtained his name, address, or status.

Continued next week

Installment No. 232

December 8, '55

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

The Youngs have done considerable traveling, but decided to settle down someplace in the area where they started out in life, and where there are still relatives and friends.

Some months ago they rented one of the Casper apartments at 609A, Narrow street, a second floor apartment.

On May 31st Mr. Young entered the University hospital, and when released, they remained in Madison in the Blackshear apartment while convalescing. Their doctor told them it would be advisable to get a ground floor home, as the effort of climbing the stairs was very bad for Mr. Young.

The Youngs now have a ground floor home at 225 Dickason st., Randolph.

In chance conversation with Mr. Young we learned that he is a brother in law of the Mr. Thomson of California, a letter from whom we recently published.

### The Newspaper

The copy of the Columbia reporter that prompted this article, was found among a trunk full of keepsakes of Mrs. Young's aunt, Mrs. R. N. Tiltonson of Otsego, and without knowing really why, Mrs. Young has kept the newspaper.

It has the name of her grandfather, W. A. Pulver, on it, indicating that he was the subscriber. While somewhat worn where it is folded, and the margins somewhat frayed, which are now patched up, it is in good condition.

It is hoped that eventually it will be tendered to the State Historical Society, since we have no Historical Society, nor a repository for articles of historic interest.

It is also hoped that this story will have the effect of causing our readers to become more conscious of the importance of "rescuing" all documents that may be of historic interest, such as ancient newspapers, deeds, abstracts, maps, photographs, family bibles, family records letters, diaries and such material that is so often thoughtlessly thrown away when cleaning attics and closets.

Better to "rescue" things that are later found to be of no interest, than to assume they are of no importance.

It is from such materials that we can add to our knowledge of what has happened in the past. That is all that history is, a record of what has happened.

### Another Octagon House

One day a year or so ago, while browsing around in the wonderful museum of the State Historical Society, the writer was intrigued by an enlarged picture of an unusually attractive Octagon House, of which there must have been a goodly number built in various places in Central and Southern Wisconsin, about 100 years ago, the best known of which perhaps is the famous Octagon House still standing in Watertown, which is well worth seeing.

The brief card beneath the big photograph said something like this as we now recall the words, but this is not intended to be an exact quotation.

"Mrs. Cordelia Harvey, the widow of Governor Louis P. Harvey, devoted herself to the care of wounded and needy soldiers.

Through her efforts was established the Harvey Hospital in her home, that of the late Governor Harvey, and in addition, her work extended over many states.

With the co-operation of Gov. James T. Lewis she established in Madison an orphanage for children of Union Soldiers killed in the war. This was in her former home."

The fact that the name of the foremost citizen of Columbus at one time, Governor James T. Lewis, was mentioned, as having co-operated with Mrs. Harvey in the establishment of an Orphan's Home, ties in so closely with "The Story of Columbus" in the development of which Mr. Lewis played a long and important part, is the writers reason, if any is needed, of re-

searching in to the history of the building, and the humanitarian work centering therein.

This was emphasized, when we noted in the Wisconsin State Journal of Jan. 30th, 1955 a reproduction of the picture of the beautiful Octagon House under which appeared the following statement.

"This was the home of Gov. Louis P. Harvey Civil War governor of Wisconsin, which stood in the block bounded by Spaight, Brearly and Paterson sts. The governor lost his life in an accident during the war, and the home was first made into a hospital for Civil War soldiers, and later into an orphan's home.



The picture above was taken when it was being used as an orphans home." The picture was also labeled THEN.

An adjoining picture labeled NOW showed the buildings that stand at the corner of Spaight and Brearly sts.; the caption reads "This is the scene today at the corner of Spaight and Brearly sts., where a marble memorial was erected in 1908 by Madison School children to the memory of the Civil War governor. The governor drowned in the Tennessee River near Pittsburg Landing when he missed his footing getting off a steamboat. He had gone to the southern town to take food and medicine to Union soldiers after the battle of Shiloh.

#### Gov. James T. Lewis

In the "Story of Columbus", the publication of which began in the Columbus Journal-Republican four or five years ago, we have frequently mentioned Mr. Lewis and have written and published a brief biographical sketch of the Lewis family but have never developed anything specific about his administration as the 9th Governor of Wisconsin 1864-5. Here briefly, for the benefit of those readers of this column, who may not have read earlier installments of the endless story is a synopsis of his climb from first lawyer to hang out his shingle in to Columbus, in 1845 to the Governorship.

He was born in Clarendon, N. Y. Oct. 30th, 1819; received a common school education; Clarkson Academy; Clinton Seminary; read law with Gov. Selden in Clarkson, N. Y.; came to Columbus 1845, admitted to the bar — U. S. District Court and State Supreme Court, District Attorney, County Judge, Member Territorial Constitu-

tional Convention which formed the organic law of the state, member General Assembly, State Senator, member of the Court of Impeachment, Lieutenant Governor 1854, Secy. of State 1861, Governor 1864.

When elected Governor in 1863 election he received every vote cast in Columbus, and received a majority of 25,000 votes in the states, by far the largest ever accorded to any candidate for that office up to that time.

Because his predecessors, Gov. Harvey and Lieutenant Gov. Salomon who became Governor upon the tragic death of Gov. Harvey, had found a lamentable lack of care of sick and wounded Wisconsin soldiers, by the General Government, Gov. Lewis proposed legislative action, which was speedily enacted, authorizing and directing the Gov. to provide proper food and medical care of wounded and sick Wisconsin soldiers in the field.

In addition to the many duties, of his office, Gov. Lewis found time for repeatedly visiting camps, and field hospitals, making long tours to carefully inspect the premises, and actively supporting and encouraging the relief work being carried on by Mrs. Cordelia Harvey, widow of Gov. Harvey.

Gov. Lewis was able, because of his first hand knowledge of the inadequate treatment previously mentioned, to secure a special order from the Surgeon General of the United States for the transfer of all the sick and wounded soldiers from Wisconsin to hospitals within their own state, a privilege never before granted.

Continued next week

Installment No. 233

December 15, '55

## "The Story Of COLUMBUS . . . ."

By F. A. Stare

(Continued from last week)

Under his administration, hospitals were established, a soldiers orphanage was founded in Madison, as well as the Soldiers home in Milwaukee, and the needy families of Soldiers provided for.

Through his influence multitudes of suffering boys in blue were nursed back into life, in hospitals blessed with comforts and by the prayers of mothers and wives at home.

Getting back to Mrs. Harvey and the Octagon house, we discussed the matter with the State Historical Society in person as well as by letter and received considerable information as well as a large print of the house, furnished by the cooperation of Mr. Paul Vanderbilt, Curator of Photographs of the Society.

A composite of information, gained by research in a Dane County History of 1880, correspondence and conversations with various members of the staff of the Society, and a personal visit to the site, disclose the following.

The three story octagonal stone building set well back from the streets in the block bounded by Spaight, Brearly, Patterson Streets and Lake Monona, was designed by Samuel H. Donnell, a Madison architect, for Mr. Leonard J. Farwell, and construction began shortly after Mr. Farwell's marriage to Miss Frances A. Cross of Madison on Sept. 20, 1853. She was a daughter of General, A. N. Corss of Madison, but formerly of Watertown, New York, and it is conceivable that she and Mr. Farwell may have known each other as they each formerly lived in Watertown, N. Y. at about the same period.



#### Leonard J. Farwell

Mr. Farwell was born in Watertown, N. Y. Jan. 5th, 1819, a son of Capt. James Farwell and Rebecca Cady his wife. His mother died when he was five years of age and his father in 1830.

Left largely to his own resources, he had a somewhat limited common school education.

His first recorded occupation was a short experience as clerk in a dry goods store.

He then became apprenticed to a tin smith, following that occupation until he was 19 years of age, when he decided to go west.

How he traveled, and the extent of his resources is not known to this writer, but he located in Lockport, Ills. with a small stock of hardware and the tools of his trade, set himself up in business, and considering the times, and the smallness of the place, he soon did a thriving business.

However, he felt that he should locate in a larger place, and in Jan. 1840 sold out his stock and store and removed to Milwaukee, then a thriving village with every prospect for rapid growth.

Here he again set himself up in business on a larger scale, and in a few years found himself at the head of one of the largest wholesale houses in the territory of Wisconsin.

Several years of intense business activity ensued, until his health had been undermined to the point that he decided to withdraw from mercantile pursuits, having become quite wealthy and possessed of what was then considered a large fortune.



### He Goes To Madison

He visited Madison early in 1847 at which time the population was about 600, and was so impressed by the beautiful lake country surrounding the village that he decided to cast his lot there. He made extensive purchases of real estate, some of which was a portion of the eastern part of the village plot, west of the Catfish river, and stretching between Lake Mendota and Lake Monona, and which also included the then unimproved water-power, going to waste between Lakes Mendota and Lake Monona, between which there was a drop or difference in elevation of, from 3 ft. 10 inches to as much as four feet eleven inches, depending on rain storms.

To his enterprise and liberal policy and public spirit, Madison is largely indebted for an era of prosperity. During the winter of 1847 he commenced to install water-power equipment and the erection of mills. His efforts at once infused new life into the settlement; Real Estate, hitherto almost without value, especially on the east edge of the village on both sides of the Catfish, which was a channel through what was called Catfish marsh, and the area frequently flooded after heavy rainfall, began to be sought for, and to increase in price.

The present name of the Catfish River is the Yahara.

Mr. Farwell had capital, a keen mind and great ability, for he cleared the laid out streets through forests, and roads were extended and laid out to the surrounding prairies. Bridges were built, the low lands drained, roadways carried through the re-claimed marsh land and lined with young shade trees.

Buildings and improvements of all kinds began to rise among the trees and dot the distant prairies.

He developed a comprehensive system of advertising and thousands of pamphlets, filled with valuable information, were sent to the Eastern States and to Europe.

Perhaps no one of the early Madison pioneers ever did more to promote the interests of Madison than Farwell. He not only built and operated a Grist Mill and Saw Mill, but started the first Woolen Mill, and the first foundry and machine shop. He set the example of first grading and filling streets and building sidewalks and street crossings.

### Goes To Europe

With all of his activities, he took time off to travel, making a trip to Europe and Eastern Countries in an effort to repair his, impaired health, in which he apparently was successful.

He became greatly interested in seeing a railroad come to Madison, and encouraged the projects not only by words but by deeds as he invested heavily in Railroad stocks and bonds, which contributed heavily to his severe financial losses which came to him and many others in the revulsion of 1857.

Farwell became a trustee of the Village of Madison in 1851 and in July 1853 he recorded Farwell's re-plat which extended from Lake Mendota to Lake Monona from north to south and from the Catfish river west as far as Dickinson St. at Washington Ave., and northwest to Sherman Ave. and Ingersol St.

But a map of the re-plat, as of 1899 also shows a long narrow strip due north and south from present Gisholt buildings to Lake Monona at Brearly.

On March 28, 1855 he recorded Farwell's Addition, this being from Atwood Ave. to Lake Monona and from Winnebago St. to the Corporation Line.

### Population

The population of Madison in 1840 was only 314. In 1847 when Mr. Farwell invested in Madison real estate it was 632. In 1850 the population had become 1672 and in 1852 it is recorded as 2983, while in 1853 it was 4029, 1854, 5126 and by 1855 it was 8664.

In 1851 Mr. Farwell was nominated for Governor by the Whig party, the remainder of the State ticket was Democratic. The Whig party of that time, was but a weak and feeble minority. It had few elements of strength, and less sagacity of management.

In the State Convention of 1851, however, it received an impetus by the unanimous nomination of Mr. Farwell. A single name, presented at the right moment, raised the enthusiasm of the party."

Wisconsin had become a State only three years before, "The structure of the government was then still immature, the population scanty, and the policy of development undefined.

"To lay the foundation of the new State deep and wide, to establish a policy of comprehensive statesmanship that should provide for the present, insure the future, and prove as enduring as time, was the important duty of the chief executive."

Continued next week



Installment No. 234

December 22, '55

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

## Elected Governor

In the election in Nov. 1851 Leonard J. Farwell, the only Whig on the ticket was elected; all of the other state officers elected were Democrats. His two years of administration, proved that he had great ability, and a review of his administration in a history of Wisconsin, published in 1875 could well be included here, were it not for limitations of space in a column of this nature.

In the great financial difficulties of 1857, particularly for those who held railroad securities, Governor Farwell, like hundreds if not thousands of others in varying degree, lost heavily, and was obliged to suspend and close up his many interests, being almost wiped out, but the citizens of Madison will always bear witness to the great efforts he made to promote the best interest of Madison.

Farwell served one term 1859-61 in the Wisconsin assembly. In 1863 he moved to Washington, D. C. where he had been appointed to the position of assistant examiner in the patent office, by Pres. Abraham Lincoln. Later he served temporarily as vice-president of the association

for the relief of Wisconsin soldiers, returning to the Patent Officers when he was no longer needed in the Relief of Wisconsin soldiers.

In 1870 he located in Chicago and opened a patent-council business, but lost everything he owned in the great Chicago fire in Oct. 1871.

Then he went to Grant City, Missouri where he set about duplicating his Madison Achievements. He died in Grant City on April 11th, 1889. His wife died in Washington in 1868.

Farwell house sold.

About the time he went to Washington his home in Madison was sold to Samuel Marshall who held it only briefly as the U. S. Government bought it for use as a Soldier's hospital.

L. J. Farwell surely left an indelible mark on Madison during the ten years 1847 to 1857 during which time he through wise investment and careful management, made a fortune, became the third man to be chosen Governor, built a beautiful octagonal home, with an octagonal barn in the rear, and lost his fortune all in ten years.

We now come to the central figure in the story of the Farwell House being converted into, first a convalescent hospital for sick and wounded Wisconsin Soldiers, and later a haven for the orphans of union soldiers; and other useful purposes. We show here the picture of the octagon Farwell house, and only wish we could show one of Mrs. Harvey, who put it to such good use.

It is not definitely known to the writer which way the house shown below faced, but his assumption is that the picture is a side view of the house, taken from Brearly Street, because of the wooden structures showing at the left, which assuredly would not have been added to the front.

Also note on the right the ornate cast-iron work supporting the roofs of porches, that would most assuredly have been on the front of the house, which if our deductions are correct, would be facing Spaight St.

Before this particular picture was taken, the house had served as a convalescent hospital for sick and wounded Wisconsin soldiers, so the wooden structures were probably added when the house was being prepared for the patients.

Two chimneys of the type used during the period this house was built show on the right and left at the roof line, and without doubt there were two more on the opposite side of the house. Also note four smaller chimneys show on the roof line of the cupola, or central observation tower above the roof line, and without doubt four more were located on the opposite side.

Two balconies embracing two windows each, with substantial wrought iron railings probably were exactly like two more on the opposite side of the house; and the verandah or porch upon which six ladies are standing undoubtedly, originally encompassed the entire house, with an even more substantial wrought iron railing and heavier supporting cast-iron posts, than the balconies above.

The upper balconies are self supporting by means of cast-iron ornamental brackets anchored into the stone walls.

Continued next week







Installment No. 235

December 29, '55

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

The verandah, however, while the portion coming into contact with the stone walls are fastened to the walls, the outer edge is supported, probably, by sixteen heavy cast iron posts each supporting a heavy and wide-spread cast-iron cap both useful and ornamental.

In the foreground, in front of the girls on the left and part of the boys on the right, there appears to be a drive-way and unloading place, probably graveled, or at least not covered with sod or grass.

And to the right, just beyond a small tree under which one man is standing appears a light stripe, which could be a sidewalk leading from the front entrance out to Spaight street.

The smaller octagonal structure, the barn, known to have been there, does not show in the picture, but is probably located some place to the left, beyond the reach of the camera.

## Mrs. Cordelia Harvey

Considerable research has been done to learn what we could about this noble lady, for perhaps no other lady was so honored, or held in such deep affection as that of Mrs. Harvey during the decade following the tragic death of her husband, on April, 19th, 1862, only a few months after he took office, and in the 43rd year of his life.

In reading many pages in different books of history and biography, the writer has not come across the maiden name of Mrs. Harvey, but found many columns about her humanitarian work beginning shortly after her husband's untimely death.

## Lewis P. Harvey

Louis Powell Harvey was born at East Haddam, Conn., July 22nd, 1820 and moved with parents in 1828 to Strongville, Cuyahoga County, Ohio. After Common schools, at the age of 17 in 1837 he entered Western Reserve College at Hudson where he studied for two years when he left because of poor health.

He next taught school in Kentucky, and later became a tutor in Woodford College in Cincinnati.

He was married in 1841 and took his bride, whose family name we do not have, to the territory of Wisconsin, settling first in Southport (Kenosha) where he engaged for six years in teaching, and also edited "The Southport American", newspaper.

In 1847 he located in Clinton, Rock County, where he engaged in merchandising which he followed for four years. He then went to a place called Waterloo but later called Shopiere, where he established himself in the merchandising business. He also purchased the local water-power from which he removed a distillery, converting to a flouring-mill which he operated in connection with his mercantile pursuits.

His entry into the political arena, was as a member of the Constitutional Convention in 1847 which framed the Constitution under which Wisconsin became a state. In 1853 he was elected State Senator for Rock County, serving two terms or four years.

## Secy. Of State Then Governor

In 1859 he was elected secretary of State, which he held for two years. He also became, by appointment, a member of the Board of Regents of the University of Wisconsin, serving until he was elected Governor in the election of 1861, taking office Jan. 6th, 1862.

We have previously referred to his untimely and tragic death. Only two days before he lost his life he wrote a brief letter to his wife which read as follows. "Pittsburg Landing, April 17th, 1862.

Dear wife, — Yesterday was the day of my life. Thank God for the impulse that brought me here.

I am well, and have done more good by coming than I can well tell you. In haste Louis."

## Mrs. Harvey Carries On

After a few months of shock and grieving, and knowing that her own life must still continue, she began to think of the sick and wounded Wisconsin Soldiers her late husband had undertaken to help, and influenced by her mixed emotions, she became convinced that her principal

life interest should be to undertake the work her husband had so nobly commenced. Early in the fall Gov. Salomon cheerfully granted her request to act as one of the sanitary agents of the state, in order that she might visit the sick and wounded soldiers from Wisconsin in the Military Hospitals of the Western Department, which included all states or portions thereof in the Mississippi valley, with headquarters in St. Louis, Mo.

It would take several columns to list and comment on her many visits to Union Military hospitals in which Wisconsin soldiers were being cared for.

"In the spring of 1863 Youngs Point, across the river from Vicksburg, was the southern limit of uninterrupted navigation on the Mississippi, and much sickness was caused by high water covering the bottoms or low lands."

"After a few weeks labor there, Mrs. Harvey herself was taken seriously ill with the terrible miasma, which forced her to return north to effect recovery."

Her next work was to carry into execution her plan of establishing general hospitals in the north.

For the most part, her proposals met with little favor by the higher officials of the army.

## She Goes To Washington

In Sept. 1863, having secured the co-operation of Gov. Salomon and others, she went to Washington, and made her plea in person to President Lincoln, and after a few interviews with the president, she was successful.

Mr. Lincoln granted her desire for a general hospital in Madison, and for a suitable building the U. S. Government purchased the former home of Gov. Farwell and converted it into the widely known "Harvey Hospital".



As a sample of the success of her plan, and the good results of bringing Wisconsin soldiers home, out of the 100 men sent from Fort Pickering, only seven died, five received discharges, and the remaining 88 were returned to active service.

After obtaining the promise of the hospital, Mrs. Harvey, under Gov. Salomon's instructions returned south with headquarters at Vicksburg, where she worked with all camps and hospitals between Memphis, Tenn., and New Orleans, La. where sick or wounded Wisconsin soldiers could be found.

Shortly after the end of the war, and the mustering out of most of the Wisconsin soldiers, there seemed to be no further need of operating Harvey Hospital.

#### **A New Mission**

This being the case, Mrs. Harvey conceived the idea of converting the building into an Orphans Home, to house and educate the orphans of Wisconsin soldiers.

Upon her return to Madison from the south at the end of the war in 1865, she had brought with her half a dozen war orphans she had picked up, not even inquiring on which side their fathers had fought and died.

Chiefly because of her will to serve the orphans of the war, the U. S. Government was induced to sell the property, funds having been raised by private subscription to the amount of \$12,834.69.

This means was devised in order to get immediate possession as the State could not act until the Legislature met in the 1866 session.

#### **The Orphanage Opens**

In March, 1866 the State acquired the property for \$10,000 although the home was opened and began operation Jan. 1st, 1866, with 84 orphans in charge of Mrs. Harvey at its head.

The number of orphans increased year by year until in 1873 there were 153 children in the home, but after that the number diminished until there were less than 40 in 1875 and the State decided to close the home, since soldiers orphans for the greater part had been provided for over the ten years the house had operated, in which time it had cared for a total of about 700.

A few years after the home was well established, Mrs. Harvey turned the management over to successors provided by the state, and she retired to her old home in Barre, Orleans County, N. Y.

Continued next week





Installment No. 236

January 5, 1956

**"The Story of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

**Not The Harvey Home**

Contrary to general impression, and to the statement on the card beneath the photo of the Farwell house, in the State Historical Society Museum, and the statement beneath the picture in the State Journal in Jan. 1855, both of which called the building the home of Gov. Harvey, research proves that it was never the "Harvey home", except that it was the home of Mrs. Harvey while she was in charge of the Orphan's Home.

Miss Margaret Gleason, Reference Librarian, of the State Historical Society in response to an inquiry as to what happened to the Farwell House, replied "The accounts of its destruction are varied and do not agree on details". No date was mentioned.

A granite boulder at the corner of Spaight and Brearly Streets bears the following inscription "On this City Block stood during the Civil War, Harvey Hospital, and later the Wisconsin Soldiers Orphans Home.

Both established through the influence of Mrs. Cordelia P. Harvey, whose honored husband Governor Louis P. Harvey had, on April 19th, 1862 been accidentally drowned in Tennessee River near Pittsburg Landing, Tenn., where, after the battle of Shiloh, he went with supplies for the comfort of sick and wounded Wisconsin Soldiers.

Presented to the city by the school children of Madison, May 28th, 1908."

**Norwegian Lutheran Seminary**

When the orphanage was closed in 1875, the State turned the property over to the Board of Regents of the University of Wisconsin, with the expressed idea that it would be suitable as quarters for a School of Medicine.

However the then President of the University felt that if or when the University opened a school of medicine, it should properly be located in Milwaukee the States largest city, rather than in a smaller city like Madison.

Since the building was not presently needed for any other purpose of the University it was sold to the Norwegian Lutheran Synod, which had been founded in 1852, and as of 1875 consisted of about 150 ministers, and about 65,000 communicants.

In 1876 the seminary was opened with two professors, Pro. F. A. Schmidt, formerly of Concordia Seminary, St. Louis, Mo., and Prof. O. Aspenheim, of Springfield, Ill. The seminary consisted of two departments — one theoretical, pre-supposing a full classical course, and the other practical.

The number of students in 1876 was nineteen: the time required to complete the course of study was three years, in both departments. The

languages used were Norwegian, English and German.

The number of students as of 1880, which is as far forward as we feel justified in taking the necessary time for extended research, was 37, with 4 graduates. By that time there were three professors, Pro. Schmidt, Prof. H. A. Stub and Prof. J. Ylvisaker. "The theology taught was strictly Lutheran, according to the symbolic books of the Lutheran church.

How much longer beyond 1880 the seminary carried on, or who the successive owners, or purpose for which the building was used, the writer has no knowledge.

With the present aroused interest in things, places or buildings of historic interest, it is to be regretted that this assuredly beautiful and unusual residence was not saved for our posterity.

**Gov. Lewis Again**

We close this particular story with one more reference to our fellow-townsmen Ex. Governor James T. Lewis, who is credited with valuable co-operation with Mrs. Harvey in the good humanitarian work she so unselfishly carried on.

While Governor Lewis had no way of knowing it, some years after his death his home in Columbus, one of three white columned colonial homes built here in early days, became a part of the local hospital.

It was in 1907 that one of the then local doctors, Dr. B. F. Bellack concluded that this city should have a hospital. The site on which it was located, the entire block between Lewis and Charles Sts., facing James St. was the yard or lawn surrounding the beautiful old home, built in 1856, was given to the city by the heirs of the Lewis Estate, for the purpose of erecting the hospital thereon.

We show here a picture of the hospital as it was when completed and occupied in 1908, with a connecting structure to the old Lewis home, which was converted into living quarters for the staff of nurses, and the hospital kitchen.

By 1913, it had been found, as has been the case with many other small hospitals, that operating expenses exceeded the income and there seemed no possible chance to ever break even. A fund was raised locally, to free the hospital from debt, and in 1913 it was turned over, debt free, to the sisters of the Divine Saviour, which order had operated it every since.

In 1920, the Governors house which had deteriorated after his death, was torn down and replaced by the present commodious Sisters house and an adjoining chapel, and the hospital, itself was doubled in size, so that there is no resemblance of the older buildings at the present time.

The End

Continued next week



Installment No. 237

January 12, 1956

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

**John Williams**

While not among the very early pioneers in this area, John Williams was among the best known of Columbus Business or Professional men of Columbus, during the Civil War days down to the time of his retirement near the close of the century.

He was a native of South Wales, one of sixteen children born to John Williams and his wife Mary Ann Davis, he being their sixth child, born in Llanelly Breconshire, in 1842, according to date given on page 984, Butterfield's history of Columbia County published in 1880. Although the data given by one member of his family gives his birth year as 1840 which contradicts the date carved on his grave stone which is 1842.

His father John, was a farmer, his home having the name Bailea Farm on which there is a huge stone house which was still standing and in use, and presumably still occupied by direct descendants, when last known.

**An Apothecary**

John, the subject of this sketch was apprenticed to an apothecary in a nearby town, to learn the business of compounding drugs, which is now known as a pharmacist.

Having served his apprenticeship and become a full fledged druggist, he and a brother Thomas, decide to emigrate to America, which they did in 1860.

After a very rough passage, they landed in New York, with very little money, which had to suffice at least until they reached Adrian, Michigan, the home of an older sister.

To economize, they bought bread and cheese to eat on their way to Michigan. Whether they came from New York by water, up the Hudson river and by way of the Erie Canal, and ship to Detroit, is not known to the writer, but as that was much cheaper than by rail, it is quite likely, for it was the customary way of travel to Michigan and Wisconsin.

Upon reaching his sisters home in Adrian, John had left only one coin, an English shilling left in his pocket, and which he carried as a good luck pocket piece for many years. It was stolen from his clothing one night, and even though he advertised in the paper, offering a liberal reward, it was never returned to him.

The brothers located in Adrian, Mich. but did not remain there very long, moving on to Wisconsin. How or why they came to locate here has not been ascertained.

Perhaps there were relatives or friends here in the Welsh settlement, but for one reason or another they came to Columbus and opened a third drug store here in February of 1861, operating as Williams Brothers.

The first intimation of a third drug store, the other two being John Swarthout, the first and Frank Huggin, the second, was in the Republican- Journal issue of Feb. 14th, 1861 which read "NEW DRUG STORE. Active preparations are being made to start a new drug store in the building formerly occupied by R. W. Chadbourn, Esq. If the proprietors are men of energy and perseverance our readers may expect to see their announcement in our columns in the course of a few days."

This item was followed in the same issue by another which said "REMOVAL. R. W. Chadbourn, Esq., has removed from his old office; he will be found hereafter in the second story of the bank building, one door north of his old stand."

(This building later became a restaurant and confectionery store: A picture of the big snow storm shown in these columns some time ago shows it together with the proprietor Christ Moll.)

In the next issue, that of Feb. 21th appeared an advertisement, portions of which we quote, leaving out other portions that are routine

"NEW ADVERTISEMENT." DRUGGIST and APOTHECARY SHOP.

Between the Bank and Cooper's Store (now the Corner Drug) WILLIAMS BRO., Druggists and Apothecaries.

Family Groceries always on hand, also Paints, Oils, Colors, Varnishes, Soc. A good supply of kerosene and oil lamps.

Teeth extracted with the greatest care and skill."

This ad ran without change until June 1st, 1861 which had a slight change inserting the words CHEAP CASH above Drug Store, and a note saying Physicians perscriptions carefully dispensed at all hours of the day or night.

From these advertisements we know that both John and Tom were qualified pharmacists; but at some subsequent time, date or year not known, brother Tom went to California where he died March 17, 1880.

**Married**

On Sept. 1st, 1863, at the home of her parents Mr. and Mrs. T. Clark Smith, John Williams was married to Miss Martha Pamela Smith by the Rev. E. S. Grumley.

Miss Martha was born in Yates County New York in 1841 and came to the territory of Wisconsin with her parents in 1843, her father being one of the very earliest settlers, who entered land from the Government in Section 3, 7 and 8 town of Columbus, a total originally of 160 acres, in 1842, but which grew in time to 446 acres, and 40 more in Calamus, Dodge County.

After building a log cabin on one of the original forties entered, and perhaps doing some clearing and planting, returned to Yates county, N. Y. for the winter, bringing his family back with him in the spring of 1847.



#### Four White Horses

Family tradition, supplied by Mrs. Charles H. Williams of Oshkosh, says "T. Clark Smith who married Sarah Crocker, went through Oshkosh in 1843 on the way to Sun Prairie, carrying their daughter, Martha who was one year old in their arms. They had two covered wagons drawn by white horses.

If this is correct, the assumption must be that they traveled by boat, possibly from Buffalo, N. Y. to a port on the upper Lake Michigan shore, either Green Bay, Sturgeon Bay, Kewaunee or Manitowoc, and brought their covered wagons and four white horses on the ship with them, for in no other way could they possibly have passed "through Oshkosh, in 1843, on the way to Sun Prairie."

This might also imply that their original intention was to go to Sun Prairie: but against this hypothesis is the knowledge that Mr. Smith had "entered" 160 acres in town of Columbus in 1842, and returned to Yates County, N. Y. for the winter, bringing his family back with him in the spring of 1843.

The writers thought is that perhaps that portion of the road from Fort Howard, Green Bay to Madison may have been known as the Sun Prairie road where it joined the road from Milwaukee to Madison.

#### A Different Version

Another tradition, emanating from a distant relative, Agnes Sperry, once of Delafield, is to the effect that "When Charles' mother Martha was one year old, her parents, Sarah Crocker Smith, and Thomas Clark Smith, left N. Y. in 1854 (obviously incorrect as the date was 1843) and traveled to Sun Prairie, Wis., they had 2 covered wagons drawn by white horses. Took them 3 months."

This version is probably correct, excepting the date, as the logical route, if coming to what later became Columbia County, Wis. from an eastern state by wagon in 1843 would be through Northern Ohio, Indiana and Illinois, and possibly north west in the general direction of Madison, or north from Chicago to Southport (Kenosha), then west toward Madison, or on north to Milwaukee and then west on the military road to Madison, on which Sun Prairie was located.

Continued next week

Installment No. 238

January 19, 1956

## "The Story Of COLUMBUS . . . ."

By F. A. Stare

(Continued from last week)

### Of Pilgrim Ancestry

The same lady is reported also to have said that Mrs. Sarah Crocker Smith was directly descended from one Winthrop Roe or Rowe, who came to these shores to Boston on the good ship Arbella, in or about 1630 with his cousin Governor Winthrop, who was sent over by the British crown to take charge of the affairs of the Massachusetts Bay Colony.

Also that a grandson of Winthrop Roe or Rowe fought in the Revolutionary War as a private in the company of Capt. Moses Leavitt; and that one Robert Roe or Rowe, a son or a brother, was Capt. in the 2nd N. H. Regulars, Col. Enoch Poor, at the Battle of Concord.

Thomas Clark Smith, Martha's father was a son of Col. J. J. Smith, born in N. Y. and his wife Mary, last name not of record, but who was born in Philadelphia. T. C. Smith was twice married; after a separation from Sarah Crocker Smith, he was married to Mrs. Angeline Carpenter, nee Compion each had two children by former marriages. Since his father bore the title Colonel, he was probably a Col. of Militia during the Revolutionary War.

But be that as it may, Martha Pamela Smith, grew up to womanhood in the home of her parents on the farm where the buildings of Wisconsin Academy now stand, on highway 16 a couple of miles N. W. of Columbus, and here, in her father's brick house, which still stands, having replaced the original home, a log cabin, Martha Smith was married to John Williams, the subject of our present sketch, as previously stated.

### Log Cabin

The picture of a log cabin shown here is not that of T. Clarke Smith, but is one found among



some old photographs "rescued" when the Gamage House, next to the Park was sold. It is believed to be, either the Robert Gamage cabin or the Johnson cabin but regardless of whose it was, it is typical of the cabins built by all of the early pioneer settlers of the area, for very few were of more than a ground floor all purpose room, and a small loft under the roof, and usually there was a "lean-to."

It is not definitely known where John Williams and his bride Martha began housekeeping when they were married, in Sept. 1863, only about 2½ years after John came to Columbus.

His only living son, Charles Henry Williams can recall only one house, the brick house corner of Prairie and Main, now the home of Mr. and Mrs. Lowell Larson, and for many years before that of the C. A. Millers; and still earlier by Wm. Pringle and family.

### Abstract Examined

Through the courtesy of Lowell Larson, we have examined the abstract of title to ascertain, if possible, the date Mr. Williams acquired the property.

### Martha Soon After Marriage

A brief review of previous owners may prove of interest.

The site on which the "Williams" home stands was a part of Newcomb's Addition to Columbus which consisted of four blocks, each laid out into ten lots 60x150.

Blocks 1, 2 and 3 lay between James and Harrison Sts., and Lewis and Spring, while block 4 was between Harrison and Prairie, and Main and Spring.

July 27th, 1852 James T. Lewis gave a Warranty Deed to Daniel F. Newcomb to 2.69 acres, "Commencing at a stake standing on the south side of the road leading from Columbus to Fort Winnebago". We omit the remainder of the description expressed in rods and links. The consideration (amount of money) is not shown in the entry.

Continued next week







August 11th, 1853 Lewis Ludington and wife Polly rendered a deed to Daniel F. Newcomb for a somewhat larger piece at a cost of \$400.00.

The description starts "Commencing at a point in the middle of Columbus and Otsego road and at the intersection of the west line of N.E. ¼ of Sec. 13." and again we omit the remainder of the description. The acreage of the piece acquired from Ludington is not given, but it was more than twice as large as the Lewis piece but less than three times as large; (The roads mentioned are one and the same.)

Block 1 and minor corners of blocks 2 and 4 were on former Lewis land while block 3 and the major portions of blocks 2 and 4 were on former Ludingtons portion.

On these four blocks or about 8 acres Mr. Newcomb conducted the first nursery to be established in Columbus and there is some indication that he may have started his plantings at an earlier date.

#### The Nursery Moved

Apparently Mr. Newcomb found this ground too valuable to use for his nursery for in Oct. 1859 he dedicates the four blocks to Newcomb's Addition to Columbus, and transferred his nursery to a new site on Birdsey's 2nd Addition to Columbus along Newcomb St., which is the street running from the cemetery, along the side of St. Jerome's church to the river.

Newcomb sold lots 4, 5, 6, 7, and the S. W. half of 3 and 8 in block 4 to his brother-in-law, George C. Butterfield, Dec. 19, 1864.

May 12, 1866 Butterfield sold the lots mentioned above to Geo. L. Graham for \$550.00.

May 5, 1868 Graham sold to E. J. Smith portion of lots 6, 7 and 8 measuring 90 ft. on Prairie and 150 feet on Main, equivalent to 1½ lots but running across lots 6 and 7 and part way into 8, for \$250.00.

Aug. 26th, 1868 Emeline J. Smith (E. J. Smith in body) deeded the same piece, "being a rectangle of 90 ft. on Prairie St. by 150 feet on Main St., to John Williams for \$250.00.

The adjoining 90 ft. on Prairie by 150 ft., parallel with Main St. was sold by Graham to Hiram Seffens, May 5, 1868 for \$150.00, and on this piece Mr. Seffens (see installment No. 91-92) built the brick house which is now the home of John Miller, 332 West Prairie.

Mr. Seffens, a brick mason, not only built his own home but worked with contractor Henry Boelte, father of Miss Martha, 337 West James on many of the fine homes built here including the John Williams house in the period of 1860 to 1878 when Seffens sold his property to John J. Sutton, for \$1600. and two days later Sutton sold the property to John Williams for \$1700.00, May 20, 1878.

From all of the above, it is clear that on Aug. 26, 1868 John Williams bought a vacant spot at the corner of Main and Prairie for \$250.00.

#### He Builds His House

This convinces the writer that John Williams must have taken his bride to an earlier home, but we know not where it was.

We have made many inquiries and diligent search of the newspapers, but we have no papers between Dec. 30, 1863, the latest issue of Columbus Journal-Republican in possession of the State Historical Society, and Sept. 10, 1868 the first issue of Columbus Democrat.

#### Journal Editor Dies

In Butterfield's history of Columbia County, 1880, we find on page 548 "Daniel Mallo continued to edit and publish (the Columbus Journal) until the 30th of October 1864 when death put an end to his toils, his trials and his tribulations".

Apparently no copies of the Journal issued between Dec. 30, 1863 and Oct. 30, 1864 ever reached the Historical Society.

#### And The Transcript Is Born

Shortly after the suspension of the Journal in

Oct. 1864, the Lodi Weekly Herald suspended publication Nov. 9th, 1864, and sometime during the winter of 1864-65, Valentine Baltuff moved his printing equipment from Lodi to Columbus and began printing the Columbus Transcript. Transcript unfolding the Republican banner, which paper flourished until Aug. 1868 when it suspended.

Then Henry D. Bath purchased the effects of the Transcript, and on Sept. 10th, 1868 came out with a newspaper the Columbus Democrat.

The Historical Society have no copies of the Transcript, so far as we know, and the writer has a portion of one copy only.

We include the last few paragraphs here to emphasize the difficulty confronting one who desires to do research work, locally, during the period of nearly five years 1863-1868, when no local papers are available.

We assume however that during the first six years of married life John Williams and his wife Martha Smith lived in a rented house or perhaps in an upper floor of a business block, perhaps above the drug store which in the earlier years of his business life, was in a building, just back of the Corner Drug store into which he moved subsequently, at a date late in 1865 or early 1866.

However as related earlier in this narrative, his first store was not on the corner.

#### A Child Is Born

The first born, of John and Martha was a son Sidney H., born June 20th, 1866; the second and third children were also sons, George E. born June 28th, 1870, and Charles H. born April 17th, 1873.

We are inclined to believe that John and Martha kept house in the apartment above the store "between the bank and the Corner store" until such time as he purchased the corner building, and that perhaps Sidney was born in the latter.

The Williams Bros. Drug store, like most of the local merchants, carried a small advertisement for as long as a year without change of copy and it continued throughout the period for which we have newspapers available.

But during the years from 1863 to 1868 we have no way of determining when the location was changed to the Corner store, nor when brother Tom left. As far as newspaper checking is concerned.

The first Williams advertisement found in the Columbus Democrat is in the issue of May 10th, 1869 when the store is called William's Corner Drug store.

But through the courtesy of Ernest Schultz present owner of the Corner Drug, we were permitted to examine his abstract of title, which establishes the date John Williams bought the building from Horace Cooper, (who built the building), which was Nov. 10, 1865. We therefore conclude that the Corner Drug store came into being late in 1865 or early in 1866. Price paid for the property was \$4000.00.

#### Money Was Scarce

At the time the Williams Brothers opened their drug store in Feb. 1861, with the Civil War just starting, currency was shaky, as the bank notes of that period were based on bonds held, and many of the bonds were issues of Southern States that had or were about to secede from the union which brought about a crisis, in financial circles which greatly depreciated the value of bank notes, and caused many banks to fail, one of which was the "Bank of Columbus", a small bank which had opened in Dec. 1856 of which W. L. Lewis was president, but which was forced to close in 1861.

Money in circulation was limited and very scarce and specie, that is hard money, gold, silver, and possibly other coin was about the only medium of exchange acceptable.

Continued next week



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

To help out and put more "money" into circulation, many merchants in all parts of the country, and a few in Columbus, issued copper coins that resembled money and were in general circulation in the area where issued.

Williams Bros. were one of the local stores that did this. We had hoped to show a picture of one of these coins, showing both sides, which were about the size of a present day penny, but find the coins do not photograph clearly enough so cannot show a picture. It should be stated that no monetary value appears.

We have no knowledge of the extent to which they were issued but it must have been on a substantial basis, if it eased the situation. We have no knowledge of the "trade value" of this or other possibly larger coins that may have been issued.

## Political Headquarters

The Williams Bros., of course, became citizens of the U. S.; and Democrats in politics.

For some years, earlier, Democrats and Whigs were about evenly divided in the area: Good business and professional men as well as rank and file citizens were members of either parties.

Gradually, after the new Republican party came into being, most Whigs became Republicans, and some Democrats, not quite ready to change completely, became members of the "Union" party, one of whom was James T. Lewis, who in 1861 was nominated and elected secretary of state on the Union ticket, and in 1863 was elected Governor on the Union ticket with the largest majority, over 25,000, ever given any candidate for that office until 1896.

During the Civil War, democrats gathered largely in Williams Bros. drug store which became the acknowledged meeting place and many an evening was spent in the discussion of matters of state as they gathered around the old coal heater and blasted away at the Republicans gathered in similar manner at John Swarthout's drug store, then located on lower James St. a few doors below the corner, who were just as busy blasting all Democrats. They really took their politics seriously in those days.

## Reading The News

Newspapers from the outside came in to be

sure, but only a few individuals could afford to subscribe for them. It was therefore the custom at these nightly gatherings for some one, a good reader with a good voice, to sit in a chair placed on the counter, near a kerosene lamp, to read the news aloud to those within hearing; particularly the political news and the war news, for regardless of their politics, all had sons, brothers, or other relatives and friends in the union army, and were intensely interested in the progress of the war.

## Thomas Goes West

Members of the families of the two Williams sons, in Oshkosh, have provided most of the information about the descendants, and the family life of Mr. and Mrs. John Williams.

John's brother Tom was a partner in the firm of Williams Bros. and like John, was a qualified pharmacist. After several years, decided to go to California, where we assume he followed his profession of pharmacy, and continued to reside until his death in 1880.

We regret that we cannot establish the date when the firm Williams Bros. was changed to Williams Corner Drug store, but it was possibly about or shortly after John had purchased the property on the corner, 1865-6.

## The Williams House

Having found documentary proof that the vacant lots at corner of Prairie and Main was purchased Aug. 26th, 1868 we can assume that the house was built shortly thereafter and was occupied sometime in 1869.

The picture shown here has several details indicating that it was taken shortly after the house was completed, such as the new fence made with wood posts, top and bottom rails and iron spindles; the newly planted trees on Main st. with guard posts and the lack of shrubbery.

The handsome, ornate baby carriage on the back porch indicates a small baby and the boy on the hobby horse, apparently three or four years old tells us there are two children in the family.

The wooden walk crossing Main St. shows very little wear and the entire picture portrays "newness".

Continued next week







Installment No. 241

February 9, 1956

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Our surmise is that it was taken late in 1870 or early in 1871 and that the boy on the hobby horse is Sidney, born in 1866, and the baby carriage was "presently" being used for the second son George, born June 28, 1870.

### Later Picture

Another picture of the house, from a different position was obviously taken several years later as indicated by the size of the trees along Main St. having attained considerable size; and the well grown nicely trimmed shrubbery, as well as two sizable boys each beside high high wheeled bicycle.

The owner, Mr. Williams, seated in a lawn chair, wears a derby hat and strokes his spotted coach dog, Ned, while Eliza Pfenninger, who lived with the Williams family 22 years stands in the background. On the porch, seen between the two high wheel bicycles each proudly held by a boy, is Mrs. Williams. If the picture was taken early in the 80ies, the boys were probably Sidney and George but if taken late in the 80ies they could have been George and Charles. All three boys had high wheel bicycles when big enough to ride them.

### Later Pictures of Mr. and Mrs. Williams

The fence in the right foreground was that of Hiram Seffens; the large ornamental post between the two fences was 90 ft. from the corner on Prairie.

All of the trees show substantial growth which helps to confirm the belief that the picture must have been taken at least ten or twelve years later than the side view, shown last week.

The first break in the family circle of the John Williams family, came on Sept. 18th, 1892, when his wife Martha P. Smith passed away.

From an obituary written by her friend, Hattie Tyng Griswold (Mrs. Eugene H.) appearing in the Columbus Democrat of Sept. 23rd, 1892 we make brief quotes, none of which, unfortunately, give any details.

"In the passing away of Mrs. John Williams, aged 51 years, Columbus loses one of its earliest residents. She was born in Dundee, Yates County, N. Y. but her parents removed to this locality when she was about one year old, and here has been her home for over 50 changing years.

She experienced all the hardships and privations of life in a new country, in her childhood, the most serious of which was the lack of good schools.

But despite the poor facilities for schooling, her native ability asserted itself, and she laid the

foundation of a good education in the district schools of the neighborhood.

In after years she achieved by her own unaided exertions far more than an ordinary education.

In later years she had taken great interest in philosophical and metaphysical reading. She also loved the higher forms of poetry, and the subtle disquisitions of religious teachers."

There were several more paragraphs about favorite authors, poets, etc. ending in three stanzas of Tennyson's words.

There was no mention of members of her family who survived her.

Call it destiny, if you will, but by a strange co-incidence, Hattie Tyng Griswold's daughter, Edith was destined to marry Martha Pamela Smith Williams' son George.

### Fine Horses

Columbus, for many years, was the center of an area in which there were numerous breeders of fine horses, trotters, runners and draft horses, (see installments 135-36). Many others owned and drove fine teams: John Williams always drove fine horses and his high-stepping teams were a familiar sight on the streets of Columbus.

One of his closet friends was John Sutton who, among many other fields of effort, was a dealer in horses in a big way, (see installment 169. Sept. 9, 1954).

### A Horse Deal

Sutton thoroughly enjoyed a good joke if it was on the other fellow.



Mr. John Williams



Mrs. John Williams

Sutton was somewhat provoked at John Williams when the latter purchased for \$12000.00 the 400 acre farm of Julius Fox, Nov. 25, 1882, with whom Sutton had had trouble, (see installments 166-7-8), which caused Fox to leave this area.

Continued next week







# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

He therefore decided to "beat" Williams in a horse deal, which is set forth at length in installment 169 of Sept. 9, 1954. Briefly this was it.

Topp's store sold Sutton a horse that had been on their delivery wagon for years. Sutton fattened the horse, clipped and groomed it and a few weeks later drove it on the streets of Columbus, with a fine harness and buggy which gave every appearance of high class.

Sutton drove around until he saw Williams on the street, and invited him in for a ride.

Williams seemed interested in the horse and asked if it was for sale and finally bought it for \$185.00. They drove to Sutton's barn, only two blocks from the Williams home, unhitched the horse, and as Sutton handed him the halter strap he said, "Johnnie, I think this is a little the toppest horse you ever owned."

Mr. Williams proudly started for his own barn and on the way he met Fred Briese, horse dealer and auctioneer who called out "Johnnie where did you get the Topp horse?" having recognized it instantly.

Then for the first time, Mr. Williams realized that he had been beaten in a horse deal. He is said to have put the horse in the barn, disposed of him on the quiet and never drove him.

## His Family Life

Such records as we have been able to examine do not indicate that Mr. Williams was inclined toward political office, lodges, churches or other organizations, but rather his energy was directed toward his business his home and his family, for he was an indulgent father, and nothing within his means was too good for his children.

All three of his sons received their elementary education in the public school of Columbus and then, as each became of proper age he was sent to Ripon prep school and then to Ripon college, and each in turn went on to higher schools of learning elsewhere.

## Sidney H. Williams

Sidney had two terms at Northwestern University, Evanston, Ill. and in 1888, when twenty two years of age, deciding to take up the study of pharmacy, he entered the Illinois School of Pharmacy, at Chicago from which he graduated Feb. 26th, 1890.



Sidney Williams

He then entered into service at his father's store, and three years later passed the best examination of the year 1893 before the Wisconsin Board of Examiners.

He was now a qualified Pharmacist and would be able, ultimately, to succeed his father in managing the store, and with this in mind gave his utmost to

preparing for a broad future.

However in January, 1895 he was suddenly stricken "with a peculiar illness" which turned out to be strangulated hernia. An operation was performed by Dr. Mackey of Milwaukee, Dr. White of Watertown and Dr. B. F. Bellack of Columbus.

In spite of all that medical science could do for him, Sidney died Jan. 11th and was buried at Hillside Monday, Jan. 14th with the Masonic Lodge and the Knights of Pythias in attendance, and Rev. W. S. Ralph, the Universalist minister conducting.

Among those present as mourners, was Miss Edith Ingram, of Chicago, to whom the deceased was betrothed.

The above items were excerpts, taken from a long obituary that was written and published by Mr. C. C. Eaton, a close friend, then editor of Columbus Democrat, Jan. 16th, 1895). It was a master-piece; an Eulogy, that could only have been written by one who knew him well and loved him. (Mr. Eaton, in later years became an orator, a qualified lecturer, of the Christian Science church).

Sidney's death was the second major shock fate dealt to John Williams in a short span, his wife Martha having passed away in 1892; and materially changed the pattern of Mr. Williams life.

His son Sidney would shortly have been married to Miss Ingram, and no doubt they would have lived in the big lonesome house, had he lived, but this was not to be, and John was left alone not only in the home but in the store as well; for both of his other sons were either starting in business or still had a some time in school, as will be seen later in this narrative.

## Mrs. Burrington

On Dec. 9th, 1896 John Williams married Mrs. Stella C. Burrington, widow of Dr. Burrington, who had located here and practiced medicine for many years. Dr. and Mrs. Burrington had come to Columbus from North Adams, Mass., and lived in the house at 243 South Ludington st. which for many years has been known as the Kroll home.

The Columbus Democrat of Dec. 16th, 1896 said "A very happy event and one of great interest not only to the parties most immediately interested, but to a very large number of friends in this vicinity and elsewhere, took place in this city at 12:30 o'clock on Monday last.

This was no less than the marriage of Mr. John Williams of Columbus, and Mrs. Stella C. Burrington of North Adams, Mass., at the residence of Mr. and Mrs. Andrew O. Sexton, old and valued friends of both.

The ceremony was performed by Rev. W. S. Ralph in the presence of immediate family relatives and a few friends."

In the years that had gone by, the Williams family and the Burringtons had long been close friends. After her husband's death, Mrs. Burrington had returned to Mass. to make her home, but did visit friends in Columbus.

On her most recent visit to her close friends, Mr. and Mrs. A. O. Sexton, she and Mr. Williams renewed their old friendship, and both being alone late in life, marriage was logical.

Continued next week



(Continued from last week)

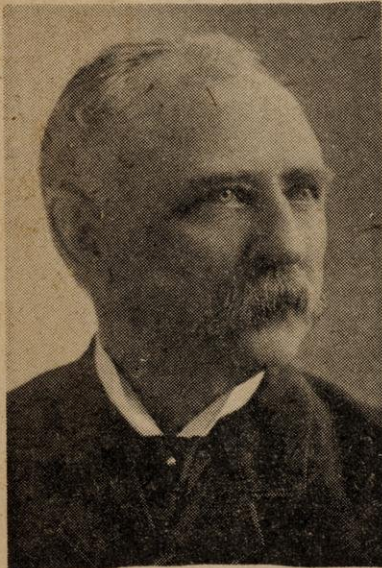
### John Williams & Mrs. Stella C. Williams

Mr. and Mrs. Williams continued to live in the Prairie St. house until 1907, when it was sold to Emily Pringle.

Mr. Williams continued to own and operate the Corner Drug store until some time in 1901 when



Mrs. Stella C. Williams



John Williams

he sold out to Walter S. Dorf Bros. who operated it for some six or eight years, when it was purchased by John A. Jones, who operated it as store No. 2, with Miss Eda Briese, as manager. (see installment No. 123). Incidentally John Jones had learned pharmacy from John Williams working a number of years for \$50.00 per year, with time off during each threshing season as he and his brother owned a threshing machine outfit.

At some time in the late 1890ies, perhaps before Sidney's death, or perhaps still later when Charles came home from college to assist his father, the firm name was changed to John Williams & Son; as we have before us a "Bill Head"

or statement of account which reads, "Corner Drug Store, Columbus, Wis. 189—. In account with John Williams & Son, Druggists."

### They Move To Oshkosh

Mr. and Mrs. Williams made frequent visits to the home of his son George and family at Oshkosh. Charles, the youngest son, unmarried at that time lived with George.

They finally decided to sell the Prairie St. house and move to Oshkosh, where they purchased a home on Algoma Ave.; but they lived there only about a year, for it did not seem like home, knowing very few people outside their immediate families.

### Then Return To Columbus

They therefore returned to Columbus, having found the ties of old friends too strong to resist.

On Feb. 21, 1908, only a year and ten days after selling their own home, they purchased the Wm. L. Lewis house, 711 West James St., and proceeded to modernize it, but without much structural change, preserving the beautiful lines of the house. (now over a hundred years old).

Much time and thought was given to landscaping and laying out a flower garden.

### His Sudden Death

In the fall of 1910, Mrs. Williams went to Chi-

cago for a brief visit with friends, and it was during her brief absence that he passed away.

From the Columbus Democrat of Oct. 14, 1910 we take the following. "Pioneer Merchant Dies Suddenly. The community was shocked Wednesday morning, the 12th, to hear of the sudden death of John Williams.

He was about town Tuesday in the best of health and spirits, and retired in the evening, apparently a well man.

Wednesday morning, the maid, Mrs. Williams being in Chicago, on a visit, became alarmed on his not getting up as usual, and knocked on his door. Not getting a response, she went over across Charles street to the hospital to get aid, Dr. Bellack returning with her.

On entering the room it was found that Mr. Williams had passed away some time during the night, without a struggle.

The name of John Williams has for years been a synonym for business sagacity, but with it all he always had time to make friends.

The past two years he spent in cultivating these old friendships and in building up the home which he and his bereaved wife occupied.

A great lover of nature, he spent a large portion of each day out of doors with his flowers and shrubs and the home grew to be a bower of beauty. The funeral was at 10:30 Friday, Rev. E. H. Smith of Oshkosh officiating. Interment at Hillside."

His widow, continued to live in the home, at 711 W. James, at least a portion of the time, usually spending the winter in California, and a part of the summer in Mass.

### The House Is Sold

March 30th, 1917, the property was purchased by F. A. Stare and has been the Stare home every since.

Upon the sale of the home, Mrs. Williams went to North Adams, Mass., her former home, where she resided until her death, and where she is buried. We do not have the date of her death.

In the research necessary to write a family story of this length, we have had unusual co-operation from Mrs. George Williams (Edith Griswold) and Mrs. Charles Williams (Margaret Fisher) who has supplied much of the data used in the continuation, the family stories of John Williams' sons, George and Charles.

More than a year has passed since the research began, and without the help of the two women mentioned the story would have been without details on the fourth and fifth generation.

### George E. Williams

The second son of John and Martha Williams, was born June 28th, 1870, in the large brick house. Mr. Williams built late in 1868 and early 1869, at Prairie and Main streets. He obtained his elementary education in the schools of Columbus, then went to Ripon Prep School and College from which he graduated; then having decided to study law, to which profession he had aspired ever since boyhood, he enrolled in the school of law at University of Wisconsin, Madison.

After receiving his degree and being admitted to the Bar, he opened an office for the practice of law in Milwaukee. We do not have a record of the dates of graduation and admission to the Bar, and subsequent opening for the practice of law, but we would guess about 1893-4, for in the Democrat of Aug. 19th, 1896 we find the following item,

"The many friends of George E. Williams, son of John Williams, the druggist, received cards this week announcing the removal of his Law Office from Milwaukee to Oshkosh at which latter place, he has entered into a partnership with M. K. Reilly, a recent graduate of the University Law School.

Continued next week



After establishing the law firm of Williams and Reilly in Oshkosh, and building up a satisfactory legal practice, George was married June 2nd, 1898 to Miss Edith M. Griswold, of Columbus, youngest daughter of Eugene M. Griswold and his wife Hattie Tyng Griswold.



**George Williams**

The young couple set up housekeeping in Oshkosh, where her older sister, Florence, Mrs. George Buckstaff also resided; and where Mrs. Edith Williams still resides.

The law firm of Griswold & Reilly, continued for a number of years, until Mr. Reilly decided to enter politics. The firm then became Williams & Williams, Georges brother Charles having switched his course from medicine to law, and having been admitted to the Bar, joining the firm, about which more will be said later.

#### **Their Children**

To George and Edith Griswold were born four daughters and one son: Ada, Eugene, Margaret, and Catharine, in the order named.

**Ada** Griswold Williams, born April 10th, 1900, was married to Barton Rogers Aug. 14th, 1925 and lives in Plymouth, Mich. where he is Principal of a Junior high school. We regret that we do not have a record of the grandchildren of George and Edith Williams.

**Eugene** Griswold Williams, born Feb. 3rd, 1903 was educated in the schools of Oshkosh, and graduated from the law school at the University of Wisconsin.

He was married to Miss Virginia Shaffer June 2, 1928 and when admitted to the Bar, joined his father and Uncle Charles in the Legal Firm of Williams & Williams. Again, we have no list of the children, but we do know that Eugene and Virginia have a son Tom who recently graduated from Carleton College, Minn. Phi Beta, and was awarded a scholarship to Harvard, of which accomplishment the family must be very proud.

And that they have a daughter, Ann, who is a Freshman at the University of Wisconsin.

**Margaret** Haynes Williams, born Sept. 8th, 1905 was married to Herbert Chevers, a banker, June 18, 1927, and lives at Brookings, South Dakota.

**Elenor** Tyng Williams, born Sept. 11th, 1907, was married to Donald VanValen Aug. 16th, 1932 and lived in Cincinnati, Ohio, where she died Jan. 7th, 1955.

**Catharine** Williams was born Dec. 8th, 1909 and married Robert Schofield, Aug. 11th, 1930, died in Oshkosh April 18th, 1932.

#### **His Death**

George Williams, died in Oshkosh Oct. 16th, 1944, in his seventy fourth year. For some time he had been in failing health, and could not go to his law offices, but his son Eugene and his

brother Charles carried on the practice of Williams and Williams.

His widow, Edith Griswold Williams, is still living, at their home at 339 Elmwood Avenue, Oshkosh, and to her we are indebted for much of the information given herein thus far.

We show here a picture of George Williams

taken some few years before his death, one of his wife taken about the same time. One of their son Eugene and their grandson Thomas S. Williams. The family have been members of the First Congregational church.

#### **Charles Henry Williams**

We now come to the youngest son of John and Martha Williams, Charles, who was born in the Prairie St. house, April 17th, 1873, and is still living, at 329 Elmwood Ave., Oshkosh in the house adjoining that of Mrs. Edith Williams.

Like his brothers, Charles received his elementary education in the schools of Columbus, and then attended Ripon prep school and college, from which he graduated in 1889.

We have somewhat more data on Charles' Columbus school days than we have found in research on other family stories. When Charles was 6 or 7 he had a private teacher or tutor. Miss Anna Dering, after which he entered school and had the following teachers in the order named. Bell Merriam, Elizabeth Quickenden, Cora Morse, Celia Wilson, each one term, all of whom were local girls. Then in 1884 and 5 Miss Laura Bassett for two years in grammar school.

Miss Bassett, a daughter of Daniel E. Bassett, first man to open a store in Columbus, and for whom the village of Danville was named, was also a local girl.

Her sister, Miss Agnes Bassett is still living at 119 East 2nd St., Fond du Lac, a retired Art Instructor at Grafton Hall.

We find no record of Charles teacher or teachers in 1886 — but find he went to Ripon in 1887 when he was 14 years of age. He entered the University of Wisconsin in 1890, living the first year on University Ave., second year on Lake St., and third year on Murray St.

After his mothers death in 1892 he returned to the University, graduating in June 1893, then spent a year and a half in his father's store, when he entered Rush Medical school in Sept. 1894.

His intentions were to study Pharmacy and Medicine, and as was the custom, to study privately. He therefore studied with Dr. Robert Earll of Columbus, who was the second physician and surgeon to locate in Columbus, having located here in 1851. (see installment No. 50).

Some few years later, in 1896, he successfully passed the apprentice and then full registered Pharmacist examinations in 1898.

#### **Medical School To Law**

In 1894 he attended Rush Medical school in Chicago, but a year later he had reached the conclusion to switch from Medicine to Law, entering the University of Wisconsin Law school in September 1895, attending until June 1896.

His brother Sidney, having passed away in 1895, left his father alone in the drug store, so Charles decided, to come back to Columbus, at the end of his second year at Law school, and continue his studies privately, and assist his father in the store, where he continued for several years.

Charles was admitted to the Wisconsin Bar in 1901, which was also the year that his father sold the store. Being no longer needed to assist his father, Charles located at Oshkosh and joined his brother George in the Legal Firm of Williams & Williams, which later became Williams, Williams and Meyer, the latter having formerly been City Attorney of Oshkosh.

As this is being written, the members of the firm are Charles H. Williams (inactive); Eugene G. Williams, son of George; Russell F. Williams; son of Charles; and Harry E. Meyer.

The firm, after 54 years, are still at the same location in which they began, 145½ Main St., Oshkosh.

Continued next week





Eugene Griswold Williams



Edith Williams



George E. Williams

Installment No. 245

March 8, 1956

## "The Story of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)



Tom Williams

adoption, as the following incomplete list will indicate: Member and Past President Winnebago County Bar Association; Member American Bar Association; Half Century Club University of Wisconsin; Secy. and later President Bureau of Family Service; Member Board of Directors Oshkosh Chamber of Commerce; Helped Organize and Member Corporation Board Oshkosh Camp Fire Girls, Inc.; Sponsor of its "Camp Hiwela"; Active in establishing "Oshkosh Playgrounds" now Recreation Dept. Oshkosh High School Athletic Field and Roe Park; Candle-lite Mens Club Oshkosh; Member First Congregational Church, Oshkosh.

Charles has frequently expressed himself in verse, running back as far as 1912 to the writers knowledge. For his Holiday Greetings, Christmas and New Year 1955 he sent to his relatives and friends a forty page brochure, an Anthology containing seventy five different poems, mostly of only a stanza or two, but some covering one or more pages.

Tom Williams son of Eugene and Virginia Shaffer Williams recently graduated from Carleton College, Minn. Phi Beta and was awarded a scholarship to Harvard of which accomplishment the family must be very proud.

### Civic Activities

Charles has served well, in various civic and church activities, in Oshkosh, the city of his

### Charles Married

When Charles joined George in 1901 when the firm of Williams & Williams was organized he was unmarried and so he remained until June 26, 1912 when he was married to Margaret Ellen Fisher, who came west from Boston, in 1907 to become a member of the Faculty at Oshkosh Normal School, where she was Director of Physical Education, assistant in biology, and gave health talks in all grades at the Normal school.

Prior thereto, she had taught in the Bridge Water Normal school, Massachusetts, as Assistant Director of Physical Education and Physiology.

Miss Fisher graduated from Wellesley College, Wellesley, Mass., from the Dept. of Hygiene and Physical Education, in 1904.

### Ancestry Goes Back To Mayflower

Miss Fisher is a descendant of Dr. Samuel Fisher, who came to these shores on the Mayflower in 1620 and another ancestor was Anthony Fisher, presumable a son of Dr. Samuel Fisher, who came to Boston town from England in 1637.

Miss Fisher's mother came from Wales which makes her, by a strange co-incidence, half Welsh-Half English which is also the same as her husband, whose father was Welsh, while his mother was directly descended from an English ancestor as noted earlier in this narrative.

Charles Williams and Margaret Fisher were married in the home of his brother, George and his wife Edith Grisfold, which had been Charles home also for about ten or eleven years.

### Their Children

From this union there were born four daughters and one son: Elizabeth, Martha, Stella, Charlotte and Russell.

Elizabeth Fisher Williams was born Oct. 22, 1913. She was educated in the schools of Oshkosh and then, wishing to become a teacher of Primary Grades, she attended and graduated from Oshkosh State College, and then got a B.E. at Bradley, Peoria.

A young man named William McNamara was also a student and graduated from Oshkosh State Teachers College, which fact made a material change in Elizabeth plans, for she became Mrs. McNamara, and did not teach.



They have two children, a son Robert Tucker McNamara, 17, a senior at Wayland Academy, Beaver Dam, and a daughter Margaret Fisher McNamara, 13 years of age.

Mrs. McNamara and her family live in Milwaukee, where she, for sometime has held a responsible position as a County Court Officer in the department of Social Service, Child and Family Welfare.

The second daughter, Martha Crocker Williams, was born March 22nd, 1915, and after graduating from Oshkosh schools, she attended Wellesley College, Massachusetts, finishing with a B.A. and Phi Beta Kappa in 1939. She then taught in Country Day school (private) Rye, New York for three years. Then traveled a year in Europe.

She was married to John A. Moore, a graduate of Harvard Law school, whose home was Oshkosh where he became District Attorney of Winnebago County and is now a practicing Attorney at Oshkosh, with his brother, the two constituting the firm of Moore & Moore.

There are four Moore children, Nancy, 13; John A. Jr., 11½; Nancy Chandler, 8 and Sarah Crocker, 2½; the latter obviously named after her ancestor Sarah Crocker Smith (Mrs. Thomas Clark Smith).

Stella Cady Williams, named after the second Mrs. John Williams, was born July 22, 1916 and after completing the courses and graduating from Oshkosh schools, she went to the University of Wisconsin, where she majored first in Home Economics, graduating B.S.

She then decided to qualify for pre-school and kindergarten, going to the National College of Education, Evanston, Ills. She taught kindergarten at Bartonville, Ills. and Peoria.

On June 14, 1942 she was married to Edward Harriman Reyer, a graduate of Knox College, Galesburg, Ills. and Bradley College, Peoria.

They live at Munster, Ind., where Mr. Reyer is Supt. of the Open Hearth Steel Plant, of Wisconsin Steel Co., Chicago.

They have two children, Charles Adrian Reyer, 12 and Russell Williams Reyer, 10 years of age.



**Charles and Margaret Fisher Williams and Two Children**

Fourth came Charlotte Fisher, born Nov. 2, 1918 who earned her B.A. at the University of Wisconsin, and her Masters at Columbia University (New York City).

She then taught Latin and American History at Rutgers University, Women's Division, the New Jersey College for Women, and was married in Sept. 1945 to Dr. John H. Munday, Asst. Professor of Medieval History at Columbia.

**Continued next week**



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



Mrs. Charles H. Williams



Charles H. Williams



Russell F. Williams

Shortly after their marriage, Columbia University sent Prof. Munday to Toulouse, France, to do research in Medieval History for a year, and his wife accompanied him; and because of the outstanding results of his research, Prof. Munday earned his Ph. D.

He is a full professor at Columbia, and during the summer session in 1956 he will teach at Harvard.

The Mundays live in New York, and have two children, Martha Williams Munday, 8 and John Williams Munday, 4 years of age, and obviously were named after their great grandparents, John and Martha Williams.

## Russell F. Williams

The only son, the fifth child born to Mr. and Mrs. Charles Henry Williams, was Russell Fisher Williams.

His advance Education was received at the University of Wisconsin where he obtained his B.A. Then came World War II, during which Russell served four years in the Army of the United States, in Germany. Following his discharge at the end of the war, he entered the University of Cambridge, School of Law, at Cambridge England, from which he received his B.A. in Law.

Upon his return to the U. S. he again went to the University of Wisconsin to earn his L.L.B.

He is now a Captain in the Reserve Army, and is practicing Law at Oshkosh, being a member of the Legal Firm, Williams, Williams, & Meyer.

He was married Sept. 17th, 1947 to Miss Elizabeth Jeannette Ellis, of Jasper, Alabama.

She is a graduate of Alabama Polytechnic.

In the family there are two children, Carolyn Hastings Williams, 5, and Charles Ellis Williams, 3 years of age.

We show these pictures taken later in life of Charles H. Williams and his wife, Margaret Fisher Williams.

We also reprint from the Authology of Verse, written by Charles H. Williams, previously mentioned, one written after the death of his father, John Williams, and obviously a tribute to him.

## The Little Empire

The little empire he builded, with so much thought and care,  
Where is it now that the builder is no longer there?

The brick walls are crumbling, the mortar is just sand,  
What had held the bricks together was the constant pressure of his hand.

Shall men then cease building  
Because the things they build don't last,  
As has been the lot of man during all the distant past,  
Building, ever building, each according to his plan,  
Ever since on earth the age of man began?

For an answer step on tip-toe  
To the open window  
Where I stand  
And can see on the seashore a little child building in the sand.  
What matters it to him  
What happens when the tide rolls in!

So on through life it is the things we build, the things we do,  
That make life ever fresh and new.  
So let us then keep building the best we can each day,  
By the use of such material as we find along the way.

Charles H. Williams

## George And Edith's Grandchildren

In installment 24, we said "We regret that we do not have a record of the grandchildren of George and Edith."

The following, about them has reached us and will complete the story of the descendants of Mr. Mrs. John Williams, by carrying it one generation farther.

Ada Griswold Williams and her husband Barton Rogers, Plymouth, Michigan have two children, a son and a daughter, ages and given names, not supplied.

Eugene Griswold Williams and his wife Virginia Shaffer have three children, two of whom were mentioned in installment 244, March 1st. The third is a son George, now a student at Lawrence College, Appleton, Wis.

Margaret Haynes Williams and her husband, Herbert Chevers, banker, of Brookings, S. D. have three sons, and two grandsons.

(Continued from last week)



(Continued from last week)

They are, in the order of birth, Eugene a high school athletic coach and teacher and is the father of 2 sons, one being two years of age, and the other a baby.

The name of his wife and the two children, has not been supplied.

Elenor Tyng Williams and her husband Donald Van Valen, Cincinnati, Ohio, have two sons, Lee who will graduate from Miami College, Oxford, Ohio in June; and Peter who will graduate from high school in June 1956.

In concluding the story of one man, John Williams and his family, we have tried to portray a tree of life with its branches reaching ever outward and onward.

From one man, who left his native country in 1860, to migrate to the land of opportunity, America; who married a pioneer's daughter, and from which union, the two surviving sons fathered eight daughters and two sons; and the succeeding generations have numbered a score or more. This closely follows a pattern that can be matched by many, many, more families previously covered in similar stories in this story of Columbus. This is, indeed, a land of opportunity, unmatched in any other country in the world so far as we know.

#### The Log Cabin of T. Clark Smith

In the story of John Williams, in installment No. 238, Jan. 19th, 1956 we published a picture

Mrs. Boness states that while the living room and bed rooms had been plastered, concealing the logs, the kitchen still showed the logs on the inside.

After the large new brick home had been built, the cabin was occupied by whatever family happened to be working for Mr. Smith, and later for his son, T. Jefferson Smith.

A second house was built across the road for T. Jefferson Smith, wherein the two Smith sons, Clark and Charles and the four daughters were born. It is now the home of Charles Smith's son, Jeff.

Mr. Robert Boness had worked for Jeff Smith from 1890, and in 1899 he married Miss Hattie Lees, of Fall River, who was born in the first house beyond the Fall River cemetery.

Mr. and Mrs. Boness began house keeping in the covered cabin in 1899 and continued to live there for about five years.

Their first born child Ivah was born in this log cabin Feb. 12th, 1902 and the picture shown here was taken about two weeks later by a traveling photographer, M. W. Eggleston, Princeton, Wis.

Ivah became Mrs. Ernest Lynch and now lives at 114 State St., Madison.

Other children of Bob and Hattie Boness, not born in the cabin, are Isabel, Mrs. Werner Schou, 1921 E. Mifflin St., Madison; Myrtle, Mrs. Herbert Strand, 101 N. Franklin, Madison; and James L., 140 Legion Court, Columbus.



of a log cabin, stating that it was not the cabin of Mr. William's father-in-law, T. Clark Smith, but was typical of the cabins built by all of the early pioneer settlers of the area.

Through the courtesy of Mrs. Robert Boness 125 W. James st., we are now able to show a picture of the T. Clark Smith cabin, not as it was when first built, but as it was in 1899, when it was the home of Mr. and Mrs. Boness.

At some time, probably fifteen or twenty years, after it was built by Mr. Smith in 1842 he had covered the logs on the outside with wide boards running up and down, covering the cracks with narrow strips called battens.

From this picture it is clearly evident that this cabin was wider, longer and higher than the typical cabin of the earliest settlers, and may have been "added to" subsequently, but there is no doubt that in part, at least, beneath the visible boards, the original logs were still there for

The three people shown, seated left are Miss Viona Durr, Fall River, now Mrs. W. A. Lees who now lives in Decatur, Ill., her husband being a brother of Mrs. Boness; seated right is Mrs. Boness, and standing, her husband Robert.

For many years Mr. and Mrs. Boness lived on and worked the Columbus Canning Company's Morse Farm, now owned by J. E. O'Brien.

Mrs. Bert Brewer, mother of Ethel, Mrs. Harold Bleich, 706 Waterloo St., and Burton, of Niagara Falls, N. Y., is a sister of Robert Boness.

Mr. Boness is a bed-fast invalid, and for some time has been in a nursing home at Lodi, and Mrs. Boness lives alone in a nice apartment at 125 W. James st., over the Maloney Jewelry store.

End

Continued next week



(Continued from last week)

**The Bell Family**

One of the best known citizens in the Columbus area, whose circle of friends and acquaintances, reaches out a long, long way, even beyond state lines, is Frank Bell, who, claims to be the oldest person still living who was born in the town of Hampden, with the possible exception of Henry Eggert, who if born in Hampden, would be the first.

He says that the first white child (there may have been Indians) born in Hampden was Knute Gilbertson, who is dead.

But Frank's forebears came to Wisconsin when it was a territory and settled in the township of Brookfield, located in the western part of the then Milwaukee county, which several years later was set off into what has since been Waukesha county.

To begin at the beginning of that branch of the Bell family of this area, we take you back to Ireland, to Tyrone in one of the counties in the northern portion where protestants of a few different denominations constituted the major portion of the population.

In a family named Bell, surname or name of mother unknown to the writer, there was born in 1816, a son named Francis usually shortened to Frank, a name that has shown up in a number of generations; it would not surprise us, could we find the name of the father, to learn his name, too, was Francis, but this is pure speculation.

The father had seen service in the King's Army, and had received a sabre cut across the face running from the forehead between the eyes, across nose, cheek and chin. The family at one time had his picture, showing this scar, but it cannot now be found.

Obviously a research historian writing biographical sketches, obtains his information from many different sources; much is hearsay handed down to successive generations, and cannot be checked for accuracy, and as a result some errors of dates occur.

When we can find published information such as County Histories, or written documents, we accept them at face value, although in this field we also occasionally discover inaccuracies.

From Frank E. Bell, route one, we have obtained a number of written memos which constitute the major portion of the material on which this story is based; and from Mrs. Reuben McBurnie whose father was the late Robert Bell, we have a few newspaper clippings from which we gain other information, one in particular being a newspaper interview with Francis Bell at age 83.

While still in his teens, the son Francis was married to Miss Margaret Coulter of the same place and worked at his trade, that of shoemaker and cobbler.

In 1838, at the age of twenty two, he and his young wife set out to America, the land of promise.

Their first born child was born at sea, for we find one memo to the effect that "Grandfather had only \$5.00 left when he landed in America, and that he gave that to Grandmother for the birth of a son, named James C. in honor of the Captain of the ship which had the name James C."

Being without money, the young couple lived for a year or a little less either in New York or New Jersey, where presumably, working at his trade, he must have saved enough money to pay their passage to Milwaukee.

How they came to Milwaukee, or why, is not stated, but there must have been some unknown reason; and we would guess that the route was up the Hudson to Troy, thence via Erie Canal

(see installment 161 and 172) to Buffalo and Schooner from Buffalo to Milwaukee, which was the least expensive, and usual route, for settlers who did not come overland by ox-team or horse drawn wagons.

Another memo says "Their first cow was a goat; have often heard dad tell of seeing grandmother stand the nanny goat on a stump to milk her." This must have been after settling in Wisconsin.

Francis Bell acquired from the Govt. at the Milwaukee Land Office, 102 acres of heavy timber land about nine miles west of Milwaukee, on Lisbon road later became known as the Watertown plank road, in the town of Brookfield, for \$1.25 per acre, and after paying for his land, he was again down to only \$5.00 working capital. This location was not far from the old village of Butler.

Having been a shoemaker in Ireland, he probably did some cobbling; and never having had experience in cutting timber, he had great difficulty in clearing his land.

Awkward with an axe at first, he soon learned how, and in time became a good woodsman.

Aside from logs for building log cabins, and to split for rail fences and for fire wood, and perhaps a limited amount for sawn lumber, the only way to get rid of the logs was to burn them.

And then, stretched out over the years was the terrible job of grubbing out the stumps. The timber, of course, was mostly hard woods, as was the case over about the southern one third of Wisconsin, as the stand of pine was farther north.

There was some basswood, poplar, butternut and walnut that made fairly good lumber, and a great deal of sugar maple from which the Bells developed a sugar camp.

However, he cleared the land, built buildings and raised a family of 17 children all of whom grew to adulthood excepting one daughter, one of twins, who died at seventeen.

His wife died in 1853, leaving him with seventeen children. His second wife was named Kate Armstrong from whom there were no children, and it is said that she made a good mother for her husband's children.

The population of all twenty three townships then comprising Milwaukee County was only 18,149; and in 1840 there was in the town of Brookfield only 148 persons, 6 horses, 166 cattle, and 384 swine; and in that year there was raised according to the census records, 287 bu. wheat; 350 bu. oats, 1,364 bu. of corn, 2350 bu. of potatoes, and 2655 pounds of sugar, (probably maple sugar).

These figures show clearly, a life of hardship and heavy toil; no doubt some of the cattle were oxen which to the pioneers were often the only power other than their own sturdy bodies.

We have been given a list of names of 15 children the names of the other two cannot be recalled; the names may, or may not, be in the order of their birth, but here they are, James C. Jane, Frank, Robert, Stewart, Elizabeth, Martha and Mary Ann, twins, William called Billie, Samuel, John, Henry, Edward, George and Charlie.

The present Frank Bell, says of his uncles and aunts "They scattered over the U. S. like quail, and eight of the family I never saw; they were only names to me."

George was an artist who traveled widely in Art Centers of Europe in the 1880ies.

"In politics, the older ones were Democrats and the younger ones, Republicans.

The family were Episcopalians by inheritance but of many different beliefs in fact."

Continued next week



Installment No. 249

April 5, 1956

# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Frank recalls that he only saw the oldest brother of his father once when less than ten years old. Of, James C. Frank says, "My oldest uncle was a prospector and miner all his life, and 30 years before the Gold rush to the Klondike he and two other men had traveled almost to the Arctic Circle, prospecting. Can't say how many miles he and his remaining partner drew the body of the third on a sled to the U. S., but as I recall hearing him tell about it, it was about 1500 miles, much of it on the Stickney River (in Canada).

As a young man he was a railroader in a southern state, and was a conductor when the Civil War broke out. He had a hard time getting away from the south. He never went back to railroading after the war was over, (this is when he became a prospector).

The last 50 years of his life was spent prospecting and mining, living from a frying pan to first class hotels. He never used liquor, and is buried in Piocke, Nevada. What property he had at time of his death, he willed to my mother and my aunt, Mrs. Robert Bell. He was a proud man, and in his late years he lived well and always wore good clothing, as I recall him but I saw him only once and that was about 75 years ago."

## Gold

In 1849, when thirty three years of age the patriarch Frances joined the gold rush to California, leaving the farm home in Brookfield in charge of his wife and children, the oldest boy James C. being 13 years of age. (These dates are in conflict with the newspaper interview quoted later.)

Francis took ship to the Isthmus of Panama, presumably from New Orleans. He crossed the Isthmus on foot, and took ship up the Pacific Coast to San Francisco. Frank says he has often heard his grandfather tell about the natives who carried the packs across Panama, being as mared as the day they were born. He returned eighteen months later with \$1500.00 left of what he had panned out in the placer mining along the foot hills of the high Sierras.

After rejoining his family he built an Inn or Tavern, which he operated for about twenty years. An Inn or Tavern in those early pioneering days, was an important part of our economy. It was a place where food and drink could be

had, for man and beast and they were usually located about every 15 to 20 miles apart along the trail or primitive road, which distance was about a days travel for the ox drawn wagons, or the drovers, with their herds cattle or droves of sheep or swine.

If there were wives, mothers or children they were accomodated in the house, but men, the teamsters and drovers were given space in empty stalls or up in the hay loft.

As previously stated, the plank road chartered in 1846 as the Lisbon and Milwaukee plank road, but was amended in 1848 changing the name to Madison, Watertown and Milwaukee Plank Road Co. (see installment No. 220.)

This road adjoined the Bell farm, and much of the plank used on that portion, were sawn from timber from the farm, and a toll house and gate was located at the east end of the farm, according to information from a descendent.

Mr. Bell then built a dance hall, which was widely patronized in the latter part of the 1860-ies.

Later in life he rented out most of the land to others, but continued to live in the house up to time of his death in May 1911.

## A Newspaper Interview

Here are some excerpts from an article in a time yellowed clipping from an unknown Milwaukee paper of about 55 years ago, entitled "At the Old Bell Tavern". Francis Bell's 59 years residence on the same farm.

"Francis Bell, a pioneer resident of Milwaukee county, and settler in the town of Greenfield when it was a part of Milwaukee county, and attained the age of 83 years yesterday, received the congratulations of his friends at his home on land that he located on Easter Sunday, 1842.

He bought it from the government then and has owned it ever since. He ate his birthday breakfast in the building that was for twenty two years known as Bells Tavern, built in 1850.

It stands near the site of an 18x28 ft. log cabin which he erected in 1842.

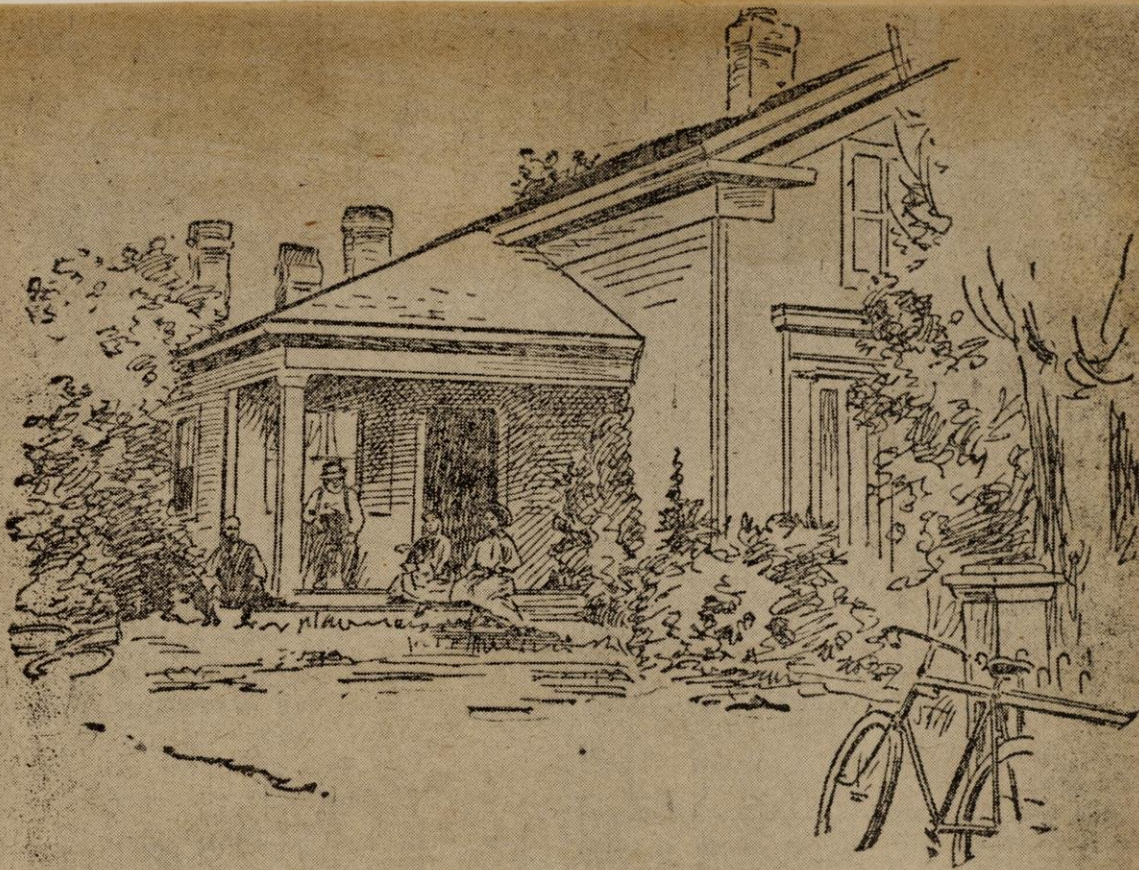
"I am the oldest settler on the Lisbon Plank Road from Milwaukee to Lisbon" he said.

I located a claim here on Easter Sunday, 1842.

It was in the wilderness; there was no road in front of my house. The road ran a mile south of me.

Continued next week





Installment No. 250

April 12, 1956

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

I saw the road built, Milwaukee county divided, Butler Post Office established and the country cleared.

I walked across the plains to California in 1852, and was gone twenty eight months. All the rest of the time since 1841 I have been a resident of Wisconsin." (This does not agree with the local family tradition as given earlier in the story.)

"When he first arrived in Milwaukee, in the summer of 1841, Mr. Bell had been in America two years, having landed in New York in 1839. "When I came to Milwaukee", he said "there was not a bridge on the rivers, and not a bridge in the territory.

I secured work from the Rock River Canal Company, (see installment 128) and worked on the first dam, then in progress of erection. I bought the house of a man who was going away, and took my family there at once. It stood on the north side of the river, near the dam.

A man named Griffith had a contract there. I worked on the dam all summer and in the spring of 1842, located here and built my home. All the other men who worked on the dam are dead. The next winter I moved my family out here. There were Indians here then, plenty of them, but they never did me any harm. They were pretty good sort of people until they were mistreated.

In the days when I kept tavern, it was not an unusual sight to see twenty-five or thirty yoke of oxen tied to the fence along the road. Sometimes the wild deer would steal up and eat their hay."

Although he reads the papers for current news, Mr. Bell finds time for two chapters of the Bible each day. "The people in Biblical times were worse than they are now" he said. "Look at the Crucifixion. Could there be anything possibly worse than that? I always held Pilate responsible for that atrocity."

Mr. Bell's first birthday was Nov. 18, 1816. He has always been an Episcopalian and his family are adherents of that faith.

He has several grown-up children, now residents of outside points. Henry C. Bell the policeman on duty around the juncture of East Water and Wisconsin street is the only son now residing in Milwaukee."

Frank Bell of Columbus says that Henry was sometimes called "the preacher-policeman": He was not an ordained minister but did frequently fill a pulpit.

It should be noted that dates and some statements in the newspaper article quoted are not in agreement with data used earlier in this story.

From vital statistics supplied by a granddaughter we take this statement "Francis Bell was born in 1815, married about 1839, lived in Wisconsin since 1841, died in May 1911 having outlived three wives". (Name of third wife not given).

We are, however, primarily interested in the two sons of Frank and Margaret (Mary) Bell, who after the Civil War, came to Columbia County.



Robert Bell was born in the township of Brookfield, Wis., in 1845, and grew up on his father's farm, and attended district school to the extent that farm boys could in those early pioneering days (Please note that the newspaper interview refers to township and Greenfield, which is probably wrong).

In 1861, in the early days of the war, young Robert, not quite 16, was hoeing corn in a field adjoining the road, when a neighbor boy came by, walking to Milwaukee to enlist.

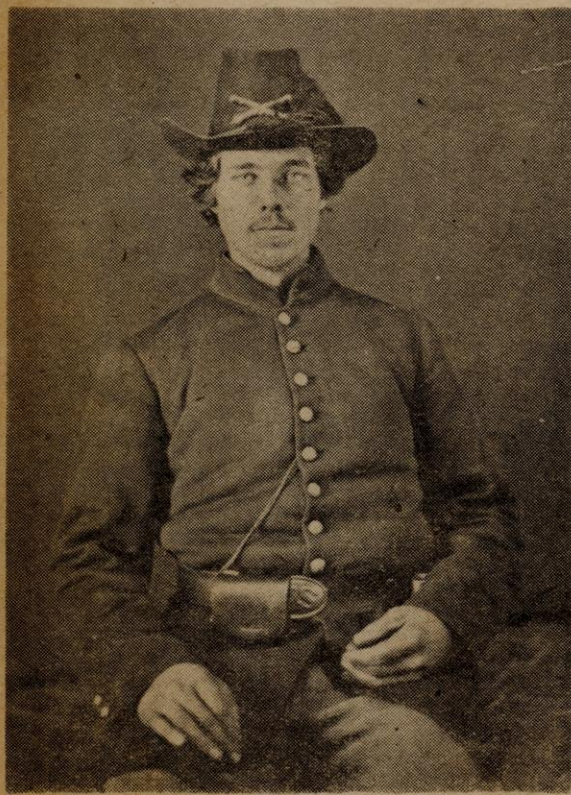
In the ensuing conversation, the neighbor boys said "Come on, you — Irishman, I dare you to enlist." Perhaps because he had been dared, or more likely because he really wanted to go, Robert hung his hoe on the fence, joined the boy and enlisted in Milwaukee, and spent 44 months in the service of the Union Army. When he returned home he looked for the hoe but it was gone.

His brief biography, as shown on page 982 Columbia County History published in 1880 states that on June 12th, 1861 he enlisted in Co. B. of the 5th Wis. Vol. Infy., under Colonel Amasa Cobb; he was with his regiment in all its movements and battles, until he was mustered out at Madison, Wis. July 28th, 1864.

Robert Bell was in every engagement in which his unit participated. The three large battles in which he fought were Williamsburg, Fredricksburg and Gettysburg. At Williamsburg he was severely wounded, but there were no troop movement during his convalescence.

An older brother, Frank, also enlisted in the Union Army shortly after Robert, and received his discharge about the same time as Robert.

However we do not have his military record, and since Frank was never a resident in this area, we have done no research about him.



Frank Bell in Civil War Uniform

After being mustered out of the army, Robert returned to his father's home to recuperate and re-adjust himself to civilian life. For his trip west he joined a caravan of covered wagons of settlers headed for the west, walking nearly the entire distance, as was customary, for only the aged, the sick or young children rode, even some of the women and active children frequently walked, to lighten the heavy load. The trip required 108 days.

His younger brother Stewart had preceded Robert to Nevada where work was plentiful. Robert found work in a mill, then became a miner in the silver quartz mines, and at times worked in the smelter mills.

The brothers must have made and saved considerable money, for upon their return to Wisconsin in 1868 they began to make plans to locate on farm land.

This they did in 1869 when they came to the town of Hampden and bought, jointly, 182 acres belonging to Landy Sowards, which was sold at auction. The price the brothers paid was \$19.00 per acre, including the buildings.

It was largely timber land, with a small clearing on which there was a log cabin, typical of those built by all the pioneers, as a temporary home, till something better could be had and a comfortable house had already been built to replace the cabin, when the land was purchased.

Continued next week



Installment No. 251

April 19, 1956

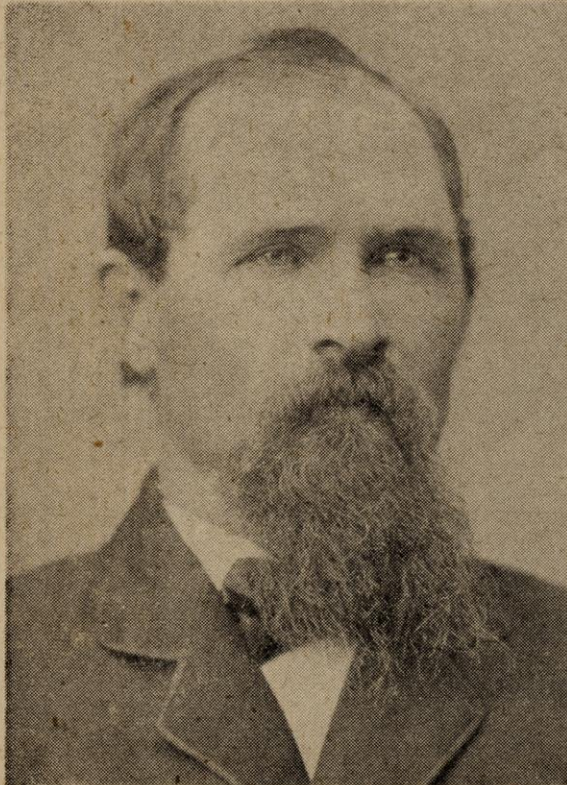
**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

A tremendous task it must have been for them, as for all pioneers in a timbered country, to fell and burn the trees, grub out at least part of the stumps, plow around and between those stumps too big to grub out, sometimes turning the soil by hand with heavy grubbing hoes, to make the ground suitable for a first planting between the stumps.

**Robert Bell**

The brothers remained partners for several years. First to be married was Stewart, in 1869, shortly after they had purchased the land.

Robert lived with Stewart and his wife until after his own marriage on Feb. 12th, 1874.

A map of Hampden, as of 1873 shows only one house, so we presume Robert who married Flora

housekeeping on a partly cleared farm in Hampden, a mile south of Hampden church.

To them were born two daughters, Kittie in 1875 and Jeannette in 1881.

In 1893 Kittie was married to Albert J. Clark, son of Mr. and Mrs. Henry R. Clark, prosperous farmer in Hampden, who according to a plat book of Hampden, dated 1873, was the owner of 440 acres in sections 7, 8 and 9.

**Flora Nelson Bell**

Kittie and her husband lived on and farmed a part of the land until 1918 when they and their two daughters moved to Des Moines, Iowa.

Their older daughter is Hetty Lorene, who is Mrs. Carl Johnson, whose husband is in the lumber business at Fort Dodge, Iowa, and their son Clark Johnson is likewise a lumber dealer.

The other daughter Inez, unmarried, is secretary in the Des Moines office of Goodyear Tire and Rubber Co., with which company she has been for many years, except for two years during the

war when she was in the army, stationed in Washington, D. C.

Mrs. Clark died in 1952, and is buried in Des Moines. Her husband is still living, as this is written, in mid-February, and still owns the land in Hampden.

Continued next week

Miraette Nelson, daughter of Levi and Hannah Munger Nelson, a neighbor, may have lived in the Nelson home for a brief time.

At any rate, the land was divided between the brothers in 1875. Robert and his bride began





Robert Bell Home

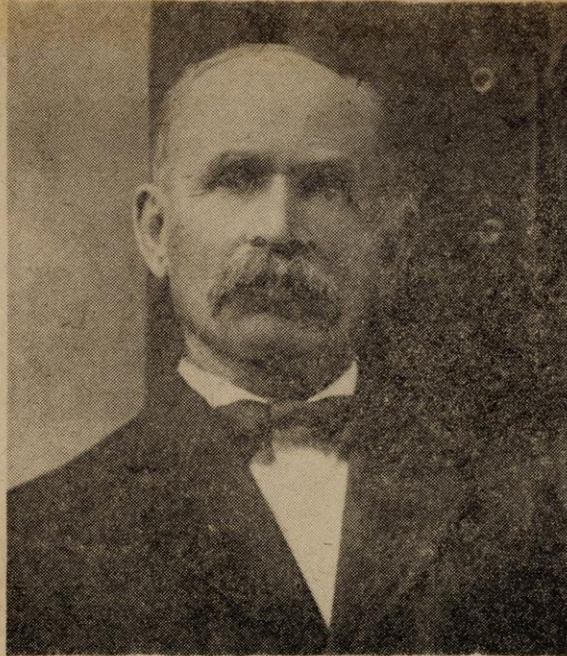




# "The Story Of COLUMBUS . . . ."

By F. A. Stare

(Continued from last week)



**Robert Bell In Later Years  
He Died July 24th, 1931**

In last weeks installment we showed a picture of Robert Bell wearing a beard.

That picture was taken when he was 28 years old shortly after he was mustered out of the army.

The 40 months of Military Service had taken toll of his youth and it took him many years to get his health back.

Frank Bell also advises that both Stewart and Robert and their wives lived in the same house—each couple having three rooms, a 3-room addition having been added.

## **Jeannette, Mrs. McBurnie**

Second daughter of Mr. and Mrs. Robert Bell Jeannette, was married on Oct. 24, 1900 to Reuben McBurnie, son of William and Sarah Montgomery McBurnie and grandson of Robert McBurnie who came from Scotland to Hampden, in 1849. (see installment No. 36). After some years of farming in Hampden they moved to Columbus in 1917 and located at 656 W. James st, which is owned and occupied by Mrs. McBurnie.

Reuben was at one time a partner of Robert McNulty in the grocery business at 128 W. James

street. Later he started the Neighborhood Grocery, now known as West Columbus Food Store which he operated for several years. He had been in retirement for a few years before his death Dec. 20th, 1952.

The McBurnies had one child a son, Robert, named after his grandfather, Robert Bell. He was born Dec. 26th, 1902 and was about fifteen when his parents moved to town.

Robert H. was married April 13th, 1935 to Miss Margaret Fritts and for several years they have been residents of West Allis, Wis. They have two children, Donna J. and Daniel Robert.

## **Stewart C. Bell**

Stewart Bell was born in the township of Brookfield, in 1847, worked on his father's farm, attended district school, and may have had some advanced schooling.

He preceded his brother Robert in a trip west to Nevada, where according to his biography in

Columbia County History, "he was a book-keeper at Austin and White Pine, Nevada.

His son Frank states that his "father was book-keeper and general factotem in a large merchantile establishment owned by a German Jew, Albert Moou, and while there, a part of his job was to instruct Moou's nephew in English and Book-keeping.

The nephew's name was Sadder, who later became Governor of Nevada; I can well remember dad saying he had a letter asking him to return to Nevada."

While in Nevada he was at the head of a secret society name of which Frank does not know. The picture shown here was taken at Virginia, Nevada, and shows him in the Regalia of his office.



Can any one recognize the order from the regalia?

Stewart returned from the west at the same time his brother, Robert did, remaining at their father's home until they came to Columbia County in 1869 and jointly purchased at Auction, a farm of 182 acres, in sections ten and eleven in the town of Hampden, previously owned by Landy Sowards, at \$19.00 per acre, and on which there had been, built a comfortable house (to replace the original log cabin), and other buildings, some of which are still in use.

A part of this land is the present farm and home of Harvey Bell's son Stuart L. Bell, route 1.

Stewart Bell was married in 1869, at the age of 23, shortly after the brothers had bought the land, to Miss Merzia Phillips of town of Brookfield, where she was born October 19th, 1855. (see installments No. 175-76-77 Nov. 1954), and began housekeeping on the Hampden land; Robert Bell lived with his brother the first four or five years until his own marriage in 1874.

Continued next week



## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

Frank was a two year graduate, which was customary at that period and received his first teacher's certificate under Zed Merrill in 1886. He taught, on and off, until 1898, in Columbia and Dodge Counties when he quit teaching and leased, and later bought the former Isreal Brewer farm, which has been the Frank Bell home ever since. (see installments 69 and 79). The present house was built in 1866 by Fredrick Brewer, Isreal's oldest son, to replace the original log house. The stone in the basement walls was from a quarry west of the house.

In his younger days Frank was also an auctioneer, which we know because of his picture and advertisements in the papers of the early nineteen hundreds.

Frank was married to Miss Janet or Jennie Inglis, daughter of James and Isobel Inglis, of Hampden, Oct. 5th, 1904. (see installment 96-97) and to them were born two daughters, Frances Elizabeth and Margaret Ruth.

Frances Elizabeth became Mrs. Henry Konkell of Hampden and they have four daughters, Genevieve, Mrs. Puscher of Detroit, Mich.; Margery, Mrs. Halverson, of Madison; Gertrude, Mrs. Kenneth Fritz, Columbus; and Mary Jane, who is Mrs. Robert Baerwolddt.

They also have two sons, Robert, who is in the army, and Thomas who is married to Miss Shirley Tjugum.

The Bell's younger daughter, Margaret Ruth, formerly a teacher, is married to Marvel Lee, who operates the farm jointly with Mr. Bell; the Lee's have one son James S., and one daughter, Janet Alice. The Bell families are affiliated with Olivet Congregational church, Columbus.

Like his father Stewart and his uncle Robert, before him, Frank has always been a leader in local affairs. Robert had served on the school board and was assessor of town of Hampden for many years. Likewise he was member and chairman of town board for a long time, and by virtue of his position, was automatically a member of the County Board.

Stewart and Robert were both active in co-operative movements, especially the Grange in the 1880's. Stewart was one of the organizers of Hampden Mutual Fire Insurance Co., and served as secretary from 1873 to 1913.

Asked whether his father had any special hobbies, Frank said "Can't say as Stewart had any hobby, other than reading and studying, especially legal questions. Had a lot of experience as a "Pettifogger" in his early days, and wrote many contracts and wills, and administered many Estates." In installment 135, Dec. 31st, 1954, Stewart C. Bell was listed with other breeders of Shorthorn Cattle and Poland China hogs in town of Hampden.

"Uncle Robert's hobby was raising good pure bred hogs on his farm, and hunting, in his younger years. He refused an Army Pension until late in life, even though he went through the battle of Gettysburg and much of the harder battle experiences of the Civil War."

By the way, Jennie Bell, wife of Uncle John Bell is still alive in New Jersey, at age 98.

Uncle Henry Bell, wife and son all died within one week of each other during the great flu epidemic."

Frank, too, has held many offices, and has been secy. of the Insurance Mutual from 1918 to date, and at one time earlier had been its president.

The present officers are Henry Ott, president; Emil Eggert, vice president; Fred Hasey, treasurer; Frank E. Bell, secy. and his daughter Margaret Bell Lee, asst. secy.

Frank has always been active in civic and political affairs, and for some years has been a moving power in Dairy Co-operative movement.

He has probably attended county and state fairs more faithfully and for a longer period than any other person, and has usually had some official connection with them.

For many years he has conducted an Insurance Agency, along with his farming operations, but in the past few years has turned more and more of the farming operations over to his son-in-law.

Frank says that for as long as he can recall the Hampden Mutual has never sued or been sued, and a search of the records show no contested claims.

We have previously mentioned the war record of two of Frank's uncles. He says that of his mother's family there were two civil war veterans, and an uncle of hers, Ben Butterfield, was a veteran of the American Revolutionary War.



Stewart Bell and Wife



### Frank E. Bell

First child of Stewart and Merzia Bell, was a son Frank, born Sept. 25th, 1870. The second was a daughter Alma May, and the third was a son Harvey, born May 7th, 1881: All born in the house that was on the land when Robert and Stewart bought it in 1869.



**Stewart Bell Family**

The children all attended district school in the neighborhood, and later both Frank and Harvey attended Oshkosh Normal as each became old enough.



**Frank E. Bell and Sister Alma**  
Continued next week



## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

The Phillips family were of Welsh and Dutch extraction (not German), and Franks grandfather, Eli Phillips was a shovel hand in the construction of the Erie Canal across New York state.

Frank has no particular hobby, but does enjoy sand lot baseball, when most of the players are known to him, especially the County League, Rio, Wyocena, etc.; And fishing any time, any place, and any kind of fish, just so they bite; and if they don't, he just fishes and rests.

Mr. and Mrs. Frank Bell celebrated their 50th anniversary Oct. 5th, 1954, at which time the photographs shown here were taken.

Frank and Mrs. Bell were married by Rev. Brown a Baptist minister at Fall River. Mr. Brown was a young man who unfortunately died only four weeks after Frank's marriage. The young widow had very little means so Frank bought the coal in Mrs. Young's cellar, and helped her sell her husband's saddle pony for \$20.00.

Frank Bell has called our attention to a mix up in last week's installment in the Bell Family Story of Columbus.

It is Robert Konkle who is now stationed in Georgia, in training in the Army and who is married to Shirley Tchugum, instead of his younger brother Thomas who is only sixteen.

Genevieve Puschner and her husband are parents of two girls and three boys, and for the past five years have been residents of Wausau.

### Alma May Bell

Second child of Mr. and Mrs. Stewart Bell was a daughter Alma May, who was married June 25th, 1902 to Alfred B. Trelevin, of Omro, Wisconsin.

They became the parents of one daughter Gertrude and three sons, Harvey Bell, Ray and Lyle. We show here a family group picture taken about fifteen years ago.

Seated, left to right, Gertrude, Alma May, the mother, and Alfred Trelevin, father; standing Harvey, Lyle and Ray.

Mrs. Trelevin is dead; Gertrude is Mrs. Louis Jensen, of Omro. Harvey is in business in Omro, Ray and Lyle own farms within the city limits of Omro; and the father likewise lives in Omro, which is about ten miles west of Oshkosh.

### Harvey Bell

Youngest son of Stewart Bell is Harvey, born May 7th, 1881 in the house which had been his home for many years. He now lives in Otsego. He was brought up on the farm, attended district school, and later attended Oshkosh Normal school.

We have no actual knowledge as to whether Harvey did some teaching, but presume that he did.

Harvey was married Dec. 12th, 1912 to Miss

Hilda Marie Fadness of Hampden, and they had one son, Stewart L., who is married to Miss Frances Lentz, and they have two daughters, Catherine Mary and Janet Lee. It begins to look like the name Bell is running out in this area.

While Harvey was still a young man his grandfather Francis Bell of Brookfield, died in 1911, and his uncle Robert Bell was named as administrator of his father's estate. The estate consisted principally of the 102 acres Francis had acquired from the government in 1842.

The administrator listed it for sale, in one or more Real Estate Agencies, but was not able to get an offer at a fair price.

After some time Harvey assisted his uncle Robert, by going to Milwaukee, inserting an advertisement in the papers, renting a room in good hotel, and in about a week had sold the property for \$40,000.

As Milwaukee grew and expanded westward, the property now is probably worth many times more, especially if it has been subdivided and become a suburban area.

Values have gone a long way since 1842 when the property, virgin timber, was bought from the government land office for \$1.25 per acre.



Harvey Bell

In recent years Harvey and his wife have lived a somewhat retired life in Otsego because of poor health.

Continued next week







# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

## John O'Connor

When this writer came to Columbus in Jan. 1902 it was to become superintendent of the Columbus Canning Co.: the original frame buildings having been built in the fall and winter of 1900-1901 and operated for the first time in the season of 1901 under supervision of a man named Tom Rutter.

Tom and the directors of the new, inexperienced company did not see eye to eye, and were in almost constant disagreement, to the point that shortly after the season closed the directors paid him off and began looking for someone with a more agreeable personality, and more experience in packing peas.

The first load of peas delivered to the factory, which had only two viners, was delivered by John O'Connor, the subject of this sketch, and who happened to be one of the first growers the writer met when he came here in January to take over, being introduced by A. H. Whitney, vice president of the company, in his office at the rear of the hardware store.

John O'Connor was one of the 86 stockholders whose name appears on an agreement dated Nov. 1st, 1900, and continued to be a stockholder until his demise.

He was a very pleasant and agreeable man through all the years the writer knew him.

## Grandfather John

We are indebted to his son Williams, his sisters and other descendants for what information we have about his forebears back to his paternal grandfather whose name was also John O'Connor; we do not have his birth place or birth date, nor that of his wife whose name was Sarah McGuire to whom he was married in Dublin, Ireland in the spring of 1812.

## From The Emerald Isle

The following summer they came to the very new United States, the passage which took a stormy eleven weeks was made in a sailing vessel of the schooner type, the name of which is not of record. This could have been a perilous passage in more ways than one, for this was during the second war with England, commonly called the war of 1812-14.

Unless it can be found subsequently, we have no record of port of embarkation from Ireland or port of entry in the states, but presumably it was at or near New York, for the young couple settled in Queens County, New York.

## To Queens County

Queen's County is the western portion of Long Island, directly across the East River from Manhattan Island, on which New York City is situated.

While John O'Connor, the patriarch, settled in Queen's County, which at that time was almost entirely farm land, except that bordering on East River and Long Island sound which area close to the water front, was devoted to docks, small shipyards, warehouses, tradesmen and shops of one kind or another having to do with sea-faring men, the chances are that he and his wife like most emigrants lived on a small subsistence farm for a livelihood, and that John found work on the water front, which conclusion we reach because of a statement made in connection with a subsequent move.

John (1) and Sarah became the parents of one daughter and four sons, all of whom were born, reared and educated in New York state.

Matt, the oldest was graduated from St. John's college (now Fordham University) and was admitted to the bar of the United States District Court in May 1841, at which time he could not have been more than 27 or 28 years old.

## Westward Ho.

Shortly after Matt's graduation, his father followed the trend of emigration toward the setting sun and moved his family about four hundred miles northwest to Orleans County New York and settled on the wooded shores of Lake Ontario, "Where he continued to work on the lumber barges of the 'Great Lakes'".

Here the daughter Mary and the youngest son, William, remained with their parents, but the three older sons, Matt, Mark and John soon took passage by boat to Milwaukee, where Mark, the second son, obtained work on the docks, but his stay was of short duration for he had obtained work from the Federal Government, being sent to Iowa territory to work in the department of Federal Land Grants, and settled permanently in what later became the state of Iowa.

Matt, the oldest son, the lawyer, remained in Milwaukee only briefly, going to Vincennes, Indiana where he set up the practice of Law.

## William And Mary

We will skip over further mention of the third son, John, until we have recorded what little we have of Mary and William, both of whom, it will be recalled, remained in western New York state, in Orleans County on the shores of Lake Ontario.

Mary entered the Immaculate Heart of Mary, Convent in Orleans County, New York and became a nun.

However, family tradition has it, that William, the youngest son came to Wisconsin shortly before the outbreak of the Civil War, probably coming to Lowell, Dodge county where his next older brother John II had located.

## Military Record

William joined the Union Army at the age of 14 and fought under General Wm. T. Sherman. However he was taken prisoner and spent 18 months in Libby Prison in Richmond, Va. We do not have access to the Dodge County Military records, but a memo from a member of the family indicates that he served in the 10th Wisconsin Infantry; Company D in the 40th Wis. Infantry and in Company I of the 47th Infantry.

Since he joined the army when he was only 14 years of age, he must have been a large boy and appeared older than he actually was. Also he must have been born in Orleans County, unlike his older brothers who were born in Queens County, and as we have stated, their father moved west shortly after 1841 the year of graduation in law, of Matt, the oldest son, and the Civil War did not begin until 1861. William was mustered out at Buffalo. He died in 1910 on March 4.



**John II**

We now go back to John II, the third son of his father John I younger brother of Matt, and Mark, all three of whom went by boat to Milwaukee as previously related.

John II had evidently learned the trade of Carpenter, and while he may have worked at his trade in or near Milwaukee at first, the information we have is that he soon settled in Lowell, Dodge County, probably in the middle or late forties, where his skill as a carpenter became widely known in the towns of Lowell, Calamus and Elba.

Many of the frame houses in the three townships mentioned, in the pre Civil War period were built by him as well as several churches, which are still standing and in use.

**He Marries**

At Lowell in 1852 this second John O'Connor was married to Mrs Ellen Burke, and they became the parents of two sons and two daughters, the eldest of whom, William, who married Margaret Kelley, became the father of Ambros O'Connor, who is town treasurer of the town of Elba.

Second son of John (II) was Michael, who grew up to marry Miss Elizabeth Lowth, in Feb. of 1887, and subsequently moved to Minnesota. They became parents of three sons, Robert of Rapid City, South Dakota; John, deceased, and Frank of Owatona, Minn., beyond which we seem to have no information.

We have very little information about the two daughters, except that one was named Elizabeth, and one became Mrs. Stinson.

Continued next week

Installment No. 256

May 24, 1956

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

The first Mrs. John O'Connor, Ellen Burke died in 1860, leaving four young children.

**John O'Connor III Born**

In May, 1863 Mr. O'Connor was married to Miss Mary Murray, and to this union there was born only one child, a son, the late John O'Connor III, the subject of this sketch, born May 12th, 1865 at Lowell, Wis. and died Nov. 17, 1947, at the age of 82.

When John III was eight years of age in 1873 his father John II purchased 40 acres of land in section 17 town of Elba, a mile or two east, northeast of Columbus, from the Farrington Brothers, where he lived until his sudden death on July 7th, 1886.

It was after the father's death that the late John O'Connor III "took over", and two years later bought an adjoining 40 acres.

**An Old Time Thresher**

Several years later John O'Connor and John Kalkhorst became partners in a threshing outfit. It is said that it was a "tread mill" powered thresher, one of the first machines in the community.

In 1890 they bought a steam engine to drive the separator which they used for a couple of years, but in 1893 the partnership was dissolved, Mr. Kalkhorst retiring, while Mr. O'Connor continued to operate the machine in that area.

At this period, there was little, if any, threshing direct from the field, the custom being to stack the bundles or sheaves in circular, conical stacks to cure, and be threshed later. The season would usually begin in September and continue until nearly Christmas.

John operated threshing machines for over a quarter of a century, while also operating the farm.

**John III Marries**

On January 7th, 1892 John was married to



Traditional wedding picture of John and Catherine O'Connor taken by Bradley's Bronanza Gallery, Columbus.

Miss Catherine Torpey who was born Oct. 20, 1873, died May 4th, 1937 and to this union were born seven daughters and four sons 3 passing away in infancy. Mary, Mrs. Nick Powers, Astico; Catherine, Mrs. E. F. Gartland, Rio; Margaret, Mrs. Joseph Wedel, Beaver Dam; Ellen, Mrs. John Hartt, Fall River; Anna, Mrs. Herman Kraus, Beaver Dam; Alyce, Mrs. Robert Loomer, Madison, and Miss Agnes, Beaver Dam.



**William**

The only living son William, born May 12th, 1910, and his wife, the former Mildred Wachtl and two daughters Mary Beth and Barbara, reside on the homestead which, over the years, grew from the original 40 acres to 277 acres, which constitutes the present O'Connor holdings, all in the town of Elba.

We show here a snapshot picture of the homestead, the house having been built by John O'Connor II, father of John III, and now occupied by William only living son of John III.

The descendants of John O'Connor and Catherine Torpey are as follows.

**Mary, Mrs. Nick Powers**

(1st) Mary, who became Mrs. Nick Powers to whom were born eight sons and two daughters, Nick jr., John, Steven, Edward, Thomas, Philip, Lawrence, Maurice and two daughters Mary who is Mrs. Philip Sharrow, and Esther, at home.

Of the sons two have passed away, Nick jr. April 17th, 1947 and Philip, Jan., 3rd, 1954.

Thomas was married to Betty Kennedy, in September, 1948. Edward is married to Evelyn Polzin, of Beaver Dam, and has one daughter.

Mary, Mrs. Philip Sharrow of Columbus is the mother of three sons and four daughters.

**Mrs. Gartland**

(2) Catherine, the second daughter, was married to Eugene F. Gartland, June 18th, 1921 and is the mother of eleven children. Before her



**Mrs. John O'Connor**

marriage she was at one time a clerk in the Columbus Post office; a graduate of Columbus high school and Columbia County Normal, and taught district and city schools both before and after her marriage, as well as Principal of Graded Schools, having to her credit nearly 25 years of teaching.

Her children are **Lucille**, Mrs. Ray Ald-



**Mr. John O'Connor**

en, Rockford, Ill., who has two sons, Jeffrey and Dick; **Glen** of Beaver Dam, a veteran of World War II, who trained at Camp Belvoir; married Ann Schaget & has two sons, Michael and Danny, and one daughter Patti; **Kay**, Mrs. R. C. Fritz, Columbus, who has assisted in getting some of the information for this narrative, who has one son, John Richard and one daughter, Michele; **Jeanne**, Mrs. James Calamari, Pittsburgh, Penn., who has one son Mack; **Ann**, Mrs. Harry Kvalheim, Madison who has two sons, John and Robert and a daughter Kathy; **John Gartland** who served in the U. S. Marine Corps, and married Jane Sears of San Francisco, Calif. in 1953.

John completed 15 years in the Marine Corps much of the time stationed on the U. S. Halsey Powell, with headquarters at San Diego, Calif.

He was aboard the U. S. Augusta when Pres. Franklin D. Roosevelt and Prime Minister Winston Churchill met to draw up the Atlantic Charter.



Donald J. nearing his completion of 4 years in the Air Corps Ground Radio Unit, at present stationed in Korea.

William J. of Rio who recently completed his term of service in the army, returning from Yokohama, Japan.

Robert J. who recently completed high school, and enlisted in the 77th Air Born Division, paratroopers, stationed at Fort Bragg, North Carolina.

Mary Elaine, a student at the University of Wisconsin; and Francis J. of Rio who is still in grades at school.

#### Five Sons Have Served

From the above it will be noted that five grandsons of John O'Connor, from one family, have served or still are serving in the Armed Forces of their country. A splendid tribute to Mr. and Mrs. Gartland.

#### Other Daughters of John

(3) Margaret, third daughter became the wife of Joseph Wedel, who have two daughters, Mary, Mrs. DeWayne Klatt of Beaver Dam, who has a daughter Marilyn; and Jeanette; and two sons John, who is married to Rosemary Hepp; and Joseph.

(4) Ellen, wife of John Hartt, of Fall River, who are parents of three daughters and one son.

They are Mary Ellen, Katharine Ann, and Joan. The son John is in the U. S. Postal Service at Madison.

(5) Anna, wife of Herman Kraus, South Beaver Dam, who have one daughter, Mary Catherine.

(6) Agnes, Beaver Dam, who continues in the profession of teaching.

(7) William, previously mentioned, and.

(8) Alyce, wife of Robert E. Loomer, Madison, It is to be regretted that more details about more of the descendants of the original patriarch of the family were not available.

Continued next week

Installment No. 257

May 31, 1956

## "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

#### Story of the Badger Motor Car

Early in the present century motor cars, as they were then usually called were relatively few, and one's first ride in one of these "horseless carriages", a still earlier name for them, is something long to be remembered.

When the writer first came to Wisconsin in 1900 there were few, if any motor cars, to be seen, although there were, no doubt, early inventors working to develop horseless carriages.

#### Legislature Offers Prize

The first attempt to encourage inventors in this project, of which we have heard, was in 1875 when the legislature of Wisconsin, appropriated \$10,000 for a reward for the invention of a "self-propelled vehicle" which shall be a cheap and practical substitute for the horse and other animals on the highways and farms, and be able to run at least 200 miles averaging at least five miles per hour.

Several men in several different parts of Wisconsin had been, or soon started to work on the project.

Possibly the first attempt at a self propelled land vehicle in Wisconsin was by Dr. W. H. Carhart of Racine, Wis., who produced a light steam car in 1871.

Four men in Oshkosh, Frank A. Shower, A. M. Farrand, A. Gallinger, and O. F. Morse developed a two cylinder steam engine, which was mounted on a vehicle, pulling a second on which was carried extra fuel and water; the combined unit weighed around nine thousand pounds.

The engine had only one speed forward and one reverse. It was called the Oshkosh.

Another was built by Mr. E. P. Cowles of Green Bay, which had three speeds forward and one reverse, and also pulled a "tender" for fuel and water. The combined weight was about seven tons.

Other entries were a single cylinder car by Dr. Crosse of Sun Prairie, and one by two men named J. C. Kanouse, a blacksmith of Sun Prairie and his brother D. M. Kanouse a wagon maker of Madison, both of whom were brothers, or at least relatives of Dr. E. D. Kanouse who practiced medicine in Columbus in the late 1860ies and 1870ties.

The above is written from recollections of some data read but misplaced.

#### Attempts Elsewhere

However there were attempts elsewhere at much earlier dates, to perfect self propelled vehicles. For example Christopher Spencer of Manchester, New Hampshire, a young Yankee mechanic, who had worked in different machine shops in different places in New England, and is best known as the inventor and manufacturer of the Spencer repeating rifle which was adopted by the Union Army after the Civil War had been going on for about two years, and did more than people generally know, to bring the war to save the Union, to a successful conclusion, was also the designer and builder of one.

He perfected as team propelled power vehicle with a crude differential and a steering mechanism that permitted turning sharp corners at high speed. In Boston in 1862, while it was being demonstrated, it knocked over a milk wagon, after making a corner at speed. This incident was perhaps the country's first auto accident. What happened to Spencers vehicle is not known to the writer.

In 1879, an endurance race from Green Bay to Madison was arranged for those inventors who had built "self propelled" vehicles in competition for the prize offered four years before.



Some time ago we found some data about this race, but which, unfortunately, we cannot locate at this time, to the effect that Mr. Kanouse had entered his vehicle, along with a few others.

The only information we now have is from page 303 of *The Wisconsin Story*, by H. Russell Austin, published by the Milwaukee Journal in 1848 from which we learn that two steam-powered vehicles were entered, the "Green Bay" and the "Oshkosh".

According to this account, only the "Oshkosh" finished the race, and it took 33 hours and 27 minutes to travel the 201 miles, an average of about six miles per hour.

The legislature was not convinced that the vehicle was quite what they expected, but compromised by cutting the reward in two.

#### What Is Past Is Prologue

Two Milwaukee men, Gottfried Schloemer and Frank Toepfer about 1890 built what may have been the first, or at least one of the earliest gasoline powered car in America. It can be seen in the Milwaukee Public Museum.

One of our fellow townsmen, Frank Schmeid, who retired from the Garage business many years ago, was at one time for many years, the owner of a car built under the direction of Charles E. Duryea of the Duryea Motor Wagon company of Springfield, Mass., in 1892, being the third one manufactured, a duplicate of the first one made and which was once, and probably still is in the Smithsonian Institute in Washington, D. C.



Among the several cars on the market prior to the Badger Car, we recall a few.

Pope-Toledo after some few years of earlier models came out in 1905 with what they advertised as the "quiet, mile a minute car" which had a 30 h.p. engine; one model had a Victoria top and was modestly advertised as "decidedly the smartest car of the year."

Flanders had a 30 h.p. engine; 106 inch wheel-base in 1909 at \$1250.00.

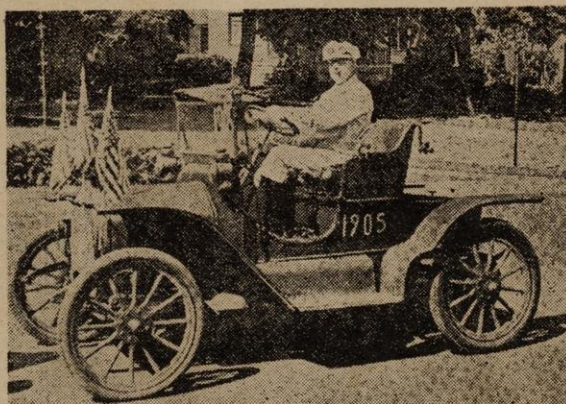
Ford, in 1908 a 20 h.p. four cylinder touring car at \$850.00 and a model T town car with a surrey top, open at the sides in front, with lay down top and enclosed rear seat at \$1000.00. Their ads read "high priced quality in a low priced car."

Then there was a Stanley Steamer in 1908, with a 20 h.p. steam engine, guaranteed to go up to 120 miles an hour at \$1500.00 without top which was \$85.00 extra.

A little 6 h.p. medium speed motor called the Buffalo, came out in 1902 for \$800.00, and the Overland in 1906 had a Special Runabout with a two cylinder engine of 6 to 8 h.p. for \$600.00.

Nash of Kenosha in 1905 were featuring the Rambler. This is what they advertised.

"In the surrey, speed has been subordinated to comfort and reliability. All of the mechanism is so simple that the boy of the family can operate it. Ample power and clearance for rough roads and hills; roomy, upholstered seats, large springs, storage space under seats, canopy top waterproof side curtains and plate glass swinging front. Price \$2000.00 complete with lamps and tools.



We show here a picture of a 1905 Maxwell which was driven in the Centennial parade in Columbus. July 4th, 1940 which was printed in the Milwaukee Journal of Sunday, July 15th, 1940. The driver is Sidney Smith, who in the caption as printed was said to have been "the first man to drive a car in the city" but which was obviously incorrect and should have said "whose father, Whit was the man who first drove a car in Columbus.

Continued next week



Installment No. 258

June 7, 1956

**"The Story Of COLUMBUS . . . ."**

By F. A. Stare



(Continued from last week)

**How Many Cars Were There?**

Through the courtesy of Wisconsin Highway Dept. most of these figures were obtained.

In 1900 there were only 112 auto's registered in Wisconsin. In 1905 there were 1492 but in 1906 for some unknown reason registration dropped to only 1174. In 1907 there were 1481; 1908—2,045; 1909—3,040; 1910—5,979.

It was 1916 before registrations went over 100,000, the figure being 124,603; 1920—277,093; 1925—530,090; 1930—676,909.

During the years of the great depression of the nineteen thirties registration dropped to 555,546 in 1933.

For the period 1935 to 1945 it was up and down with a low of 623,352 in 1935 to a high of 807,810 in 1941.

The figures for 1950 are 961,122; 1951—1,000,066; 1952—1,003,152; 1953—1,059,994; 1954, the last we have 1,092,466.

These figures do not include Trucks, Trailers, Buses, Motorcycles or Municipal Vehicles.

As of Nov. 7th, 1955 there were 58,512,000 Automobiles registered in the United States, and we understand that of March 5th, 1956 it was approximately 61 million.

**My First Ride**

The writer recalls, vividly, his first ride as a passenger in a "horseless carriage". It was at Frankfort, Indiana in 1904 or 1905, and while he does not recall the name of the car, it was shaped like a buggy, had no steering wheel, but was guided by a metal lever or arm perhaps two feet long, the far end of which was fastened to a Steering Post that came up through the floor; the other end came back toward the driver, who sat on the right hand side and kept his left hand on the steering bar, while his right hand manipulated certain levers on the outside.

To turn right or left hand covers he turned the steering bar to the right or the left.

There were also similar cars, with electric storage batteries, usually shaped like a phaeton, and were practically noiseless; however they were not suitable for cross country jaunts and were mostly seen in cities on paved streets, and the batteries had to be charged frequently.

The early gasoline powered cars, and a few "steamers", were mostly made in Michigan, Indiana, Ohio and other states farther east.



Wm. C. Durant in David Maxwell's Buick 1909 car. Rephotographed from Time Magazine picture.

William C. Durant, who was once a wagon and carriage maker, who turned to the bicycle business, and later furnished the money with which David Buick developed the "Buick" car, foresaw a great future, and in 1905 capitalized Buick for several million dollars and then made an effort to form a big consolidation of some of the better financed auto companies, the purpose being to control manufacturing of a few

of the best and force dozens of little companies out of business.

Henry Ford had agreed to sell for \$8,000,000.00 but demanded \$2,000,000 down payment, which frightened Durant's bankers and the deal fell through. But Durant organized General Motors Company of Detroit in 1908, taking over Buick, Cadillac, Oldsmobile, Oakland and Northway, and two years later G.M.C. was reported as having made and sold about 30 million dollars worth and making a profit of over 10 million. He lost control of G.M. Then made a come back, with Chevrolet, but lost out in 1920 crash.

It was this kind of business that many little struggling companies tried to get into.

Most of those who did so were not only without experience, or capital, but were willing or at least were talked into giving it a try.



### Lambs To Be Shorn

The promoters of these enterprises, were usually men who had had some very limited experience either as draftsman, mechanic or perhaps as salesman, and had great enthusiasm, and believed if they could get capital interested even in a small way, they would succeed.

Columbus men had had unprecedented success in Columbus Canning Company, started by a promoter only eight or nine years earlier, and were eager to get more industry to locate here as it would be good for their individual businesses if something could be found. "Kissell's of Hartford are building cars, why don't we?" was a remark frequently heard.

The local Advancement Association knew there were several Motor Car Companies manufacturing cars powered by gasoline engines, in various parts of the country, mostly using four cycle engines, but a few, one in particular, the Elmore, of which four were sold in Columbus, used a two cycle engine. Columbus was in a receptive mood.

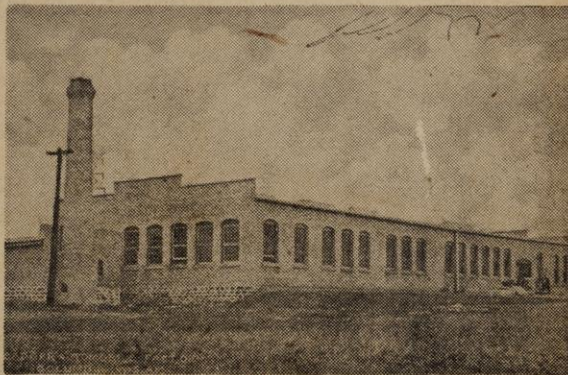
### E. W. Arbogast

Early in 1909 a man named E. W. Arbogast, son-in-law of Henry Wertheimer, a prosperous grain merchant of Watertown, attempted to organize a stock company in Watertown for the purpose of manufacturing motor cars, in which field he had had some experience.

Mr. Arbogast was not successful in finding interested parties to invest in the venture, so he transferred his activities to Columbus where he succeeded in securing the interest of a small group of businessmen who agreed to back him

to build one car, and with the general idea that if he could convince them that the car when made could be made and sold at a profit, they would endeavor to organize a local company to manufacture and sell automobiles made in Columbus.

The writer has searched through the back files of the Columbus newspapers from early in 1909 to late in 1912, which period marked the rise and the fall of the Badger, and has been successful in "extracting" enough information, that supplemented by a number of interviews with George Holtz, one of the officers of the company, and other, we feel that a readable story can be written. Also we have found a few photographs and others, we feel that a readable story can be to illustrate the story.



Picture of Badger Motor Car Company plant.

Continued next week

Installment No. 259

June 14, 1956

## "The Story Of COLUMBUS . . . ."

By F. A. Stare

(Continued from last week)

### Frequent Quotes

Following the custom of quoting almost verbatim from available records, the writer has used ever since he began "The Story of Columbus" nearly five years ago, in the Journal-Republican we quote our first news item concerning the "Badger" story.

From the issue of March 5th, 1909 under a modest heading "To be given a try out" we take the following. "On Friday last, Columbus was visited by Mr. E. W. Arbogast, an automobile designer and all around automobile man. After visiting several business men, a meeting was called for that evening, at which Mr. Arbogast unfolded his plans.

His idea is to secure the various parts of an automobile from the manufacturing plants of specialists, and then assemble the parts in Columbus, the car to be made according to his own designs and to be given a name of local significance.

In this manner he claims that a better car can be turned out for the money than can be made entirely in one factory.

He has three designs, but proposes to build first, a touring car that will cost \$1250.00. This car will be higher powered, have a broader wheelbase than any car of its price on the market, besides having several accessories of the higher priced cars.

One car will be assembled at Columbus as soon as the material can be procured, after which Mr. Arbogast promised to go out and sell the car, thus proving that he not only has a successful model, but one that will sell.

The venture will be backed by local capital and if a success, a stock company will be formed, a factory erected and work begun on a moderate scale."

### A Temporary Organization

From the above, it would seem that some tentative sort of agreement had been reached, although no further mention can be found in the files of the Democrat until late in May, but from some correspondence, fortunately found, we judge that certain gentlemen, who were perhaps officers of a temporary group, for they did become the officers of the corporation later formed, were endeavoring to gather additional information, and even to get a legal opinion concerning the proposal.

### An Opinion

We are handicapped by not having the outgoing letter, but do have a reply dated March 19th, 1909 on stationery of Williams, Griswold & Chadbourn, Lawyers, Fond du Lac, written by W. E. Griswold, probably as an individual. He having been born and raised in Columbus. From this letter which also covered personal matters, we take portions referring to the proposal.

"Dear Dick, Since returning home have thought things over and am writing you.

I have had an itching for the auto business for some time, and consequently am very much interested in your project. I have investigated at considerable length along the line of a middle man but could not figure where there was much money in it as the manufacturer seems to be the one that is making the money in the business.

I think the Columbus crowd are framed up all right as to capital if they have the desire to go ahead and push the proposition.

From my superficial knowledge of the business I believe it is possible to build a good car for approximately \$750.00 that will be a good seller at \$1250.00 and net the manufacturer approximately \$250.00 profit per car.





### A Note of Warning

I see nothing out of the way in the general outline of your man's plans. But when he talks about selling 1000 cars the first year I think he is bug-house and that statement detracts from all he has said, and makes me skeptical.

However I believe the plan perfectly feasible based on an output of say 50 cars, or anyway not to exceed 100 cars the first year.

If this man falls down, another can be found to work the plans out so far as the mechanical end is concerned. I believe the steps that are now being taken are all important.

You want a car not only that will sell but one that will hold up and make satisfied customers. It is possible to market a poor car and keep going, by making radical changes each year to correct the faults of the preceding year by putting out a large volume of cars and doing a large amount of advertising.

The risks are enormous of course. The Rambler is a fair illustration. On the other hand the Buick people have taken what seems to me the only practical course. They made their reputation on their two-cylinder. They never advertised further than to get out a catalogue and exhibit at the shows, and possibly enter some of the endurance and speed contests. Their local agents advertised some in local papers, and their cars being equal to any of the same class and excelling nearly all of that class, made satisfied customers and moved their product.

### Important

The important thing, then, is to turn out the right car from the start. If this man's car looks right from our standpoint, the thing to do is to have the right kind of an expert check him up in every detail, and suggest changes.

I will know who the man is that designed the "Kissel Kar" in a few days and will try and find out all about him. He may be the man we want, if available. I do not consider the risks great if the above plan is followed.

The assets of the company will be in parts and manufactured goods and if we want to get out from under, we have a big margin between cost and list price to figure with, and there has never been a time in the history of the business that it would be difficult to unload 50 such cars at \$750.00 a piece.

I believe the business has great possibilities and if developed, right from the start, I want to be counted on it. The point is, that if the present man cannot deliver the goods, we can find some one who can.

Please let me know of any new developments".

### Auto Experimental Assoc.

We found also another brief letter dated April 22, 1909 saying, "Pursuant to your request of the 20th. I herewith enclose my check for \$150.00 to pay my assessment up to date" from which we learn that "Automobile Experimental Association" was the name of the temporary group backing Mr. Arbogast in his plan previously discussed.

The Democrat of May 28th, 1909 under triple headlines said

—"BADGER AUTO ON TRIAL SPIN"—

Combines Best Features on Both Foreign and Domestic Makes

Works Like a Well Tried Car.

All Interested Enthusiastic

Incorporation To Follow At Once.

First Steps Towards

Making Columbus A Manufacturing Center

On Wednesday, the Badger Automobile, in charge of its maker, Mr. E. W. Arbogast, made a trial spin without a hitch. All pessimists to the contrary, it ran like a car that had been thoroughly broken in and those interested are highly enthusiastic.

The Badger is a 30 horsepower four cylinder machine with 110½ inch wheelbase and selective type transmission. It is to be a moderate priced car combining several of the great features of the high priced car.

It has the Bosch high tension ignition, the compact magneto being connected directly with the four spark plugs by four short wires.

There are no batteries, no coils, and the ignition is automatically taken care of and not controlled by the driver. The motor clutch and transmission are assembled in one housing and as a unit power plant.

Continued next week



(Continued from last week)

The oiling system is of self contained type which eliminates oil boxes and oil pipes.

The cooling is by the Thermo Syphon system which eliminates the pump. Simplicity predominates throughout and the car as a whole, impresses one as a happy combination of beauty, strength and speed.

Mr. Arbogast is a skilled mechanic who has sold and studied automobiles for years.

He has made a special study of foreign types and the result is that he has planned a car different from, and years in advance of the average American construction.

Those who have backed the project thus far are highly enthusiastic and there is now no doubt but that they will incorporate at once."

Here is a good point to insert some details we have picked up from George Holtz and others.

While some informants thought the Badger car had a Continental Motor, George says the motors in all Badgers were Northways: some cars had Rayfield Carburetors, while others had Schebler's. The earlier cars had Munice Axles, but later A. O. Smith axles were used, having proven more satisfactory.

The wheels were wood runs and spokes, made by the Hayes Wheel Co., Detroit; headlights were Brass and burned acetylene gas made by a carbon chloride generator mounted on the running board. Later the generator was replaced by Prestolite, a compressed gas cylinder carried on the running board.

The radiators were McCord; the fabric tops and side curtains were made by a small manufacturer in Janesville; the straight windshields were made in Milwaukee, but George does not recall the names of suppliers above.

The upholstery was genuine leather, as were also the stout straps that held down the front of the tops.

The tires were Continental and Goodrich.

#### **Badger Motor Car, Co.**

A Corporation called Badger Motor Car Co. was organized; the officers of which were A. M. Bellack (Clothier), President; Charles E. Fowler (Grocer), Vice President; J. R. Wheeler (Banker), Treasurer and Geo. C. Holtz (Lumber), Secy. We find a notice dated June 26th, 1909, calling for "20% of your subscription, by order of the Board of Directors of Badger Motor Car Co., payable at once to J. R. Wheeler, Treasurer."

We find nothing as to who other directors may have been.

Different elderly citizens recall a few side lights, such as the trial spin mentioned previously was chassis only, as all the cars they did make were road tested before mounting the bodies.

The tires were 34x3½ some Continental and some Goodrich.

Another recalled that none of the local stores carried cigars higher priced than 10c or 3 for 25c, but that after Mr. Arbogast came they put in 15 centers for him.

Without doubt he was a very busy man, and of necessity was away from town much of the time, arranging for the various integral parts that would be assembled to produce the Badger; and no doubt also on the look out for sales outlets.

Quoted here are excerpts from a letter Mr. Arbogast wrote on hotel stationery under date of June 18th, 1909.

#### **Mr. Buick**

"I saw Mr. Buick, of Buick Auto Co. He is very much enthused over the car and wants to see if it is as good as it looks. He will contract for a large number, pay 5% deposit, will take

stipulated deliveries and will take ½ of his cars during the winter months.

He contracted for 125 E.M.F.'s last fall. I will try and be home Monday."

(The letter was written from Davenport, Iowa.)

No more information is found until the local paper of July 23rd, 1909 published an item headed **FIRST BADGER CAR COMPLETED**. Pleading in Color, Classy in Outline, a Hill Climber with Power to Burn.

On Thursday, George Holtz and H. C. Cook went to Milwaukee to return with Mr. Arbogast in the new Badger Auto, which is now complete.

For a first machine it is certainly a prize winner. It is fitted with a Troy Tonneau Body, the whole being painted a modest French grey which will not show the dust, and which is very pleasing to the eye. This type of body is distinctly the type of the day among autoists who are looking for the classy four passenger car.

What has been said about the car before the body was added, must be emphasized, now as the body adds materially to the grace of outline and general appearance of the car.

Complete with gasoline, water, oil and everything on board the machine weighs 2000 pounds and without these articles 1800 pounds as it will be catalogued.

The trip from Milwaukee proved that hills and sand have no terrors for the Badger, with five passengers on board, as there was on the return trip.

Twenty acres of ground have been purchased, trackage promised by the railroad people, and it will not be long before work will be begun on the factory."

#### **Temporary Quarters**

Temporary quarters in which to assemble the experimental car had been found in the brick warehouse, now occupied by Wohlfeil Bros. Implement Co. at 126 N. Water St., Columbus.

Without adequate space, and the fact that the experimental car had taken more than twice as long as expected, to build, it must have been apparent to the company officers, that not much could be expected in the way of sales in 1909; but they tried their best to collect the remainder of their stock subscriptions, build their plant, which was on track across the river, and build up as many cars as possible in an effort to get in on 1910 sales.

The Democrat of Aug. 13th, 1909 carried this item "Factory plans complete: Building will be begun as soon as material arrives.

The building will be a rectangular brick structure with cement floors and fire proof doors. The factory proper, will be 50 by 150 feet, with a platform along the railway side, with doors opening from the platform into each department.

At the east end of the building will be the reception and office rooms, and the assembly stock room.

Next comes the assembling rooms 48x65 ft. Then there are the paint, trimming and varnishing, and the mounting room, each having a separate stock room."

A picture of the Badger factory was shown in this column, recently. The lower connected building at the left, with smoke stack is the boiler house. The office was in the corner at extreme right, beyond the door. The railway side track is on opposite side of building with a wide cement loading platform full length of building.

The building still stands as a part of a much larger modern one floor warehouse of Stokely-Van Camp Co.

Continued next week



(Continued from last week)

### Joy Did Not Last

From the Democrat of Sept. 3, 1909

First Season's Output of Badger Autos sold. Webb Joy Motor Co. of Chicago takes 250. Field & Co. of Augusta, Ga. 25. Orders still coming in and cannot be filled.

Ground ready for foundations to be laid. Railway people say tracks at once. Nothing to do now but make machines. At least forty men will be employed by November 1st.

(The above is all head lines two column wide). The article itself was six long paragraphs of which we quote only two.

"One of the tests to which the Badger was subjected was a run from Chicago to Indianapolis and return, behind a 45 h.p. Premier and it came out of the test with flying colors, as not a bolt or screw was tightened and not an adjustment made during the entire trip, and not once did the leader get away during the 440 miles, which required one day for each journey.

The Sales department will be transferred to Chicago where the machines will be housed in a handsome new building on Michigan Avenue, where a large sign will tell all comers that it is the home of the Badger Auto. The sales end having been attended to, all efforts will be turned to the completion of the factory and of the first consignment of machines, there being a consignment every month from October to April inclusive. The motto now is "Get Busy".

(We must tell our readers that the big head lines about Webb, Joy Motor Co. of Chicago, taking 250 cars, proved to be nothing but hot air. They never took a single car. But Badger did open a fancy office in Chicago).

The following items appeared in local paper on the dates shown October 1, 1909

Auto Factory is Growing Rapidly, Company Has Established Temporary Quarter in the New Two Story Roberts Garage.

Every day sees the new Badger Motor Car factory go up a little higher. At the present writing the window frames are in place and brick going up around them.

The retaining wall for a cement platform along the track front is also being laid.

The Company have moved their temporary quarters to the new two story garage owned by Roberts & Schmied, and for a time will occupy the entire building.

Material is arriving every day and Roberts & Schmied will begin the manufacturing of certain parts contracted for in a few days."

### Factory Grows

October 22, 1909

"Those who are interested in the program of Columbus are keeping close tab on the growth of the Badger Motor Car factory.

From this time on all the work will be indoor work, as the roof is in place and the windows are set. Cement floors are being laid, all this work being completed except three rooms. The boiler rooms are nearly complete and workmen will begin installing the heating plant next week.

The building will be electric lighted throughout and much of the power will be electric, the same being furnished by the municipal plant."

However good progress was made on the plant which was ready in November and the first car built and completed in the factory was ready for shipment later that month.

### Two Officers Still Living

Both the secretary George C. Holtz of Columbus and the Treasurer, J. R. Wheeler (now of Milwaukee) are still living, as this is written (in mid-March 1956), and both agree that the Badger Motor Car Co., was incorporated for \$100,000.00,

payable as called for and was fully paid in by December, 1909.

There was some question as to whether there was an assessment to help pay the debts when affairs were found up, but Mr. Holtz is quite positive the company affairs were wound up without an assessment, but that the stockholders loss was 100%. But this is getting ahead of the story.

The paper of Nov. 26th carried this item.

### Badger No. 1 Complete

The first Badger Touring Car is ready for shipment and it certainly is classy. Its low hung body gives it a racey effect, its rich upholstering and coloring, maroon and green, makes the whole pleasing to the eye.

Few cars of the \$2500 class put up the appearance to say nothing of the working qualities of the Badger."

No provision for storage of cars completed had been made, as it had been anticipated that cars would be shipped out as rapidly as they could be made, but by Feb. 1910 something had to be done about storage space. Mr. A. M. Bellack, President of Badgers was also Secretary and manager of Columbus Canning Company, and most canning co. directors were stockholders in Badger.

The Canning Co. had completed a three story fire-proof warehouse 72x63 ft. a few months earlier, the third floor of which was empty.

This was the only suitable place available in town, and it would be available only until June. The big problem would be "how can we get the cars up there and get them out again". That problem was dumped into the hands of the writer who was Supt. in charge of the cannery at that time.

### Up In The Air

Fortunately, two doors, each of six feet wide opening had been provided on each floor to connect with another warehouse to be built in the fall of 1910.

The problem was solved by building two wooden ramps on 60 ft. telephone poles covered with planking. The first ran from ground level to loading platform, an incline of 10 ft. in 60 ft. length.

The loading platform itself for nearly 100 ft. was the next lap of the journey. The final and most difficult incline was 72 feet long with a rise of 12 ft., likewise made of telephone poles and planking but supported midway and at the far upper end by super-structure; and a right angle turn of 12 ft. to the farther door, completed the ramp.

By this means, and at the risk of "Badger" between fifty and sixty Badger cars were stored without injury, in or out. Clearance at door opening was only about one inch on each side.



A picture is shown here of car with 5 people on the first ramp. Driver is either Dan Arbogast or Frank Schmied. By the driver is John Albright. Whit Smith, with cap and moustache in rear seat. Fred Brokopp in center. Can any one identify the nearest person in rear seat?

Continued next week



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

## Badger A Hill Climber

From the Democrat of Feb. 16, 1910.

Carries Five Passengers to Third Floor of Canning Company's New Storehouse.

"That the Badger Auto is a sure enough hill climber was demonstrated on Wednesday when a number of cars were placed in the Canning Co.'s warehouse for temporary storage.

The path led from the west end of the loading platform the length of the building, then to the right to the stack where another sharp turn to the right brought the car to the last incline and to the third floor of the warehouse, a part of the route being over a 45% grade. (This is wrong for at no point was there a grade of more than 16%).

Not satisfied in having the car make the climb carrying only its driver the load was increased to five men.

There was no opportunity for a running start and at times it was necessary to stop the car on the grade, back up, turn and go ahead in order to make the turns.

Notwithstanding its load of five passengers, the number of stops and turns to be made, the machines one after another made the ascent with as little trouble as if backing out of close quarters on the level ground."

## Badger First Car Sold

Runabout Attracts Much Attention. Five Passenger Touring Car and Chassis Also on Display.

"E. W. Arbogast, representative of the Badger Motor Car Co. had the distinction of selling the first car at the show.

C. M. Selley of Seattle, Wash., drifted into the auditorium for a few minutes, took a cursory examination and his eyes lighted upon a Badger Two Passenger Runabout.

One glance was sufficient to show him that there was the car to meet his needs. He wrote a check on the instant, tendered it to Mr. Arbogast, and the sale was concluded. The Badger is shown as a five passenger touring car and as a roadster." (From the Milwaukee Free Press, Wed., Feb. 23rd, 1910).

Going back briefly, to show a side light on how a manufacturer in a neighboring city, who had built agricultural machinery for a long time, and apparently had other interests as well, and had turned to auto manufacturing, we reproduce here, a small advertisement that appeared in the Columbus papers in Oct. 1909.

## Kissel & Sons

"100 MEN WANTED in our machinery and Automobile Factories.

We want families who buy homes and come to stay. We furnish steady employment. Unskilled men and boys can learn painter, machinist, moulder, blacksmith, pattern maker and other factory trades.

We pay men's wages from the start and mechanics wages just as soon as they earn them. Girls are employed in the knitting factories. We furnish steady employment contracts.

Homes cost from \$1200 up. About one fourth must be paid. We loan the balance on liberal terms and interest. Farm and city property accepted in exchange.

No hard times or idle men here. We are running full force day and night.

No panic shut downs in 1893 and none during the 1907 and 1908 panic.

For full particulars call on or write L. KISSEL & SONS, Hartford, Wis.

January 14, 1910

"A good 3-column picture of "The Home of the Badger," appeared in this issue.

Under the picture appeared the following caption "Cars have been shipped to New Orleans, Los Angeles and Omaha, and seven are to be shipped this week, three to Kansas City, two to Los Angeles and two to Chicago."

It is to be regretted that the stock subscription list; articles of incorporation; samples of advertisements; catalogues with pictures of different models; specifications, etc. cannot or at least have not been located.

Through the Courtesy of Milwaukee Journal we show here a photograph that appeared in the Journal Sunday Feb. 5, 1956 with the caption "With its members in full regalia, a 1910 automobile caravan pauses on a side road near Wausau."

While none of the cars shown were "Badgers" the Overland and two Fords shown are typical of most cars of the period, including the Badger.

At that period, brave indeed was a driver who ventured to make a trip alone, without a companion car or two to help if trouble occurred, which was frequently the case. All, or at least most drivers wore caps, "linen dusters", goggles, and gauntlet gloves. The women passengers wore "linen dusters", wide brim straw hats, held down with a stout veil over all and tied under the chin.

The road shown is typical of the better gravelled surfaces and much better than average ordinary road surfaces which were frequently muddy, dry and rutty, or very dusty, in that order following a rain. In 1910 there were less than six thousand autos registered in Wisconsin.

The Democrat of March 11th, 1910, tells of a few agencies established, as follows.

D. R. Jones of Columbus has closed a deal whereby he secures the Columbia County Agency for the Badger.

Other agencies have been established as follows W. T. Schwantz of Lowell, for Dodge County; Lein Bros. at Baker City, Oregon; S. W. Motor Car Co., Los Angeles, Calif.; J. H. Hock at Belleville, Ill.; Schaefer & Schaefer, Princeton, Ill.; H. B. Hull at Aurora, Ill.; and the Standard Auto Co. of Omaha, Neb.

Four cars were shipped to Baker City, Ore., and three to Chicago during the past week. Five cars have been sold in Milwaukee since the opening of the Auto Show there.

March 25, 1910. Badger Wins Over Buick and E.M.F.

"Four Badger Autos sold at Morrisonville on Wednesday.

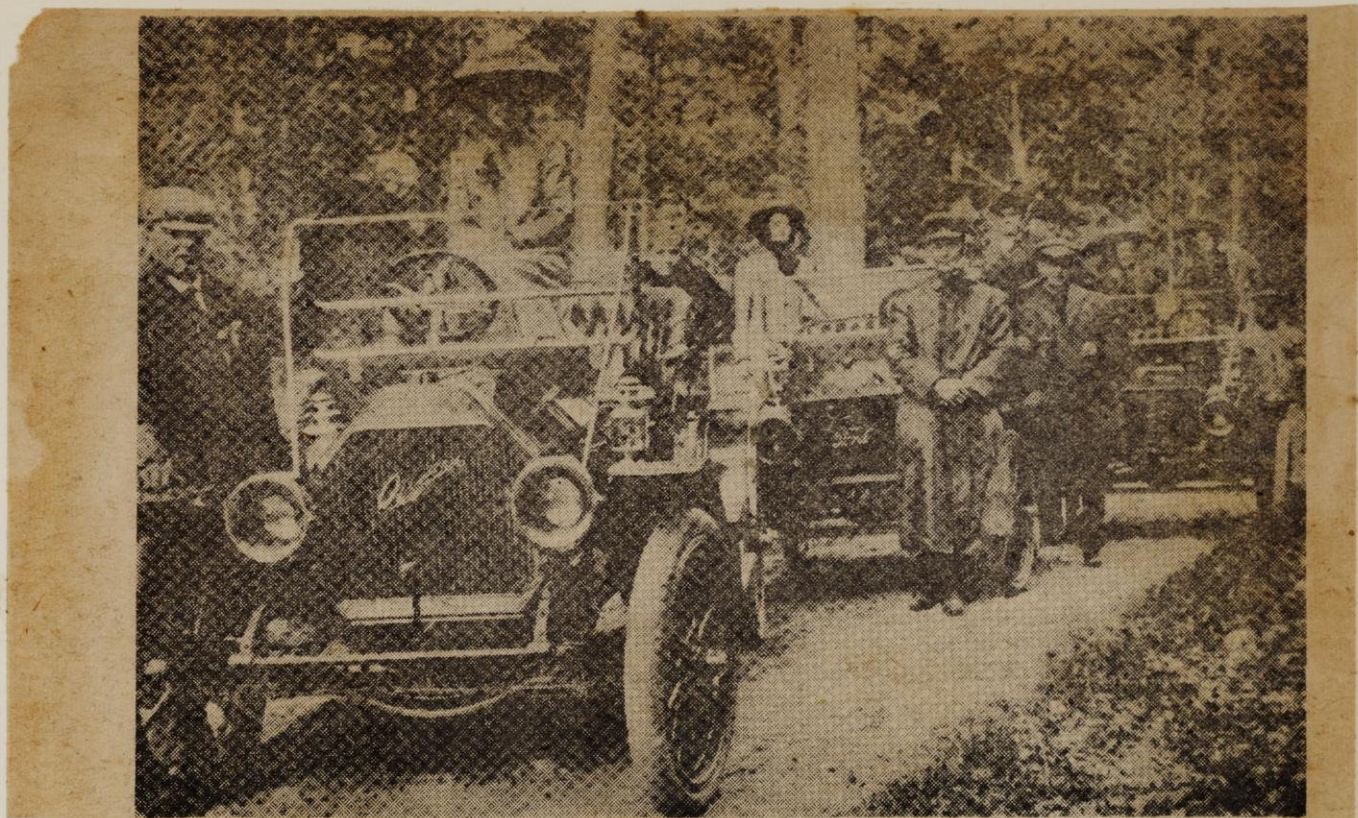
On Wednesday George Holtz and D. Arbogast went to Morrisonville with the intention of selling autos, and they did, four of them.

When they arrived on the grounds they found the Buick and E.M.F. people there with tests completed.

With five people in the machine the Badger was set to its task to show what it could do at hill climbing. That it did some stunts is evidenced by the fact that all that was said after the trial was, "Make out your contracts". The purchasers were Jos. Caldwell of Rio, C. Morrison, T. H. Mair and Thos. Caldwell all of Morrisonville."

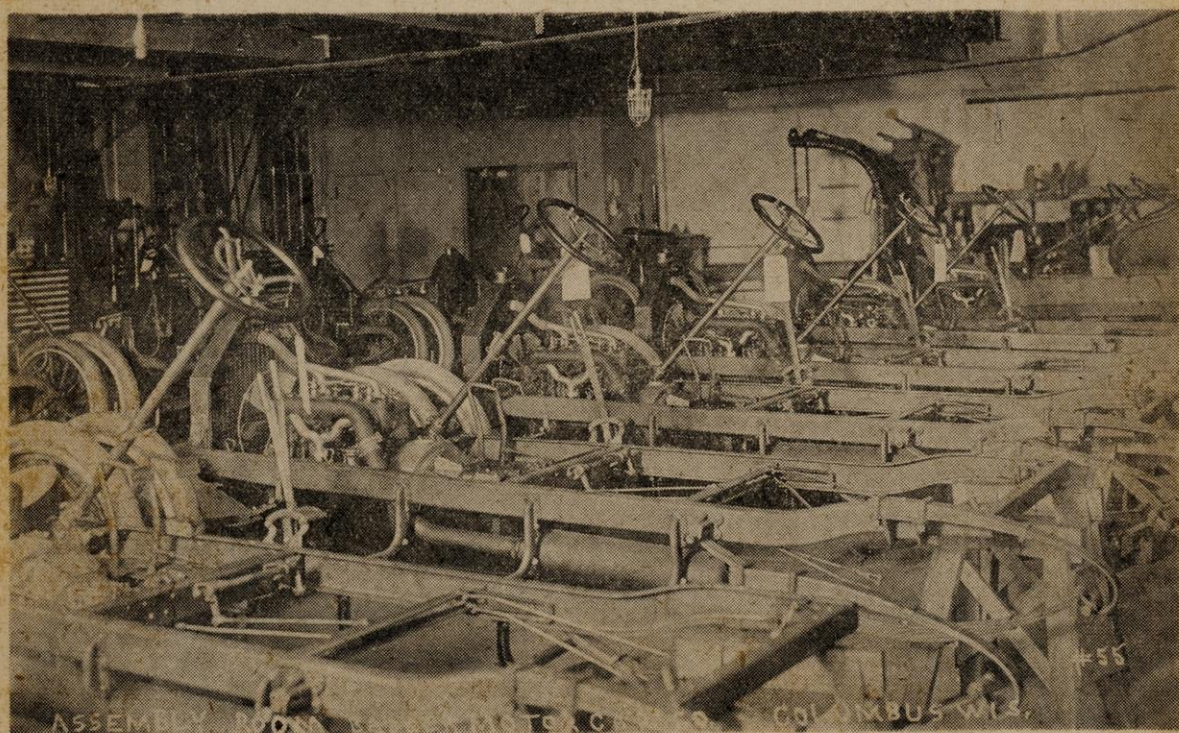
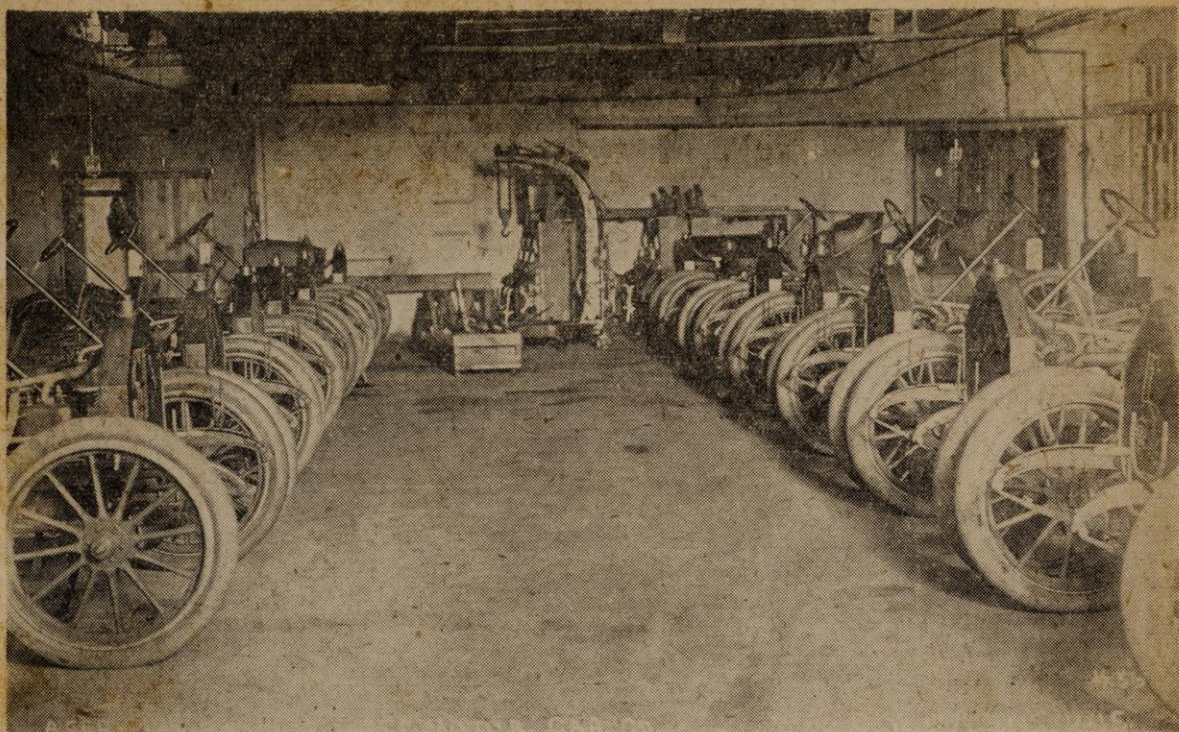
Continued next week







## TWO MORE PICTURES OF INTERIOR BADGER MOTOR CO. PLANT



The above two pictures supplied by Joe Trapp, came in too late to run with the Badger Motor car story. Each show different views of portions of the Assembly Line in the Badger plant.



## Installment No. 263

(Continued from last week)

It is to be regretted that the stock subscription list; articles of incorporation; samples of advertisements; catalogues with pictures of different models; specifications etc. cannot or at least have not been located.

In one of the recent numerous conversations with George, he had this to say about the Morrisonville deal. "The roads in that area had some bad hills in those days, and none would be called good by present day standards. There was one especially tough hill, and one requirement of the demonstration was that preference would be given to the car, if any, that could make that hill on high.

He had posted Dan Arbogast, the test driver, who practiced some slight of hand performance so the hand was quicker than the eye, and while apparently he shifted to high gear he was in reality in second.

He was thus enabled to climb the hill, as stated in the newspaper article, and sale of four Badgers was made.

However, none of the owner-drivers were ever able to do it themselves.

Some cars were sold and shipped early in 1910, but the vaunted sales ability had been over-estimated. Agencies established were few, and apparently the officers or some of them made an effort to sell cars to friends and business acquaintances by correspondence, but without much success.

We have found a dozen or more carbon copies of such letters, and replies to some. To a Milwaukee Banker friend May 20, 1910 "Please urge your friend not to buy a roadster at any price before he sees the Badger. He cannot get a bargain equal to this unless he buys at the Agents discount which is what we have offered. Please note that the wheel base is 112 inches: wheels 34x3½, this gives not only a very easy riding car, but makes the car much more racey and beautiful in appearance. Also note that the ignition system is an exact duplicate of that used on the \$5,000.00 Pierce Arrow."

The price previously quoted was \$1280.00.

**To a friend in LaCrosse April 14, 1911**

"I will make you a price of \$900 cash on a Badger roadster. This is just about manufacturers cost. That you may be sure of the description, I give you some of the figures.

Wheel base 112 inches; wheels 34x3½; Weston-Mott semi-floating rear axle; Bosch high tension dual system with storage battery.

The Company authorized me to make you any price I saw fit and I quoted this price in order to get a machine into La Crosse."

**Too Late**

**From a friend in Pennsylvania Apr., 18, 1910**

"I was very glad to receive this morning your letter and catalog of the Badger car. I regret that I have already placed my order for another make. We are buying a small Stearns 15-30. The Stearns owners here are very well satisfied with that make."

From a friend in Elkhorn, Wis. April 10, 1910 who, apparently, had been trying to find some one to take a Badger Agency.

"It is hard bucking against the Buick and Ford here. Sherer of Palmyra has sold over 90 Buicks in Walworth, Jefferson and Waukesha counties this spring, and the Ford, nearly as many.

The E. M. F. people at Janesville have sold over 80. However, send me some literature and I will do all I can for you.

**From this same friend, dated April 25, 1910**

"The Fay Bros. Livery in Elkhorn want another car for their Lake Trade. They had an E. M. F. last year and it did such good work and

stood up so well that 5 more have been sold in Elkhorn last year.

They told me today that they were going to order another E. M. F. and I asked them to wait and see what the lowest price was I could get them on a Badger. Let me know at once what you can do, it would be a good ad for your car. They want one by June 1st.

**Bad Roads**

I had an awful trip out from Chicago, was three days coming home in the mud. One place I went 9 miles in low and it took nearly 3 hours. I had to take the engine down in Geneva and clean it."

Apparently, a price was quoted and a Badger sent down for a demonstration, for another letter dated May 26, said.

"I don't know what Fay's have done, but I know they liked the car and would have bought that day had not you broken your springs, they were afraid of having the same happen to them."

Here is what a carbon copy of a letter May 28, 1910 said in reply. "Although it was disappointing to have" such an accident occur at the time, yet we do not think that the Messrs Fay, should hesitate to buy the car, as the springs on any car are liable to break."

**Very Disappointing**

These letters are typical of all, very disappointing.

Much hope was entertained that the Badgers would show up well in the "Endurance race" conducted under the auspices of the State Automobile Association in July. This is what the Democrat said July 22nd, 1910.

**The Endurance Race**

**The Big Run is Nearly Ended**

Autos will pass through Columbus tomorrow Saturday, at noon — Badger No. 3 Had Perfect Score Yesterday.

All eyes of automobile enthusiasts especially and of nearly everyone in the state generally have been on the first endurance test race held under the auspices of the State Automobile Association.

The course to be covered is 808 miles divided into runs as follows:

Monday—starting from Milwaukee, Waukesha, Palmyra, Whitewater, Janesville, Brodhead, Monroe, Albany, Oregon, Madison.

Tuesday—Portage, Baraboo, Ableman, Reedsburg, LaValle, Wonewoc, Elroy, Kendall, Ontario, Cashton, and La Crosse.

Wednesday—Onalaska, Holman, Galesville, Ettrick, Blair, Whitehall, Pigeon Falls, Oseo, and Eau Claire.

Thursday—Chippewa Falls, Cadett, Boyd, Stanley, Thorp, Owen, Curtiss, Abbotsford, Athens and Merrill.

Friday—Stevens Point, Waupaca, Weyaugea and Appleton.

Saturday—Menasha, Neenah, Oshkosh, Fond du Lac, Oakfield, Waupun, Beaver Dam, Columbus, Watertown, Oconomowoc, and Milwaukee.

Twenty five cars are competing, two of which are Badgers, one driven by Dan Arbogast, the other by Carl Koberstein. Messrs. M. Jones and M. Gerlach are among the official observers: "Tag" Lange and "Dopey" Jones are passengers.

**Badger Records. 1st day both Perfect Score**

2nd day Badger No. 3 Perfect Badger No. 4—10 points for taking on water and gasoline

3rd day Badger No. 3 Perfect score Badger No. 4 — 16 points. Only 13 cars left with perfect score yesterday (Thursday.)

**Bad Luck**

And here is the report on what happened, as found in the issue of July 29th, 1910.

Continued next week



# "The Story Of COLUMBUS . . ."

By F. A. Stare



(Continued from last week)

## Auto Run Draws Crowd Saturday

Many Prominent Business Men are Guests of Tourists — Badger Motor Co. Serves Lunches — Final Days Run Made in Record Time.

Those who had endured the five days grind in the State Automobile Assoc. Contest were greeted with bright skies and good roads on the 6th and last day of the contest.

## Many Contestants

The contestants left Appleton bright and early in the morning, the pathfinder reaching Columbus at 9:30 a. m. About 10:30 the Pace Maker accompanied by the Pierce-Racine No. 14th, the Cadillac No. 6, Rambler No. 2 and Buick No. 9, and a non-contesting Buick reaching the stopping point at the Corner Drug Store.

These were followed in turn by the Oakland No. 22, Kissel No. 11, Buick No. 8, Franklin No. 21, Staver No. 23, Rambler No. 1, Kissel No. 12, Badger No. 4, Marion Bobcat No. 29, Pope No. 17, Kissel No. 10, Jackson No. 7, Corbin No. 19, Johnson No. 15, Reo No. 18, Ford No. 20, Buick with Dr. Mitchell No. 5, Ohio No. 16 and Peterson No. 24.

This picture shows Badger Car No. 4 leaving check-in point. The Corner Drug Store, on the last lap of the race to Milwaukee. It was driven by Carl Koberstein. At the end of the race there had been a total of 142 points scored against it. Only four cars were penalized more heavily. The worst being Badger No. 3 with 648 scored against it. Picture loaned by William Pietzner.

By 12:30 all had passed except Badger No. 3 which had broken a spring.

Charles Pfister and a party from Milwaukee met the contestants in a Lashier at Columbus, and made the run with them to Milwaukee.

Some of the worst roads in the state were encountered, as well as some of the best, and the performance of the contesting machines was little short of marvelous.

While the Badgers entered did not come out with a perfect score, many machines of double their selling price fared worse. Lack of experience in such contests was the principle cause of the marks chalked up against them. The Badger entered had not run hundreds of miles and worked over for weeks by their driver in preparation for the event, in fact, three days was all the time spent in preparations. Springs were not "wound" to take off sudden jars nor were bolts riveted as was the case with at least one contestant.

On the 4th day Badger No. 3, driven by Dan Arbogast burned the insulation off the conductor wires which cost 6 points and on the final day a spring was broken at Appleton and as none was carried a new one had to be made which cost 599 points, 22 points went against brakes and 21 technical which made a total of 648.

Badger No. 4, driven by Koberstein got 10 points on the second day for taking on water and oil and 64 points the 3rd day on brakes. On the final test 52 points were registered on brakes, and 12 technical making a total of 142.

Of the contesting cars two were withdrawn Rambler No. 1 and Staver No. 23.

Only one, Buick No. 8 came in with a perfect score and seven, Rambler No. 2, Buick No. 9, Pope No. 17, Reo No. 18, Corbin No. 19, Ford No. 20, Franklin No. 21, Overland No. 23 came in with less than 25 points penalty.

Eight more had less than 60 points off while the other six had more than 100 as follows: 106, 142, 204, 422, 848, 648."

## Most Discouraging

As can readily be imagined, the results of the contest, which was published in many city dailies and most of the states weekly papers, were most discouraging to Badger officials and fans.

There is no question but that some of the output of cars failed to give satisfaction in 1910 and everything possible was done to remedy the faults.

## Bad News From L. A.

Here is part of a letter from W. C. Leitsch written in Los Angeles, where he had gone on a pleasure trip, and being a stockholder of and Attorney for Badger, he was requested by the officers to make a call on the Los Angeles Agency, with whom Badger was in difficulty.

"I managed to find Mr. Bird and his partner Tuthill in, yesterday, and have their side of the story. They claim that they cannot sell the Badger in competition here at the price. Motor too small, and torsion rod weakness not improved. They were led to believe the new car for 1911

would be more powerful. The question is what are these people going to do with three cars now on hand there?"

Better keep them in Columbus than to send them out at big expense to slaughter them here (L.A.) as competition is fierce, Only 80 Dealers. Bird claims has not one of his ten, 1910 customers he can use for reference. Nice fellows but discouraged and town loaded with cars at any price."

Mr. Arbogast had made a deal with Schriber and Miller, Cedar Rapids, Iowa and sent them three cars on consignment, to be paid for when sold, but no remittances were received and the agency claimed they could not sell the cars.

Also he had a deal pending with parties in Nebraska who were willing to take ten cars in exchange for land in western Nebraska.

This was the situation early in 1911, and something had to be done; Badger officials were in agreement that, while Mr. Arbogast might know cars, he was a novice when it came to business as a whole.

## Change In Management

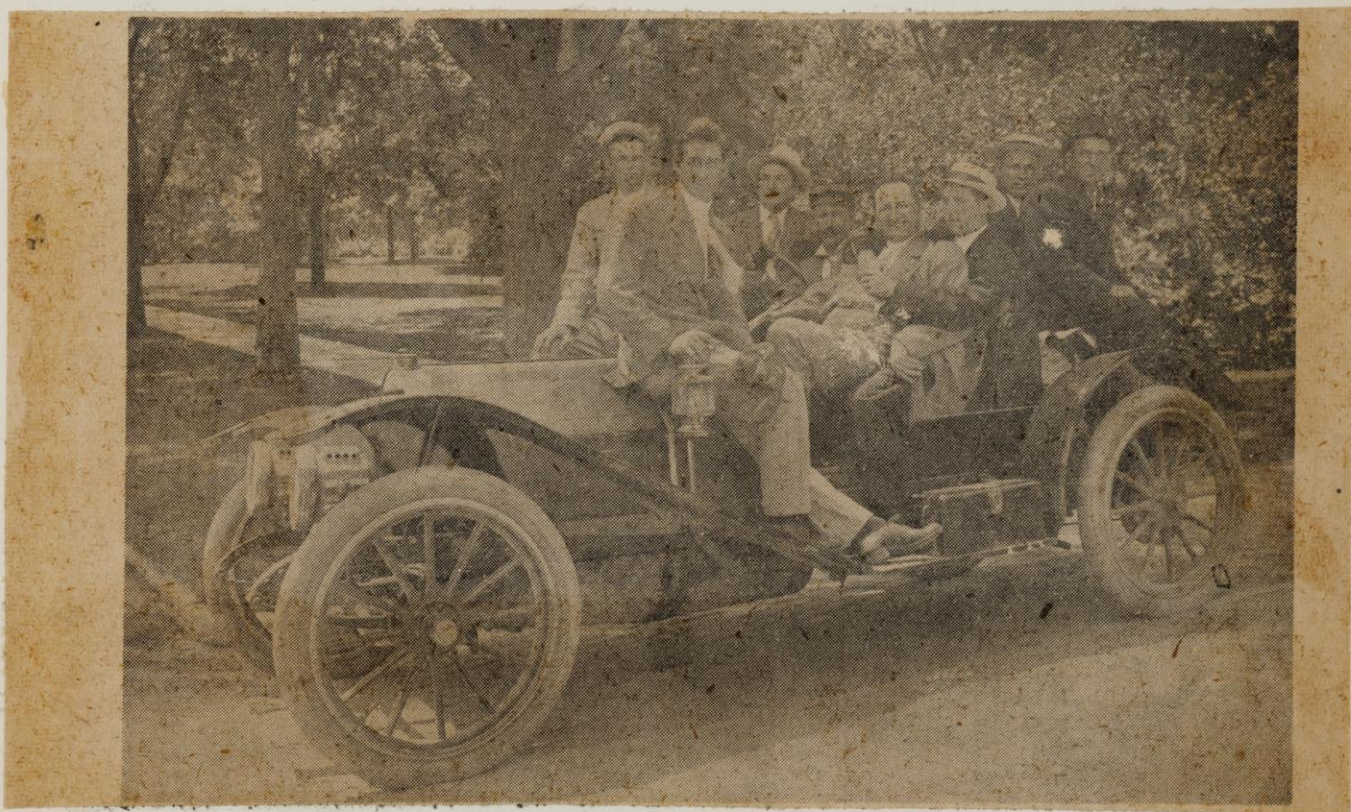
It was some time in 1911 that Mr. Arbogast served his relations with Badger, and Secy. George Holtz was put in charge in an effort to untangle the loose odds and ends and, if possible, to work out the many difficulties.

Among other things, he went to Cedar Rapids and after a little sluthing, found that the Agency people had been using the cars, and had made little attempt to sell them. Badger brought suit and got a judgment against the individuals. One had nothing and the other had put his property in the name of a daughter. However, to clear his name and get judgment dismissed, a compromise was effected and partial payment made.

Careful search of local newspapers shows no Badger items from July 1910 till May 1911, but we did find a typewritten notice, on Badger Motor Car Co. stationery calling a special meeting of stockholders for April 10th, 1911 for the purpose of considering trade of Automobiles for land, and to make proper arrangements for handling same.

Continued next week







# "The Story Of COLUMBUS . . . ."

By F. A. Stare



(Continued from last week)

It was shortly after this meeting that Geo. Holtz was authorized to take over. When interviewed in January 1955 he recalled that the trade of 10 Badger cars for two parcels near Broken Bow, Nebraska and 2200 acres of grazing land in Cherry county, was authorized, if in his opinion after viewing the land and investigating the possibilities of selling same, to take such steps as might become necessary.

George was managing the Walker Lumber Co. yard at the time, but after he was persuaded to take over Badger in an all out effort to save it if possible, or to wind it up with the least possible loss to the stockholders, it became necessary to resign his job at Walkers and devote full time to Badger, occupying the office at the plant.

## A Fire

A news item in the Democrat of May 19, 1911 read "Blaze at the auto factory. What might have been a serious fire was started at the auto works on Saturday afternoon.

On the north side of the factory and close to the side track, was a pile of empty crates and excelsior, which was ignited, it is thought, by a passing locomotive.

All hands turned out to put out the blaze, fire extinguishers were brought into use with but little effect, and it was not until the crates were consumed, that the fire was put out. Freight cars standing on the side track narrowly escaped being burned and everything considered, things were lively about those parts for a time, and the management is congratulating itself on the lucky outcome of the affair."

When George was asked about the above item, he recalled that it was probably caused by a small boy playing with matches.

## Badger Races

An item in June 6th local paper was headed "In it with Racers. Badger Roadster Stock Car Takes Third Place Against Seven Competitors, all Specials.

Picture of Badger Roadster on streets of Columbus, made for two people, shown with eight. Left to right: "Tag" Lange; Carl Koberstein; Moses Jones; Whit Smith at wheel; Dr. D. L. Floore; Dan Arbogast; M. Gerlack and Ira Hutchinson.

That the Badger is in it with the best of them was shown in the ten mile races held in Omaha on the 9th inst. The National Motor Car Co., at Omaha, which handles the Badgers, entered a

Badger Roadster, and the company made them up a special for the purpose.

Due to delays in transportation, the car did not reach its destination in time, so the National people, not willing to pull out, entered with a regular stock Roadster taken from their sales rooms. In spite of the fact that the other six starters were all specials, the little Roadster showed its heels to four of them, taking third place, with the ones taking first and second, but two seconds to the good.

The time for the ten miles was 11 minutes and 14 seconds.

An order for two Badgers has been received from South Africa and will be shipped soon."

George recalls that they made up a racing car with special gears, for a well known driver whose name was Wilcox a professional who entered it in a race at Kansas City, in which this driver was the winner.

## A Four Cornered Deal

One quite unusual transaction comes to mind: Mr. A. M. Bellack who was President of Badger, was also from 1900 to 1912 inclusive secy. and manager of Columbus Canning Co. of which the writer was then Supt. The Canning Co. was still husking sweet corn by hand, as were most other canning companies, although husking machines had been perfected by then that were quite satisfactory.

The Peerless Husking Machine Co. of Buffalo, N. Y. had been trying to sell six Huskers to us, but canning company directors had been unwilling to spend the necessary \$3900.00. Several of the directors were also stockholders in Badger, and were anxious to trade or barter in any way that would bring some money into Badger's empty treasury; and by the same token the Peerless people expressed some interest in some sort of trade.

About that time the writer's brother Burton R. Stare of Seattle dropped in for a short visit on his way back from an Eastern visit.

Finally Badger traded three Badgers to Mr. Ogden Sells of Peerless for six Peerless Huskers, F.O.B., Columbus. Columbus Canning Co. bought the six huskers from Badger for cash. Burton R. Stare bought the three Badgers from Peerless at Agent's discount, F.O.B., Columbus, and all parties were well satisfied. No one had been gyped. (This was in 1910, before conditions got so bad.)

Continued next week



# "The Story Of COLUMBUS . . . ."

By F. A. Stare



Picture shows Touring Car with top down and folded behind rear seat. Driver is Moses Jones; the two in back seat are Leo Tobin and Andrew Burgess.

Some time in the fall of 1911 it looked like an assessment against stockholders, would be necessary, to raise the money to meet the companies obligations. Many stockholders refused to go along with the idea and it was decided to liquidate, if possible, and quit business.

No one seemed to know, quite how to go about it. Finally the Holtz Brothers, Fred and George either offered, or perhaps they were persuaded to take over the company, assuming the liabilities and taking over all assets.

Since no books or records are available we have no figures; but George says they, made up as many cars as they could, from the parts in stock room which were sold, bartered or traded in any way possible, and the residue of odds and ends were sold to Schultz and Harder, who had a garage business on Water St. (Alderman Wm. F. Schultz).

The land in Nebraska was the principal asset, so both Fred and George went out to Broken Bow, Nebraska, to re-examine the land and sell it if possible. Upon arrival late in the evening Fred soon went to bed, but George did a little scouting.

## A Quick Deal

320 acres had been rented to a man, whose name he cannot recall, so let us call him Mr. X. George made inquiries as to where he might find Mr. X. and was told that he frequently hung out at a certain lunch room.

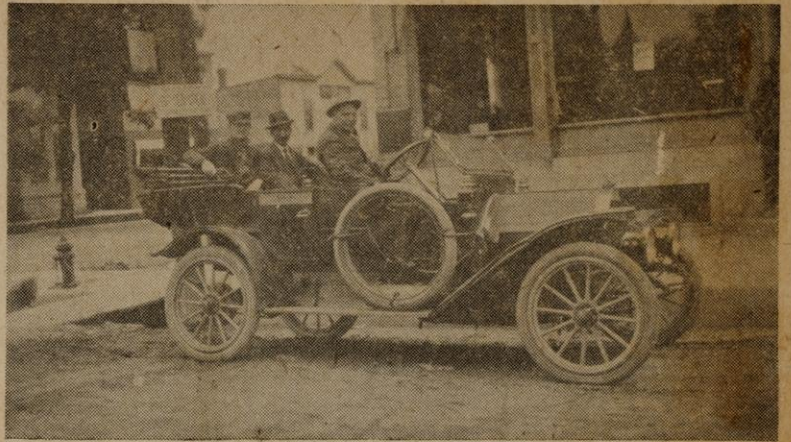
George went there, and asked the man behind the counter if he knew Mr. X. There was only one customer and was he was at the end of the counter having a cup of coffee. The boss pointed him out to George and said "there he is now".

George sat on the stool next to him and ordered coffee too. He then introduced himself and said he was from Badger Motor Car Co., Columbus, Wis. and X. replied that he owed that company \$100.00 rent for a half section of land, whereupon he pulled out a big wallet or money-bag, from which he took out a big roll of bills from which he peeled off a hundred dollars. George spoke of making out a receipt for it and X. said "don't bother about a receipt, I don't need one."

George then said "Why don't you buy that piece" and X. said he would if he could buy it at his price. George countered with "Well how much would you pay?" and X. said "\$5.00 per acre."

George thought about it for a few seconds and agreed to sell at that price. Out came the money-bag again, and X. peeled off \$1600.00 and said "When you get home, send me a deed."

There was another piece, a thousand acres out about 18 miles, and George heard about a man that might be interested. They succeeded in selling it at \$10.00 per acre. That left only the 2200 acres of grazing land in Cherry county, some of which was blow sand. However they were successful in disposing of it, and while he does not recall the price, the land was all sold and brought in some badly needed money.



## The Plant Is Sold

The Canning Co. bought the 23 acres of ground, some of which was farm land, and the building; and on this site they built their feeding sheds, one being 320 feet long, the other 240 feet, both 48 feet wide, with feed lots 80 feet deep along-side both.

The Badger factory was converted into a feed grinding and mixing plant, in which several thousand bushels of mill screenings and salvage grain could be stored.

In 1928 the sheds were burned to the ground, and the roof, doors and windows in the plant burned out along with several car loads of grain; fire was attributed to railroad track workers housed on the side track, some of whom slept in the sheds to sober up from Saturday night drinking.

The plant and sheds were promptly rebuilt, with corrugated galvanized steel sheets, which during World War II became a work camp for German prisoners of war; and for the past several years has been an approved camp for Texas-Mexican workers each summer during the canning seasons.



Getting back to Badger Motor Car Co. we learn from Reese Roberts, that Roberts & Schmied made about \$4,000.00 worth of small forgings and did considerable machine shop work during the brief time Badger operated.

#### 237 Cars Made

All told, from start to finish a total of 237 cars were made and disposed of in one manner or another.

Asked how he and Fred made out on the deal he stated that when everything was wound up, not counting their time they made enough so the loss of their own stock cost them nothing, and their action headed off assessments against stockholders.

#### Whit Smith

Mr. W. E. (Whit) Smith, who had been Supt. of Columbus Municipal Water & Light plant from its beginning in the early eighteen nineties, resigned his job about 1910 to go with the Badger Motor Car Co. as Master Mechanic.

He purchased a Badger in 1910, which car, sometime in 1912 came into the hands of John Albright and F. A. Stare, in a trade.

Shortly before F. A. Stare had acquired a Merkel open car, second hand. Whit Smith became fascinated with the Merkel "Bear Cat", and the result was a trade.

Whit Smith left Columbus in 1915 and located in Pendleton, Oregon, where he had a garage, selling and servicing the Franklin and Buick cars.



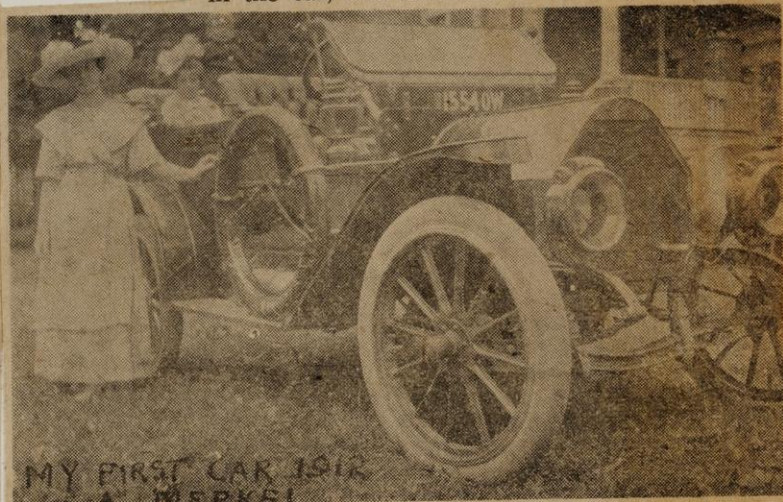
Also another of Touring Car with top up.

It would be nice if we could publish a complete list of Badger stockholders, but none has been found. However George Holtz has furnished a partial list from memory but says there were probably about twice as many more as there are shown here, possibly as many as fifty or more.

The following is his list:

A. M. Bellack, H. A. Whitney, W. C. Leitsch, F. A. Chadbourne, J. R. Wheeler, Fred Holtz, Geo. C. Holtz, E. H. Walker, C. E. Fowler, Christ Kurth, Fayette Foster, John Babcock, James Quickenden, E. M. Poser, Wm. Griswold, Orin Trowbridge.

Picture of F. A. Stare's "Merkel" with daughter Mary six, and son Freddie, then three years old in the car, and Mrs. Stare standing.



Another picture showing interior of the assembly room at Badger Motor Car plant.



# "The Story Of COLUMBUS . . . . ."

By F. A. Stare



(Continued from last week)

## Fire Protection In The Early Days

From the newspaper files in possession of the writer, running as far back as 1855, we have run across numerous items concerning fires that have completely destroyed buildings or damaged them to varying degrees, both in the village and surrounding area.

There was no organization, and no fire fighting equipment, other than every day articles such as ladders, axes, shovels, pails or buckets, wet blankets and the like.

## Wells And Pumps

There were dug wells to be sure, and hand pumps of one kind or another, but most wells probably had a well curb with rope or chain running over a pulley under the roof of the well house or curb, to raise or lower the "old oaken bucket."

Some of the types of pumps of years ago come to mind. One type was turned by a crank which turned a wheel over which an endless chain, with round rubber lugs every foot or so that returned to the top through a suction pipe made of 4" x 4" wood sections with a 2" hole in the middle through which a nice steady flow of water discharged into watering tank, or pails, as long as the crank was turned.

Others, some of wood and some of iron with a long "pump handle, worked with an up-and-down motion, using a "sucker rod" and cylinder.

## Wind Mills

The latter were also used with windmill power, and the well furnished plenty of water. A stock tank was usually full; and in a door yard there was usually a tub or half barrel to catch the surplus or overflow from a bucket.

But at best, even bucket brigades, passing pails of water to the next person in line, could do very little to fight a fire, unless there was a reservoir of several hundred gallons to start with.

Therefore insurance rates were high and fire loss heavy; in spite of intense human effort, for all able bodied men were supposed to help fight fire.

We are told by a few "old timers" that after Columbus adopted the village form of government, there were here and there along the business section streets, pump wells and in a few cases actual reservoirs of stone, holding a few thousand gallons of water in reserve, to fight fire.

## Early Insurance Map

Several years ago there came into the writer's possession, a map of the business section, of Columbus, called an insurance map, published in August 1876 by Sanborn Map and Publishing Co., 117-119 Broadway, New York City.

This map of Columbus bore printed information as follows: Population 2000. Water facilities Not Good, No Streamers, No Hand Engines, No Independent Hose Carts, Oil Lights, Prevailing Winds Westerly.

It showed every building in the four business blocks, plus Railroad Yards, —Flecks Brewery— Mannings Flour Mills and Kurth's Brewery.

The only water supply shown on the map was a buried cistern 12½ feet in diameter at the center of the intersection of James and Ludington, but gave no information of source of water supply. However since the word cistern was used, we assume that the water came from roofs of nearby buildings conveyed through underground tile.

The afore mentioned Insurance Map is about 2 feet wide by 2½ feet high and mounted in a heavy wood picture frame. At one time it was, no doubt, on the walls of some lawyer, insurance agent or city official in the Griswold block, for it was found inside the walls on the second floor when a carpenter was tearing out old walls and closets, turning the building into apartments for living quarters, instead of business offices.

It was Don DeNure, then owner of the sporting goods store, who heard about it, and "rescued" this map from being burned with other rubbish; there was also a wall map of Elba township.

Don gave the insurance map to the writer and the township map to a prominent citizen of Elba.

Most of the original business places on either side of both James and Ludington streets were of wood construction, and were heated with stoves, mostly wood burning in the first ten or fifteen years, but after the coming of the Railroad in May, 1857, coal burning stoves gradually replaced wood stoves.

When a wooden business place burned it was usually replaced with a brick or stone building, but none of them were fire proof because floors, stairways, inside portions, and roofs were almost invariably made of wood, and walls were usually lathed and plastered.

The present Corner Drug store was, perhaps, the first brick structure of any size to be erected, (see installment 41) which was probably built in 1850 or within a year or two later.

John Crombie, grandfather of Jack and Jim, who came here in Aug. 1849, was a stone mason as well as a farmer, and is credited with having laid the stone walls of the basement, for Horace Cooper who built it. (see installment No. 44).

## Fire

The dreaded call of Fire, at any time, but more especially in the night time was always feared, as the citizens knew only too well, how impotent they were to cope with fire.

However, after repeated bad fires, there was a movement to ask the legislature for a charter under city form of Government, although there were several other impelling forces that finally brought city government to Columbus. 1873 was the last of ten years under the village organization, the first step away from the town or township rule.

## A City Charter

The charter was granted in spite of heavy opposition from the rest of the township outside the corporation limits, the Governor signing a bill that created Columbus into a city, April 26th, 1874.

But, even though one of the important clauses in the charter, was to provide a fire department, it was not until three years later, the 26th of Oct., 1877 when after much investigation, discussion and negotiation that the city council, consisting of W. G. Bresee, E. D. Kanouse, M. G. St. John of the 1st Ward; John Hasey, Dr. D. C. Davies, August Krause, of the 2nd ward; H. C. Fields, C. Ulm, F. Hannemann of the 3rd ward, under Mayor O. E. Cornwell, and city clerk, S. Von Briesen, entered into a contract with the Babcock Manufacturing Company of Chicago for two of their "Extinguishers" and one hook and ladder truck (hand drawn, of course) for \$1800.00.

Mr. Cornwell was the depot agent, and the grandfather of Reuben and Catherine Chadbourn, and of Ann Anderson, their mothers being daughters of Mr. and Mrs. Cornwell.



### Germania Fire Company

At the same meeting of the council, authority was granted for the formation of three fire companies.

The first of such companies, which was called the Germania Fire Company, had actually been organized, informally, without authorization on the previous 19th of October, with the following personnel: Fred Hannemann, Foreman; John Topp, First Assistant; H. A. Lueders, Second Assistant; Fred Wirth, Treasurer; E. Von Briesen, Secretary; and Val Blatz, Marshal.

The other members were D. Stark, G. Link, J. Lemke, C. Topp, C. Ulm, C. Mirow, J. Engle, M. Rueth, F. F. Wilske, and A. Miller.

The second company organized and called Hook and Ladder Company No. 1, on Dec. 6th, with the following officers and members.

E. Blasius, Foreman; J. McCabe, First Assistant; W. Vanaken, Second Assistant; T. Robinson, Secretary; T. Morris, Treasurer. The other charter members were M. Houghton, J. Mettler, T. Clatworthy, T. Nix, G. Mohring, C. Kellar, J. Cagney, A. Hirscher, S. Harding, S. McConnell, G. H. Colville, S. F. Strehmel, O. Schmidt, J. C. Hutchinson, and J. A. Welton.

Continued next week



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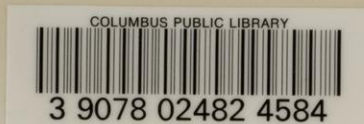
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