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Janesville, Wisconsin: Janesville Historic Commission, 1998

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City on the Rock River:

Chapters in Janesville's History



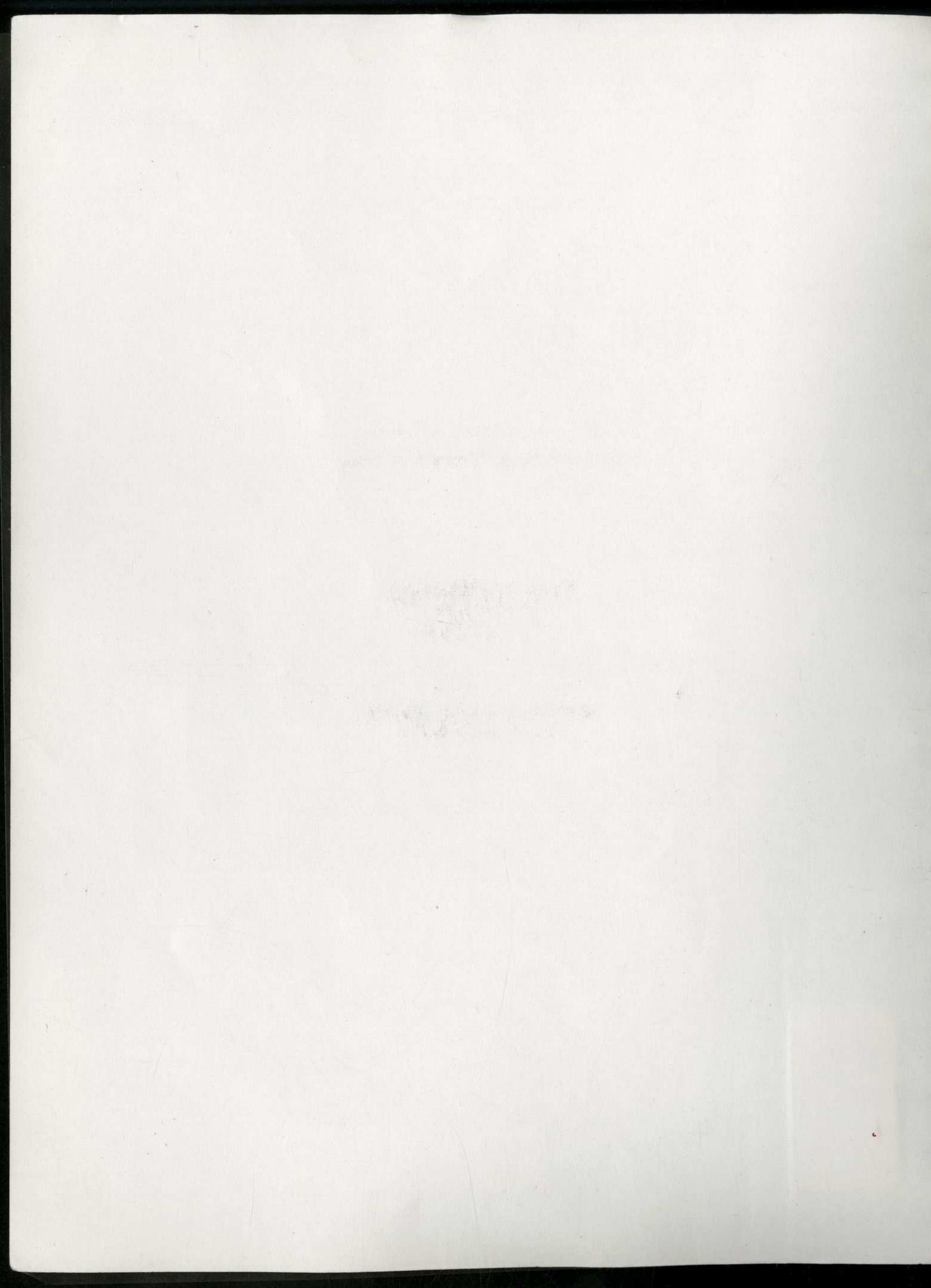
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**City on the Rock River:
Chapters in Janesville's History**

**Carol Lohry Cartwright
Scott Shaffer
Randal Waller**

**Janesville Historic Commission
Janesville, Wisconsin**

1998

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Foreword

Carole Zellie

Janesville, one of many southern Wisconsin river cities founded in the 1830s, is a textbook example of the persistence and success of early settlers. Here, on the banks of the Rock River, they established a variety of manufacturing enterprises that served the agricultural interests of Rock County and beyond. While the city experienced the boom-and-bust cycles of the national and regional economy for the past 150 years, it has enjoyed general growth and stability. This is reflected in its fine collection of historic buildings, encompassing a great variety of residences and many types and styles of commercial, industrial, and institutional buildings.

In Janesville, one does not have to be content to just read about the city's history. Here one may see the stone cottages built by quarry workers, pre-Civil War storefronts along Main Street, the cream brick cotton mill along the Rock River (now converted to residential use), and the extraordinary hilltop houses built by the city's business leaders. Today these and many other buildings are not museums, but part of the everyday life of the city, some having been adapted to new uses. Planning for preservation in Janesville incorporates research—such as this collection of essays, nominations to the National Register of Historic Places, and walking tours—with ongoing public and private efforts to strengthen neighborhoods and the downtown commercial center.

These essays document aspects of Janesville's history from pre-settlement to the present. Together they constitute a framework for understanding related cultural resources based on a historical theme, geographical area, and period of time. Nationally, such frameworks, or historic contexts, are a cornerstone of the cultural resources management planning process. In Wisconsin, the *Introduction to Wisconsin Archeology and Cultural Resource Management in Wisconsin* defines contexts within broad, general terms that are applicable statewide, or within a large portion of the state. This work about Janesville also contributes to previous statewide contexts studies.

Each essay or context study in the book was commissioned by the Janesville Historic Commission through a Certified Local Government grant administered by the Division of Historic Preservation of the State Historical Society of Wisconsin. These contexts assist Janesville planners and historians in evaluation and conservation of the city's historic and cultural resources. National Register of Historic Places nominations for the city's eleven historic districts, and many individual nominations have benefited from this research.

Three authors contributed to this publication. Historian Carol Lohry Cartwright wrote most of the chapters in 1996 and 1997. Cartwright received an M.A. in history from the University of Wisconsin-Madison. She has conducted many historical and architectural surveys for the City of Janesville, including five National Register of Historic Places historic district nominations.

Cartwright also completed chapters that were drafted by historian Randal Waller in 1987. Waller holds an M.A. in history from the University of Wisconsin-Madison and previously worked as the staff historian in the Division of Historic Preservation at the State Historical Society of Wisconsin.

The first chapter was written by archeologist Scott Shaffer in 1997. Shaffer holds an M.A. in public archeology from the University of Memphis. He is currently senior archeologist for Vaughn Engineering, Madisonville, Kentucky. Since 1996 he has also worked as a private archeological consultant.

1. Prehistoric and Historic Native American Occupation

Scott Shaffer

The area that is now the City of Janesville has been permanently occupied by Euro-Americans for 162 years. It was probably visited periodically as early as the late seventeenth century by European explorers. But before the first European explorers entered what is now Wisconsin, this area was the home to various groups of Native Americans for perhaps 10,000 years or more. These groups left a record of their presence in artifacts of stone, clay, and bone and in the numerous earthworks that are still prominent features along the Rock River.

Archeologists divide the prehistory of eastern North America into basic stages representing general levels of technological and social development that occurred at approximately the same time over a broad area. While researchers may differ on the specific traits that characterized each stage and the specific time periods generally associated with them, there is general agreement on the basic cultural outline. It is beyond the scope of this chapter to fully outline and describe the entire American Indian occupation of Rock County. The overall framework is presented below in an attempt to familiarize the reader with the general sequence of occupation associated with the Janesville area.

Early Paleoindian	12,000–9000 B.P.
Late Paleoindian	10,500–7000 B.P.
Archaic Tradition	8500–2500 B.P.
Early Archaic	8500–7000 B.P.
Middle Archaic	7000–5000 B.P.
Late Archaic	5000–3000 B.P.
Terminal Archaic	3500–2500 B.P.
Woodland Tradition	3000–400 B.P.
Early Woodland	3000–2300 B.P.
Middle Woodland	2300–1700 B.P.
Late Woodland	1700–400 B.P.
Mississippian Tradition	1000–600 B.P.
Oneota Tradition	1000–400 B.P.

These cultural manifestations are described in detail in the *Introduction to Wisconsin Archeology* management plan (Green et al 1986), as well as in various regional archeological survey reports prepared by the Historic Preservation Division of the State Historical Society of Wisconsin. Additional information concerning specific periods of Wisconsin's prehistoric era can be found in various volumes of *The Wisconsin Archeologist* and in cultural resource management reports.

Information concerning specific sites can be found at the Historic Preservation Office of the State Historical Society. A review of the site records undertaken in October 1996 indicated 45 previously identified archeological sites located within Janesville and the immediate area. A total of 54 separate components were defined at the 45 sites. These components have been broken down by site type and temporal period in Table 1.

	Euro- American	Historic American Indian	Unknown Prehistoric	Late Woodland	Woodland	Late Archaic	Total
<i>Cabin/ homestead</i>	2	-	-	-	-	-	2
<i>Industrial (mill race)</i>	1	-	-	-	-	-	1
<i>Cemetery undefined</i>	2	-	-	-	-	-	2
<i>Camp/ village</i>	-	-	31	-	1	1	33
<i>River ford</i>	-	1	-	-	-	-	1
<i>Single burial</i>	-	-	1	-	-	-	1
<i>Multiple burial</i>	-	1	2	-	-	-	3
<i>Workshop mound(s)</i>	-	-	2	-	-	-	2
	-	-	-	1	6	-	7
TOTAL	7	2	36	1	7	1	55

Table 1. Previously Identified Archeological Site Components Located Within and Immediately Surrounding Janesville (as of October 1996).

As demonstrated in Table 1, prehistoric American Indians were active in the Janesville area. At certain points in time, however, there appears to have been more activity. The largest group of prehistoric sites can be classified as "unknown prehistoric." These include single and multiple burials, workshops, and camp or village sites. The large number of sites lumped into the unknown prehistoric camp/village category is due to the lack of temporally diagnostic artifacts at the sites. The definition of these sites as camps or villages suggests both permanent or semi-permanent occupations and occupations of shorter duration. Compared to other site types (excluding camp/village sites), the number of recorded mounds in the Janesville area is high. This is in part due to early attempts at identifying only mound sites. Taken together, known single and multiple burials not located within mound contexts account for four sites. Table 1 suggests that prehistoric Native Americans utilized the Janesville area more extensively during certain periods. When eliminating the unknown prehistoric category, sites associated with Woodland and Historic American Indian time periods are more numerous.

Prehistoric Occupation of the Janesville Area

The Early Paleoindian period represents the earliest widely accepted prehistoric manifestation in the New World. The distribution of these sites is continental, and similar materials have been recovered from sites in South America. These people successfully adapted to a range of environments. At least 170 examples of fluted points have been reported for Wisconsin, including almost all of the counties in the southern and central portions (Salkin 1973; Stoltman and Workman 1969).

While Early Paleoindian sites may be present in and around Janesville, none have been recorded. If these sites were present, their most distinctive technological aspect would be the fluted point: a lanceolate point with a distinctive groove or flute running from the base up the blade. It is likely that the flutes were features relating to the hafting of the points. The subsistence base of Early Paleoindian people varied according to their environment. Early Paleoindian sites in the western U.S. have yielded evidence for the hunting of such extinct Pleistocene megafauna as mammoths, mastodons, horses, and camelids. In the eastern U.S., evidence exists for the hunting of deer and caribou and it is assumed that the western Early Paleoindians made use of the larger species.

An interesting case for the killing of a mastodon in Wisconsin by early hunters equipped with fluted points comes from a site discovered in 1897 by several boys in the southwestern part of the state. Mastodon remains were eroding out of a river bank near Boaz in Richland County. Careful work by Palmer and Stoltman (1976) brought to the attention of archeologists a projectile point that had apparently been found in association with the mastodon remains. From a cluster of sites located in southeast Wisconsin have been reported late Pleistocene/early Holocene faunal remains (Overstreet 1992, 1993). These sites included mammoth, mastodont, barren ground caribou, and musk ox with specimens of both mammoth and mastodont bearing butchering marks (Overstreet et al 1993).

It has been suggested that efficient hunting practices of the Paleoindians resulted in the extinction of many large terrestrial herbivorous mammals (Martin and Klein 1984). Of course, the striking climatic shift at the end of the Ice Age played a major role in these extinctions. The social structure during the Early Paleoindian period probably revolved around small groups or even family units. Some sites, such as the Debert Site in Nova Scotia (MacDonald 1968) suggest seasonal reoccupation by larger bands that gathered for communal hunting. The Late Paleoindian period represents the last manifestation of the Late Pleistocene big game hunting tradition in the New World. It began toward the end of the Pleistocene and continued into the early post-glacial period. During this time glacial ice was retreating northward and

portions of North America were beginning to be reforested. Sites of the Late Paleoindian period are largely restricted to the western U.S. and Canada, especially in the Great Plains area. Artifacts relating to these cultures have been recovered to a lesser extent in the western margins of the Eastern Woodlands and in areas such as the western Great Lakes. Late Paleoindian sites have been reported for most of the counties of Wisconsin. While they may exist, none have been recorded in the Janesville area.

The distinctive artifact of this period is the unfluted lanceolate point. These graceful, well-made points were probably derived from the earlier fluted points. Associated with these points are a variety of other chipped stone tools including several varieties of scrapers, wedges, and bipolar cores. Most of these artifact categories, aside from the projectile points, have long and complex histories, and their presence cannot be taken as indicative of any particular cultural phase or tradition. With their lanceolate points Late Paleoindian peoples hunted the dwindling populations of large mammals as well as species such as caribou and deer. Fishing and exploitation of waterfowl may also have been an important activity.

Like the Early Paleoindians, social dynamics during the Late Paleoindian period probably revolved around family units or other small kin bands with larger groups possibly meeting on a seasonal basis. Researchers have had a difficult time in developing a picture of Paleoindian social organization, subsistence, settlement, and other non-material cultural elements. This is because Paleoindian cultural remains are less diverse than more recent cultures and difficult to find. Mason (1981:82) has described Paleoindians as follows:

Unfortunately... these earliest inhabitants were few in number and lived in such small-scale, widely scattered, nomadic, and lightly equipped societies that they left only a scanty archaeological record. And because they were the first people, erosion has had a longer time to gnaw on their remains.

Six distinct Paleoindian cultural manifestations (or complexes) have been defined in southeastern Wisconsin (Overstreet 1991:267). These include Clovis, Folsom, Gainey, Chesrow, Plano, and Cody. Few of the known characteristics from these complexes have been delineated through excavation; the majority of data comes from examinations of the surface. The Clovis-related complex has been defined through the traditional archeological typological perspective, with a heavy influence on Clovis cultural perspectives developed from undisturbed western U. S. sites. The Folsom-related complex has been defined by the presence of only a handful of projectile points. However, the definition of a Folsom presence included a restrictive working typology. The defining criteria sacrificed all-inclusiveness in the hopes of attaining reliability (Stoltman and Workman 1969:204-205).

A complex exists in southeastern Wisconsin that appears to be distinct from the Clovis and Folsom complexes also present in the state. This well-represented non-Clovis and non-Folsom fluted point manifestation is probably related typologically, spatially, and presumably temporally to the Gainey complex of southern Michigan and Ontario (Overstreet 1991:271). The presence of the Chesrow complex has been defined through excavation and may represent the terminal fluted point expression in Wisconsin (Overstreet 1993). What has been termed the Plano complex has been defined by a series of stemmed and non-stemmed lanceolate projectile points that post-date those of the fluted point traditions. Finally, the Cody complex appears to be widespread in Wisconsin. It represents a Late-Paleoindian manifestation originally thought to be confined to the western plains.

The Paleoindian Tradition is identified with the first people known to have entered what is now Wisconsin. These hunters and gatherers followed game into the vast territory being opened

up by the regression of the polar ice sheets. They entered this area when the Pleistocene was coming to an end. As their world changed, they adapted and their cultures developed into the Archaic Tradition.

The Archaic Tradition in the Eastern U.S. represents a long period of change and adaptation in the post-glacial environments after 8 000 B.C. During the more than 7000 years of the Archaic period, many cultural traits developed that were to have a significant impact on aboriginal cultures into the historic period. The Archaic Tradition is divided into several temporal periods: Early, Middle, Late, and Terminal. The developing Early Archaic cultures overlapped with those of the Late Paleoindian period. During the Early Archaic the tradition of large, well-made lanceolate points was replaced by the manufacture of a variety of stemmed and notched point types. Various other stone tool forms such as scrapers and knives were also prevalent. Some evidence for Early Archaic occupation of Wisconsin exists. The sites are mostly represented by the surface recovery of Early Archaic projectile points. Intact sites such as Airport Village (Baerreis 1953) and Havey (Nero 1955) in Dane County have Early Archaic components. Several sites in the Lake Farms District near Madison also have Early Archaic components represented in the lithic assemblage (Salkin 1979). The Bass site, a quarry located in Grant County, may also contain an Early Archaic component (Stoltman 1986:211). While undiscovered Early Archaic sites may exist, none have been reported for the land now encompassing and immediately surrounding Janesville.

The Middle Archaic period saw a series of cultural and technological innovations that were to have significant impact on the exploitation of the changing environment. The environment at this time included rising temperatures and drier conditions. The hardwood forests advanced northward and the prairies migrated to the east. The hardwood forest environments were well suited for browsing animals and offered resources such as nuts and wild berries. This environmental change may have been the cause of the significant rise in population during the Middle Archaic period. Various innovations were developed in the eastern U.S. during this period, including the use of the atlatl or spear thrower, copper tools, drills and a variety of groundstone tools such as axes and celts. Groundstone technology was probably a response to the exploitation of the hardwood forest areas. There is also evidence for increasing social elaboration as indicated by the beginnings of mortuary ritualism in some areas and the use of trade and status items. Sites of this period are more numerous and larger than those of the Early Archaic in most areas of Wisconsin. Subsistence patterns at this time saw the beginnings of what is termed Primary Forest Efficiency (Caldwell 1958). This was the broad-based use of an environment that offered many different resources. Some focalization occurred in areas with stable resources such as nuts and shellfish.

In Wisconsin, the Old Copper Tradition is an important Middle Archaic manifestation. The Old Copper Tradition was originally identified as a mortuary complex. Later, excavations indicated broader social implications. Excluding the northwestern corner, Old Copper sites are distributed over most of Wisconsin. The distribution of copper artifacts is especially heavy in the eastern portion of the state from the Fox and Wolf rivers northward to the Green Bay area. Overstreet (1988:59) notes the rarity of Archaic-age copper implements above the mouth of the Wisconsin River in the southwestern portion of the state. A range of copper artifacts is characteristic of this tradition. These artifacts were annealed, cold hammered, or ground into shape and were not smelted. Finished utilitarian forms included projectile points, knives, semi-lunar ulus, and fishing gear. Finished decorative forms included C-shaped bracelets and finger rings. Non-copper traits included the use of lithic side-notched points, drills, knives, scrapers, various groundstone forms, and conical antler points. While copper artifacts are known from a number of locations in Rock County, none have been recovered from the Janesville area.

The Late Archaic period in the eastern U.S. was one of cultural and population advance. It coincided with cooler environmental conditions similar to those of today. The subsistence pattern at this time saw the intensification of the broad-based exploitative pattern noted in the Middle Archaic. In some areas, the subsistence base was more focused on the intensive exploitation of fish, shellfish, or nuts. The use of these rich and staple resources led to larger populations living in stable, but mobile communities. Sites such as Indian Knoll in Kentucky, the Boyleston Fish Weir in Massachusetts, and numerous other examples in the Eastern Woodlands and the Mississippi Valley suggest the presence of larger communities with a more stable settlement pattern. A greater cultural complexity has been demonstrated by Late Archaic sites. Mortuary objects indicate a trade in status goods including copper and seashells. The development of traits that were to become more important in later times also began. These traits included the use of steatite and ceramic vessels in the southeastern U.S., the construction of earthworks at such sites as Poverty Point in Louisiana, and the use of local and imported cultigens at several midwestern sites.

In Wisconsin, the period following 1200 B.C. witnessed a notable decline in the use of native copper to manufacture everyday tools. While copper awls and an occasional copper knife are found on Late Archaic sites, copper was being used mainly for personal adornment in the form of beads and ear ornaments (Stoltman 1986:227). Accompanying the decline in the use of copper in Wisconsin was a shift in projectile point styles to generally stemmed forms. Similar point styles have a broad distribution in the northeastern U.S. from New York to Michigan. Little copper or polished stone has been confidently associated with stemmed points in Wisconsin, leading researchers to believe certain stemmed points represent an influx of outside influences from the east or southeast (Stoltman 1986:228). Evidence of Late Archaic occupations in Rock County includes the Two Mile Bridge site located within the Janesville city limits. Projectile points and chipped, ground, battered, and pecked stones have been recovered from this site. Aboriginal ceramics were also recovered but were not associated with the Archaic occupation. This village site is located along the east bank of the Rock River north and south of Highway 14 and is currently threatened by riverbank erosion and vandalism by local collectors (ASI 1993).

A relatively brief stage between the Late Archaic and Woodland traditions has been recognized in Wisconsin. Sites of the Terminal Archaic are frequently identified as mortuary sites, which demonstrate an intensification of mortuary-related ritualism. In the western Great Lakes, such manifestations may be represented by the Red Ocher and Glacial Kame complexes. In Wisconsin, these sites are primarily found in the eastern portion of the state and are largely represented by burials. The Convent Knoll site (Overstreet 1980) in Waukesha County is one of the few professionally excavated Red Ocher sites in the state. Many aspects of the Red Ocher complex are reminiscent of Old Copper, including the interment of the dead in a flexed position in a pit typically dug into a natural ridge or knoll. A possible innovation of the Red Ocher Complex in Wisconsin is the construction of earthen burial mounds. These have been reported but were excavated by amateurs using uncontrolled methods. The grave goods buried with individuals follow the Old Copper pattern of unequal distribution, implying status differences. Red Ocher in Wisconsin also incorporated the extensive importation of exotic cherts. Polished stone artifacts, while not abundant, also occur, as do necklaces and gorgets of imported marine shell. Elongate ceremonial spear points with tapering sides and flat bases are also diagnostic of Red Ocher. While they may be present, no sites of the Terminal Archaic Period have been identified within or near Janesville.

The Woodland Tradition saw the further technological and social development of the Archaic cultures. It was marked by the presence of ceramics, village life, mound construction, and the

rise of horticulture as an important part of the subsistence base. In Wisconsin, Woodland peoples made pottery vessels tempered with crushed rock. The production of this pottery began sometime between 3000 and 2500 B.P. and continued up to the period of European exploration. For ease of interpretation, this period has been divided into three periods: Early, Middle, and Late.

During the Early Woodland period there was the first widespread use of ceramic vessels. Groundstone pipes and copper ornaments were also prevalent and mound construction became widespread. There is evidence of the use of both local and imported domesticated plant species. The Early Woodland period also saw the rise of the first great mortuary complex in the Adena culture. In Wisconsin, few Early Woodland sites have been identified. This is not surprising since the main cultural manifestations of the Early Woodland period occurred further to the south. Wisconsin was peripheral to this development and retained more continuity with the past. Many characteristic Early Woodland pottery and projectile point types are poorly represented here. In southeast Wisconsin, the Hilgen Spring Park Mound site in Ozaukee County represents a rare example of an Early Woodland mound in the area (Van Langen and Kehoe 1971). In the southwestern part of the state, a number of Early Woodland sites have been found, and in south-central Wisconsin the Beach site near Madison (Salkin 1982 survey) represents the Early Woodland period. There is little evidence for Early Woodland occupations in Rock County. While it has not been proven, it is possible that some of the conical mounds in the county relate to Early Woodland occupations. While they may exist, no Early Woodland sites have been positively identified in Janesville or the immediate area.

The Middle Woodland period in the Midwest is almost synonymous with the Hopewellian cultures. The Hopewellian manifestation developed in Illinois, Indiana, and Ohio, yet its influence extended over a broad area, from the eastern Plains to the Atlantic and from the Great Lakes to the Gulf of Mexico. Based on the extent to which a particular area participated, the Hopewellian manifestation may be understood as a culture in some areas and as a mortuary complex or artistic style in others. The Hopewellian culture was marked by the development of a complex interaction sphere and mortuary ritualism. Mortuary ritualism was related to high-status individuals, who were sometimes clustered in what were probably ceremonial centers. High status in this ranked society was apparently validated by acquisition of scarce status goods through interaction. Hopewellian culture was developed on a subsistence base that included maize horticulture as well as hunting and the gathering of wild plant and shellfish resources. Cultures that developed north of the Hopewellian centers shared a number of basic traits with Hopewell but lacked the elaborate art styles and mortuary complex and, most likely, the complex social patterns. In southeastern Wisconsin, the Middle Woodland is represented by the poorly defined Waukesha Phase (McKern 1942). Waukesha Phase sites are primarily mound groups in the Rock River area. In southwestern Wisconsin, mound groups such as Trempealeau and Coutois demonstrate various Hopewellian characteristics. These sites have been defined as the Trempealeau Phase.

Fewer Hopewellian-related sites have been identified in south-central Wisconsin. The Outlet site in Dane County (Bakken 1950) consisted of mounds with burials that had clear Hopewellian traits. Also, a thin distribution of Hopewellian ceramics exists from other sites in Dane and Rock counties. In the northern part of the Rock County, the Cooper Shore Site represents an important village site. While they may exist, no Middle Woodland sites have been positively identified on lands within or adjacent to Janesville.

The Late Woodland period began with the decline of the Hopewellian complexes and ended with the arrival of the Europeans. During this period, the cultures continued to develop to resemble Eastern Woodland tribes of the historic period. Late Woodland cultural development

included the rise of village horticultural societies. Also, the bow and arrow was introduced during this time. With the decline of the Hopewellian cultures and mortuary complexes, the major integrating force of the Hopewellian Interaction Sphere was lost. Many of the Late Woodland cultures exhibited a more isolated, regional nature. In Wisconsin, Late Woodland is primarily represented by the Effigy Mound Tradition. The Effigy Mound Tradition was originally defined by the presence of geometric and animal effigy mounds. This tradition may overlap the late Middle Woodland and extend into the very late prehistoric or early historic periods in Wisconsin. While no historic groups in Wisconsin were building mounds when the Europeans arrived, attempts have been made to identify the Effigy Mound peoples as the ancestors of the Winnebago (Ho-Chunk) or Menominee; however, Effigy Mound people have yet to be firmly identified (Hurley 1986:291). The effigy mounds, primarily located in southern and central Wisconsin, southeastern Minnesota, northeastern Iowa, and northern Illinois, are frequently found along watercourses and lakes. Geometric forms include conical, oval, and linear. Effigy forms include various mammals and birds as well as turtles. Human effigy forms are known but very rare. While many mounds represent specific species, others are more difficult to define. Also identified with the Effigy Mound Tradition are effigy-shaped excavated depressions referred to as intaglios. The interior features of the mounds vary; both primary and secondary burials have been found. Some mounds lack burials, and some have been constructed over hearth-like features referred to as altars.

The exact function of effigy mounds is a subject of debate. Radin (1911) suggests that they represented totem symbols of clan or other kinship groups; however, this does not explain the non-effigy forms. The archeological evidence suggests a concept of regionality or territoriality in the seasonal movement of the people associated with the Effigy Mounds (Hurley 1986:283–284). Hurley (1986:285) has suggested that the population was around 3,000 for the whole of the territory occupied by these people in Wisconsin. Several occupation sites associated with the Wisconsin Effigy Mound Tradition have been excavated (Hurley 1975; Salkin 1982), including small seasonal camps, larger base camps, villages, and rockshelters. Many occupation sites are near or include mounds. The material culture of these people was simple compared to the earlier Hopewell cultures. Lithic tools included knives, drills, and scrapers. Projectile points include stemmed and notched forms, and small triangular points indicate the use of the bow and arrow. Ceramics were relatively simple jars, cord-marked and/or cord-impressed. Articles of personal adornment are rare, as are trade items. The marked absence of highly decorated ceramics and exotic trade items suggests a society using utilitarian objects, in contrast to a society containing a social, military, or religious elite for whom a specialist class of traders and artisans must be sustained (Hurley 1986:286). The subsistence base of the Effigy Mound Tradition was based on hunting and gathering, supplemented by maize horticulture.

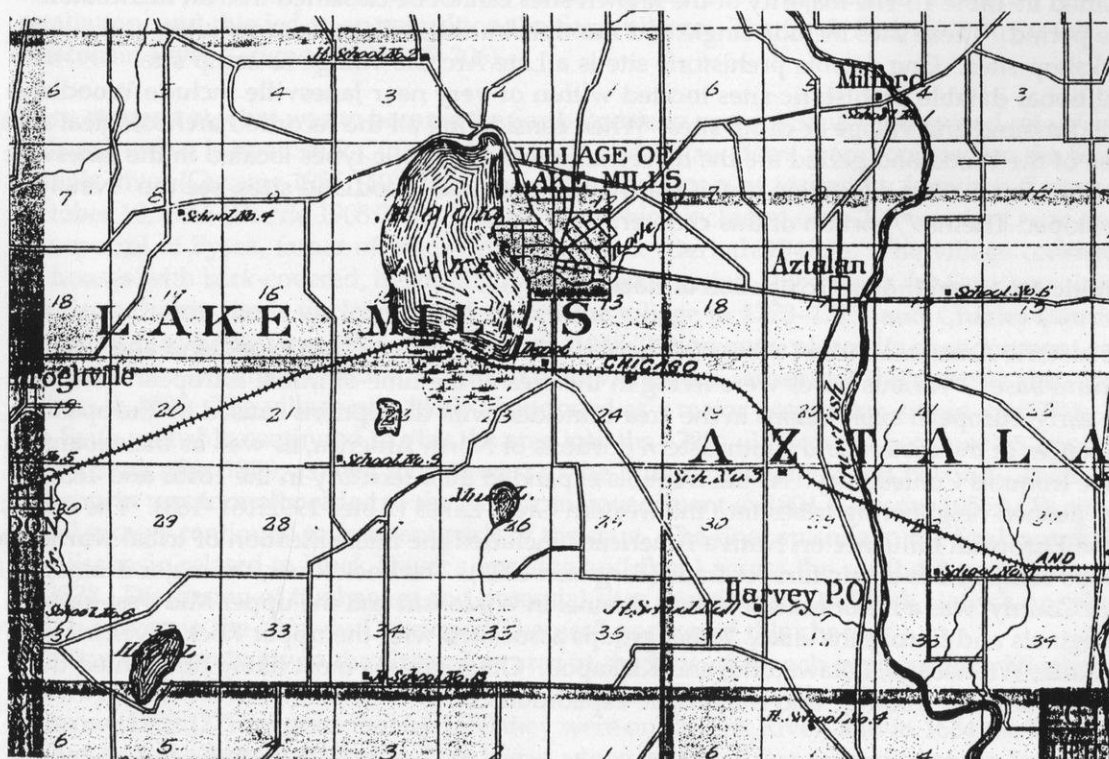
The presence of effigy mounds has been documented in Rock County. One such mound was once located within the City of Janesville on a high bluff overlooking Spring Brook. This was a tapering linear earthwork located within the SW1/4, NW1/4 of Section 1, Township 2, Range 12. The mound measured 85 feet long and up to 24 feet wide and 6.5 feet high. This “tadpole” effigy was accompanied by a circular mound. During the first decade of this century, the effigy mound was destroyed by borrowing activities associated with the Janesville Cement Post Company (Brown 1908:60; “Indian Villages” 1929:66). Other early reports were made of mounds within the City of Janesville (Brown 1908:61); however, these are unconfirmed.

The Mississippian Tradition was characterized by Mesoamerican influence as demonstrated in settlement pattern, subsistence base, ceramic technology, architecture, and religious symbolism. These people developed major centers of occupation. At Cahokia in eastern Missouri, tens of thousands of people lived in what may be considered an incipient urban center. The larger Mississippian sites were centered around large platform mounds that served as the foundations

for temples and the houses of high-status individuals. As in many Mesoamerican sites, these platform mounds were clustered around plazas. The larger Mississippian centers were highly organized as complex chiefdoms that may have been led by priestly leaders. Mississippian material culture was complex and included shell-tempered ceramics displaying highly ritualized motifs. Status goods were secured by a wide network of trade between chiefdoms. Warfare also seems to have flourished at this time. The chiefdoms were based on an economy of intensive maize-bean-squash horticulture.

Wisconsin apparently marked the northern limits of the Mississippian expansion from centers in the middle Mississippi Valley. The site of Aztalan in Jefferson County is the northernmost known Mississippian town. Aside from Aztalan, evidence for the Mississippian Tradition in Wisconsin is limited to a scattering of trade vessels and unsubstantiated reports of platform mounds that no longer exist. No Mississippian sites have been positively reported for Rock County. If shell-tempered ceramics exist in museum and private collections, these may relate to Mississippian trade vessels. They are more likely, however, associated with Oneota Tradition vessels.

The Oneota Tradition overlaps the Effigy Mound and Mississippian traditions both temporally and spatially. Oneota Tradition sites have been found in Wisconsin, Iowa, Illinois, Minnesota, Kansas, Nebraska, and Missouri. This tradition apparently developed from a Woodland base influenced by the emerging and expanding Mississippian peoples. Oneota characteristics include semi-sedentary villages, extended burials, shell-tempered pottery, and an economy



The vicinity of Aztalan, east of Lake Mills in Jefferson County, in 1878.

based on hunting, gathering, and horticulture. Triangular projectile points are also found on Oneota sites. The way in which Oneota people made and decorated their pottery is their most distinctive attribute, with the pottery jars of each of the main settlement areas in Wisconsin being decorated in ways slightly different from each other (Gibbon 1986:320).

Oneota in Wisconsin has been divided into several phases, with the settlement clusters being interpreted by archeologists as regional adaptations to different environmental settings (Gibbon 1986:314). However, there are still several long-standing research questions concerning Oneota cultural manifestations—how Oneota should be conceived of and defined, what the relationships, if any, are between the various manifestations (Staeck 1995). Centered just north of Rock County, the Koshkonong Phase has been identified in the area of Koshkonong Lake and may represent the early Oneota Tradition (Hall 1962; Overstreet 1995). Oneota villages were large and contained as many as 70–90 people (Gibbon 1986:330). They were stockaded with corn, squash, and beans growing in nearby fields. The Oneota people constructed oval wigwams, either rectangular structures with uprights set into rectangular trenches or rectangular structures with posts set individually into the ground (Gibbon 1986:331). While variations in burial practices occur, Oneota dead were almost always buried on their backs in an extended position. Pottery vessels, projectile points, shell spoons, pipes, and other items were placed in the graves of the dead. Occasionally, infants are found next to adults in the same grave. Some Oneota cemeteries are large, containing as many as 50 graves (Gibbon 1986:332). Rock County has no Oneota sites reported. Shell-tempered ceramic sherds have been reported, however, and these are probably representative of this tradition. No Oneota Tradition cultural materials are associated with Janesville and the immediate area.

A summary of the known prehistoric occupation of Janesville and the immediate area is outlined in Table 1. The majority of the known sites cannot be classified into an identifiable time period. These sites include single and multiple burials, village or camp sites, and workshop sites. One datable prehistoric site is a Late Archaic village or camp site. Additional datable prehistoric sites located within or very near Janesville include Woodland period mound and village or camp sites. When considering all the recorded archeological sites, those of the Woodland period are the most numerous diagnostic types located in the Janesville vicinity. For further discussion of the known and potential Woodland sites, see the “Newly Developed Themes” portion of this chapter.

Historic American Indian Occupation of Rock County

The historic American Indian tribes of Wisconsin developed from Late Woodland and Oneota cultural bases. Various tribes were living in the area at the time of initial European contact. The early European explorations in the area coincided with disruptions caused by European influences in the eastern and southeastern portions of North America, as well as the expansion of the Iroquois Confederacy. As the Iroquois expanded their territory in the 1640s and 1650s, they pushed neighboring tribes into the western Great Lakes (Abler 1992:161–163). The effects of the European influence on Native Americans included the intensification of tribal warfare as groups competed to obtain furs for trade (Ferguson 1992). The Rock River, the major drainage of Rock County, was a major transportation channel in Wisconsin and the upper Midwest for both aboriginals and Europeans alike. Tribal groups associated with the upper Rock River include the Sauk, Winnebago, Potawatomi, and Kickapoo. Other groups most likely frequented the area on hunting, trading, and militaristic expeditions.

As early as 1632, Europeans had heard, through vague American Indian reports, of a tribal group to the west and southwest of Lake Huron. It is believed that this group was the Illinois. They occupied the area that is now northern Illinois and probably extended their occupation

northward to include Rock County and other portions of southern Wisconsin. Eventually the Illinois moved across the Mississippi River. At about the same time, there commenced a migration of groups southward from Green Bay. The Mascoutens, Kickapoos, Winnebago, Potawatomi, and Miamis moved to the vicinity of the south end of Lake Michigan. It is probable that one or more of these groups had their homes in the Rock River valley, most likely after the migration of the Illinois across the Mississippi. Following the groups that moved south were the Fox and Sac, who moved to the southwest of Green Bay following the Wisconsin River. Because there were many different tribal groups moving around southern Wisconsin, there were many claims to the lands surrounding the Rock River valley. The numerous claimed ownerships are exemplified by later treaties made with the government. For example, the Winnebago, the Sac and Fox, and the Potawatomi each claimed ownership of the Rock River country. The area now known as Rock County was especially claimed by the Winnebago and the Potawatomi.

Europeans first encountered the Sauk in the Green Bay area between 1640 and 1660. The Sauk were living with, or in close proximity to, the Potawatomi and the Menominee (Gussow 1955:127). After 1680, the Sauk became increasingly involved with the Fox and their trouble with the French. The Sauk cooperated with the French at times but usually fought on the side of the Fox. In 1704, the Sauk moved to the French post at Detroit, along with the Illinois, Potawatomi, Menominee, Ottawa, and others (Gussow 1955:130). In 1725, a Sauk village was located in the Lake Butte des Morts area and in 1734 at least some of the Fox were in the Mississippi Valley two to three days' journey below the mouth of the Wisconsin River (Gussow 1955:130). By 1746, the Sauk were back in the Green Bay area, where they gave comfort to a group of Fox Indians sought by the French. Captain De Vilie, commandant of the Green Bay garrison, arrived at the fortified Sauk village and demanded that the Fox be turned over. Several Sauk warriors who refused were shot. Captain De Vilie was then killed in retaliation, and this led to an assault on the Sauk village. The Sauk fled west down the Wisconsin River (Grignon 1908:205-206).

They stopped at what was to become the Sauk Prairie in present Sauk County and set up a village in what is now Sauk City. In 1750, Sauk and Potawatomi were reported on the St. Joseph River (Gussow 1955:140). The Sauk Prairie village was visited by Jonathon Carver on October 10, 1766 (Durrie 1908:225). This village, which included over 300 warriors, was under the control of Pysea, father of Black Sparrow Hawk (Derleth 1948:7). The village consisted of 90 houses with bark-covered, hewn-plank frame construction. How long the Sauk remained at the Sauk Prairie site is unclear. Pond visited the village in 1773-1775, and Charles Gautier mentions it in 1778 (Titus 1926:334). Derleth (1948:7), however, places its abandonment earlier, around 1768. Grignon (1908:206) claims to have visited the remains of the recently abandoned village in 1795. The village was likely abandoned as a major occupation site in the 1770s, but the Sauk probably continued to visit the area into the 1790s. Wisconsin became less important to the Sauk after 1800, as they moved west to the Mississippi Valley and beyond. Their land in Wisconsin was formally ceded to the American government in 1804 (Gussow 1955:147), although small groups continued to frequent parts of the state. The final episode in the Sauk occupation of Wisconsin related to Black Hawk's uprising and flight across the southern part of the state in 1832. Discussion of the known and potential sites associated with Black Hawk's uprising will be given in the "Newly Developed Themes" portion of this chapter.

The Fox were probably in the Green Bay area at the time of French explorer Jean Nicolet's first visit; by 1665-1666, they were in Waupaca County on the Little Wolf River (Gussow 1955:127). Gussow (1955:127) suggests that by 1680 they were on the Fox River, and in 1684 the Fox had a village on Lake Butte des Morts. This began a long period of Fox control over the Fox-Wisconsin waterway. The resulting period of conflict with the French was interspersed with intervals of unsteady peace until the 1740s. From 1689 to 1698, the Fox were aided in their

conflict with the French by the Mascouten and the Kickapoo. Resentful toward the French, the Fox refused to move to Detroit with other tribal groups in 1704. Between 1714 and 1734, a new series of conflicts broke out between the Fox and the French, along with Native American allies of the French. The Fox suffered a major defeat at Lake Butte des Morts in 1716. Eight years later a temporary truce was arranged by the French. However, by 1728, the Governor of Canada was sending expeditions to drive the Fox out of the Fox-Wisconsin River area. The Fox suffered additional defeats in 1730 and 1731, and scattered groups sought refuge with the Sauk. By the late 1730s, the Fox were moving westward along the Wisconsin River. By the late 1760s, they were retreating south and west out of the Wisconsin under pressure from the Chippewa. The Fox probably never had a major village in Rock County; their relationship to the Janesville area lies in their control the Wisconsin River, the major trade route through southern Wisconsin. This control lasted from approximately 1690 to 1730.

The Kickapoo and Mascouten probably first encountered the French in the Green Bay area. By 1685, they formed a powerful confederacy with the Fox against France and her Native American allies (Gibson 1963:6). A period of mixed conflict and peace existed until about 1710, when the aggression escalated. The Kickapoo and Mascouten were allied against the Iroquois, Illinois, and some Siouan groups to the west. By 1718, the Kickapoo had absorbed the remaining Mascouten and were primarily found on the Rock River (Gibson 1963:14). After making peace with the French, this amalgamated group moved south and west out of Wisconsin. While their villages may have been located along the Rock River, none have been positively identified. Their importance is that the Kickapoo and Mascouten played a prominent role in the fight over control of Wisconsin in the late 1600s and early 1700s.

The Potawatomi originally lived in the western part of Michigan's Lower Peninsula. Incessant Iroquoian attacks eventually drove them to enter into what is now Wisconsin through the islands at the mouth of Green Bay. In 1653, the French enumerated the Potawatomi as having 400 men (Clifton 1975:45). By 1658, the number had grown to 700 warriors and a total of 3,000 people. The Potawatomi developed a strong alliance with the French while setting themselves up as middlemen in the fur trade. In the end, the Potawatomi could not establish a monopoly on trade in the Green Bay area, remaining on equal footing with the other groups in the area (Clifton 1977:63). The early eighteenth century saw the majority of the Potawatomi located along the St. Joseph River and at Detroit. Some also lived at this time with the Winnebago. Sometime around 1750, the Potawatomi began moving into southern Wisconsin and Illinois to take advantage of the weakened Illinois groups (Clifton 1977:72). Their main village was established at Milwaukee as Potawatomi occupation of Wisconsin shifted south from Green Bay (Clifton 1977:160). After 1800, white settlement caused the Potawatomi to move further west. They were reported in the Watertown and Koshkonong areas in 1840. The earlier treaties of 1829 and 1833 ceded Potawatomi lands in Wisconsin to the United States government, spawning much of the Potawatomi movement. In 1836, they were moved first to Iowa and then to Kansas. While officially removed, numerous small bands remained in Wisconsin and over the next 70 years numerous Potawatomi individuals and small groups returned from their western communities to settle in Wisconsin.

The Winnebago were the last aboriginal group to control the area now encompassed by Rock County. They may have a possible origin in the Oneota manifestation in Wisconsin (Hall 1962; McKern 1942, 1945; Quimby 1960; Hall 1993, 1995), although this is an area of some dispute (Spector 1974). The Winnebago were known to the French prior to Nicolet's visit to the area; they appeared on Champlain's map of the area as "le Nation des Puans" (Kellogg 1925:75). Indeed, contact with the Winnebago may have been one of the reasons for Nicolet's expedition. In 1634, Nicolet contacted the Winnebago near the Green Bay area (Turner 1889:59-61; Spector 1974:44). While the Winnebago were dispersed in the 1640s and 1650s due to conflict with

other tribes, including the Illinois, small refugee groups rapidly regained strength and numbers. At first they supported the Fox against the French, but they soon deserted to the French cause. In 1729, they were besieged by the Fox at their Lake Winnebago village site in eastern Wisconsin; this siege was broken by their French and Menominee allies. After 1670, the Winnebago began to move west and south, taking advantage of the turmoil caused by the French-Fox conflicts. This movement intensified after the 1730s and by the 1760s they controlled much of the Fox-Wisconsin River system. The Winnebago generally supported the European forces who controlled the Wisconsin area (i.e., the French, and later the British). They were anti-American in their pursuits and supported the Shawnee prophet Tecumseh against westward American expansion. During the War of 1812, the Winnebago joined with British Colonel McKay on his way to capture Prairie du Chien from the American garrison.

By 1760, numerous Winnebago villages were clustered in Dane, Sauk, Rock, and Columbia counties. During the next 100 years or so, southern Wisconsin was occupied by the Winnebago. The Winnebago agreed to give up their land in Wisconsin, including their Rock County claims, in 1837. Because this treaty was widely regarded as fraudulent in terms of representation of the tribe and pressure applied by the U.S. government, many Winnebago refused to leave. In 1840, many were removed by the 5th and 8th Regiments of the U.S. Infantry; more removals followed in 1846 and 1850 (De LaRonde 1908:362). For many years, groups of Winnebago returned to what they felt was their ancestral land. In 1873, Colonel Hunt removed 100 Winnebago who were feasting on the Baraboo River (Jones 1914:30; Lawson 1907:115). Most of these individuals returned by the next summer as popular sentiment turned in favor of allowing the Winnebago to remain in Wisconsin (Lawson 1907:115-116). During the late-nineteenth century, the Winnebago only occasionally returned to the Rock County area to trap, collect berries, and obtain odd jobs. As late as 1895, a small band wintered at Lake Koshkonong (Lawson 1907:100-102)

Previously Developed Themes

Cultural Resource Management in Wisconsin identifies important themes (or contexts) of Wisconsin's history, described chronologically. While events taking place throughout the entire state act as a backdrop, broad temporal and geographical boundaries are also established for each theme. Below, aspects of American Indian occupation and use of the Janesville area are discussed within four existing statewide contexts: the Historic Indian Theme, Fur Trade Theme, Government Theme, and Settlement Theme. Later in this chapter, four new contexts are developed specifically for the Janesville area: Woodland Mound Construction in the Janesville Area, American Indian Transportation Routes, the Black Hawk War, and Euro-American Settlement of the Janesville Area. Because events described in the locally developed contexts were influenced by and often tied to events taking place throughout the state and region, there will be some overlap of the presented data.

Historic Indian Theme

A general outline of the American Indian groups who may have occupied and/or used the lands within Rock County was given earlier in this chapter. This section will integrate the statewide Historic Indian Theme, taken from the *Cultural Resource Management in Wisconsin* management plan, with events that are known to have occurred or may have occurred in the Janesville area.

The year 1634 is given as the start of the "historic period" in Wisconsin. In that year, Jean Nicolet is believed to have visited the Green Bay area. During this visit he encountered numerous Winnebago and smaller numbers of other tribal groups. European trade goods, however, had probably made their way into southern Wisconsin before Nicolet's visit.

American Indian sites from which European artifacts were recovered have been excavated in the vicinity of Rock County, but these are few. Two interesting ones, associated with the Winnebago, have been excavated along the north shore of Lake Koshkonong in Jefferson County. The first, Caracajou Point, contained evidence for occupations dating from the prehistoric period up into the 1830s. The second, Crabapple Point, included trade silver and other Euro-American artifacts dating from 1760 to the early 1800s. These sites are associated with the well-documented Rock River faction of the Winnebago. With both of these sites, ethnohistoric documents and artifacts together enabled researchers to come to conclusions they could not have reached with only one body of evidence. This approach of combining archeology with historic documents will allow further identification of the hundreds of American Indian sites from the historic period located throughout Wisconsin. It will also allow researchers to answer questions not only concerning who lived at a site and when, but involving subsistence and residence patterns, warfare, and other group social and political happenings.

The seventeenth century saw the arrival in Wisconsin not only of European explorers and trappers, but also of American Indian groups displaced by the Iroquois wars. The dislocations begun by the Iroquois in New York during the 1630s and 1640s had long-lasting effects in southern Wisconsin. The decades following 1630 saw numerous eastern groups moving into Wisconsin. They moved about seasonally, searching for game, planting crops, gathering wild rice, fruits, and nuts, and intermingling and trading with groups who were present when they arrived and those who had preceded or followed them into the western Great Lakes area. The establishment of French trading along the Illinois River during the later part of the seventeenth century caused many groups to migrate to the south and southeast. This move put them out of much of the danger they faced from the Iroquois. It was at this time that the Kickapoo moved to the headwaters of the Rock River. While the French influence grew, the Iroquois continued to trade with the western Great Lakes groups. The Iroquois even attempted to redominate the western Great Lakes trade by taking military action against the French. The French retaliated and, aided by various groups from the Green Bay area, took the offensive against the Iroquois. The Iroquois-French hostility stopped at the beginning of the eighteenth century due to a diplomatic error by the British. This error caused the Iroquois to turn toward the French, with whom they forged new trade and territorial agreements.

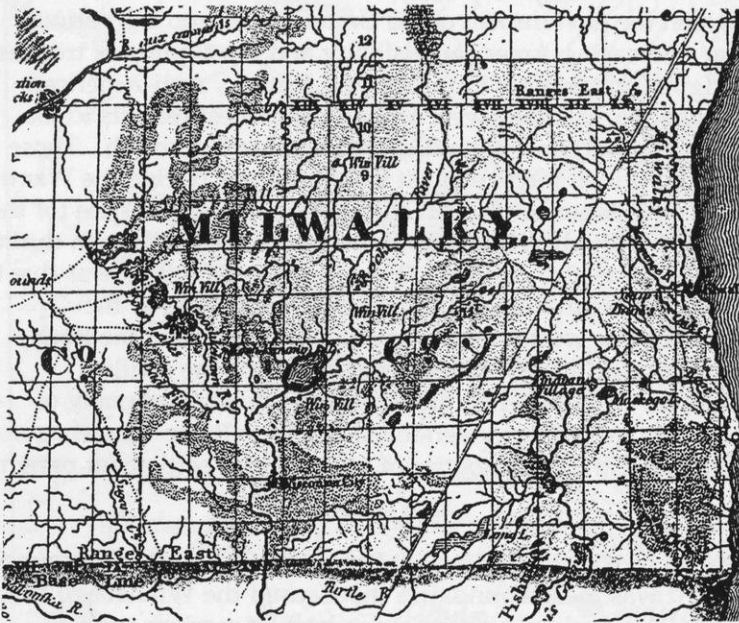
Stability in the region lasted only a few years. In 1712, the Fox, Kickapoo, and Mascouten were defeated near Detroit by the French and their allies. In retaliation, the Fox and their allies embarked on a rampage throughout the Wisconsin area. They disrupted trade and once again tribal patterns adjusted. The Kickapoo and Mascouten tired of the warfare in 1717. At this time they surrendered to the French and retired to their Rock River settlements. In the early 1720s, however, the Fox were joined by the Winnebago, Sioux, Iowa, and Oto. Eventually the



Lake Koshkonong in Jefferson County, in 1878.

French isolated the Fox by enticing their allies, one by one, to abandon hostilities. The Fox were almost entirely eliminated in 1731 by a combined French and allied Indian force. Those who survived fled to the Sauk.

King George's War (1744–1748) and the French and Indian War (1756–1763) led to additional changes in the Wisconsin area's Indian settlement pattern. Some groups moved to the Green Bay area to be closer to trading posts, while others, including the Potawatomi, moved into a relatively unused area along the western shore of Lake Michigan. As British traders moved into the Ohio Valley and the Illinois country, American Indian groups in the southern Wisconsin area turned their attention to the new trading center of St. Louis. At this time the Rock River most likely saw an increase in fur-bearing canoe traffic. At the beginning of the American Revolution, the American Indians between Lake Michigan and the Mississippi River were divided into pro-British, pro-American, and indifferent or undecided factions. While a few Potawatomi from the Milwaukee area and the northern-based Winnebago joined the British, the Rock River group of Winnebago sided with the Americans. As with past conflicts, the American Revolution caused changes in the settlement patterns of the western Great Lakes tribal groups. By 1800, the Rock River Winnebago were concentrated on Lake Koshkonong, on



A portion of the *Map of the Territories of Michigan and Ouisconsin, 1836*.

the Sugar River and Yahara River tributaries of the Rock River, and at various places where small streams converged with the Rock. An 1829 map of the "United States Lead Mines on the Upper Mississippi River" shows a Winnebago village at the mouth of Turtle Creek where the City of Beloit now stands. A second Winnebago village is located at the mouth of the Yahara, in northern Rock County, on an 1836 "Map of the Territories of Michigan and Ouisconsin." In his *History of Rock County*, Butterfield (1879) mentions several Winnebago villages in or near Rock County:

Two of their villages were very favorably situated: one at the extreme northern

boundary of the present limits of the county, the other at its extreme southern boundary. The first mentioned was located ... within the present town of Milton, on the west side of Lake Koshkonong, and upon its immediate bank, about three-fourths of a mile north of the point where Rock River leaves the Lake. The Indian name of this village was Tay-e-hee-dah. When, in 1834, the Government Surveyors were there, they described it as the "ruins of an old Indian village." At the beginning of the Black Hawk War, it was found deserted....

Below Tay-e-hee-dah, at or near the mouth of the Yahara (Catfish), on the west side of Rock River, it is probable that there was also an Indian village...Still further down the river at a point where the city of Beloit is now located, was the Winnebago village called by the early explorers and travelers, the Turtle....When the army under Gen. Atkinson marched by the point, in pursuit of the famous Sac chief, the dwellings were found deserted. (Butterfield 1879:324).

American victory in the Revolution and acquisition of lands east of the Mississippi meant little to Wisconsin's Native Americans. These groups still considered the British as the principals in charge, with the French-Canadian element still serving as fur trade representatives. American influence soon began to be felt, however, with the westward movement of settlers. This settlement meant military posts to protect American territory, citizens, and investments. Thus began a long period of treaties between the government of the United States and the various tribal groups in the Wisconsin area. Increasing American visibility and the signing of treaties did not persuade the region's aboriginal inhabitants to forsake the British. Anti-American sentiments ran high among the Winnebago, and they were among the earliest recruits to the Shawnee prophet Tenskwatawa (the Prophet) and his militaristic brother Tecumseh. Those who followed Tecumseh would join the British forces against the Americans during the War of 1812. Throughout this conflict, it was the American Indian allies who were responsible for the British victories in the Upper Midwest. Not all Winnebago, however, were pro-British during the War of 1812. Potawatomi allegiance was also divided. Pro-American sentiment was due to the fur trade. American traders from Michigan, Indiana, and Illinois had access to the Winnebago and Potawatomi living along the western shore of Lake Michigan and the Rock River. These groups found it difficult to side against the Americans during the conflict. Interestingly, several years after the War of 1812, when the Americans persuaded many of Wisconsin's tribal groups to sign a peace treaty, they overlooked the Rock River Winnebago. Apparently, Americans were not aware of the complexities of political and settlement patterns among the aboriginal groups.

In 1825, the Americans called the tribal groups to a council at Prairie du Chien. At this council, physical tribal boundaries were set. It was these boundaries that caused the Winnebago to kill several American miners who were working mines on Winnebago land. American military forces quickly retaliated, however, and no further incidents occurred. Earlier land sales and an attempt to forcibly move his band west of the Mississippi provoked the Sauk chief Black Hawk into flight across Illinois and Wisconsin and several military confrontations with the Americans. The years following the Black Hawk War consisted of more treaties and further displacements of tribal groups. Group amalgamation continued, as did forced removal west of the Mississippi. The Winnebago and many other groups resisted removal. At least four

"United States Lead Mines on the Upper Mississippi River," 1829. State Historical Society of Wisconsin.



different attempts were made to move the Winnebago across the Mississippi, and each time many returned. An historical account tells of the Rock River Winnebago:

...even after they had been removed to the reservation provided for them, they continually revisited them [their former homes along the Rock River] in small parties, to the great annoyance of the citizens; and the Government was finally compelled, in 1841, to send a military detachment to secure obedience to the order confining them to territory set off to them beyond the Mississippi. But though forced to leave, they would frequently return in small parties; and when these straggling bands would pass their old-time burial places, they would manifest the deepest reverence. (Butterfield 1879:328)

Many American Indian families were granted 40 acres of land under federal allotment acts during the 1870s and 1880s. This land was low quality, as the better acreage had long been claimed by Euro-American settlers. Most of this allotted land was sold within a generation or two, in many cases because of tax delinquency. Many American Indian individuals, from an early date, chose to live in towns and cities rather than at official and unofficial settlements. Often these individuals returned to tribal lands for holidays and retirement.

Potential Associated Site Types

Several American Indian village sites of the historic period are known to exist north and south of the Janesville area. None, with the exception of Black Hawk's encampment (discussed below under "The Black Hawk War: The Janesville Connection" context) are known to exist within the current boundaries of the City of Janesville. The general subsistence-settlement pattern that characterized the groups living in and utilizing Rock County included relatively large semi-permanent villages and partial reliance on agriculture. Seasonally, harvesting wild rice, fishing, and hunting added to the subsistence base. The subsistence and settlement patterns also tended to adapt to the demands of the fur trade. There was an increased demand for taking small fur-bearing animals (Kay 1977). With the introduction of the brass kettle, maple sugar production became an important economic factor (Kay 1977).

Generally, village sites in the Janesville area would have been located on major streams, while small hunting camps would have been located in areas that supported a wetland marsh environment. While the majority of potential Native American sites would be located along rivers, lake shore, streams, and ponds, special purpose camps, such as hunting or nutting, may have been located in the uplands surrounding Janesville. Additional site types that could be located in Janesville include fishing camps, cemeteries, and temporary encampments associated with travel up and down the Rock River and overland along the well-defined trail system. Historic period American Indian cemeteries (single or multiple burial) are of special importance because these resources are protected by state and federal law. One historic period American Indian burial site, is known to exist in the immediate vicinity of Janesville. This site is listed in the archeological site files at the State Historical Society of Wisconsin under Archeological Site Inventory no. 017064. It is further described as an unnamed cemetery located within the NE1/4, NE1/4, NE1/4, NW1/4 of Section 27, Township 3, Range 13. Additionally, the Rock County Historical Society curates a set of 15 color pictures of this site and the immediate area. One of these pictures is labeled "fir tree where Indian girls are buried."

If present within the city limits of Janesville, Native American cultural resources could be used to help answer numerous research questions, many of which are outlined in *Cultural Resource Management in Wisconsin*. A major problem concerning potential American Indian cultural resources in Janesville is one that threatens similar sites throughout the state: urban

development associated with expanding city and suburban boundaries.

Fur Trade Theme

This section attempts to integrate the statewide Fur Trade Theme with events that are known to have occurred or may have occurred in the Janesville area. Little data concerning fur trade events occurring around Janesville was encountered within the primary and secondary sources during the supplementation of this theme.

Spurred by the region's bountiful supply of fur-bearing animals and the demand for furs by Europe's growing fashion-conscious classes, traders and merchants from France, Spain, Great Britain, Canada, and the United States were lured to the Wisconsin area in search of adventure, furs, and profits. The fur trade depended on the American Indians as skilled hunting and trapping labor. The indigenous groups, however, did not participate merely as a workforce at the mercy of the Euro-Americans. Throughout most of the fur trade era, various American Indian groups played the role of middleman by supplying more distant groups with trade goods. Additionally, by their behavior, certain tribal groups brought the fur trade to a standstill or provided a rebirth of activities in certain areas of North America. Trade goods were often carried to the wilderness areas by individuals, whose success depended on learning and adapting to the Indian way of life. For the tribal groups this was a time of transition, conflict, and rapid adjustment. Although the impact of the fur trade varied from group to group, it was mainly detrimental to their aboriginal way of life. The fur trade era in Wisconsin has been divided into three periods: French influence (1634–1763); British influence (1763–1815); and American influence (1815–1850).

The French period in Wisconsin was important as a time of exploration, discovery, and trade. Early traders were sent to the western Great Lakes as early as 1621. The next several decades saw sporadic trading and missionary work in the Wisconsin area. Toward the later part of the seventeenth century, the Fox-Wisconsin and Brule-St. Croix portages opened the Mississippi River to the French. Trading enterprises escalated, and during the next two centuries, those portages remained the main principal water routes for explorers, missionaries, and traders. King William's War saw a decline in the western Great Lakes fur trade as the French concentrated on the St. Lawrence River Valley. The trade resumed in 1693, only to be abandoned by the French again between 1696 and 1701. During this French absence, the Fox tried to retain their middleman status in the fur trade by violently closing traffic on the Fox-Wisconsin waterway. At this time, the Rock River may have carried more trading vessels to the Mississippi. By the late 1730s, the French had succeeded in driving the Fox permanently southward. The European struggle for control of North America continued with King George's War (1744–1748) and the French and Indian War (1756–1763). With the signing of the Treaty of Paris in 1763, control of the Wisconsin area was given to the British. Despite the high level of French activity in Wisconsin during the seventeenth and eighteenth centuries, their influence was not lasting. After 1763, many of the French traders left the region for St. Louis or New Orleans. Those that remained eventually joined British and later American trading enterprises.

The British-influenced period of the fur trade saw three main centers through which pelts and European goods flowed: Detroit, Grand Portage, and Macinac (Gilman 1974:11). British trade policies were quite different from the previous French patterns. Tribal group members were no longer required to take their furs to Macinac and other centralized trade markets and gift giving was severely reduced (Smith 1973:58). The immediate result of these changes was the Pontiac rebellion (1763–1766), in which the numerous (but not all) tribal groups tried to restore control of their own destinies (Smith 1973:57) and quite possibly gain an upper hand in the fur

trade. While the Wisconsin area had no direct involvement in the uprising, many individuals from the region participated in the raids on English settlements to the east. British fur trade was hindered by French and Spanish activity on the western frontiers and by some groups, including the Sauk, Fox, and Potawatomi taking their furs down the Mississippi to St. Louis. While the British were trying to find a solution to their fur trade problems, the American colonies declared independence. The war for American independence had little effect on the Wisconsin fur trade and most groups remained neutral throughout the conflict. The Treaty of Paris in 1783 gave the Wisconsin Territory, along with all of its British trading posts, to the Americans. The British traders of the area were not inclined to give up their livelihood so easily, and by the late 1780s, the Northwest Fur Company had a monopoly on Wisconsin fur trade. Between 1783 and 1812, relations grew increasingly difficult between the British and Americans, causing conditions for the tribes in the region to deteriorate. The end of the War of 1812 in 1815 brought to an end the period of strong British influence in the fur trade.

The American government moved quickly to close the country's borders to foreign traders. It also set up government-operated fur trade factories and military posts in an attempt to gain better control of the trade. Many Canadian traders left Wisconsin at this time. A few chose to stay. Many of these individuals accepted American citizenship and sought employment with the American Fur Company, established in 1808. Butterfield (1879:324) describes a French-Canadian trader in the vicinity of Janesville.

Thiebault, a Frenchman...established himself at the Turtle Village probably about the year 1824. Here he remained until after the arrival of the pioneer settlers of the county.

Gregory (1932:612) adds additional information concerning this French-Canadian trader:

A French-Canadian trader with the Indians, known as Thibault (or Thibeau) came across Wisconsin from Green Bay and made a settlement on the present site of the city of Beloit early in the 1820s. There was in this locality when Thibault reached it a large Indian village, known as The Turtle. In the year 1836, Caleb Blodgett, one of the earliest to begin the permanent white settlement at Beloit, is reported to have purchased Thibault's claims on the east side of the Rock River in this region for the sum of two hundred dollars. Thibault then settled on the shores of Lake Koshkonong in the northern part of Rock County and continued his activities as interpreter and trader among the Indians in that district until his unexplained and sudden disappearance during the winter of 1839-40.

The journal of Issac T. Smith, dated 1835-1836 (Draper 1908:422-423), sheds even more light on Thibault:

On Sunday, the 22d I was at St. John's and there saw Mr. Caleb Blodgett, and some others, that were looking claims; and while there a Frenchman, of whom they had hired some horses, came for them, as they had been retained beyond the time engaged, and he became uneasy about his pony stock. Seeing the ponies feeding on the flat, he caught them before coming to the house; and when he came he was very angry; but a little soft sawder, and the milk of human kindness, put all right; and the old man told us much about the country and the Black Hawk War, as he was here all through it, and said that he and Gen. Scott made the treaty at Rock Island. Blodgett bought the old man's claim where Beloit now stands; he had previously moved to the foot of Lake Koshkonong where I afterwards was well acquainted with him. He often told me that

he was an interpreter in making the treaty spoken of. I think he spelled his name Joseph Thebalt, but he was called Tebo, or Thiebeau.

We learn from a statement of George W. Ogden, in Guernsey's *History of Rock County* (see Draper 1908:423) that Theibault lived near Lake Koshkonong with his family. They included two American Indian wives, and three or four children. According to the same source, Thibault remained at Lake Koshkonong until the winter of 1837-38, when he was supposedly murdered by his son Francis and Francis' mother. The incident allegedly resulted from a family quarrel in which Thibault wished to remain at the lake and cultivate the land while his wives and their children wished to follow the local tribal groups across the Mississippi.

Another trader on the upper Rock River was Stephen Mack. Gregory (1932:612) describes Mack's presence as follows:

Mack apparently came from New England to the neighborhood of the present city of Beloit early in the 1820s. In this region he traded with the Indians and took as his wife the daughter of a Winnebago chieftain of the vicinity. From his trading post, located several miles east of the site of the present village of Rockton, Illinois, he made occasional journeys to the settlement at Chicago (Fort Dearborn). Here he traded his furs for merchandise with such early factors as John Kinzie and Solomon Juneau.

Other traders were active along the Rock River in the early 1820s. A letter, translated from French, appears in the Wisconsin Historical Collections (Thwaites 1911:217). This letter was written at Green Bay and mentions a trader being sent to the river La Roche (Rock River) with three pieces of assorted cloth for trade. While at Michilimackinac, John Lawe wrote a letter to his uncle Jacob Franks (Thwaites 1911:278). Lawe's letter mentions a very well-equipped trading house at Milwaukee that furnishes the Rock River.

In 1822, the American Fur Company persuaded the American Congress to do away with the government factory system, thus strengthening the company's control over trade. While furs and goods continued to pass through Macinac, much of the fur trade traffic went down the Mississippi to St. Louis. Also, a lively renewal of increased trading at Prairie du Chien began in the 1820s. After the Black Hawk War in 1832, the fur trade began to wane as settlement picked up. As traders began to close out their interests in the diminishing fur trade some turned to lumbering, banking, general merchandising, and other business ventures. For the American Indians of Wisconsin, the demise of the fur trade was devastating. Few furs were being recovered and these could not offset the price of the goods and food that they were essential for survival. Many American Indians who depended on the trade for their entire livelihood faced poverty and starvation (Gilman 1974:18). By 1850, the fur trade system as it had been conducted for more than two centuries in Wisconsin came to an end due to American Indian land cessions, dwindling fur supplies, and the forced removal of tribal groups to reservations in Wisconsin and west of the Mississippi.

Potential Associated Site Types

Despite the plethora of original French, British, and American documents, fur trade-related American Indian cultural resources in Wisconsin have seen few investigations. While traders were probably in the Janesville area during the period of French and British influence, none have been documented. Several known traders were active around Janesville in the 1820s (the period of American influence), including Joseph Thibault and Stephen Mack. While no sites associated with these traders have been documented, they may exist within or in the vicinity of Janesville. If present, these sites would probably be located along or close to the bank of the

Rock River and would include fur trader's cabins and small, short-term camp sites. While there is little evidence for their existence (see the "Black Hawk War" theme below), American Indian villages and cemeteries should be included as potential site types.

Government Theme

The instances when territorial, federal, state, and local governments had direct dealings with the American Indians in the Janesville area are few. The major events are those that took place during the Black Hawk War. These are outlined in detail later in this chapter under the "Black Hawk War" context. Outside of the Black Hawk affair, little data concerning government-American Indian interaction in and around Janesville was encountered within the primary and secondary sources during the supplementation of this theme.

With the signing of the Treaty of Paris in 1783, the British ceded to the newly created United States of America vast holdings east of the Mississippi River, including the area of present-day Wisconsin. As a part of the United States, Wisconsin was successively governed by the Northwest Ordinance of 1787, the laws of the Indiana Territory, the Illinois Territory, the Michigan Territory, and the Wisconsin Territory. On May 29, 1848, Wisconsin became the thirtieth state to be admitted to the Union. Numerous government-related decisions were made that would have affected American Indians living in and utilizing Rock County. Several of these decisions included the policy of removal west of the Mississippi, forced schooling, and the right to vote. The military role of the government, however, is the most significant consideration. It is also the only consideration in which the little data available (having to do with the Sauk chief Black Hawk) can be used to supplement the government-related American Indian context for the Janesville area.

Early military forts and their garrisons of soldiers maintained control among American, British, and French trappers and traders and tribal groups throughout Wisconsin. Later, as miners and settlers began moving into southern Wisconsin, these garrisons constructed roads, provided protection from Indian threats, and often formed a nucleus around which communities developed. Along with federal troops and forts, local and state militias organized around the state in response to American Indian threats and to fulfill social and fraternal needs. The nearest military garrison to Janesville was located several miles northeast of Lake Koshkonong (Draper 1908:161). First known as Fort Koshkonong and later as Fort Atkinson, it was erected as a stockade to garrison supplies and wounded when the main body of troops departed in their pursuit of Black Hawk. It was garrisoned by Captain Gideon Lowe with 30 or 40 men. At the conclusion of the Black Hawk War it was abandoned and Lowe marched his men to Fort Winnebago.

Government-related actions undoubtedly had a direct impact on American Indians in the Janesville area. However, very few of these direct impacts have been documented. One documented event somewhat related to the government's Indian removal policy was the murder of Joseph Thibault by one of his American Indian wives and her son in 1837-38. This event, which occurred near Lake Koshkonong where the family lived, developed out of a family quarrel in which the husband wished to remain in Wisconsin and the wife wanted to follow the local tribal groups across the Mississippi (Draper 1908:423).

Potential Associated Site Types

Few cultural resources associated with Wisconsin's military frontier are extant. Archeological sites are the most common resources from this period; however, very few are associated directly with American Indians (and very few are related directly with the Janesville area). Most sites

from this period are Euro-American. Agricultural expansion and urban development in southern Wisconsin have obliterated many resources associated with the government military-American Indian context. These resources included stockades and blockhouses built during the Black Hawk War, none of which are documented for the Janesville area.

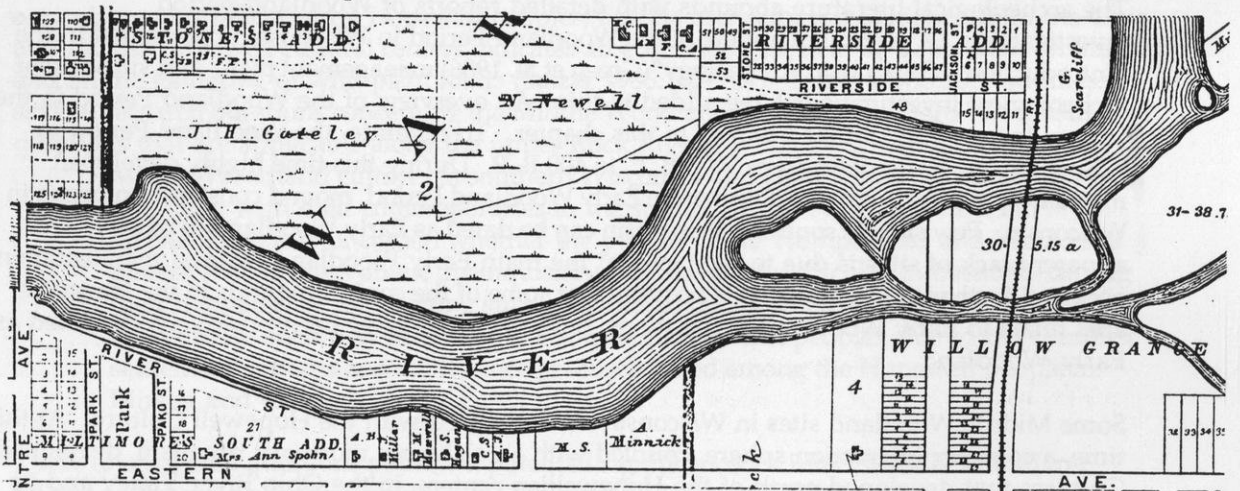
While government dealings associated with American Indians had a great effect on the groups living in the Janesville area, very few actual events have been documented. Undocumented sites may exist in the form of single or multiple American Indian burials located along the path of Black Hawk's flight and encampments associated with the Black Hawk War (see the Black Hawk War theme below).

Settlement Theme

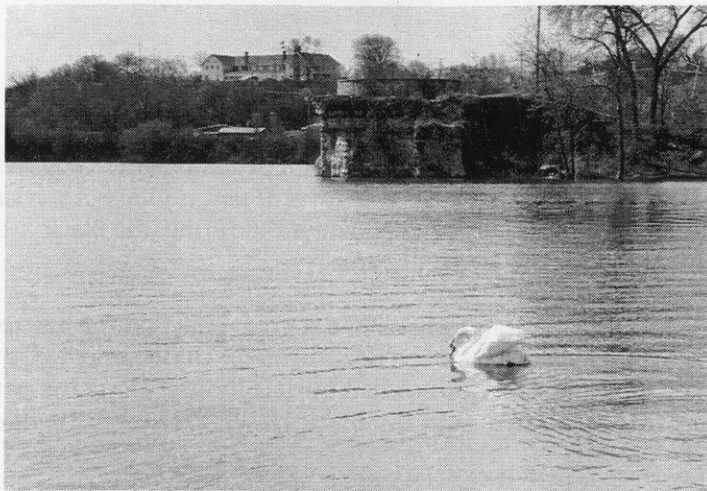
The later years of American Indian occupation in southern Wisconsin coincided with the general advancement of Euro-American settlers from the southwest (up the Mississippi River) and from the east. This section will outline American Indian incidents in the Janesville area associated with the statewide Settlement Theme.

Between 1836, when the Wisconsin Territory was created, and the turn of the century, Wisconsin was populated by a massive influx of immigrants. Some of these settlers came from other parts of the United States while others came from Europe. The first influx of settlers tended to occupy the southern tier of counties, including Rock County. Prior to the Black Hawk War in 1832, the region that includes Janesville was inhabited primarily by tribal groups such as the Winnebago and the Potawatomi. By the mid-nineteenth century, indigenous tribal groups were induced to cede most of their lands to the U. S. government. Thus, the history of settlement in Rock County was made possible by the coerced reduction of American Indian lands and the forced removal of the largest portion of the aboriginal population.

For a time, however, the aboriginal inhabitants of Rock County and the early settlers lived together. Less than one year before the Wisconsin Territory was created, John Inman, George Follman, William Holmes, and Joshua Holmes settled on the south bank of the Rock River opposite the "Big Rock" (Gregory 1932:612-613). The log cabin they constructed was the first known structure within the present city limits of Janesville.



A portion of the south bank of the Rock River in 1873.



Big Rock. Photograph by Skip Drew, 1992.

In October 1835, Samuel St. John and his wife and three children arrived. During the St. John family's first winter along the Rock River, they lived in the small cabin with Inman, Follman, and the Holmeses. In 1841 the federal government sent a military detachment to secure obedience to the order confining American Indians to territory beyond the Mississippi. However, small groups returned to their homelands in southeast Wisconsin throughout the next few decades.

Potential Associated Site Types

Numerous accounts are found in Rock County histories describing the interactions of early settlers and American Indians in the Janesville area. However, urban development in Janesville has probably obliterated any cultural resources associated with the contact between American Indians and settlers. Documented sites include settlers' cabins and American Indian trails and paths (described in detail in "American Indian Transportation Routes". Undocumented sites may exist in the form of American Indian village or camp locations.

Newly Developed Themes

Woodland Mound Construction in the Janesville Area

The archeological literature abounds with detailed reports of Woodland-period investigations. A general overview of the Woodland Period in Wisconsin is presented in the "Introduction to Wisconsin Archeology" (Green et al. 1986) management plan, and subsequent archeological investigations have added to this. An overview of the Woodland Period in the Janesville area was outlined earlier in this chapter. To reiterate, the Woodland Period in Wisconsin generally dates from 3000 B. P. to 400 B. P. During this time highly developed mortuary practices emerged. During the Early Woodland Period, mound construction began in Wisconsin. Few sites in southern Wisconsin can be dated as Early Woodland in nature. The apparent lack of sites is due to the fact that the main Early Woodland cultural manifestations occurred further to the south. It is possible that some of the conical mounds in the Janesville area relate to Early Woodland occupations; however, none have been positively identified as Early Woodland.

Some Middle Woodland sites in Wisconsin are associated with the Hopewell Culture. At this time, a complex interaction sphere, coupled with an elaborate mortuary ritualism, developed. Cultures that developed north of the Hopewellian centers, in the Ohio River Valley and its tributaries, shared a number of basic traits with Hopewell. However, these northern cultures lacked many of the elaborate art styles and mortuary practices, the scarcity of which suggests less development in social patterns. Middle Woodland's mortuary ritualism was related to

high-status individuals. The graves of these individuals were sometimes clustered in what were probably ceremonial centers. In southern Wisconsin, the Middle Woodland represented by the Waukesha Phase (McKern 1942) is poorly defined. Middle Woodland sites have been investigated in Rock County; however, none have been identified in the immediate area of Janesville.

By the beginning of the Late Woodland Period, Hopewellian complexes in Wisconsin were gone. This included many of the elaborate mortuary practices. In southern Wisconsin at this time, the Effigy Mound Tradition had emerged. It may be that this tradition overlaps the late Middle Woodland and extends into the very late prehistoric or early historic period. The Effigy Mound Tradition was originally defined by the presence of geometric and animal effigy mounds. Interestingly, both primary and secondary burials have been found in effigy mounds. Also, some lack burials and some have been constructed over hearth-like features referred to as altars.

As mentioned earlier, the exact function of effigy mounds is a subject of debate. It has been suggested (Radin 1911) that they represented totem symbols of clan or other kinship groups. Unfortunately, this hypothesis does not explain the non-animal effigy forms. Archeological evidence (Hurley 1986) suggests a concept of regionality or territoriality in segments of the seasonal movement of the people associated with the Effigy Mounds. In truth, our understanding of the elaborate effigy earthworks remains speculative. Numerous effigy mounds have been found along the Rock River in Rock County. One, a "tadpole" effigy 85 feet in length, was once located within the City of Janesville. This mound was destroyed in the early part of this century. Brown (1908:61) mentions the presence of additional mounds within Janesville; however, their one-time presence cannot be positively proven.

It is possible that many of the mound sites associated with Janesville may be of Middle Woodland origin. This is probably also true of many of the unidentified prehistoric camp/village sites and may be true of the known prehistoric single and multiple burial sites. Although the mounds of the Waukesha Phase sites along the Rock River are generally similar to the Illinois Hopewell, there are some significant differences that serve to identify the fact that these are not merely a transplant from the south (Salzer 1986:265). Middle Woodland in Ohio and Illinois represents a period of increased population. Certainly some small-scale agriculture was practiced by Hopewell peoples, but the archeological evidence from the Ohio and Illinois Hopewell cultural centers indicates an economic base heavily dependent on hunting and on the gathering of wild plant foods (Salzer 1986:263-264). Salzer (1986:268) outlines several research questions concerning the Middle Woodland Period in southern Wisconsin, questions that are applicable along the upper Rock River.

Middle Woodland cultures in southern Wisconsin also shared many ideas about burial treatment with their contemporaries to the south. At this stage in Wisconsin archaeology, it is uncertain whether the people of the Trempealeau and Waukesha phases shared ideas about distinguishing the status of particular individuals during their lives as well as reflecting such social distinctions when people were buried. It is equally uncertain whether these southern Wisconsin peoples shared the complex settlement patterns and subsistence practices found among the Hopewell people in Illinois and Ohio.

These unanswered questions point to a potential significance for intact Middle Woodland village and mound sites in Janesville and the surrounding area. There are still many archeological questions dealing with Late Woodland Effigy Mound complexes. The archeological assumption that all Effigy Mound culture sites have effigy-shaped mounds and non-effigy mounds is misleading (Hurley 1975:353-354). In truth, some Effigy Mound sites lack

effigy-shaped mounds and not all sites of this tradition are mound sites. While archeologists have slowly reconstructed the Effigy Mound tradition's material culture, much more work remains to be done. As Hurley (1975:354) states, "The present list of Effigy Mound marketplace items is not complete and additions or subtractions may occur as future research refines this reassessment." When considering the Janesville Woodland sites in the context of Late Woodland (or Effigy Mound Tradition), it appears that many local archeological questions remain unanswered. The presence of unanswered research questions adds to the significance of not only the identified Late Woodland site in the Janesville area but all Woodland camp/village, mound, and non-mound mortuary sites where intact archeological deposits are present.

Potential Associated Site Types

Seven prehistoric mound sites have been recorded as being within or near Janesville. Additionally, two prehistoric non-mound multiple burial sites and one non-mound single burial site have been recorded. Six of the mound sites are recorded as Woodland sites, while one is recorded as a Late Woodland site. The Late Woodland site is the Spring Brook mound group, which at one time included an effigy mound. The multiple and single non-mound burials are recorded as unknown prehistoric and may be Woodland Period non-mound burials. Interestingly, only one of the 33 prehistoric camp/village sites located in the Janesville area has revealed diagnostic artifacts dating to the Woodland Period. It is probable that many of the camp/village sites described as unknown prehistoric date to the Woodland Period. It may even be that several of the camp/village sites located in Janesville were directly related to the known mound and non-mound mortuary sites located in the general area. This, however, can only be hypothesized at this time.

Undocumented Woodland archeological deposits in the Janesville vicinity may exist in the form of mortuary and non-mortuary sites. While investigators have been active in locating Wisconsin's mound sites for more than 150 years, some mounds may have gone unnoticed or may have been plowed down by agricultural activities before they were recorded as cultural resources. Additional undocumented Woodland mortuary sites may include single or multiple burials. Undocumented non-mortuary sites might be present in the form of camp/village sites, river and stream fords, and specialized resource procurement sites.

American Indian Transportation Routes: Waterways and the Overland Trails

Cultural Resource Management in Wisconsin outlines a statewide Transportation theme. However, this theme focuses on Euro-American transportation and goes into little detail concerning American Indian transportation. This section will develop an American Indian Transportation theme focusing on the Janesville area. Most of the primary documentation concerning American Indian travel was obtained from early settlers' accounts in Rock County histories. Additional information was provided by first-person accounts of the pursuit of Chief Black Hawk through Rock County and by secondary sources.

Transportation routes have always been among the most important cultural manifestations. With continued evolution of the economic and technological sectors of culture, our routes tend to become increasingly varied and substantial. As settlements (prehistoric and historic) become more permanent, routes tend to connect population centers as well as to connect settlements with sites of economic activity (Newton and Raphael 1971:250). Once established, a route tends to become self-perpetuating. The route is dictated by both natural and cultural factors and can be considered a linear cultural landscape. The traditional, and popularly practiced, way of identifying a route's significance is to evaluate it in terms of the National Register of Historic Places Criterion. This process has been outlined by Nowak (1993) in relation to archeological

property types being contributing elements to a route's significance. In the Upper Midwest, small advances have been made in the description as well as the assertion of potential significance of transportation routes. This is also true for individual components of transportation routes. How to evaluate transportation routes to determine their relative importance is currently a research question of national and international scope. Researchers tend to agree on one important conclusion: Transportation corridors should probably be treated holistically. The whole, or at least the interrelationship of the parts, may be more important than the individual components themselves (Cliver 1993:7). Many sites may be significant for their physical properties, however planned or non-planned they may have been. However, most transportation routes are significant for what they represent, not because of the related individual resources.

The World Heritage Committee is developing possible criteria to identify significant transportation routes. Several of the committee's important criteria include: 1) Does the property bear unique or exceptional testimony to a cultural tradition that has disappeared? 2) Is the property an outstanding example of landscape that illustrates significant stages in human history? 3) Is the property an outstanding example of traditional land use, representative of a culture? 4) Is the property associated with events or living traditions, with ideas or beliefs, or with artistic or literary works of outstanding significance? The issues of authenticity and integrity must also be dealt with in the case of transportation routes.

The first overland routes in Rock County were Indian trails. These trackways usually followed the rivers; however, some may have crossed the watershed divides between drainages. These were undoubtedly used by early traders and were utilized by the early settlers of the Janesville area. An early reminiscence of Janesville written by Henry F. Janes in 1855 (Draper 1908:435) describes the only transportation route through the settlement as an "Indian trail which wound its serpentine course through what is now probably the heart of the city." Janes' description of the trail's "serpentine course" is probably an accurate one. Crossing a river, or even a swollen stream, was a dangerous task and, more often than not, could only be accomplished at certain fords along a water course. In his journal (Draper 1908:420-421), Isaac T. Smith describes his family's first encounter with Spring Brook. At a place on the east side of Rock River and not far from the river, the Smith family came to an abrupt stop:

Spring Brook was very much swollen by rain, and in many places was eight or ten feet deep. We had to go some distance up the valley of the creek towards Black Hawk Grove, cross over, and follow up a ravine to get on the high land, and then down another ravine to the river.

Not only does this account describe the nature of traveling on Indian trails, but it suggests the presence of a ford, or creek crossing, in the vicinity of Black Hawk Grove. Another American Indian ford, this one across the Rock River, is included in the archeological site files at the State Historic Preservation Office. That crossing is located in downtown Janesville just southeast of the Centerway bridge.

An early account of Rock County (Butterfield 1879:353) mentions the lack of overland transportation routes:

With regard to roads, there was nothing of the kind worthy of the name. Indian trails were common, but they were unfit to travel on with vehicles. They were mere paths about two feet wide—all that was required to accommodate the single file manner of Indian traveling.

Butterfield (1879:359) describes the state of overland transportation through Janesville as it was in 1836.

A road from "Fontana," near the head of Geneva Lake, reached Beloit. A road from the later place ran almost due north to Janesville....Two roads centered at Janesville, from the east, the larger one, from "Waukeeshah," the other, from "Delevan." After crossing the river to "Rockport," there were three roads; one ran up the west side of the river to "Caramany," just below the mouth of the "River of the Four Lakes;" another took a northwesterly direction to Madison; a third held its course a little south of west, through "Centerville," to "Monroe." Two other roads led out of Janesville, one running up the east side of the river until it finally crossed the stream a little below the mouth of the "River of the Four Lakes," the other bearing off more to the right, running along the east side of "Lake Koshkonong," to Fort Atkinson. Except the one from "Waukeeshah," through Janesville and "Rockport," to "Centerville," all these roads were little else than pioneer "traces," or Indian trails, when, in 1836, Rock was set apart as a distinct county.

H. F. Janes, one of the first settlers in Rock County, related that coming from Milwaukee through Waukesha toward the Rock River country in 1836, he followed the old Indian trail referred to above (Draper 1908:427).

Naturally, the Rock River was a well-used transportation route for the Euro-American settlers and the American Indians. L. B. Caswell (Brown 1908:199) tells us that early river navigation was confined to the use of Indian canoes and that travelers and home-seekers made very common use of the canoe in their journeys up and down the Rock River Valley. Caswell's statement suggests that settlers acquired canoes constructed by American Indians. Trappers and others who had spent years on the frontier would certainly have developed the skills necessary to construct a canoe. New settlers to the frontier, however, would probably not possess such skills. Caswell further describes the skill necessary in handling a canoe:

These little crafts had to be handled with great care if not with skill; they were as uncertain as the Indians who constructed them. One moment they were right side up and the next moment bottom side up, and the unfortunate navigator in the soup. It all depended upon how the boat was handled. An expert cared little for this if not very partial to dry clothing. I remember one occasion—I think it was in 1838—Daniel Stone had been up river somewhere in Jefferson County....Lake Koshkonong had the appearance then in the summer time of a large meadow rather than of a lake. The growing wild rice completely covered it and water was scarcely visible. The water was only four or five feet deep quite uniformly. Stone had succeeded in pushing his canoe to within about a mile and a half from the foot of the lake and a mile from the southern shore, when, in some unguarded moment, his little craft was bottom side up. His gun, his camp kettles and all his outfit went to the bottom. Fortunately, his feet found the bottom, leaving his head still above the water....It was impossible for him to expel the water from the boat or get into it again if he could. His only chance for life was to wade to the shore, all depending upon the depth of the water and his strength for the task. The bottom of the lake was muddy and the wild rice was so thick, his progress was slow, but he made it and pulled through to our cabin looking as though he had risen from the dead. (Brown 1908:199–200)

Before the early settlers came to Janesville, trappers such as Stephen Mack and Joseph Thibault along with the American Indians paddled canoes up and down the Rock River. Local tribal groups undoubtedly used the river to move from village to village. Other groups

undoubtedly slowly drifted and paddled past the Big Rock at what was to become Janesville.
Potential Associated Site Types

Little record has been left behind concerning American Indian travel through Janesville. Early settlers have left a written record of the American Indian trails that were present when they entered the area. The Rock River was also used by American Indian voyagers, as it was by traders and early settlers. Few sites associated with American Indian travel through Janesville would have left distinct archeological evidence. Also, as with other cultural resource site types, urban development of Janesville has probably obliterated those resources that existed. Sites that have been documented in the historical record include American Indian trails and paths, and river and stream fords. Undocumented sites may exist in the form of American Indian camp locations along known trails and the Rock River. These camps could have been made by local tribal groups and groups who were just passing through. Additional undocumented cultural resources might take the form of sites associated with canoe wrecks along the Rock River, including remains of the canoes.

The Black Hawk War: The Janesville Connection

One of the most interesting American Indian-related events associated with lands now encompassed by Janesville was the encampment of the Sauk Chief Ma-Ka-Tai-Me-She-Kia-Kiak, or Black Hawk. United States Indian policy during the national and antebellum periods was based mainly on the prospect of extinguishing Indian land titles in the settled territories and on voluntary or forced emigration to designated reservations west of the Mississippi. Sauk-Fox sovereignty over lands east of the Mississippi River was extinguished by a series of treaties between 1804 and 1830. While government agents endeavored to move the Sauk-Fox out of Illinois, Euro-American settlers began encroaching on tribal lands around Rock Island.

From their hunting grounds west of the Mississippi River, Black Hawk's band would cross into Wisconsin, their traditional summer village site, and plant corn. While other tribal leaders, mindful of treaty obligations, moved into Iowa, Black Hawk refused to leave. Under pressure in 1831, he signed a renunciation of his land and in his words "determined to live in peace" (Smith 1973:136). Black Hawk would later assert that he made the treaty to give his band "corn in place of what we had left growing in our fields....The corn that had been given us was found to be inadequate to our wants....To satisfy them, a small party of braves went over, in the night, to steal corn from their own fields (Smith 1973:136)." Assistance from the Winnebago and other tribal groups and the hope of British aid, spurred Black Hawk to make one last attempt at driving the Americans away.

In the spring of 1832, a band of approximately 1,000 Sauk-Fox warriors, old men, women, and children, led by Black Hawk, left their reservation in Iowa and moved back across the Mississippi to Illinois. Driven off by the Illinois militia, Black Hawk withdrew up the Rock River into Wisconsin. Here the militia gave up the chase. General Henry Atkinson, hero of the Winnebago uprising five years earlier, was assigned command of the government expedition that was to stop Black Hawk. Black Hawk's band worked its way north along the east bank of the Rock River, and established a camp in the southeastern portion of what is now Janesville. The particular events surrounding this encampment are discussed below. After leaving the Janesville area, the band moved north and west through Wisconsin. In July, a force of army regulars and Indian allies caught Black Hawk's people as they tried to cross the Wisconsin River near present-day Sauk City. At this "Battle of the Wisconsin Heights," the Sauk were badly mauled. In August, the remnants of Black Hawk's band was run to ground and massacred near the mouth of the Bad Axe River. Black Hawk escaped but was later captured and imprisoned for a time at Prairie du Chien before being paroled. In a few years, the Sauk-Fox were removed from their Eastern Iowa lands, and in 1842 they sold their remaining Iowa lands and moved onto a reservation in Kansas.

It is reported that Black Hawk, with a large portion of this band, was encamped for more than two weeks near the Rock River where the City of Janesville now stands (Guernsey and Willard 1856:19). This report describes the tent poles, ashes, and brands of the Indian campfires as being seen at this location "until within a very few years." General Atkinson, arriving at the mouth of the Pockatinica River and hearing that Black Hawk was further up the Rock River, determined to pursue him with intention of deciding the war by one great battle. Black Hawk, hearing of Atkinson's approach from his spies, hastily broke up his camp at Black Hawk Grove and moved still further up the Rock River to the foot of Lake Koshkonong.

Several descriptions of the Black Hawk Grove encampment exist. These accounts were made by soldiers with Atkinson's army as well as early settlers of Janesville. The most interesting chronicle of the encampment is taken from the account of two white girls who were taken captive by the Sauk in Illinois and ransomed to a group of Winnebago at the Black Hawk Grove encampment.

Shortly after crossing the Illinois-Wisconsin border, Atkinson's army saw an American Indian spying them from the top of a bluff on the west side of Rock River. This was presumed to be a Sauk scout. Moving north along the east bank of the Rock, the U.S. army soon came across an abandoned Sauk camp. One of the soldiers with Atkinson's army narrated the following account:

July 1.—...We proceeded a few miles further and came to the place where the Indians, who had taken the two Misses Hall prisoners, had stayed for several days. It was a strong position, where they could have withstood a very powerful force. (Butterfield 1879:331)

Having heard the glowing reports of the Rock River Valley from soldiers returned from the Black Hawk War, John Inman and William Holmes undertook an exploratory journey to the Janesville area in 1835. Upon waking one morning in their camp on the bluff above the Rock River prairie, they "strolled over to the beautiful grove about half a mile east of their encampment, and finding there the late head-quarters of the illustrious Black Hawk chief and his army, but just deserted, they named the grove Black Hawk . . ." (Guernsey and Willard 1856:29). Indeed, the just deserted camp of Chief Black Hawk, which included tent poles and the remains of fires, appeared to the two men as if it had been a camp of some permanence. In

his *Lincoln in the Black Hawk War*, Jackson (Thwaites 1898:129–130) suggests that the Black Hawk Grove camp was occupied for quite some time by a portion of Black Hawk's band.

When Black Hawk was in Illinois and in the mining country, he did not have with him his old men and women and children. They were, however, in his company at the battle of the Bad Axe, having joined him at some point after he left Illinois. It is therefore probable that Black Hawk's Grove was the headquarters of his band, from which raids were made in different directions.

The Sauk encampment at Black Hawk's Grove is mentioned by one of the Hall girls who, with her sister was taken prisoner during a Sauk massacre in Illinois. The details of the massacre can be found in Butterfield's *History of Rock County* (1879: 328–329). This is the account of the several days that the girls spent with their Sauk captors:

The Sac camp was on the bank of a small creek, surrounded by low, marshy ground, scattered over with small burr-oak trees. On our arrival, several squaws came to our assistance, took us from our horses and conducted us into the camp, prepared a place for us to sit down, and presented us some parched corn, some meal and maple sugar mixed, and desired us to eat. We did so, more through fear than hunger, and, at their request, threw a small parcel (about a tablespoonful) into the fire, as did also the squaws, and the Indians that accompanied us. There was much apparent rejoicing on our arrival. About 10 o'clock, we were invited by the squaws to lie down, which we did, and enjoyed a kind of confused or disordered slumber, which lasted until after sunrise. The next morning, soon after we arose, our fears of massacre and torture began to abate. We were presented with some boiled beans and sugar for breakfast, and ate a little, having, though almost exhausted, as yet no appetite for food. About 10 o'clock, the camp broke up, and we all moved about five miles across the creek, and encamped again on an elevated spot, covered with timber, near a small creek. We traveled each upon a separate horse, heavily laden with provisions, blankets, kettles and other furniture required in an Indian camp. We arrived at our new encampment a little before sundown. Here a white pole was stuck in the ground, and the scalps taken when we were captured hung up as trophies. About fifty warriors assembled in the center and commenced a dance, in which a few of the squaws participated. They danced around this pole to the music of a drum and gourds, so prepared as to make a rattling noise. I was invited frequently by the squaws to join in the dance, but refused.

The first dance was had in the morning after our arrival in camp. The same was repeated daily while we continued among them. Soon after we arose, on the first morning after our arrival, some warriors came to our lodge, and took us out, and gave me a red flag, and placed something in the hands of my sister, which I do not recollect, and made us march around through the encampment, passing each wigwam. Then they led us to the center of the spot they had cleared off to prepare for the dance, near where the white pole was stuck up; then, placing a blanket upon the earth, and after painting our faces red and black, ordered us to lie down with our faces toward the ground. They then danced around us with war-clubs, tomahawks and spears. Before its conclusion, we were taken away by two squaws, who, we understood, were the wives of Black Hawk. In the evening, as soon as the dance was over, we were presented with a supper, consisting of coffee, fried cakes, boiled corn and fried venison, with fried leeks, of which we ate more freely than before. We continued with them for four days longer, during which we fared in a similar manner, until the two last days, when we got out of flour. When our flour was exhausted, we had coffee, meat and pounded corn made into soup. On being delivered over to the squaws mentioned, we were separated from each

other, but permitted to visit every day, and remain for about two hours without interruption. These squaws encamped near each other, and we were considered as their children, and treated as such. Our encampments were removed five or six miles each day, and my sister and myself were always permitted to ride at such removals. Our fare was usually better than that of others in our wigwam. Our fears of massacre had now subsided, being received and adopted into the family of the chief. We were not required to perform any labor, but were closely watched to prevent our escape.

On the fifth day after our arrival at the Sac camp, we were told that we must go with some Winnebago chiefs who had come for us. At that time, the Sac encampment was on a considerable stream, the outlet, as I supposed, of a lake. There were a number of lakes in the vicinity. The squaws with whom we lived were apparently distressed at the idea of our leaving them. The Winnebagoes endeavored to make us understand that they were about to take us to the white people. This, however, we did not believe; but, on the contrary, supposed they intended to take us entirely away from our country, friends and homes.

We left the Sac encampment with four Winnebagoes the same evening, and traveled about fifteen miles, each of us riding on horseback behind a Winnebago chief; the latter expressing frequently their fears of pursuit by the Sacs, who exhibited great uneasiness at our departure—the profit having cut two locks of hair from my head and one from my sister's just before we left them.

We reached the Winnebago encampment a little after dark...(Butterfield 1879:329-330)

Using the available historical accounts, it is possible to point out an area, now known as Black Hawk Golf Course, and more particularly the area near the clubhouse and pro shop, as the probable location of Black Hawk Grove, although all traces of Indian tent poles and camp fires have long disappeared (Montgomery 1996).



Black Hawk Golf Course and clubhouse: the probable location of Black Hawk Grove. Photograph 1998.

Potential Associated Site Types

Black Hawk's uprising propelled a wave of fear throughout the Upper Midwest. By the time the Sauk came to the Janesville area, the war had turned into a mad dash, with Black Hawk moving from camp to camp and the federal army closing behind him. The camp at Black Hawk's Grove was occupied for at least several days and possibly for several weeks. This "strong position, where they could have withstood a very powerful force" (Butterfield 1879: 331) may even have been the location of a more permanent camp, used by the elderly, women, and children of the Sauk band who were not with Black Hawk in Illinois during the early stages of the war. The early historical accounts are very accurate in their placement of Black Hawk's Grove. Unlike many American Indian and early settler sites located adjacent to the Rock River, the Black Hawk's Grove site may remain intact as an archeological site. Additional sites associated with the Black Hawk War may exist in the Janesville area. Documented sites include the Black Hawk's Grove encampment and American Indian trails and paths. Undocumented sites may exist in the form of small camp locations along the known trails, fords of the streams on the east side of the Rock River, and American Indian grave locations. While no historical accounts place graves at Black Hawk's Grove, members of Black Hawk's band died at many places along the route of the chase. Smith, an officer under Atkinson, notes (Thwaites 1910:163) that the army "frequently passed their [members of Black Hawk's band] dead, who, exhausted by wounds or fatigue, had expired and fallen from their horses." In his account of the Battle of Peckatonica, Fitch (Draper 1909:183) states:

Poor wretches! their efforts were worse than useless; five minutes consigned them to their mother earth, one alone, who, desperately wounded, had hid himself among the high weeds and brush. He lived to reach the Sauk camp, but died shortly after.

While the Sauk camp referred to may not be the Black Hawk's Grove encampment, Fitch illustrates that wounded warriors were escaping the army and finding their way back to safety, if only to die of their wounds afterwards.

Euro-American Settlement of the Janesville Area

The statewide Settlement theme outlined in *Cultural Resource Management in Wisconsin* goes into little detail concerning the early Wisconsin settlers and their American Indian neighbors. However, numerous accounts are found in Rock County histories describing the interactions of early settlers and American Indians in the Janesville area.

The first permanent settlers came to the "Big Rock" on the Rock River in 1835 (Gregory 1932: 612-613). The next several years saw the growth of the Janesville settlement including the establishment of a ferry across the Rock River in 1836, the establishment of a "stopping place" for travelers, the arrival of overland mail, the platting of the actual village of Janesville, and the opening of businesses as more people settled in what had developed into a small community.

Before the original settlers of Janesville had stepped foot in the Rock River valley they had been assisted by American Indians. Before John Inman and William Holmes undertook their reconnaissance trip to the Rock River valley they acquired two ponies from American Indians at Milwaukee (*Portrait and Biographical Album* 1889: 1004). American Indian influence on and contact with the settlers continued. The descriptions of American Indians by early Janesville

residents vary in attitude. While some accounts portray American Indians as drunken rogues, others picture them as helpful and willing trade partners.

One account is that of L. B. Caswell (Brown 1908:196–198). As an 11-year-old boy living at the Janesville settlement in 1838, Caswell made the 10-mile journey to his nearest neighbors house. He later described his journey:

My neck must have been lame from looking over my shoulder while on the...trail...to see if the Indians were after me, but they were not.

Caswell further describes the American Indians in the Janesville vicinity as of 1838.

There were plenty of them, but they usually kept near the river, while my course was across the country away from the river. Lake Koshkonong was a great resort for Indians. They were often in camp there by the hundreds. Principally Winnebago and Pottawatomies. Game existed around this lake in great abundance. These Indians were always peaceable, even kind to us, and we dared not be otherwise to them; but on two occasions I never was so frightened. At one time my mother and I were in the shanty alone; of a sudden, at least fifty braves ...mounted on ponies, came on a dead run and completely surrounded the cabin so closely they darkened the window. Their chief dismounted and came in. My mother was as white as a ghost and my heart was in my throat. We supposed the end was near. He asked for whiskey; we had none. With a disgusting look, he as suddenly left as he came. In the twinkling of an eye every one in Indian file was disappearing over the hill and out of sight, to our great joy and relief. At another time, when in great fear from rumors that the Indians were about to rise and massacre all the white people of Rock river valley, about 3 in the morning we heard unearthly yells and cries not far from the shanty. We arose and dressed and prepared to die. We sat up until morning waiting for the onslaught. Scarcely a word was uttered between us; we thought our fate was too plain to admit of discussion. But no Indians came; we then thought, if we did not believe, that possibly all Indians were good Indians. Afterwards we learned we had heard the cry of a pack of prairie wolves, which the pioneers soon learned could not be excelled in hideous noises—not even by the Indians themselves. (Brown 1908:196–198).

Another account is related by Butterfield in his *History of Rock County* (1879:346):

The Indians, in considerable numbers, remained around in this vicinity for several years; and even until very recently they have made annual visits, to gather fish and wild rice, which formerly grew in great abundance on the borders of the lake. I was in the habit of trafficking with them, selling them...bread...pork...melons and squashes, and received in payment, buckskins venison, moccasins and buckskin coats.

At one time, I came near having trouble with a company of six Indians. I had a grindstone, the only one, perhaps, in Rock County, and I allowed the Indians to grind their knives and tomahawks whenever they wished to. This was in the latter part of the winter, when these Indians came to my shanty and asked the privilege of grinding, when I readily granted, as usual. After grinding, they came into my shanty. I was alone—the only white person in the settlement. They asked for food. I had been in the habit of giving it to them frequently, but, at this time, I was almost out myself and did not know when I could get more from Milwaukee. I knew they were nearly famished,

having consumed their winter's stock of rice and muskrats, and pitied them; but was obliged to refuse them. They then offered me money, even to a handful of half-dollars for a small piece of bread; but I told them how little I had, and that I knew not when I could get more. I could talk Indian considerably then. Still they insisted on having something to eat, and one of them stepped to my pork barrel and took off the cover and looked in, where I had a few small pieces of pork swimming in the brine, and manifested a disposition to take it, when I took my ax and resolutely stepped toward him and told him to...clear out. I was fully determined to split him down if he had not desisted; and he undoubtedly thought so, for he stepped back, and, after some consultation, they left me unmolested. I almost tremble, even at this late day, when I consider the risk that I ran and my fortunate escape from my probable and almost inevitable fate had I struck the Indian down with such odds against me, and the probable effect that would have been produced on the others under the circumstances.

Another early Janesville resident, Levi St. John, describes the American Indians in the Janesville area.

I arrived with my family at Rock River, October 5, 1836, and went into a log house.... At that early day, the Indians were quite numerous in this part of Wisconsin. I have frequently visited their camps, gone into their wigwams, and bought honey and maple sugar of them.. At times, as many as a dozen Indians would ride up to my house, armed with tomahawks, knives and loaded guns; and I have at such times thought how easy a matter it would be for them to butcher my family, if they were so disposed. It was reported, from time to time, that they intended to have a general rising, and massacre all the whites; in fact, they did murder a man on Rock River, near its head, of the name of Burnett, and wounded another. But they were always friendly with me, and I have traded a great deal with them. They learned to be quite shrewd in their traffic. If they had a large lot of peltries or fish to sell, they would only show a few of the poorest at first, and then producing more, and so on, until they sold out. The Indians are remarkably generous, always offering their visitors something to eat. I was generally in the habit of feeding them when they called at my house. I have frequently given a loaf of bread to a company of half a dozen, when the one who received it would divide it, reserving the largest share for himself. (Butterfield 1879:347).

Along with trading and befriending the American Indians of Rock County, the early settlers adopted aboriginal subsistence practices. One account (Butterfield 1879:352-353) describes corn pestling but does not mention if this technique was learned directly from the local American Indians:

...even when corn was plentiful, the preparation of it was the next difficulty in the way. The mills for grinding were at such long distances that every other device was resorted to for reducing it to meal....Another mode of preparing hominy was by pestling. A mortar was made by burning a bowl-shaped cavity in the end of an upright block of wood. After thoroughly cleaning it of the charcoal, the corn could be put in, hot water turned upon it, when it was subjected to a severe pestling by a club of sufficient length and thickness, in the large end of which was inserted an iron wedge, banded to keep it there. The hot water would soften the corn and loosen the hull, while the pestle would crush it.

As described in the accounts above, the early settlers were fearful of the American Indians. In contrast to this fear was an inclination toward cooperation and compassion for their current situation. The impact of the Euro-American settlers on the American Indians in the Janesville area is difficult to assess. However, as the interaction between American Indians and settlers intensified with the settlement of southern Wisconsin and northern Illinois, the resulting acculturation was generally detrimental to the natives. Acculturation can be described as those phenomena that result when groups of individuals having different cultures come into continuous firsthand contact, with subsequent changes in the original culture patterns of either or both of the groups (Redfield, Linton, and Herskovitz 1936:146–150). The study of material culture may produce a rough measure of the degree of acculturation that has occurred (Brian 1979:270–274). However, differences in material culture do not reflect the whole process of change. Interpretation of some of the processes of change requires the identification and measure not only of material culture traits, but also of their integration and context within the cultural system (Redfield, Linton, and Herskovitz 1936). These difficulties of integration and context are archeological problems. The best way for them to be explored is within the conceptual framework of ethnohistoric archeology.

Potential Associated Site Types

Early Janesville settlers have left a written record of their interaction with the local American Indians. Many of these encounters would have left no distinct archeological evidence. The accounts, however, describe portions of an overall process of cultural contact and change. Archeological sites associated with these accounts might shed some light on local and regional acculturation processes. As in all urban areas, the development of Janesville has probably obliterated any cultural resources associated with the contact between American Indians and settlers. Documented sites include settlers' cabins (important for their association with American Indian groups both threatening and beneficial) and American Indian trails and paths (described above in "American Indian Transportation Routes"). Undocumented sites may exist in the form of American Indian village or camp locations.

Conclusion

The historic contexts for Janesville were developed on the basis of background information drawn from a wide range of sources. Future research may not agree with present interpretations. In fact, it is expected that the historic context overviews will be refined, modified, added to, and elaborated on whenever additional cultural resources research is undertaken. Little new information came to light during the research associated with several of the contexts in this chapter. Due to this, several of the existing contexts have been little altered. Additionally, the contexts are not a comprehensive synthesis of southeast Wisconsin history. Such works already exist and are readily available to preservation planners as well as the general public. The contexts outlined in this chapter focus on events taking place in and around the area that would later develop into the City of Janesville.

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2.

Immigration and Settlement

Carol Lohry Cartwright and Randal Waller

During the nineteenth century, immigrants flooded into Wisconsin. At mid-century, most immigrants to Wisconsin were Yankees from New England or other areas of the eastern United States and foreign-born immigrants from Ireland, Norway, and especially Germany. These groups continued to enter the state throughout the nineteenth century, along with Poles, Czechs, and other European groups, who created pockets of settlement in various areas of the state. By 1900, parts of Wisconsin had a definite European flavor; most immigrant groups were not fully assimilated into American society until after World War I.

The tendency of immigrant groups to settle together led to the establishment of ethnic institutions. In areas where there were concentrations of a particular ethnic group, the newcomers often established their own churches, societies, and schools. In some cases, these ethnic institutions were so pervasive in a community that they dominated its culture and lifestyle. (Wyatt 1986: Settlement, 1-1-1-2)

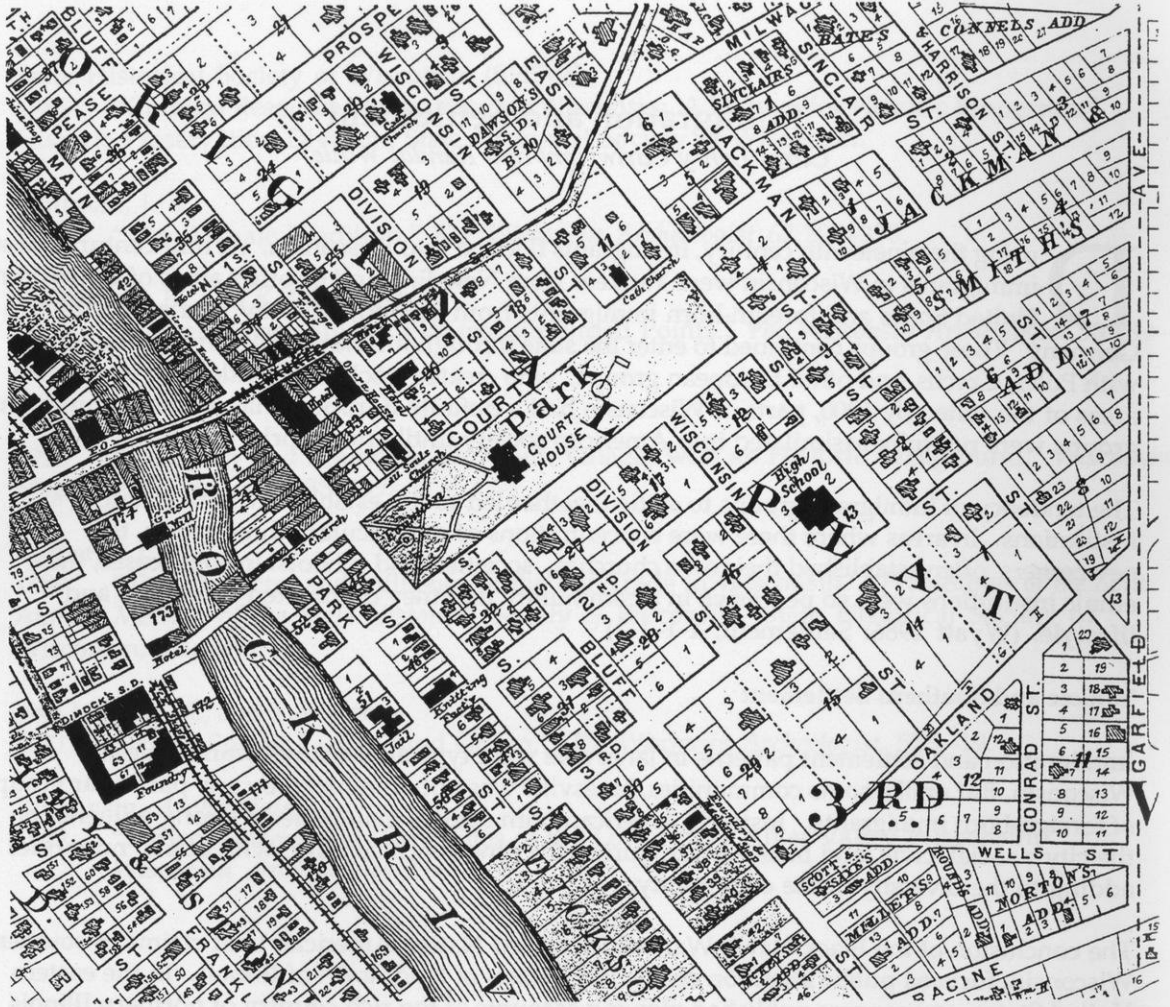
Yankee and Southern Settlement

Immigration and settlement patterns in Janesville were typical of many communities in Wisconsin. But unlike some communities, Janesville was not dominated by any particular group of foreign-born immigrants. Instead, American-born settlers maintained a strong influence on the city's social, civic, and business life during the nineteenth century, with ethnic minorities adding to the diversity of the community.

The conclusion of the Black Hawk War, which ended Native American land claims in southern Wisconsin, focused public attention on the large tracts of land north of Illinois. In the eastern United States, newspapers published glowing accounts of the rich country of northern Illinois and its neighbor on Lake Michigan. Very soon thousands of settlers, principally from New York and other New England states, but also from other parts of the eastern United States, began entering southern Wisconsin and the Rock River Valley. (Kuehn 1932:7)

In July 1835, John Inman of Pennsylvania and William Holmes of Ohio left Milwaukee to investigate the newly opened Rock River Valley. After traveling for two days, they came to Fort Atkinson, then traveled southward down the Rock River to what is now Janesville. Impressed with the natural resources of the site, they returned to Milwaukee to publicize the area and gather homesteading supplies. In November, Inman and Holmes returned to the site with George Follmer and Joshua Holmes. They erected a small cabin on the south bank of the Rock River, opposite the Big Rock. This was the first settlement in what would become Rock County. (McKay 1907:1)

During the next few years, many other Americans arrived to settle at the Janesville site. In 1836, Samuel St. John and his family arrived from Vermont and Judge William Holmes and his family arrived from Indiana. Others who came that year included Dr. James Heath and his



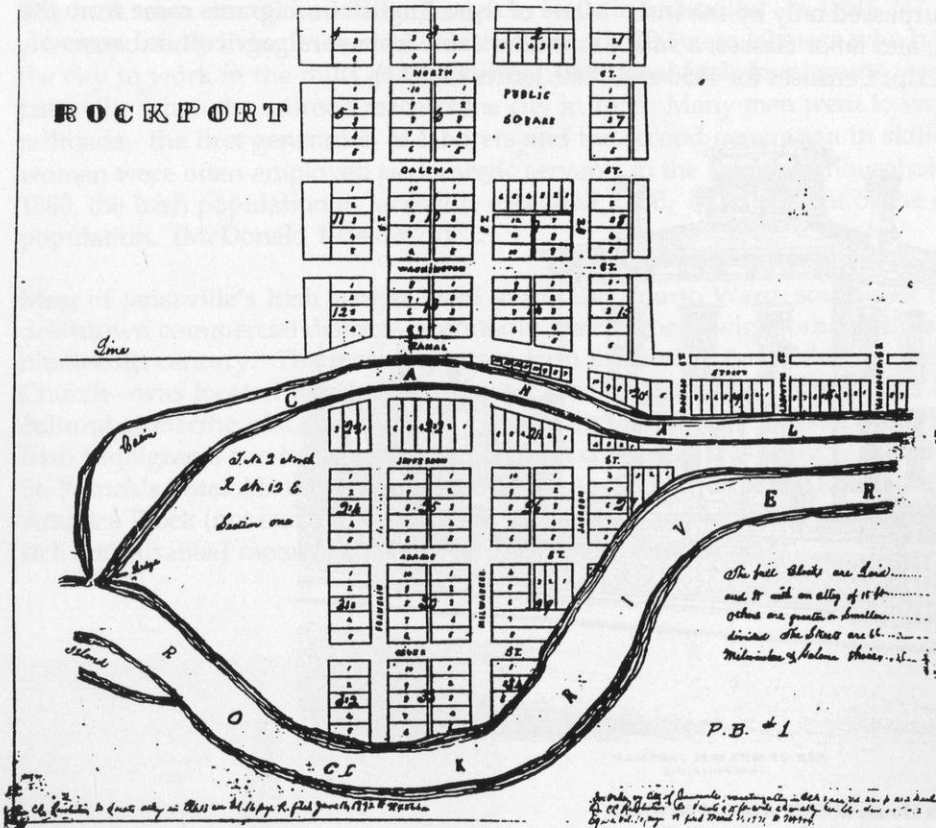
The Plat of Janesville made by Henry Janes in 1836 included a portion of what is now downtown Janesville. This 1891 map shows the original plat and subsequent additions.

wife, Henry Janes, John P. Dickson and his wife, W. H. H. Bailey and his wife, Levi Harness, Curtis Davis, and Levi St. John and his family. In 1837 Volney Atwood, Charles Stevens, Daniel Richardson, and A. Hyatt Smith also arrived. A few of these settlers remained only briefly, while others became influential members of the community. (Gregory 1932:612; Guernsey & Willard 1856:157–158; Brown 1908:548)

Henry Janes, a Virginian, planned the settlement that would ultimately evolve into the city of Janesville. In the spring of 1836, he made a claim to a half-section of land located on the east side of the Rock River, upstream from the original settlement opposite the Big Rock. He built a cabin in the heart of what is now downtown Janesville, then surveyed and made the Original Plat of Janesville. (Gregory 1932:613–614)

Others established rival settlements to Janes's plat. Thomas Holmes of Milwaukee platted the city of Rockport in what is now known as the Old Fourth Ward; Fourth Ward Park was the original commons for the Rockport plat. Across the river, approximately one mile from Rockport, John Inman and his partners platted Wisconsin City in 1836. This plat contained 209 blocks, with reservations for six churches, a college, and four schools. Neither Rockport nor Wisconsin City ever developed into separate communities; as Janesville expanded, their plats

were eventually included within the city limits. (Gregory 1932:613–614; Brown 1908:52–53)



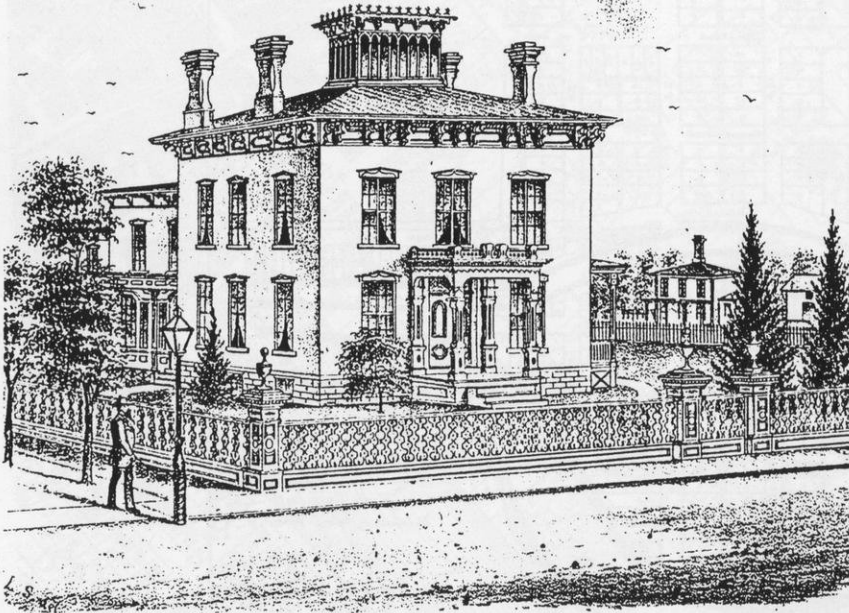
Thomas Holmes, Plat of Rockport, 1836. Rock County Register of Deeds.

In many communities, Yankee and other American-born settlers were often not long-term residents. They continued to move west, looking for more opportunities to make their fortunes. For example, Henry Janes quickly moved out of the territory, creating two more Janesvilles in other states before finally settling in California. But most Americans who came to Janesville stayed and raised families in the community, and many of their descendants stayed, as well. During the late nineteenth and early twentieth centuries, the economic, political, and social life of Janesville was dominated by American-born citizens. They established and financed most of the businesses in the city, formed and operated the governmental and judicial systems of the city and county, and established the prominent social organizations and churches. A review of the Notable People chapter shows the strong influence of these settlers in the nineteenth- and early twentieth-century life of Janesville.

The most significant Yankee institutions established in Janesville were the early Protestant churches, including the Baptist, Congregational, Methodist, Episcopal, and Presbyterian. The history of these churches is discussed in detail in the Religion chapter. In fact, because Yankees had a profound influence on the growth and development of all aspects of Janesville, their Yankee heritage can be found in almost every chapter of this book.

English and Scottish Immigration

A considerable number of English immigrants settled in Janesville between 1835 and 1860. During the 1840s and 1850s, they constituted the second largest group of foreign-born settlers in the community, surpassed only by the Irish. Many of these English immigrants came from the industrial, artisan, and labor classes; a smaller number came from rural, agricultural areas of England. (Manuscript Censuses for 1850 and 1860; Jeffris 1935:11)



RES. OF MRS. M. M. JACKMAN
JANESVILLE, WIS.

The Timothy Jackman House at 55 S. Atwood Avenue, built in 1858, is among the city's finest pre-Civil War residences. Jackman, a native of New York, was the founder of the Rock County National Bank. Illustration 1873.

English immigrants had relatively few cultural differences from the American-born settlers in Janesville, so they did not establish many distinctive ethnic institutions. Rather, they probably mixed with the Americans in both the social and business worlds. Records indicate that these immigrants were closely associated with the local Episcopal churches in the city, and they organized one known benevolent society, the St. George Society, in the early 1870s. The objectives of this society were to assist English immigrants and to promote social interaction among citizens of English ancestry. It is not known where this society met, but it was likely at one of the churches that English immigrants attended. (Butterfield 1879:558; Brown 1908:296-297; City Directories)

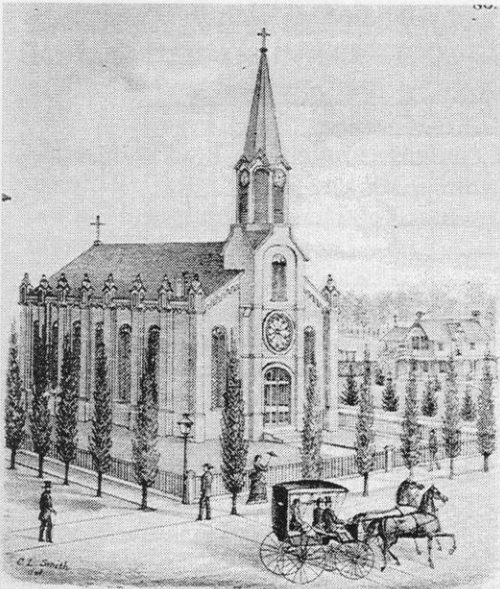
Many Scottish immigrants came to Rock County between 1835 and 1860, but few settled in Janesville. The census records for 1850, 1860, and 1870 show less than 50 people who claimed to be Scottish immigrants residing in the city. At the turn of the twentieth century, there were about 100 Scottish immigrants in Janesville; this constituted less than one percent of Janesville's total population. (Manuscript Censuses for 1850, 1860, and 1870; City Directories) No historic resources have been identified that relate to English and Scottish settlement in Janesville, other than their membership in certain churches. A thorough survey of potential

resources has not been undertaken; it is possible that historic resources related to this group may be uncovered in the future.

Irish Settlement

The Irish were one of the earliest groups to settle in Janesville. In 1850, 247 Irish immigrants were reportedly living in the city. Of these, nearly 100 were laborers who had been drawn to the city to work in the mills and factories. Additional Irish immigrants were attracted to Janesville when the railroad reached the city in 1853. Many men went to work for the railroads, the first generation as laborers and the second generation in skilled positions. Irish women were often employed as domestic servants in the wealthier households of the city. By 1860, the Irish population in Janesville exceeded 1,200, or 16 percent of the city's total population. (McDonald 1954:62-75)

Most of Janesville's Irish settlers lived in the Old Fourth Ward, southwest of the city's downtown commercial district—reportedly the roughest neighborhood in Janesville in the nineteenth century. The most important Irish institution established in the city—the Catholic Church—was located there. St. Patrick's Catholic Church and School was the social and cultural gathering place for the Irish community. (The church history and its association with Irish immigrants can be found in the Religion chapter of this book.) The Irish also established St. Patrick's Total Abstinence and Benevolent Association in 1872. Located in the old Young America Block (not extant), it promoted temperance and offered a plan for weekly payments to sick and disabled members. (Unhoefer 1965:19-24; Fleckner:287)



St. Patrick's Church and Parsonage, 315 S. Cherry Street. St. Patrick's is the oldest church building in Janesville still in use as a church. This engraving was published in 1873.

Other than St. Patrick's Catholic Church and School, there are no other identified historic resources associated with Irish immigrants in Janesville. A thorough survey of potential resources has not been undertaken; it is possible that historic resources related to this group may be uncovered in the future.

German Settlement

The Germans were the largest non-English-speaking immigrant group to come to America from western Europe. Over five million Germans arrived in the United States between 1820 and 1910. They came in three waves: from 1845 to 1855, they came mostly from southwestern German states; from 1865 to 1874, they came mostly from northwestern German states; and from 1880 to 1893, they came mostly from northeastern Germany. In Wisconsin, Germans arrived in significant numbers during the 1840s, 1850s, and 1880s. German-born population in the state peaked in 1900. Subsequent generations of ethnic Germans retained their culture and traditions well into the twentieth century. (Wyatt 1986: Settlement 2-1-2-10)

Most of Janesville's German immigrants arrived in city between 1850 and 1880. The majority of them came from Prussia, but others came from Baden, Saxony, Bavaria, Mecklenberg, and Pomerania. By 1880, Germans composed the largest foreign-born population in Janesville. (Manuscript Censuses for 1850, 1860, 1870, and 1880)

Despite their numbers, the Germans did not dominate the community the way they did in other Wisconsin cities like Milwaukee and Watertown. Most of the Germans in Janesville centered their social and cultural lives around their churches. Both German Catholic and German Lutheran churches were established in the city; they conducted German-language services well into the twentieth century. These churches included St. Paul's Lutheran Church, St. John's Lutheran Church, and St. Mary's Catholic Church. (Their relationships with the German immigrant community in Janesville is discussed in the Religion chapter.)

1		<i>H. F. Pauling</i>	<i>2 M</i>				<i>Wis</i>	
2		<i>Mary</i>	<i>6 F</i>					
3		<i>Mary Nelson</i>	<i>11 F</i>	<i>Swed</i>			<i>Norway</i>	<input checked="" type="checkbox"/>
4	<i>412 393</i>	<i>Stephen Samuels</i>	<i>37 M</i>	<i>Protes</i>		<i>Swiss</i>	<i>Eng</i>	<input checked="" type="checkbox"/>
5		<i>Henrietta</i>	<i>18 F</i>				<i>Germany</i>	<input checked="" type="checkbox"/>
6		<i>Rebecca Kalkbrenner</i>	<i>20 F</i>					<input checked="" type="checkbox"/>
7		<i>Moses</i>	<i>28 M</i>	<i>Protes</i>		<i>Swiss</i>	<i>Prussia</i>	<input checked="" type="checkbox"/>
8		<i>Lena</i>	<i>17 F</i>				"	<input checked="" type="checkbox"/>
9	<i>413</i>	<i>Unascertained</i>						
10	<i>414 394</i>	<i>Lie Grauer</i>	<i>32 M</i>	<i>Latrod</i>			<i>Germany</i>	<input checked="" type="checkbox"/>
11		<i>Margaret</i>	<i>23 F</i>				"	<input checked="" type="checkbox"/>
12		<i>Eulma</i>	<i>6 F</i>				<i>N.Y.</i>	<input checked="" type="checkbox"/>
13		<i>George</i>	<i>4 M</i>				"	
14		<i>John</i>	<i>1 M</i>				<i>Wis</i>	
15		<i>Jacob Paul</i>	<i>24 M</i>	<i>Latrod</i>			<i>Germany</i>	<input checked="" type="checkbox"/>
16	<i>415 395</i>	<i>Conrad McCandy</i>	<i>25 M</i>				<i>Ireland</i>	<input checked="" type="checkbox"/>
17		<i>Bridget</i>	<i>25 F</i>				"	<input checked="" type="checkbox"/>
18		<i>Cornelius</i>	<i>73 M</i>				<i>Wis</i>	
19	<i>416 396</i>	<i>S. G. Francis</i>	<i>20 M</i>	<i>Latrod</i>			<i>Germany</i>	<input checked="" type="checkbox"/>

Federal Census of Population, 1860. A census page from Janesville's Second Ward shows a sampling of the ethnic diversity of the community.

In communities where German immigrants were a large percentage of the population, German-language newspapers and societies were common. In Janesville, only one German-language newspaper, *The Janesville Journal*, was published. It began in 1889 but only published for a few years. One important German society established in Janesville was the Concordia Society, a benevolent group organized in 1868. It provided aid to needy and sick German immigrants and also was a social and musical organization. (Brown 1908:509; City Directories)

Other than the churches mentioned above, there are no identified historic resources associated with German immigrants in Janesville. A thorough survey of potential resources has not been undertaken; it is possible that historic resources related to this group may be uncovered in the future.

Norwegian Settlement

Norwegian immigrants, another large group that came to Wisconsin in the nineteenth century, established several important Norwegian settlements in Rock County. A number of Norwegians settled in Janesville, although their numbers never rivaled those of the city's Irish and German immigrants. Like the Germans, Norwegians centered their social and cultural activities largely around their church. They founded the Norwegian Lutheran Church, known later as the First Evangelical Lutheran Church, on the north side of town, where much of the Norwegian population resided. Services were conducted exclusively in Norwegian until 1881. The history of this church and its relationship to Norwegian immigrants in Janesville are given in the Religion chapter. (Brown 1908:417-418, 427; "First Lutheran Marks 125th Anniversary" 1977:11)

Two Norwegian-language publications were printed very briefly in Janesville during the mid-nineteenth century. *Maanedstidende*, a religious monthly magazine, was published between 1850 and 1851. The *Demokraten*, a weekly newspaper brought to Janesville from Racine, was published here briefly in 1851. (Brown 1908:440, 501)

Other than the Norwegian Lutheran Church, there are no identified historic resources associated with Norwegian immigrants in Janesville. A thorough survey of potential resources has not been undertaken; it is possible that historic resources related to this group may be uncovered in the future.

African-American Settlement

Historically, Janesville has never had a sizable African-American population. For much of the twentieth century, very few black families have lived in Janesville. In the nineteenth century, though, there was a small group of African-American families in the city. The earliest mention of black families was in an October 25, 1845, *Janesville Gazette* article about Julius MacCabe's local census. In this article, MacCabe mentioned that there was "... one colored woman 100 years old. . ." living in the city.

The 1860 and 1870 federal censuses reported that 93 African-Americans lived in Rock County during that period, 62 of whom resided in Janesville. After the Civil War, many former black slaves settled in Wisconsin communities and in rural areas of the state. Strong abolitionist sentiment in Janesville before the Civil War may have encouraged blacks to settle there. In any event, in 1867, Janesville's black community was large enough to begin raising funds for a Methodist church; the church, however, was never built. (Eighth Census of the United States 1860:529, 540; Ninth Census of the United States 1870:293; Bennett & Lawson 1890:223)

In 1885, the black population in Janesville was 66, while the total black population in Rock County had increased to 205. By 1895, both the city's and county's black population had shrunk dramatically. In that year, the state census reported that only 106 African-Americans resided in Rock County, and only 28 resided in Janesville. In 1900, there were 18 African-Americans in Janesville; in 1910, there were 37, and by 1920, there were only 22, or one-tenth of one percent of the city's total population. At the same time, the number of blacks in Rock County had increased to almost 1,000. In 1940, only 20 African-Americans were recorded as living in Janesville, and that number did not increase until recent years. For much of the twentieth century, African-American families in Rock County have been concentrated in the city of Beloit. (Tabular Statements of the Census Enumeration, 1885-1886:26-27; Tabular Statement of the Census Enumeration, 1895: 1895:96-97; Twelfth Census of the United States 1900:645; Thirteenth Census of the United States 1910:618; Fourteenth Census of the United States 1920:1129,1132; Sixteenth Census of the United States 1940:668)

There are no identified historic resources associated with African-American settlement in Janesville. A thorough survey of potential resources has not been undertaken; it is possible that African-American historic resources may be uncovered in the future.

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3.

Agriculture

Carol Lohry Cartwright

The first white settlers in Wisconsin needed an easy and profitable way to farm the virgin soil of the new territory. They found it in wheat, which required little start-up money and was easy to grow. By the Civil War, wheat was "king" in Wisconsin and the state was briefly the top producer of the crop. But wheat growing quickly depleted the soil, and after the Civil War, prices declined, making wheat growing less attractive in the second half of the nineteenth century. (Wyatt 1986: Agriculture 1-1)

As wheat growing declined in Wisconsin, some farmers moved westward to find virgin soil. Farmers who remained in the state began experimenting with a variety of crops, ushering in the era of diversified farming. Some of these crops had fleeting popularity, such as growing hops in the 1860s. But other attempts at diversification endured, including growing a variety of feed crops or vegetables, raising livestock, and dairying. European immigrants, who began coming to the state in great numbers in the mid-nineteenth century, were familiar with diversified farming from working with ancient farmland in their home countries. These settlers introduced many farming ideas that helped diversify Wisconsin's agricultural base. (Wyatt 1986: Agriculture 1-1)

One of the lasting trends in Wisconsin agriculture was the cultivation of feed crops and grains, an integral part of the dairy industry. Prior to the dominance of dairying, the production of oats, corn, hay, and other forage crops was not profitable to Wisconsin's farmers. But by 1890, when dairying became the dominant agricultural activity in Wisconsin, feed and forage crops amounted to 90 percent of the state's cropland. (Wyatt 1986: Agriculture 5-1)

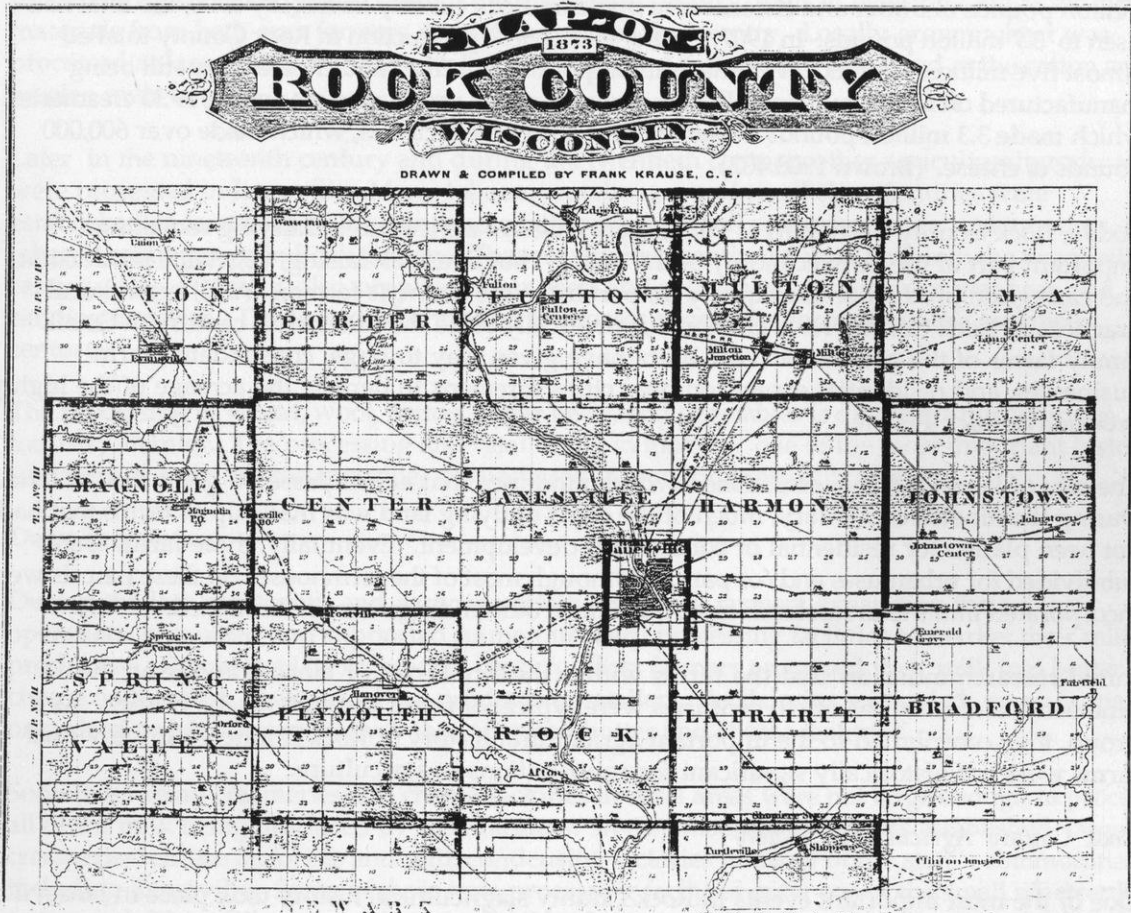
Another diversified farming trend was livestock raising. During the mid-nineteenth century, farmers kept livestock for doing fieldwork and for producing food and fiber for the family's use. Except for draft animals, livestock on early farms was given minimal attention. When livestock raising became popular, more attention was paid to the care and propagation of farm animals. Most farmers dramatically improved the care of livestock by the late nineteenth century, and a number of farmers in Wisconsin turned their attention exclusively to stock raising. Beside cattle raising, hog, sheep, and poultry raising became popular. (Wyatt 1986: Agriculture 8-1-8-2)

The most enduring and significant change in Wisconsin agriculture was the transition to dairying. Modern dairying was promoted in Wisconsin by many immigrants from New York familiar with milk and cheese production. These innovators formed the Wisconsin Dairymen's Association in 1872, but it took at least two more decades to complete the transition to dairying. Most of the limited amount of butter and cheese produced in Wisconsin in the mid-nineteenth century had a reputation for poor quality, and few markets existed for either liquid milk or milk by-products. (Wyatt 1986: Agriculture, 9-1-9-3)

During the Civil War era, there was an increased demand for dairy products. The boost in both demand and prices gave impetus to furthering dairying in Wisconsin. Leaders in dairying established cooperatives to gather milk for cheese factories and creameries that began to produce a higher quality of finished product. By the 1890s, Wisconsin agriculture was dominated by dairying. It provided a cash income to farmers, and the crops needed to support dairy herds could be grown successfully by most farmers. (Wyatt 1986: Agriculture, 10-1-10-4)

By 1915, Wisconsin had become "America's Dairyland." It produced more butter and cheese than any other state, including New York. The University of Wisconsin School of Agriculture worked hand-in-hand with dairy farmers to bring them the latest improvements and technology to boost the production and quality of dairy products. Besides the rapid expansion of cheese factories and creameries in Wisconsin in the early twentieth century, large fluid and condensed milk plants sprang up across the state. Eventually, these plants were consolidated and produced milk and milk products under regionally and nationally known labels. Throughout the twentieth century, dairying has remained one of the dominant industries in Wisconsin. (Wyatt 1986: Agriculture 11-1-11-3)

Janesville and the surrounding Rock County agricultural area. *Atlas of Wisconsin, 1873.*



Agriculture in Rock County

Rock County has some of the most productive farmland in the world, particularly within the area known as the Rock Prairie near Janesville. The earliest settlers in Rock County found this large, fertile prairie, along with oak openings and woods, to be easily cultivated. Like most settlers to Wisconsin, early Rock County farmers put the majority of their farms into wheat growing, and the county produced high yields of this cash crop during the pre-Civil War era. But, like most other parts of the state, continuous wheat growing soon depleted the soil, and farmers had to look to other types of farming to make a profit. (Brown 1908: 400-401)

Rock County farmers followed the diversified farming trends of the rest of the state between the Civil War and 1900, including an emphasis on stock raising and the production of feed crops, vegetables, sugar beets, and tobacco. The production of tobacco was particularly successful in

northern Rock County, and tobacco dealers and warehouses sprang up in Janesville, which became an important trading center for this crop. Many farmers also cultivated sugar beets, and a sugar beet factory operated for a number of years in Janesville. The production of vegetables has remained a successful cash crop for Rock County farmers; a large canning factory still operates in Janesville. (For further information on the tobacco trade in Janesville, see the Commerce chapter; for further information on the sugar beet and vegetable canning factories in Janesville, see the Industry chapter.) (Brown 1908:401)

Like most farmers in the state, Rock County farmers embraced dairying as their major source of income by 1900. Between 1880 and 1907, the number of acres in wheat production fell from 18,637 to only 687. At the same time, dairy production increased dramatically. In 1880, about two million pounds of butter and cheese were made on Rock County farms. By 1900, the total had risen to 3.7 million pounds. In 1907, butter and cheese production in Rock County totalled almost five million pounds. Over one million pounds of butter and cheese were still being manufactured on farms, but the bulk of the county's milk production was going to 30 creameries, which made 3.3 million pounds of butter, and 13 cheese factories, which made over 600,000 pounds of cheese. (Brown 1908:402)

Today, Rock County's economy is still largely based in agriculture. Dairying remains an important part of the farm economy of the county, but livestock raising, vegetable production, and cash grain production are equally important to the county's farmers. And, agricultural practices in Rock County have changed dramatically since the nineteenth century. Small, family farms of the pre-World War II era have given way to large, consolidated farm businesses, and residential expansion near cities threatens to deplete the acreage of the highly productive Rock Prairie.

The city of Janesville was established with boundaries that encompassed a great deal of land. During the nineteenth century, much of the city's outlying land was made up of farms that had not been platted for residential or commercial development. Eventually, these farms were subdivided for urban uses and/or parks. Although most of the farmhouses on these parcels were incorporated into the urban landscape, most farm outbuildings were not retained.

Initial research indicates that the farms within the city limits of Janesville during the nineteenth and early twentieth centuries were typical of farms throughout the county. As a group, they contributed to the important agricultural history of Rock County, but individual farms were not historically significant for contributions to agriculture.

Rock County Agricultural Society

One of the most important events in Rock County's agricultural history took place in Janesville on January 6, 1851, when a group of farmers met in the Rock County Courthouse (not extant) to form the Rock County Agricultural Society and Mechanics' Institute. One of the main purposes of the organization was to establish an annual agricultural fair to promote the advancement of agricultural practices in the county. The society held its first fair in October 1851 in conjunction with the Wisconsin State Agricultural Society's first state fair, just east of the Rock County Courthouse in Janesville. (Brown 1908: 403-404, 411)

In 1852, the Rock County Agricultural Society held its fair in Beloit, then raised funds to purchase four acres for a permanent fair site, where the fair was held in 1853, 1854, and 1855 (location unknown). In 1856, the society purchased 10 acres of land in south Janesville for their fairgrounds. In 1857, they added 10 more acres to the site and in that year, the society's fair was held in conjunction with the Wisconsin State Fair. The society continued to hold fairs through 1861, when, due to the Civil War, the organization disbanded. (Brown 1908: 405-408)

In 1864, the society reorganized and held a county fair in conjunction with another state fair. The society continued to hold fairs through the 1860s and 1870s, and state fairs were held in Janesville in 1865, 1866, and 1877. In 1879, the agricultural society arranged with a Janesville group to hold a fair in conjunction with the Fourth of July celebration, but this arrangement was not a success, and the society disbanded. A new association established the Janesville Fair, which operated until 1930, when it became the modern Rock County 4-H Fair. (Brown 1908: 408-411)

Agricultural Processing Facilities in Janesville

The most important historic resources related to agriculture in Janesville are facilities that processed agricultural goods. During the nineteenth century, mills in Janesville processed raw materials from both area farmers and other parts of the country. Locally grown wheat was processed at Janesville's many gristmills, and wool and cotton were processed at the cotton and woolen mills in town.

Later in the nineteenth century and during the twentieth century, other agricultural products were processed in Janesville. Many tobacco warehouses and small cigar factories were established in Janesville in the late nineteenth century to sell and process the vast amounts of tobacco being grown in Rock County. These operations continued until well into the twentieth century. Local farmers also supplied sugar beets and vegetables to the city's sugar beet and canning factories. The factories continued to process vegetables throughout the twentieth century.

The processing of wheat, wool, cotton, sugar beets, and vegetables is discussed further in the Industry chapter. The processing and retail trade in tobacco, one of the most important historic commercial activities in Janesville, is discussed in the Commerce chapter.

Dairy Processing

During the late nineteenth and early twentieth centuries, farmers expanding their dairy operations organized and supported numerous dairy processing facilities to market their milk production. Before the late nineteenth century, most farmers processed their milk into butter or cheese on the farm, then sold these products to retailers. As dairying expanded, many farmers organized or joined cooperatives that operated butter and cheese factories.

Soon these small creameries and cheese factories in rural areas were not large enough to process all of the milk being produced by state farmers. In response, entrepreneurs established larger creameries, cheese factories, and milk condensing factories in many of the state's communities, including Janesville. Some of these new processing facilities grew out of the small nineteenth-century dairies. Others were large operations built specifically to take advantage of the booming dairy industry in the early twentieth century.

Before 1900, the dairy industry in Janesville consisted primarily of small milk delivery services that brought milk from the farmers to individual homes in the city. The exception was the Shurtleff Ice Cream Company, founded in 1878. George Shurtleff started his business with a single ice cream machine powered by horses. He served his ice cream in his parlor on West Milwaukee Street (not extant). In 1887, Shurtleff expanded his business, erecting a small factory at 106 S. Main St. (not extant), where he used steam power to manufacture his ice cream and other dairy products. In 1912, a larger brick building was constructed on the same site. This building (not extant), with additions, was used by the company until the Schoep Ice Cream Company acquired Shurtleff in 1969 and closed the factory shortly thereafter. (Foster 1969:1; City Directories)

Another dairy processing plant in Janesville that began prior to 1900 was the Cronin Dairy, later known as the Janesville Pure Milk Company. Lawrence Cronin started the Cronin Dairy in the 1890s by establishing a small milk delivery business along Delavan Drive in the far south end of the city. Around 1915, the business expanded and Cronin constructed a large dairy plant at 120 Delavan Dr. Between 1931 and 1934, the Janesville Pure Milk Company acquired the Cronin Dairy. The Janesville Pure Milk Company had begun operating in downtown Janesville in 1904 (location unknown). After acquiring the Cronin Dairy, the Janesville Pure Milk Company moved to Cronin's plant on Delavan Drive where it operated from 1934 to 1953. (City Directories)

The most successful dairy processing plant in Janesville began operating in the early twentieth century. In 1918, the Kee and Chapell Dairy Company built a milk plant at 216 Center Ave. Within two years, this dairy plant became the Bowman Dairy, one of the largest processing plants in the city. In 1968, the Bowman Dairy was acquired by Dean Foods, which moved its operations to a modern plant at 619 S. Wright Rd. in the mid-1980s. This dairy is the only one with historic roots in the city to remain in operation today. (City Directories)

One of the popular twentieth-century dairies in Janesville was the Arbuthnot Dairy, a home milk-delivery service. George Arbuthnot started the dairy with three customers that he supplied from a herd of cows on an area farm. In 1933, he expanded the business, moving to a building at 1010 Tyler St. (not extant). The Arbuthnot Dairy operated until August 1968, when the Bowman Dairy bought the business but continued Arbuthnot's delivery service. In October 1969, the Shurtleff Ice Cream Company bought the Arbuthnot customer list from Bowman, ending Arbuthnot's history as well. ("Shurtleff Buys Arbuthnot Dairy")

Throughout the twentieth century, other small dairies and creameries operated in Janesville, including the Merrick Dairy Company, the Leader Dairy, the Sanitary Dairy, and the Milk Jug Dairy. They were all short-lived businesses, not as historically significant as the dairies discussed above.

There are two historic dairy processing facilities still extant in Janesville: the old Cronin Dairy-Janesville Pure Milk Company facility at 120 Delavan Dr. and the Bowman Dairy-Dean Foods facility at 216 Center Ave. Both buildings have been remodeled and added to over the years but retain enough historic integrity to be potentially eligible for the National Register of Historic Places for their association with dairy processing in Janesville, one of the most significant agricultural industries in Wisconsin.

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Resources Mentioned in Text

<i>Name</i>	<i>Address</i>	<i>Date</i>
Dairy Processing Facilities		
Cronin Dairy-Janesville Pure Milk Company	20 Delavan Dr.	ca. 1915
Bowman Dairy-Dean Foods	216 Center Ave.	1918



As shown on a portion of a 1877 bird's eye view, Janesville's early industries were built along the Rock River and the rail corridors. Industry has always played an important role in the economic history of the city: The first settlers came to the Janesville area because they were looking for a waterpower site for grist and saw mills. It was the successful exploitation of this waterpower that resulted in Janesville's emergence as a regional industrial center by 1900. During the twentieth century, the city's industries became more diversified, centering on the production of consumer goods. Industry also became centralized among several large manufacturers, including an automobile assembly plant and a pen manufacturing company. In the late twentieth century, reliance on a few major industries has declined, and Janesville has returned to a widely diverse industrial base with many small and medium-sized manufacturing and service industries. Regardless of their type and size, it is clear that since the earliest days, the industries of Janesville have been responsible for much of the city's economic growth and development.

4.

Industry

Carol Lohry Cartwright and Randal Waller

Throughout the nineteenth century, the city's economic base was centered around agribusiness—both processing agricultural products and providing services to these industries and area farmers. In fact, after waterpower was first harnessed in 1844, a series of saw, grist, and woolen mills developed on both sides of the river south of the dam, with the majority of these mills located on the waterpower lots between the west bank of the river and the upper race (not extant), which was located just north of Janesville's downtown commercial district.

On the southwest side of the settlement, Ira Miltimore built the second, or lower, dam in 1846, using stones from his quarry. The blasting in Miltimore's quarry was so loud that the neighbors likened it to the battle of Monterey, a Mexican War action of the same year. The name "Monterey" stuck to the dam and the neighborhood. The Monterey dam had an unusual L-shaped configuration and once had both a headrace and a tailrace. Scattered traces of these races may still be seen, including a portion of the headrace and parts of the original embankment. (Douglas and Hartung 1976:202)

Janesville's location on early transportation routes provided further impetus to its emerging industries. During the territorial period, a major roadway connecting Racine to the southwestern lead mining region passed through Janesville. Later, two railroads—the Chicago & Northwestern and the Chicago, Milwaukee, & St. Paul—built lines through the city. With the help of these transportation links, Janesville soon became a regional milling center, processing the vast amounts of wheat grown in the area during the 1850s and 1860s. The wheat boom in Rock County generated a number of related agricultural equipment manufacturing shops in Janesville. (Smith 1973:538–539; Butterfield 1879: 563; Brown 1908: 571–572)

After the wheat boom ended, area farmers diversified their agricultural production and Janesville's agriculturally related industries followed. Growing tobacco became very popular in Rock County, and Janesville became a center of tobacco processing in the late nineteenth century. Janesville's entrepreneurs also diversified into the processing of wool and cotton. The Rock River Woolen Mills and the Janesville and Rock River Cotton Mills were important employers during the second half of the nineteenth century.

During the twentieth century, Janesville's industrial base changed from one related to agriculture to one that produced a variety of consumer products for a national market. During the 1920s, the General Motors automobile manufacturing plant emerged as the area's principal employer. The Parker Pen Company, manufacturing fountain pens and related products, was the second largest employer in the city. By 1950, these two industries represented 75 percent of industrial employment in Janesville. Other consumer products produced in the city included shades, appliances, canned fruits and vegetables, and milk products. (Alexander 1949:131)

Janesville's industries, described in the following pages in alphabetical order, were located near the power and transportation sources of the city. The earliest industries, the saw and grist mills, along with the wool and cotton mills, were located at the sources of waterpower. Industries of the later nineteenth century were located along the main railroad lines. In the twentieth century, when power sources and transportation links could be brought directly to the factories, most of Janesville's major industries were located in industrial parks, primarily in the south part of the city near the large General Motors plant.

Agricultural Machinery and Implement Manufacturing

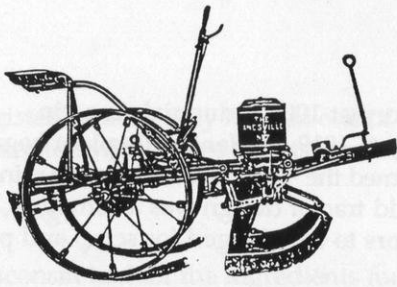
As settlers began farming the fertile lands of the state, the growth in agriculture spawned the birth of agricultural implement manufacturing businesses. The earliest farm equipment built in Wisconsin was made in small shops in early communities. Larger implement manufacturing plants were concentrated in southeastern and south-central Wisconsin. The zenith of implement manufacturing in the state came in 1880, when 108 firms existed in Wisconsin. Like other historic industries in the state, this one consolidated in the early twentieth century, with major companies controlling production. Eventually, agricultural equipment manufacturing revolved around tractors and equipment manufactured in large factories at a few points in the state. (Wyatt 1986:14-1-14-7)

Janesville's early agricultural implement manufacturers were housed in small shops, often of fleeting duration. Thomas Shaw and John M. May opened the first implement shop in 1845; located on North Main Street, it occupied two stone buildings constructed by the partners between North Main Street and North Parker Drive (not extant). Little else is known about this short-lived enterprise. A. W. Parker and Ole Evenson later established an implement shop known as A. W. Parker and Company in Shaw and May's old building. They manufactured plows, harrows, and cultivators. Around 1855, the company replaced its building with a new brick block (not extant). (Butterfield 1879:562; Brown 1908: 601)

Another early agricultural implement factory was the Janesville Iron Works, established in 1852. Owner Joseph H. Budd built a large factory complex consisting of a machine shop, wood finishing shop, blacksmith shop, foundry, pattern shop, two warehouses, and a bailer house. The complex was located along North River Street (not extant). During its heyday, the firm employed between 75 and 100 workers, producing a variety of farm equipment including threshing machines, reapers, and plows. In addition, the Janesville Iron Works produced engines, boilers, and machine castings. (Guernsey and Willard 1856:177-178; Gregory 1932:617)

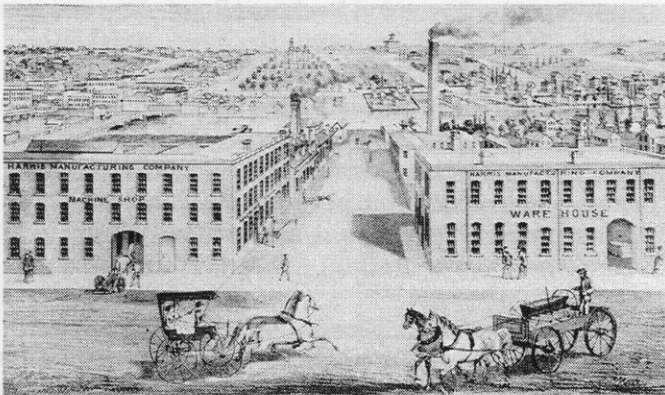
One of the most successful of the nineteenth-century implement manufacturers was the A. C. Kent Company. Arthur C. Kent, a local distiller, invented the Kent Triumph hand corn planter, which he patented and began manufacturing in 1872. Kent and his partner, Frank Lawrence, built their manufacturing plant at 266 N. Main St. By 1879, the firm, known as Kent and Lawrence, was producing 6,000-7,000 corn planters annually. Around 1883, Kent reorganized the firm as the A. C. Kent Company and expanded its product line to include fanning mills, clothes wringers, and pulleys. The firm employed approximately 25 workers and produced \$40,000 worth of goods annually that were sold throughout the United States and in other countries. The A. C. Kent Company continued to operate until Kent died around 1910. (*Portrait and Biographical Album* 1889: 523; Butterfield 1879:566; MacLachlan 1896:21; City Directories)

The Janesville Machine Company was the largest and most well-known of Janesville's agricultural implement manufacturers. The company had its roots in a small implement manufacturing shop that James Harris and others founded in 1859. In 1862, the company, then known as the Rock River Iron Works, produced the Sweepstakes Separator, the Little Champion Reaper, and the Champion Threshing Machine. The company also produced castings and cast-iron columns, some of which are still evident in Janesville's commercial buildings. (Butterfield 1879:563; Barks 1867: 3-4; Rock River Iron Works 1861:4; Douglas and Hartung 1976:207)



The Janesville Machine Company's Janesville No. 7 Corn Planter.

In 1869, James Harris and his new partners incorporated the Rock River Iron Works as the Harris Manufacturing Company. The company had a large complex along South Franklin Street that included a warehouse and office, a wood shop, a three-story machine shop, a foundry, and a blacksmith shop. Between 1869 and 1880, Harris's company employed approximately 125 workers who produced reapers, mowers, plows, harrows, seeders, and cultivators that were sold throughout the Midwest. On April 6, 1875, the factory was severely damaged by fire and James Harris took on a new partner, Allen P. Lovejoy, in order to rebuild. In 1881, Harris and Lovejoy reorganized the firm as the Janesville Machine Company. Shortly thereafter, Harris left the business. The new Janesville Machine Company was to become the largest agricultural implement factory in Rock County. Its officers included John D. Rexford, president, and Allen P. Lovejoy, vice-president. ("Harness Making Once Important Janesville Industry" 1951:16; Brown 1908:601-602; "Businesses were Booming Here in 1874" 1975:22-23A; City Directories; Gregory 1932: 658)



The Harris Manufacturing Company, later the Janesville Machine Co., in an 1873 engraving.

During the late nineteenth and early twentieth centuries, the Janesville Machine Company manufactured a wide variety of farm equipment, including plows, listers, cultivators, seeders, and mowers. In 1905, the Thomas Manufacturing Company of Springfield, Ohio, purchased the mowing machine operation; nevertheless, by 1908, the Janesville Machine Company had grown to be the largest manufacturing enterprise in the city. The company's factory complex occupied nearly three city blocks along South River and South Franklin streets, employing between 250 and 300 workers producing more than \$500,000 worth of products annually. The Janesville Machine Company continued to produce agricultural implements until 1918, when General Motors purchased the company. ("Janesville Machine Company" 1905:n.p.; Brown 1908: 571-572)

During the 1910s, American farms were becoming mechanized and General Motors wanted to make a bid for the emerging farm tractor business. After intense lobbying by James A. Craig of the Janesville Machine Company, General Motors selected that firm to manage its new tractor division. General Motors merged the Janesville Machine Company with the Samson Tractor

Company of Stockton, California, then built a large factory at 1000 Industrial Ave. in Janesville for its New Samson Tractor Division. On May 1, 1919, the Janesville plant began producing Samson tractors. The tractor was soon nicknamed the "Iron Horse" because reins were used to steer it in much the same way as a horse. This odd tractor design was a complete failure, and the company repurchased many of the tractors to be salvaged for scrap and parts. ("GM Began Operations" 1973: 14)

Although the Samson tractor was a financial disaster for General Motors, costing the corporation nearly \$34 million, the production of the vehicle incorporated innovative concepts later used in the automotive industry, including the air-powered wrench and the water-bath air filter. The new factory in Janesville eventually succeeded after it was converted to the production of Chevrolet automobiles and Fisher bodies. What was left of the Samson Tractor Division was relocated to the old Janesville Machine Company complex on South Franklin Street. It was here that the division stored and distributed parts for Samson products until 1934. In that year, the Samson Division was moved to smaller quarters, where it continued to house and distribute parts until the 1940s. (*Fifty Years of Progress* 1973:7; City Directories)

Part of the old Janesville Machine Company is still extant along South Franklin Street. It has some historical interest as a remnant of the historic Janesville Machine Company, but it is not individually historically significant or eligible for the National Register of Historic Places.

Arba F. Townsend and his sons Roy and George established another tractor manufacturing plant in Janesville in 1914. The Townsend Manufacturing Company, later the Townsend Tractor Company, was located at the corner of South Franklin Street and Rockport Road. Roy Townsend worked as a mechanical engineer for Fairbanks, Morse and Company, the agricultural equipment manufacturer in Beloit, between 1905 and 1914. When Fairbanks, Morse stopped making tractors, Townsend resigned, designed a new tractor he called the Townsend Tractor, and started the Townsend Company to manufacture it. The Townsend Company originally distributed their tractor through Fairbanks, Morse, but later established their own sales department. During World War I, the company was successful, but after the war, farm prices declined and farmers eliminated new tractor purchases. As a result, the company closed in 1925. (Jones 1966:32; City Directories; Way 1926:167)

Several other small agricultural implement manufacturers operated in Janesville in the nineteenth and early twentieth centuries. H. L. Smith and Company, later known as the Clow Reaper Manufacturing Company, manufactured reapers in a plant at the corner of West Court and South River streets during the 1860s and 1870s (not extant). J. C. Blackford operated the Janesville Hay Tool Company between 1884 and 1902. Between 1913 and 1925, the Strickler Hay Tool Company manufactured hay carriers, hay forks, and cow stanchions on North Main Street (not extant). (Barks 1867:4; "Harness Making Once Important Janesville Industry" 1951:16; City Directories)

After James Harris left the Janesville Machine Company in 1882, he and D. P. Smith purchased the Fish and Connell Company, a barbed wire manufacturer located in Joliet, Illinois. Their new company, the Janesville Barb Wire Company, was located in a factory complex erected along South River and Franklin streets. In 1921, the company was producing a line of steel fence posts and was renamed the Janesville Fence and Post Company. In 1938, the Janesville Fence and Post Company again changed its focus to a hardware and appliance retail store under the Harris name. The store is still operating as the Harris-Ace Hardware Store. ("Janesville Barb Wire Company" RCHS files; "Harness Making Once Important Janesville Industry" 1951:16)

Two buildings related to the Janesville Barb Wire Company (209 S. Franklin St.) are still extant. These buildings are historically significant and potentially eligible for the National

Register because they housed one of Janesville's important industries. The buildings are also associated with James Harris, one of Janesville's major industrialists.

Brewing

Wisconsin had all the ingredients for a brewing industry in the nineteenth century: water, grain, ice, and German immigrants who were both producers and consumers. In the 1840s, German immigrants established the brewing industry in Milwaukee. And in the 1850s and 1860s, breweries sprang up throughout the state. Many early breweries were simple operations with a common feature: the underground cellar or cave used to ferment the beer and keep it cold. By 1860, there were 127 breweries in the state, and the industry kept growing through the late nineteenth century. While most breweries were small and served a local clientele, some were larger and began serving a regional clientele by using rail transportation. During the twentieth century, small breweries declined, and during the post-World War II era, several major brewing companies took control of most of the beer production and consumption in the United States. Currently, however, "micro" breweries are springing up across the country, bringing back the individual flavors that once distinguished locally-brewed beer. Some of these micro breweries are in Wisconsin, producing small amounts of beer with a limited labor force in modern, highly mechanized factories. (Wyatt 1986:9-1-9-7)

Beer and Ale Breweries

Janesville's brewing industry was typical of medium-sized communities in Wisconsin. Several breweries operated in the city between the mid-nineteenth century and Prohibition, primarily serving a local clientele. They included the Eagle Brewery, operated by John Grovier during the 1860s; the Jacob Singer Brewery, operated during the 1850s; and the Todd and Company Brewery, operated around the same time. Little is known about these breweries, probably because they were so short-lived. Another short-lived brewery was the Hodson Brewery, reportedly the first to operate in Janesville. In 1848, the Hodson Brewery was struck by lightning and burned. Hodson rebuilt the brewery but sold it to Henry Brunster around 1853. A few years later, this brewery was sold and demolished for a machine shop. (Kroll 1976:34-36; Cunningham 1921:26-27; Butterfield 1879:565)

John and Michael Buob established one of the most successful of Janesville's nineteenth-century breweries. Around 1855, John Buob built a brewery at the foot of Mineral Point Avenue near the river (not extant). A short time later, Anton Rogers purchased a half interest in the firm, known as the City Brewery, and in 1862, Buob sold his remaining interest in the brewery to Rogers and moved to Jefferson, Wisconsin. In 1871, John Buob returned to Janesville and with his brother Michael, reacquired the City Brewery. Between 1874 and 1880, the City Brewery operated under the name Buob and Brother and produced 3,000 barrels of lager beer per year, making it the largest such producer in Janesville. In 1882, the Buob brothers sold their north-side brewery and erected a new plant on the south side of the city (not extant). Known variously as the Buob Brothers, South Side Brewery, and the M. Buob Brewing Company, the

new brewery operated until 1914. That year, Peter Meer purchased the brewery and operated it as the Badger State Brewery until 1919. (Butterfield 1879:565-66; Kroll 1976:34-35; City Directories)

The Buob brothers' south-side brewery was built on the site of an older brewery established by John Roethinger around 1858. Known as the Janesville Steam Brewery, the building burned in 1872 and Roethinger rebuilt on the same site, renaming the brewery the Cold Springs Brewery. In 1875, the brewery was leased to Rosa and Bender, who operated it until around 1880. In 1882, the Buob brothers built their new brewery on this site. (Butterfield 1879:565; "Beer, Cigars, and Bottled Water" 1951:n.p.)

The Buob brothers sold the old north-side City Brewery (not extant) to Gezelschap and Knipp in 1882, and in 1886, Louis Knipp bought out Gezelschap and formed a partnership with his brother William. This partnership lasted until 1899 when William moved to Indiana, and Louis Knipp operated the brewery alone until 1906. Knipp retained the name City Brewery and turned out an average of 5,000 barrels of beer per year. In 1906, the Croak Brewing Company purchased the City Brewery and continued to produce beer there until 1920. During Prohibition, the brewery manufactured "near beer" but went out of business before 1933. After Prohibition was repealed, the Croak Brewing Company was reorganized as the Bower City Brewing Company and began to produce beer again out of the old City Brewery site. The firm produced an average of 7,000 barrels of Croak's Select lager beer per year, but could not compete with the large breweries in other parts of the state. The firm filed for bankruptcy and closed in 1939. (Kroll 1976:35; "Beer, Cigars, and Bottled Water Among City Products" 1951:n.p.)

The old north-side City Brewery was Janesville's most successful and long-lived brewery, but a few others entered the brewing business during the late nineteenth and early twentieth centuries. Among these brewers were William Hemming, who established a brewery along North Franklin Street in 1879. This brewery, known as Hemming and Son and William Hemming's Sons operated until around 1915, when it was purchased by its president, George Esser. Esser ran the brewery as Esser Ale Brewery until 1920, when Prohibition forced it to close. Esser made ginger ale and soda during Prohibition, then reorganized the firm after 1933 as the Esser Beverage Company, manufacturing both ale and soda. Esser operated until 1940, when the building was demolished for an addition to the Rock River Cotton Company next door. (Kroll 1976:35; City Directories)

The Fardy and Robinson Brewery, established in 1868 by John Todd, was purchased by Fardy, Robinson, and Company in 1889. It occupied a two-story brick building in downtown Janesville near Main and East Milwaukee streets and manufactured Todd's Celebrated Ale and Porter, which was distributed throughout the Midwest. (Kroll 1976:35)

Other Beverage Manufacturing

At the turn of the twentieth century, the bottling of mineral and/or spring water was a popular business in Wisconsin. The Burr Springs bottling company, located along the Rock River near Riverside Park, was the first spring water bottling company in Janesville. Natural spring water was bottled there and marketed locally. In 1907, L. N. Park of Minneapolis established the Hiawatha Springs Company, which bottled its water at a factory just north of downtown (not extant). ("Beer, Cigars, and Bottled Water Among City Products" 1951: n.p.; Sanborn-Perris Maps)

One of the most successful soda manufacturing companies in Janesville was the Gray Beverage Company. Joshua Gray established the company in 1856, and by the late 1880s, the company had a bottling plant in the 100 block of South Locust St. (not extant). In 1959, the company

relocated to a modern plant at 2424 West Court St. and in recent years, the Gray Beverage Company has successfully operated a microbrewery in Janesville, along with soda production. It is considered one of Wisconsin's best new micro breweries. (City Directories)

BUSINESS ESTABLISHED 1850.

Hodge & Buchholz,



CARRIAGE MANUFACTURERS,

A LARGE ASSORTMENT OF

Carriages, Phaetons, Buggies,

SLEIGHS AND CARRIAGE GOODS CONSTANTLY ON HAND.

Grant's Patent Shifting Top Rail.

WE DEFY COMPETITION ON OUR LOW PRICED BUGGIES AND CARRIAGES!

ALL WORK WARRANTED.

REPAIRING, PAINTING AND TRIMMING PROMPTLY DONE.

Manufactory and Salesrooms—Cor. E. Milwaukee & Bird Sts.

JANESVILLE,

WISCONSIN.

Owen's Rock County Business Directory listed fifteen carriage manufacturers in Janesville and vicinity in 1870. At that time Hodge & Buchholz was the city's leading firm.

Carriage and Wagon Works

In many Wisconsin communities in the mid-nineteenth century, wagon shops were commonplace. Wagon shop owners manufactured wagons for farms and carriages for urban residents, primarily serving their own local markets. Most of these wagon works were small shops, but some shops developed into large-scale factories. As in many other industries, the late 1800s saw the consolidation of wagon and carriage making into large firms. In Wisconsin, these firms were centered around the Racine and Kenosha area. Carriage making and wagon works remained important until the automobile became popular and affordable in the twentieth century. (Wyatt 1986:13-1-13-5)

During the late nineteenth century, two successful horse-drawn vehicle manufacturers thrived in Janesville. One of these manufacturers grew out of the first carriage and wagon shop developed in the city. John King started this shop in 1844 at the southeast corner of East Milwaukee Street and North Parker Drive (not extant). In 1845, he relocated to 201-203 E. Milwaukee Street, where he produced vehicles until 1851. In that year, Robert Hodge purchased King's shop and operated it alone until around 1860, when Herman Buchholz joined the business. The firm of Hodge and Buchholz was very successful manufacturing carriages,

CARRIAGE MANUFACTURERS.

Baker & Garfield, manufs of carriages and buggies of all kinds; general blacksmithing and repairing; Main, Evansville.

Barnson P. E., Edgerton. See advt.

Buchholz A., Wall and Franklin, Janesville. See advt.

Clinton Carriage Works, F. P. Wallis & Co., proprietors, Clinton Junction.

Foss, J. F., Beloit.

Ferguson C. H., Footville.

Gould & Day, successors to M. & C. S. Gould, manufacturers of and dealers in carriages, wagons and light work of all kinds. Your custom respectfully solicited. Shopiers.

Hodge & Buchholz, cor Bluff and Milwaukee, Janesville. See advt.

Mott M. E., Shopiers.

Munger O. W., manufr. of and dealer in wagons carriages buggies sleighs etc., cor Race and Pleasant, Beloit.

Phelps & McCloy, cor Court and Main, Janesville. See advt.

Sexton C., cor Wall and Jackson, Janesville.

Seymour F. W., Edgerton,

Smith George, Beloit.

Walters Geo. F., Edgerton.

CARRIAGE UMBRELLAS.

Hodge & Buchholz, cor E Milwaukee and Bluff, Janesville. See advt.

CEMENT.

Gary O. E., Milton. See advt.

Eldred F. S. & Co., cor Milwaukee and River, Janesville. See advt.

CHEESE FACTORY APPARATUS.

Smashall & Mygatt, Evansville. See advt.

CHEESE MANUFACTURERS.

Parker & Co., Shopiers.

Rowley A. M., Magnolia Corners.

Wilder O. H., Evansville.

CHINA, GLASS and QUEENSWARE.

Gary O. E., Milton. See advt.

Dickerman & Edwards, Clinton Junction. See advt.

Eldred F. S., & Co., 16 W Milwaukee, Janesville. See advt.

buggies, and sleighs, and in 1864, the partners replaced their old factory with a new two-story building on the same site (not extant). (Brown 1908:602-603; Butterfield 1879:563; City Directories; MacLachlan 1896:24)

By 1876, Hodge and Buchholz was the largest horse-drawn vehicle manufacturer in Janesville, employing between 15 and 20 workers and producing approximately \$25,000 worth of products each year. By 1886, after Hodge's death, Buchholz continued as president, constructing a larger, three-story factory building on the same site (201-203 E. Milwaukee St.). In 1893, Buchholz incorporated the business as the Janesville Carriage Works, with himself as president, and financier C. W. Jackman as vice-president. The company products carried the name The Reliable Janesville Line and included carriages, omnibuses, phaetons, wagonettes, and hearses. The company did other custom business, building milk, bakery, and other specialty wagons that were sold throughout the United States and in Germany, Scotland, and India. (Butterfield 1879:563; MacLachlan 1896:24; "Old-Timers Recall City as Center for Carriage and Harness Industry" 1951: n.p.)

In 1919, the General Motors Corporation purchased the Janesville Carriage Works, and for a time, the engineering department for the Sansom Tractor Division of GM occupied the factory building. The Buchholz family, though, remained in the carriage manufacturing business for another 15 years. Otto F. And C. Herman Buchholz, doing business as the Buchholz Brothers, operated a small wagon shop between 1919 and 1936. The old Hodge and Buchholz Carriage Works building (201-203 E. Milwaukee St.) is historically significant because it was the location of one of the most successful of Janesville's carriage and wagon works. It is also one of the few historic industrial buildings still extant in the city. The building is a contributing resource in the East Milwaukee Street Historic District. (City Directories)

In the late nineteenth century, the Janesville Carriage Works' principal rival, the Wisconsin Carriage Company, began manufacturing carriages and wagons. Established in 1885 as the Lawrence Carriage Top Company, the firm was known by the early 1890s as the Wisconsin Carriage Top Company. Originally, the company manufactured carriage tops, cushions, backs, and upholstery for buggies, wagons, and carriages for other companies. Within a few short years, though, the company began to manufacture a complete line of horse-drawn vehicles and changed its name to the Wisconsin Carriage Company. Owned and managed by Fred Van de Water, William Morris, and R. E. Wisner, and later by Arthur P. Aller, the company expanded each year until 1900, when its factory on Wall Street was destroyed by fire. (City Directories; "Old-Timers Recall City as Center for Carriage and Harness Industry" 1951: n.p.)

After the fire, the Wisconsin Carriage Company built a new four-story factory at 600 W. Milwaukee St. (not extant). Business prospered and by 1908, additions were made to the building. A large warehouse was built on Center Avenue and another factory building was constructed at 601-611 W. Milwaukee St. (not extant). When automobiles became popular, the Wisconsin Carriage Company manufactured spark plugs along with their carriages and wagons. In 1908, the company began to manufacture an automobile known as the Wisco, but it was largely a failure and was discontinued. The company continued to manufacture carriages until around 1915, when the popularity of the automobile drove it out of business. Company management kept the factory operating for a time by manufacturing toy vehicles. (City Directories; "Old-Timers Recall City as Center for Carriage and Harness Industry" 1951: n.p.)

The Janesville Carriage Works and Wisconsin Carriage Company dominated carriage and wagon manufacturing in Janesville, but a few other carriage and wagon shops operated in the city in the years just before and after the turn of the century. The Burns Gear and Carriage Company was located at 14-16 N. Franklin St., and the Empire Cross Spring Company, owned by J. W. Richardson, manufactured wagons and carriages at 55-59 S. River St. These locations

are no longer extant. (City Directories; "Old-Timers Recall City as Center for Carriage and Harness Industry" 1951:n.p.)

Fruit and Vegetable Products

Wisconsin began producing cash fruit and vegetable crops in the 1880s. The first cannery established to process these crops was built in 1887 in Manitowoc. By 1900, there were 15 canning factories in the state. Most of the early factories were in the northeastern part of Wisconsin, but the industry quickly spread because climate and soil conditions throughout most of the state were conducive to growing canning vegetables. The most common vegetables canned in Wisconsin were peas, corn, beets, cabbage, and snap beans. By 1910, Wisconsin had 49 canning factories, and by 1930, there were 169 canning factories in the state. In the late twentieth century, the industry consolidated. Because growers now had better transportation methods to get their raw vegetables to regional canning companies, many smaller plants shut down. Although the small factories have closed, the state's large processors still make Wisconsin a leader in the nation's canning industry. (Wyatt 1986:11-1-11-9)

The first canning factory in Janesville was organized in 1874 when local entrepreneurs Dr. Henry Palmer, E. G. Fifield, J. D. Rexford, and F. S. Eldred organized the Janesville Pickling and Packaging Works. The company built two large one-story buildings at West Court and South Terrace streets (not extant) and also built a vinegar factory and cooper shop to help pack the pickles and sauerkraut. The company produced an average of 12,000 bushels of pickles and 4,000 barrels of kraut during its 10-year tenure in Janesville. It closed its operations in 1884 when it could not secure enough cucumbers from area farmers to make a profitable return.

No other large-scale canning industry activity took place in Janesville until 1901 when the P. Hohenadle Canning Company was built on the south side of the city. Hohenadle and his associates aggressively recruited local farmers to grow vegetables for the factory, including corn, cabbage, cucumbers, and peas. The factory complex included a multi-story brick factory, with an adjacent cabbage curing room, a pickle processing and salting room, and a corn husking room. Although unable to can peas that year, the factory was open for the cucumber, cabbage, and corn harvests in August 1901. Unfortunately, on Aug. 24, a runaway locomotive ran into the new factory, destroying a good portion of the plant and its goods. But by Sept. 12, the plant had been repaired and was again in operation. (Stare 1949:439-440)

Located at 1200-1400 Harold Ave., the Hohenadle Canning Company plant was the largest kraut packing plant in the United States and one of the largest general canning plants in the country. During the packing season, the cannery employed about 400 people who processed 700 barrels of kraut per day, 60,000 bushels of cucumbers per season, and 125,000 cans of vegetables per year. (Stare 1949:440)

Hohenadle died in 1913, and the canning factory underwent several years of changing management. Between 1923 and 1928, the canning factory was known as the Bower City Canning Company. After being vacant between 1928 and 1936, the owners of the Fall River Canning Company formed the Janesville Canning Company and renovated and reopened the Janesville factory. By 1940, the Janesville Canning Company was packing a wide variety of vegetables as a subsidiary of the Fall River Canning Company. In 1946, the Janesville Canning Company was sold to the giant packer, Libby, McNeill and Libby. (Stare 1949: 441-442)

In the 1970s, many small vegetable canneries in Wisconsin closed in favor of large, regional factories. Janesville's Libby plant became one of these regional canneries, and in 1978, the company opened a new plant and warehouse facility on Conde Street. The new factory was designed to double the output of peas, corn, carrots, and beans that were packed in the old factory. (Gruszecki 1978: n.p.)

One of the major crops processed in the late nineteenth and early twentieth centuries in Wisconsin was the sugar beet. Like brewing, sugar beet processing came to Wisconsin with German immigrants familiar with the process. Although nine beet sugar factories operated in Wisconsin between 1869 and 1920, the industry never had great national success, since Americans had a ready supply of cane sugar. But during its heyday, the processing of sugar beets was a thriving industry in Wisconsin. (Dilley 1976:2-3)

Janesville had one of the largest sugar beet factories in the state, processing sugar beets for almost 40 years. James Davidson of Bay City, Michigan, incorporated the Rock County Sugar Company in 1904 and erected a large factory at 1725 E. Delevan Dr. He also contracted with area farmers to grow the beets to process at his new plant. Generally, about 500 workers were employed at the sugar beet factory from mid-October into February, a time when many other industries had seasonal layoffs. And while beet sugar never made significant inroads into the national market, the Rock County Sugar Company operated successfully until 1939. In 1943, the vacant factory was divided into warehouses. Although parts of the old sugar beet factory may still be extant, they have been substantially remodeled and there are no historic resources remaining on the site. (Foster, RCHS files)

Metal Products

Automobile Manufacturing

The metal products industry was one of the most important in Janesville's history, primarily because the city became home to one of General Motors' large automobile manufacturing and assembly plants. Historically, no other industry has matched the importance of the General Motors factory in the local economy. General Motors was not the only company in Janesville to produce automobiles in the early twentieth century, but it was the most successful.

The Owen Thomas Automobile Company, organized in 1907, was the earliest automobile manufacturer in Janesville. By early 1909, the company was making automobiles in the old Chicago Northwestern Railroad shops along South Pearl and Terrace streets. Owen Thomas automobiles were characterized by a one-piece frame and all-metal, welded body construction, an advanced technique for its day. Within a year, however, the company was in financial trouble. It sold its patents and rights to manufacture to the Corliss Motor Car Company of Corliss, Wisconsin. Unfortunately, Corliss soon abandoned its plans for an auto plant and the Owen Thomas automobile disappeared from the automotive scene. (City Directories; "Old-Timers Recall City as Center for Carriage and Harness Industry" 1951:n.p.; "The Cars that New York Did Not See" 1909:n.p.; "Owen Thomas" 1909:n.p.; Owen Thomas Automobile, RCHS files)

Another short-lived automobile manufacturer in Janesville was the Wisconsin Carriage Company, which built the Wisco. In 1909, the company began to build automobiles as a sideline to its carriage and wagon manufacturing operations. In 1910, the company organized the Wisconsin Motor Car Company as a separate entity to produce the Wisco. But the Wisco was never a success, and since its carriage and wagon business was still flourishing, the Wisconsin Carriage Company closed the Wisconsin Motor Car Company. Ironically, by the mid-1910s, the popularity of the automobile forced the Wisconsin Carriage Company out of business. ("Old-Timers Recall City as Center for Carriage and Harness Industry" 1951: n.p.)

More successful than these two companies was the Monitor Auto Works. The company was incorporated in Chicago in 1908 with capital of \$300,00. It moved to Janesville in March 1910 and occupied one of the old Green tobacco warehouses on North Academy Street (not extant). The Monitor Auto Works manufactured the first trucks produced in Janesville. These open-cab vehicles, used mainly by cartage companies, were made between 1909 and 1913. The first Monitor truck was used by the Janesville Transfer and Storage Company for draying and light deliveries. Roesling Brothers Grocery and the Fifield Lumber Company also purchased Monitor trucks. The company added an auto-bus to its line in 1911, but ultimately, the company was not successful and closed before 1917. ("Old-Timers Recall City as Center for Carriage and Harness Industry" 1951:n.p.; City Directories; Monitor Automobile Works, RCHS files)

By far, the General Motors Corporation was the most successful producer of automobiles in Janesville. General Motors first came to Janesville in 1918 when the corporation was looking for a place to manufacture farm machinery. It purchased the Janesville Machine Company, combined it with the recently acquired Samson Tractor Company of Stockton, California, and formed the Samson Tractor Division of General Motors Corporation. The company purchased a 54-acre site at 1000 Industrial Ave. on the far south side of Janesville and constructed a large one-story factory building with a connecting two-story office building between 1918 and 1919. In late 1920, the company completed an addition to the original building. (General Motors Assembly Division 1973:6)

In its new Janesville factory, the Samson Tractor Division began to produce a variety of farm machinery, including tractors, cultivators, and plows. The factory also manufactured trucks between 1920 and 1922 including the Model M-15 3/4-ton truck and the Model M-25 1 and 1/4-ton truck. General Motors' advertising noted that these trucks could be adapted for lumber, coal, or department store deliveries, freight haulage, or for the factory or the plumber. Advertising directed toward farmers stressed the trucks' dependability and emphasized their "wheel extension bases," which allowed them to be driven in soft or recently plowed fields. (*Fifty Years of Progress* 1973:6; "GM Began Operations" 1973:14)

Samson tractors proved to be a major failure, due in part to their inefficient design and in part to the farm recession that began in 1921. In September 1921, production of farm equipment ended, and truck production shut down shortly thereafter. The failed venture cost General Motors approximately \$34 million, and for a period of about a year, the Janesville factory was used only for the manufacture of service parts for existing tractors. (*Fifty Years of Progress* 1973:14)

In September 1922, General Motors decided that the tractor factory would be well-suited to the production of Chevrolet automobiles. The Chevrolet Motor Company took over the Janesville facility late in 1922 and immediately constructed a large addition to the rear of the existing plant. Upon the completion of this addition, the production of Chevrolets began on Feb. 15, 1923, with the manufacture of touring and roadster bodies and the assembly of completed automobiles. At first, closed bodies were shipped to the Janesville plant by the Fisher Body

Division, but the company soon built a 162-by-612-foot addition to the Janesville factory for the purpose of building closed bodies. ("GM Began Operations" 1973:14; *Fifty Years of Progress* 1973:8-9)

The Janesville GM factory continued to expand during the 1920s. In 1924, the company built an automobile storage facility, and in 1926, the Fisher Body plant added another 104,000 square feet to their factory. In 1927, a parts and service building was erected for the purpose of distributing parts to Chevrolet dealers in southeastern Wisconsin. In 1932, the effects of the Great Depression resulted in a brief closure of the GM factory, but through the rest of the 1930s, the factory remained in operation. In January 1942, the factory was converted to production of war materiel for World War II. (*Fifty Years of Progress* 1973:8-11; General Motors, RCHS files)

After World War II, the automobile industry prospered, and another expansion of the Janesville GM plant began in the early 1950s. Chevrolet added another 60,000 square feet of floor space to its existing facilities, while Fisher Body erected a new body and paint shop addition totaling 130,542 square feet. These additions served a new second-shift car and truck production line. Again in 1956, the Chevrolet plant expanded by almost 300,000 square feet, and the Fisher Body plant added another 155,000 square feet in 1959. During the 1960s, the plant added a car loading building, a new materials warehouse, and a fourth electrical substation. In 1968, the Chevrolet and Fisher body operations were merged into a single entity known as the General Motors Assembly Division and during the early 1970s, the plant grew by another 224,000 square feet. (*Fifty Years of Progress* 1973:13; General Motors, RCHS files)

Between 1923 and 1973, production at the Janesville GM plant increased steadily. The plant's 100,000th car was produced in June 1925; its 500,000th car in April 1929. By 1942, when the plant was temporarily converted to war production, Chevrolet-Fisher Body had built over 1.7 million automobiles and trucks. On April 21, 1967, General Motors selected the Janesville plant to produce the corporation's 100,000,000th vehicle, and by the 1970s, the Janesville GM plant had produced over 7,000,000 vehicles. As the plant's productivity increased, so did its employment. In 1923, a total of 660 workers were employed in the GM factory; by 1928, over 2,600 workers were employed. In 1973, more than 5,600 workers were employed in the GM factory. (*Fifty Years of Progress* 1973:14)

Since the mid-1970s, Janesville's GM factory has undergone changes reflecting the uncertainty of the U.S. automotive industry. During the 1970s and 1980s, foreign competition, particularly from cheap Japanese imports, high energy costs, outmoded production facilities, poor company management strategies, and an uncertain economy resulted in layoffs and plant closings. In 1982, a retooling and renovation of the Janesville GM plant caused major layoffs, and although Janesville's GM plant has remained open, its work force has continued to shrink. The company has changed Janesville's product line several times, primarily away from automobiles to various models of light-duty trucks. The company has also restructured its workforce and negotiated concessions from the United Auto Workers.

Other Metal Products

Janesville was also the home to several other metal products manufacturers. One of the earliest was the firm of Pixley, Kimball, and Olson. Established before 1855, the company operated briefly along North Main Street before being purchased by R. J. and Hamilton Richardson. The Richardsons expanded when they took over Doty and Brother in 1868. Doty and Brother (E. P. and Ellis Doty) had begun manufacturing Doty's Clothes Washer in the 1850s. After the Richardsons took over the company, it was renamed the Doty Manufacturing Company and began making the Doty Washing Machine. The Richardsons renovated the old Pixley, Kimball, and Olson machine shops, and constructed new facilities for the production of the

washing machine. (Brown 1908:602; City Directories; "Businesses Were Booming Here in 1874" 1975:22-23A)

In 1874, the Doty Manufacturing Company sold over 8,000 washing machines throughout the United States and in Australia. By the late 1870s, though, competition from other washing machine companies hurt the profits of the company. As a result, the company began making punching and shearing machines, grain drills, and windmills. By 1884, the company had reorganized as the New Doty Manufacturing Company. This firm, headed by V. P. Richardson, produced a variety of heavy machinery along North Main Street until closing down in 1935. Part of the old Doty Manufacturing Company is still extant at 301 N. Main St. Although it has some historic interest as the location for this business, it is not historically significant or potentially eligible for the National Register. (Brown 1908:602; "Harness Making Once Important Janesville Industry" 1951:16)

The Caloric Company was the only other Janesville firm to manufacture a home appliance product, the fireless cooker. In 1908, the company incorporated and began production in an old furniture factory at the south end of Jackson Street. Fireless cookers had an insulated cabinet containing one or more cooking wells, into which pre-heated stone radiators were placed above and beneath the food. When the cover was tightly closed, the food cooked without danger of burning. The fireless cookers and their accessories sold for between \$8.50 and \$15.00, depending on the size and number of deep-well cooking compartments. During 1909, at least 50 men were employed at the factory, turning out 300 fireless cookers per day. Other reports record that as many as 150 were employed at the factory. In 1919, the Stafford Company of Chicago acquired Caloric and operated the Janesville factory until around 1924. ("Shoes Once Manufactured in Janesville" 1951:n.p.; "Caloric Cookers" 1974:6; City Directories)

A successful metal products manufacturer, the Schleuter Company, began in 1919 as the Schleuter Boiler Works and Dairy Supply Company. Its founder, Alfred W. Schleuter, was a boilermaker by trade. The company, located at 112 E. Centerway, originally manufactured and serviced boilers for a regional market. In 1935, production expanded to include the manufacture of milk plant washing and sterilizing equipment for the dairy industry. The Schleuter Company expanded its factory during the 1950s, and in the 1960s, the company began making food processing equipment. The company also manufactured specialized conveyors, fillers, and general processing equipment for food processing and pharmaceutical firms. The plant remains in operation today, distributing its products internationally. Only the modern buildings of the Schleuter Company are still extant. ("Schleuter Company Expands" 1942: n.p.; Schleuter Company, RCHS files)

Several other general machine companies have operated in Janesville. The Rock River Machine Company was one of the most successful. Organized in 1897, it produced heavy machinery and shop equipment, particularly heavy duty punches, at its plant at 411-417 N. Main St. It operated until around 1940. The Rock River Machine Company building is still extant on North Main Street. Although it has some historic interest as an old factory building, it is not historically significant or potentially eligible for the National Register. ("Harness Making Once Important Janesville Industry" 1951:6; City Directories; Miscellaneous Industries, RCHS files)

The Badger State Machine Company was organized in 1904. It was located in the former Janesville Cotton Mill at 202 N. Franklin St. The company produced a variety of heavy machinery until closing in 1919. The Bower City Machine Company was organized in 1917. It produced heavy machinery at 959 McKey Blvd. between 1921 and around 1942. ("Harness Making Once Important Janesville Industry" 1951:6; City Directories; Miscellaneous Industries, RCHS files)

Milling

Grist milling was the first important industry in pioneer Wisconsin. Almost all communities with a waterpower source had flour mills to process wheat grown on local farms. During the Civil War—era wheat boom, flour milling increased dramatically and some large mills became regional flour processing centers. In the 1860s and 1870s, for example, Milwaukee was the leading milling center in the Midwest. The big mills crowded out small mills, although custom mills continued to process grain for local farmers. Some small mills turned to specialty flour production to remain competitive, but many others closed. During the 1880s and 1890s, the wheat frontier shifted west and the new roller mill technology was often too expensive for small mills to install. As a result the milling industry in Wisconsin steadily declined. The milling industry spawned some related businesses, such as grain storehouses and elevators. Some of these businesses became regional storehouses in areas of large-scale grain milling and shipping. (Wyatt 1986: 8-1-8-10)

HIRAM JACKMAN,
PROPRIETOR OF
BIG MILL,
Manufacturer of
"JACKMAN'S BEST" FLOUR,
CUSTOM WORK DONE IN THE BEST MANNER AND
ON SHORT NOTICE.
4 & 6 W. Milwaukee St.,
JANESVILLE, WIS.

Advertisement for the Big Mill, one of Janesville's earliest flour mills.

Flour and feed milling were Janesville's first major industry after the development of waterpower along the Rock River. The industry flourished due to the city's proximity to the productive wheat farms of Rock County. In 1850, for example, Rock County produced 784,278 bushels of wheat. In 1855, it produced over 858,000 bushels, and in 1860, nearly 1,390,000 bushels, ranking behind only Dane and Dodge counties in output. (United States Census Office 1853:335; Gregory 1932: 638; United States Census Office 1866:166-169)

By 1850, three large mills—the Big Mill, Farmers' Mill, and Excelsior Mill, later known as the Hodson Mill—were in operation to process this wheat. The first railroad link in 1856 gave further impetus to the milling industry, and by 1860, there were seven flour and feed mills operating on the upper waterpower and at least two others operating on the lower waterpower at Monterey. In 1870, Janesville's mills produced over 125,000 barrels of flour valued at \$672,780. By the mid-1870s, though, the center of national wheat production had shifted further west, and by the 1880s, the flour produced in Janesville was primarily for local

consumption. By the turn of the twentieth century, all but a few flour mills had ceased operating in the community. (*Janesville, Wisconsin—150 Years of the Good Life* 1985:6; Glaab & Larsen 1969:58)

One of the earliest of Janesville's grist mills was constructed in 1846. A. Hyatt Smith, James McClung, Martin Walker, and Shubael Smith hired Ira Miltimore to build the mill at the south end of the upper race, just west of the old Milwaukee Street Bridge. The 50-by-80-foot mill was four stories high and operated six runs of stone. A series of owners operated the so-called Big Mill until 1871 or 1872, when it was destroyed by fire. Because of the decline in wheat growing in the area, no attempt to rebuild was made until 1876. In the fall of that year, another mill of smaller dimensions was built on the site (not extant). Owned and operated by O. B. Ford and Sons, it had a capacity of 150 barrels of flour per day. (Guernsey & Willard 1856:175; Brown 1908:533-539; Butterfield 1879:561)

Andrew Johns built another early mill in Janesville. Known as the Farmers' Mill, it was completed between 1847 and 1849 on the west side of the upper race south of Milwaukee Street. The mill measured 60 feet by 40 feet, was four stories in height, and operated three runs of stone. T. H. Jackman operated this mill between 1849 and 1857, and C. A. Alden operated it between 1857 and 1870. O. B. Ford and James Clark leased the mill until 1876, when B. F. Crossett purchased it. The mill closed before the turn of the twentieth century and is not extant. (Brown 1908:539; Butterfield 1879:175, 562; Guernsey & Willard 1856:175)

In 1849, Hamilton Richardson purchased an old starch factory on the upper race and converted it into a flour mill. Originally known as the Excelsior Mill, and later known as the Hodson Mill, the structure measured 45 feet by 52 feet, was three stories in height, and operated two runs of stone. Late in 1849, the mill was nearly destroyed by a flood when the dam broke. It was rebuilt but damaged by another flood in the fall of 1852. The mill was rebuilt again but had financial problems and closed. In 1864, the firm of Barnes and Hodson revived the mill, renaming it the Hodson Mill. At its peak of production, the Hodson Mill was capable of turning out 250 barrels of flour per day. Its principal brands, Vienna and Pearl White, were shipped throughout Wisconsin and Illinois. The mill eventually closed and was razed. (Brown 1908:600; Butterfield 1879:562; City Directories; MacLachlan 1896:22)

In 1856, I. M. Norton and O. B. Ford converted the old Stevens sawmill, located on the race near the west end of the upper dam, into a flour mill. By 1860, Ford's Flouring Mill, as it was then known, was jointly owned by Ford and A. Hyatt Smith. The original mill, 30 feet by 40 feet and four and one-half stories in height, operated three runs of stones. By the late 1870s, the mill had expanded to seven runs of stones and was producing an average of 1,200 barrels of flour per week. This flour was shipped to the East Coast and the southeastern United States. Soon after the turn of the twentieth century, the mill site was purchased by the Janesville Electric Company and demolished for a power plant. (Butterfield 1879:561; City Directories; Way 1926: 388)

Other mills were built along the upper race during the height of the wheat growing era. D. McChesney built the Bower City Mills in 1859 on the upper waterpower. The mill measured 30 feet by 50 feet and was two stories in height. It operated two runs of stone and was one of the best-known mills in the Rock River valley until its destruction by fire in 1869. Rebuilt in 1870-1871, it was operated thereafter primarily as a feed mill. N. O. Clark built a mill in 1866 at the rear of the Big Mill. He produced several brands of flour, including Clark's XXX and Crescent City. In 1870, his mill produced 60,000 barrels of flour, 55,000 of which were shipped to the south and east. In the late 1860s, Henry Doty built a large mill on North Main Street.

Around 1880, Pliny Norcross moved some or all of the mill to the foot of Dodge Street. The mill, then known as the E. P. Doty Mill, burned in 1911 but was rebuilt. It became well known for its Blue Cross corn meal, graham flour, and cereals. By 1950, the mill had been converted to a hardware store annex. Other early flour mills included the Allen and Coppinger Mill, built around 1859, and the Novelty Mill, built in 1855. None of these mills are extant. (Brown 1908:556, 601; City Directories; "Shoes Once Manufactured in Janesville" 1951: n.p.; "Doty's Mill in Temporary Shutdown" 1934: n.p.)

A few early flour mills were located on the lower waterpower at Monterey. Heller and Henderson built the Monterey Mill (not extant) in 1856 at a cost of \$4,000. Measuring 26 feet by 50 feet and two stories in height, it operated two or three runs of stone and disappeared well before the turn of the twentieth century. The Monterey Stone Mills (not extant) originated as an oil mill in 1852. Renovated and expanded into a flour mill in 1859, it operated four runs of stones capable of producing 150 barrels of flour per day. The complex also included a mill for sawing and polishing stone from the nearby quarry. (City Directories; Guernsey & Willard 1856:175; "Businesses Were Booming Here in 1874" 1975:22-23A)

The Blodgett Milling Company was a grist mill that lasted well into the twentieth century. The company originated in Beloit in 1849 and moved to Janesville in 1898, locating on the upper race. This small mill concentrated on the production of rye and buckwheat flours until 1961, and it was the last significant flour mill in the area. (Civil and Industrial Council 1944: n.p.; Alexander 1949:138; *Janesville, Wisconsin—150 Years of the Good Life* 1985:52)

Quarrying and Masonry Products

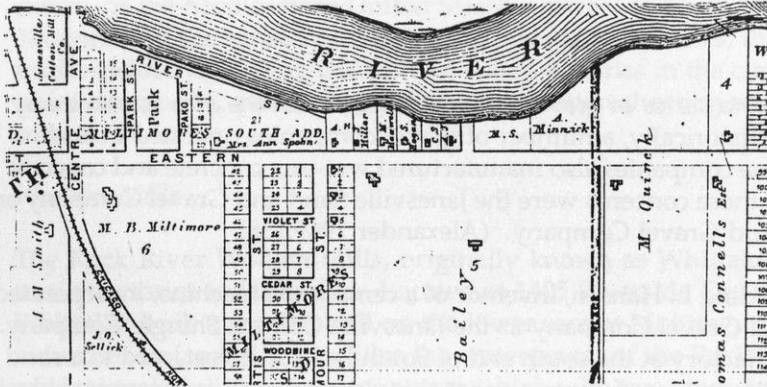
Wisconsin has large deposits of stone suitable for quarrying. During the state's pioneer era, stone used for construction was acquired primarily from cleared farmland or from easily accessible surface deposits. By the 1870s and 1880s, though, the quarrying of stone had become a major industry, in part due to the demand for "fireproof" buildings. By 1890, Wisconsin had 119 quarries employing almost 2,000 laborers, ranking Wisconsin twelfth nationwide in the production of stone. Stone quarrying was an important industry in the state during the first few decades of the twentieth century, but new stone-producing regions of the country and the growing popularity of concrete led to a decline in the state's stone production. By World War II, Wisconsin was no longer a significant stone producer. (Wyatt 1986: 2-1-2-2)

The three main types of stone quarried in the state were granite, limestone, and sandstone. Granite was quarried primarily in central Wisconsin and much of it was used for paving blocks and curbing. After concrete became popular for these uses, Wisconsin granite was used for monuments and tombstones. Sandstone was quarried in southern and south-central Wisconsin, and a brown-colored sandstone, known as brownstone, was quarried extensively along the shores of Lake Superior. Most of the light-colored sandstone quarried in the state was used locally, but during the late nineteenth century, Lake Superior brownstone became a popular building material that was shipped throughout the Midwest. Large deposits of limestone are found in eastern and western Wisconsin. Wisconsin limestone was used for building, for roadwork, and for making lime. The use of Wisconsin limestone for building purposes declined after 1900, but the material is still quarried for use in making lime, concrete, and cement. (Wyatt 1986:2-3-2-9)

Brickmakers established kilns in Wisconsin wherever there were concentrations of clay soil. In some areas the clay's was so great that significant amounts of brick were turned out. In most communities in the nineteenth century, though, local brickmakers only provided building

materials for local use. After World War I, local brickmaking declined in favor of large brick factories that used modern firing and molding equipment. The popularity of concrete also resulted in less demand for bricks. Today, brickmaking is concentrated in a few cities in the state. (Wyatt 1986:2-12-2-14)

Ira Miltimore's quarry operated near the old Monterey Bridge. Map of Janesville, 1873.



Stone Quarries

Limestone and sandstone deposits along the banks of the Rock River were quarried as early as 1845. The limestone was especially popular for building construction. Ira Miltimore established the Eureka Stone Quarry around 1845, and his son, Chauncey, operated it later in the century. Stone was taken from both sides of Center Avenue south of the old Monterey Bridge. The quarry office was located at 1015 Center Ave. The quarry's mill was equipped to cut and polish blocks of stone up to 100 feet in length. During its heyday, this quarry employed between 30 and 50 men, it ceased operations around 1920. (Guernsey & Willard 1856:170-171; "Miltimore Store, Quarry Were Thriving Spots" 1935:12; City Directories)

Miltimore's quarry was the most significant of Janesville's historic quarries. Two other quarries that operated in and around Janesville during the turn of the twentieth century included the Andrew Barron quarry, located on Galena Road between 1889 and 1891, and the Cornelius Stout quarry, operating on Afton Road between 1903 and 1910. These quarries have not been surveyed for historic resources. A complete survey may reveal historic or archeological resources related to the quarrying industry in Janesville. (City Directories)

Brickyards

C. C. Phelps established the first brickyard in Janesville in 1843, but its location is currently unknown. In 1846, J. M. Alden began making bricks on what was known as Lappin's Farm. He established a second yard on "the Island," and his third in the vicinity of Black Hawk Grove. In 1855, Alden's firm manufactured nearly 2.5 million bricks, worth nearly \$15,000. By 1879, Alden's firm was located on Laurel Avenue, near the upper race. The Alden yards concentrated on the production of red bricks. A. Hyatt Smith operated a short-lived, early brickyard between 1853 and 1854. Located at Monterey, it produced bricks specifically for the construction of Smith's hotel, the Hyatt House (not extant). (Brown 1908:603; Butterfield 1879:564; Guernsey & Willard 1856:177)

The Fifield family, owners of a lumber mill, established the Janesville Brickyard shortly before the turn of the century. Its office was located at 51 N. High St. In 1903, the company was reorganized as the Janesville Red Brick Manufacturing Company, and in 1907, the yard was

moved to Court Street. In 1917, the firm became the Janesville Brick Company, located at 1725 W. Court St. In 1941, the firm was again changed to the Janesville Brick Works, and in 1949, the company moved further west to 1801 W. Court St. and was renamed the Janesville Brick and Fuel Works. Historic brickyards have not been surveyed for historic resources. A complete survey may reveal historic or archeological resources related to the brickmaking industry in Janesville. (City Directories)

Sand and Gravel

Eastern Janesville is encircled by a series of gravel pits; no other city in the area has so many excavations on its periphery. Historically, a number of gravel companies operated in and around Janesville. Many of these companies also manufactured wet-mix concrete and concrete blocks. The most prominent of these concerns were the Janesville Sand and Gravel Company and the Southern Wisconsin Sand and Gravel Company. (Alexander 1949:138)

In May 1907, several men, including L. Hansen, inventor of a cement tile machine, incorporated the modern Janesville Sand and Gravel Company as the Janesville Cement Shingle Company. The company operated a small factory at the south end of South Jackson Street, next to a sand hill from which it drew materials to manufacture cement shingles and rock-face concrete blocks. Sand and gravel operations expanded in 1908 as a result of an enormous order from the Chicago & Northwestern Railroad for concrete to be used at the railroad yard it was constructing south of Janesville. Soon after, more sand and gravel were ordered for construction of the new State Capitol in Madison. ("Sand and Gravel Company" 1965: n.p.)

In 1909, the company made the decision to pursue sand and gravel mining rather than the production of concrete products. Accordingly, in 1910, the company was reorganized as the Janesville Sand and Gravel Company and plant No. 1 was built in the southeastern corner of the city along the Milwaukee Road tracks. The company sold the old site on Jackson Street and opened an office in the Hayes Block in downtown Janesville. In 1912, the office moved to the Jackman Block, where it remained until 1928, when a new office was built at 1110 Harding St. near the excavations. (Janesville Sand and Gravel Company, RCHS files)

The company opened plant No. 2 in 1911 along the Chicago & Northwestern tracks south of Black Ridge on the northern side of the city. Plant No. 3 was built in 1913 on the Milwaukee Road tracks near plant No. 2. Plant No. 4 was constructed around 1920. The growth of the company ended during the Great Depression of the 1930s, and plants Nos. 1, 2, and 3 closed. But after World War II, the company expanded once again and constructed plants 5 and 6. The company is still in operation today on Harding St. (Janesville Sand and Gravel Company, RCHS files)

Two other sand and gravel companies operated in Janesville during the historic period. The southern Wisconsin Sand and Gravel Company operated in Janesville between around 1913 and 1930; its owners lived in Chicago. In 1917, the company became the Wilcox Sand and Gravel Company, and in 1929, just the Wilcox Company. It had an office at 859 S. Main St. and its sand and gravel pits were located southeast of the city along Paul Street. Tractor City Sand and Gravel Company was established around 1922 and remained in operation only until around 1935. Its offices were located in the Hayes Block in downtown Janesville. (City Directories)

Most of the resources related to sand and gravel have not been surveyed. However, the Janesville Sand and Gravel Company office building, constructed in 1928, is a small Classical

Revival building that has retained most of its historic appearance and may be potentially eligible for the National Register of Historic Places.

Textile Manufacturing

Textile manufacturing is more typically associated with southern states, located near sources of cotton, or the northeastern United States, adjacent to ports where raw materials could be easily obtained. In the nineteenth and early twentieth centuries, though, Janesville had a thriving textile industry. During this period, textile factories in the city produced such diverse products as woolen goods, quilts, comforters, twine, cotton sheeting and batting, shirts, overalls, and corsets.

Woolen Mills

The Rock River Woolen Mills, originally known as Whittaker's Mill, was the earliest of the textile factories in Janesville. Located at 1405 Riverside Dr., the company began when Frank Whittaker built a woolen mill on the lower race at Monterey in 1849. It was one of the first industries in Janesville to utilize the waterpower of the Rock River. Constructed of stone, the original main building was four stories high with two-story and one-story wings (not extant). The mill began operating in 1850, and by 1855, a workforce of 25 produced between 30,000 and 40,000 yards of cloth annually. (Guernsey & Willard 1856:176; Gregory 1932:656)

In 1856, Mrs. A. Hyatt Smith purchased the mill and put Foster Wheeler and his two sons, Charles and William, in charge of operations. In 1860, Whittaker repurchased the mill but sold it again in 1868, this time to Payne Hastings and Company. George McClean purchased the mill in 1872 and operated it as the McClean Manufacturing Company. McClean's mill produced an average of 12,000 yards of cloth per month, specializing in fancy cashmeres, tweeds, and "Repellants," a waterproof clothing material. In 1881, the mill was destroyed by fire, but within a short time, McClean built an even larger mill on the same site. (Brown 1908: 566, 603; "Pre-Civil War Building Razed" 1968:n.p.)

In 1890, McClean retired and Canadian Jonathan Ellis purchased the mill. Under this ownership the company became the Rock River Woolen Mills and employed as many as 375 workers. The mill operated until July 1931, when it was forced to close due to the Great Depression. By 1935, the mill was back in operation, producing yard goods for the automobile industry. Its entire output was shipped to automobile plants in Detroit, Flint, and Pontiac, Michigan. The mill continued to operate until around 1960, and today the building houses the Panoramic Corporation. ("Rock River Woolen Mills" 1936 :n.p.; *Janesville, Wisconsin—150 Years of the Good Life* 1985:40; Alexander 1949:139; City Directories)

The site of the former Rock River Woolen Mills (Panoramic Corporation) may hold the distinction of being the longest continually occupied industrial site in the city. Although it is unlikely that any portion of the original mill remains above ground, a large portion of the current building dates from the 1880s and the foundation of the original may still be extant. The old Rock River Woolen Mills is historically significant and potentially eligible for the National Register because it housed one of Janesville's most important historic industries and because the company can be traced back to the city's earliest years. It is also one of the few historic industrial buildings still extant in the city.

F. A. Wheeler and Sons built Janesville's second woolen mill in late 1859. Foster Wheeler and his sons, Charles and William, had operated the Whittaker Woolen Mill, but left to construct their own woolen mill along North Main Street (not extant). The new Wheeler Mill began operating in 1860 and continued for nearly 18 years. The Wheeler Mill employed 23 workers operating eight looms that produced 200 yards of woolen cloth daily. Its products included fancy cashmeres, doeskin, tweeds, and flannels. (Barks 1867:5)

After the financial panic of 1873, the Wheelers were forced to foreclose on their mill, and William Lawrence and Volney Atwood, partners in a hardware and fuel supply business, took over. Lawrence was also involved in the Janesville Cotton Mills and the Wisconsin Shoe Company. The Wheeler family continued to operate the woolen mill for Lawrence and Atwood. In 1885, the business was described in city directories as a "hosiery mill". By 1889, it had ceased operations. After a succession of businesses occupied the building, it was razed in 1968. (Hartung; "Pre-Civil War Building Razed" 1968: n.p.)

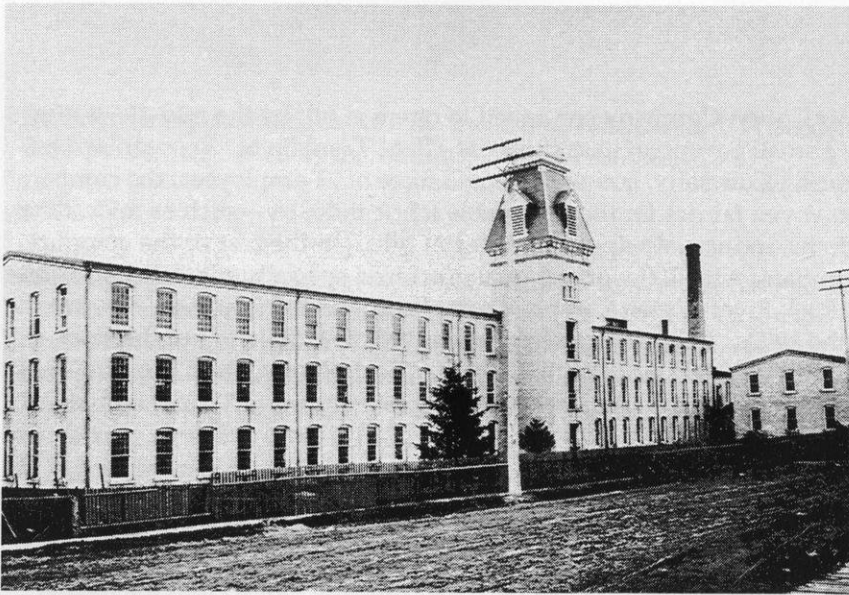
Cotton Mills

Two decades after the establishment of woolen mills in Janesville, the city became the site of the first cotton mill to operate in the north-central U.S. Several of Janesville's most prominent businessmen invited Chester Barley and Addison J. Ray, two New Englanders with broad experience in the cotton manufacturing industry, to Janesville to help determine the feasibility of operating a cotton mill there. Both Barley and Ray found the project feasible, so the Janesville businessmen, who included O. B. Ford, John Pease, William Lawrence, F. S. Eldred, Henry Palmer, and Peter Myers, incorporated the Janesville Cotton Manufacturing Company in 1874. (Butterfield 1879:562, 567; National Register of Historic Places nomination for the Janesville Cotton Mill 1980)

A site was secured on the upper race (along North Franklin Street), approximately half a block south of the upper dam. Ground was broken on Sept. 10, 1874, and the mill buildings were completed and ready to be equipped with the necessary machinery by Feb. 1, 1875. The original mill complex included the three-story main brick building, an attached two-story machine shop, a one-story boiler house, and a wood storage building spanning the race just east of the main building. (National Register of Historic Places nomination for the Janesville Cotton Mill 1980: n.p.; Douglas & Hartung 1976:85)

The construction of the mill was seen as a major civic accomplishment; shortly before factory operations started, it was the site of a charity ball. Between 3,000 and 4,000 people attended the affair on Feb. 9, 1875. In the spring of that year, the mill began manufacturing cotton cloth, but in a few years, more space was needed. The factory was enlarged in 1877; again in 1882, another two-story structure was erected, this time at the southwest corner of the main building. It served as office and storage space. (National Register of Historic Places nomination for the Janesville Cotton Mill 1980)

By 1880, the Janesville Cotton Mill employed approximately 250 workers, two-thirds of which were women, their median age just under 19. Nearly three-quarters of the women employees were either immigrants or first-generation Irish and German Americans. The workers did not join eastern trade unions, and while their wages were modest, they were, on the average, higher than those paid to New York or Massachusetts mill workers. These higher wages combined with higher transportation costs, placed the company in financial trouble, and the mill began operating two shifts of up to 12 hours each. The company also built another mill at Monterey to increase production, but in 1886, the company had to be financially reorganized. (Brown 1908:564-565; National Register of Historic Places nomination for the Janesville Cotton Mill 1980: n.p.)



Janesville Cotton Mill (1874), 220 N. Franklin St. Photograph 1888.
Now converted to residential use.

The Janesville Cotton Mill continued to operate for another 14 years, but with limited success. Competition from southern textile mills and high transportation costs eventually caused its demise. Shortly after 1900, the factory shut down and the plant on the lower waterpower was razed. The mill complex on North Franklin Street was occupied by a succession of other manufacturing enterprises. In 1985, the complex was renovated into apartments and townhouses. (National Register of Historic Places nomination for Janesville Cotton Mill 1980; Butterfield 1879: 569; Brown 1908: 564-565; Sanborn-Perris Maps; City Directories)

The Janesville Cotton Mill (220 N. Franklin St.) was listed in the National Register of Historic Places in 1980 because it is historically significant as one of the city's important nineteenth-century industries. The property is also significant as one of Janesville's oldest extant factory buildings.

Although the Janesville Cotton Mill had only limited success, another cotton manufacturing company was established in the city. In 1878, Chester Bailey founded a cotton batting factory in an old building at the corner of Franklin and Wall streets. After a few years, Bailey constructed a new factory building on the upper race at the corner of North River and Race streets. Around 1890, Bailey joined Thomas and Frederick Howe in a venture to produce cotton batting, carpet warp, and twine at Bailey's factory. The Howe-Bailey operation was called the Rock River Cotton Company, but in 1893, the partnership was terminated. Bailey continued to operate his factory, while the Howes built a new factory at the corner of North River and Wall Streets to house the Rock River Cotton Company. (Butterfield 1879:569; City Directories)

Bailey operated his factory until 1898. In 1899, the Janesville Batten Company took over the Bailey factory on N. River Street. The Janesville Batten Company operated until 1928, then reincorporated as the Janesville Cotton Mills Company. The company used both the old Bailey factory and the vacated Janesville Cotton Mill property until 1971, when the building was sold to another company. The Bailey factory at 248 N. River St. was eventually razed. (City Directories)

Meanwhile, the Rock River Cotton Company continued to operate, but by the mid-1960s, the company was using only a small portion of its complex at 120 N. Franklin St. Reorganized as the Rock River Manufacturing Company, and with a small force of 21 employees, the company began manufacturing nonwoven fabrics for the disposable fabric industry—such as milk filters, hospital cleaners, washcloths, industrial wipers, and dental bibs. In the rest of the complex, Norwood Mills, Inc., a company with 300 workers, manufactured specialty pile fabrics. Fabric manufacturing in the old Rock River Cotton Company complex continued into the 1980s, but the buildings were razed in the 1990s. (City Directories; Brown 1908:571; “History of the Rock River Cotton Company”; “Plan \$40,000 Addition” 1940:n.p.; “Rock River Cotton Reports” 1944: n.p.; Rock River Cotton Company, RCHS files; “Industries” 1965: n.p.)

Clothing Manufacturing

There were several clothing manufacturers in Janesville that operated during the nineteenth and twentieth centuries. The most successful was the Lewis Knitting Company, which Franklin and Stephen Lewis moved to Janesville in 1889. In 1891, the company moved into the former Wisconsin Shoe Company building (not extant) and enlarged it to a three-story building. The company expanded in 1909, building a four-story addition to the factory, where it employed 100 workers, most of them women, to manufacture men’s and women’s underwear until 1951. (“Dismantling of Lewis Plant” 1951:9; City Directories)

Several other clothing manufacturers operated in Janesville during the historic period. Around 1894, the Janesville Clothing Company, a manufacturer of men’s and boy’s work clothes, began operating in the city. In 1905, the company purchased and remodeled the former Woodruff Buckle Factory at 336 N. Franklin St. and remained there until the 1940s. The Janesville Shirt and Overall Company was incorporated in 1906 and occupied the old Janesville Cotton Mill building on North Franklin Street. The company employed about 80 workers, mostly women, manufacturing work shirts and overalls until the 1970s. (Brown 1908:595; City Directories; “Harness Making Once Important Janesville Industry” 1951:16; *Industrial Survey of Janesville* 1928:57)

The H. W. Gossard Company, a corset manufacturer, operated along East Court Street between 1917 and 1931. It was one of the few companies to receive substantial financial assistance for locating in the city. In 1929, the company became a division of Associated Apparel Industries; two years later, its operations were transferred to Indianapolis. The Isabel Manufacturing Company operated only briefly in Janesville. The manufacturer of ladies’ garments began production in 1899 along North Main Street, but by 1907, the company was closed. (City Directories; “Harness Making Once Important Janesville Industry” 1951:16)

Tanning and Leather Processing

The early tanning industry in Wisconsin consisted primarily of small shops that processed custom orders. Often linked with German immigrants, the tanning industry was concentrated along the Lake Michigan shore. The Civil War saw the rapid expansion of the industry and Milwaukee became a center for tanning and leather processing. Between the 1870s and the 1890s, the tanning industry consolidated, and as the number of shops declined, production in centralized tanneries increased. After World War I, the changing economy, along with an increase in foreign leather goods, resulted in a declining tanning industry. In the twentieth century, only a few tanneries still operated in the state. (Wyatt 1986:12–1–12–8)

One of the important industries utilizing tanned leather was shoemaking. Originally every town had small shoemaking shops. Milwaukee, with its access to tanneries, had the most shoemaking shops in the nineteenth century. In the late 1800s, though, demand fostered bigger

factories using unskilled labor. By the end of World War I, Wisconsin was one of the top 10 shoe-producing states in the nation. (Wyatt 1986:12-1-12-8)

Tanning

Although Janesville had several shoe factories as well as harness and saddle makers, there was little tanning activity in the city during its history. One short-lived venture involved the production of morocco. In 1877, a morocco leather plant was established on North River Street (not extant). Goat skins used in morocco leather production were imported from Europe and South America. The company never made a success of this specialized leather production, and the factory closed in 1885. The Janesville Hide and Leather Company was opened around 1918 at 222 W. Milwaukee St. The company operated its small tanning shop until 1935, when it became a retail leather outlet. Not successful in this venture, the business closed in 1940.

Shoemaking

More successful in Janesville than tanneries were shoe factories. F. M. Marzluff was one of the leaders of this industry in Janesville. His first shoe factory, located on South River Street, operated with partner Alexander Richardson, who also operated shoe factories at LaCrosse, Rockford, and Neenah. In 1888, Marzluff withdrew from his partnership with Richardson and, with new partners, built a shoe factory near the old Milwaukee Street Bridge. This firm, known as F. M. Marzluff and Company, specialized in the manufacture of women's shoes and employed approximately 75 workers.

On Feb. 23, 1902, the Marzluff factory building was destroyed by fire. But the firm began production once again early in 1903, relocating to the two upper floors of the former Janesville Cotton Company building at 222 N. Franklin St. In 1911 the Marzluff firm consolidated with the Western Shoe Company and became the Lay-Watson Shoe Company. This company operated out of a factory on Laurel Street until it closed around 1918.

The Wisconsin Shoe Company was less long-lived. Originally founded as the Janesville Shoe Company in 1874, it occupied a building along South Main Street (later occupied by the Lewis Knitting Company). In February 1878, the firm was reorganized as the Wisconsin Shoe Company with capital of \$20,000. It employed as many as 85 workers producing \$200,000 worth of shoes each year. Its distribution area included Wisconsin, Illinois, Iowa, and southern Nebraska. The company was negotiating its sale to a Chicago firm when, on Jan. 6, 1888, a fire destroyed the factory. It was never rebuilt.

Harness and Saddle Making

The most successful of Janesville harness and saddle making shops was the Woodruff Buckle Company. The company was built upon the invention of the Woodruff Champion Buckle, patented by Henry S. Woodruff in 1872. This buckle came to be used by most harness and saddle manufacturers in the United States. Its production in Janesville began in 1873 in a factory building at 336 N. Franklin St. The invention placed Woodruff among the most influential Janesville residents of his generation, although his prosperity was curtailed by the decline of the harness business after the turn of the twentieth century. Although some of the old Woodruff factory is still extant along North Franklin Street, it has been extensively remodeled and added to, making it not potentially eligible for the National Register. (Butterfield 1879:566; "Harness Making Once Important Janesville Industry" 1951: n.p.)

A large, but short-lived saddle manufacturer in Janesville was the Bassett and Echlin Saddlery Company. Originally located in downtown Janesville, the saddle factory was moved to Court Street in 1902. This factory was destroyed by fire in 1912, ending the company. One of Echlin's former associates, John C. Nichols, started his own harness and saddle making business in 1909. The Nichols factory was located at North High and Race streets (not extant), and Nichols eventually branched out into the manufacture of horse collars. (Brown 1908:595; "Harness Making Once Important Janesville Industry" 1951:n.p.)

Other small harness and saddle shops that operated in Janesville included those of William Hall on South Main Street, William Wright on Court Street, Henry Schmitz on West Milwaukee Street, Edwin Murdock at the Corn Exchange Building along West Milwaukee Street, and M. A. Ott at North Main Street. These shops were typical of the way most harnesses and tack were made and sold in the nineteenth century. As harnesses and tack manufacturing moved to larger factories in the late nineteenth century, these shops turned to the retail and repair trade. Finally, with the rise of the automobile, the need for leather tack greatly diminished. (City Directories)

Wood Products and Lumber Mills

Lumbering was only a small industry for Wisconsin's earliest settlers. Small lumber mills in pioneer communities supplied basic building materials for farmers and town residents. But, Wisconsin's vast timber resources were soon exploited on a large scale. The first area to be commercially logged was the Wisconsin River district in central Wisconsin; lumbering in northeastern Wisconsin soon followed. The lumbering frontier in Wisconsin continued to move north and west as large companies logged more and more acreage. Large lumber mills in strategic locations like LaCrosse processed millions of board feet per year by the late nineteenth century and boosted the economy of a number of communities. Lumbering in the state reached a zenith in the late nineteenth century, as Wisconsin's forests were depleted. After 1900, lumbering declined until the state was no longer a leader in wood production. In the twentieth century, companies still logged for pulp and paper production, but on a much smaller scale, as the state put a priority on conservation and reforestation of timberland. (Wyatt 1986:5-1-5-15)

The lumber industry in Wisconsin supplied the raw materials for wood products manufacturing in the state during the nineteenth and early twentieth centuries. The first wood products manufacturing was done in small shops. When the lumber industry boomed in the later nineteenth century, large wood products factories emerged in the state. The success of Wisconsin's wood products industry mirrored the logging industry; both declined by the 1930s. During the heyday of the wood products industry in Wisconsin, companies in the state produced furniture of all types: sashes, doors, and blinds; barrels; and miscellaneous products like boxes, utensils, and spokes. (Wyatt 1986:7-1-7-7)

Lumber Mills

As in most early settlements, there were lumber mills established in Janesville in the mid-nineteenth century that supplied local citizens with building supplies. But because Janesville was not near a heavily forested area, the city developed no major lumber mills. The earliest lumber mill was in operation by 1845. Owned by Charles Stevens, it was located on the upper race near the dam. It operated as a lumber mill for 11 years, its output consisting almost entirely of hardwood products cut from Rock County timber. In 1856, I. M. Norton and O. B. Ford converted the lumber mill into a flour mill. (Guernsey and Willard 1856:180-181; Gregory 1932: 651; Brown 1908: 651-652)

A. K. Norris and Company built a second lumber mill in Janesville at the lower waterpower near Monterey in the late 1840s; it was moved to the upper race in the early 1850s. The Norris Mill processed pine logs sent by rail and by the Rock River from Fond du Lac, a major lumber milling center during the period. The saw mill operated until 1878, when it could no longer compete with the large lumber mills elsewhere in the state. At their peak, the Stevens and Norris mills produced nearly one million feet of lumber per year and were capable of producing 10,000 feet of lath each day. There are no historic resources associated with the lumber milling industry still extant in Janesville. As with flour mills, these resources, when no longer useful, were eventually razed or destroyed by fire. (Gregory 1932:651)

Sash, Door, and Blind Manufacturing

One of the earliest types of wood products manufacturing in Wisconsin was the production of sashes, doors, and blinds—products associated with the building industry. Like local sawmills, these factories produced almost entirely for local or regional markets. By 1860, three sash, door, and blind manufacturers operated in Janesville, providing products for the city's building boom. The largest of these was Hume, Booth and Company, located along the river just south of downtown (not extant). In 1867, C. H. Gates purchased the operation and built C. H. Gates and Company into one of the largest sash, door, and blind manufacturers in the state. In its two factory buildings, the company's 80 workers produced between 7,000 and 10,000 doors, 5,000 to 8,000 pairs of blinds, 15,000 to 20,000 sashes, and 200,000 feet of moldings each year between 1855 and the early 1870s. (Gregory 1932: 617, 652; City Directories)

The other two early sash, door, and blind manufacturers were short-lived, smaller companies. Doty and Burnham's factory was located on the east side of the river just north of downtown Janesville. Its smaller shop manufactured \$8,000 worth of products in 1855 but was out of business by 1870. James Spencer's Sash, Door, and Blind Factory opened in 1856. It was located on the upper race, east of the Big Mill. Neither mill is extant. (Guernsey and Willard 1856:178-179)

Later sash, door, and blind factories included the Phoenix Planing Mill (not extant), built in 1866 by Nettleton and Jacks. It was located on the upper race near the Milwaukee Street bridge, where its annual production averaged \$16,000 throughout the 1870s. Most of the mill's output was distributed regionally, but some products were shipped elsewhere in the Midwest. In the late 1880s, the J. B. Green and Company factory was located along River Street near the upper race (not extant). It manufactured doors, sashes, blinds, moldings, brackets, and wood trimmings that were also distributed in the Midwest. (Guernsey & Willard 1856: 178-179; Butterfield 1879: 565; City Directories; MacLachlan 1896: 27)

Furniture Manufacturing

The furniture industry appeared very early in Janesville's history and remained important well into the twentieth century. The earliest furniture factory was a shop operated by M. W. Trask in downtown Janesville in 1846. By 1855, four furniture factories were in operation in the city. In 1850, Levi Moses established a furniture-making shop in downtown Janesville, a shop operated until 1875. Around 1880, Moses' two sons revived the family's furniture manufacturing business. Their firm, known as Moses Brothers, manufactured brackets, picture frames, and furniture at shops along West Milwaukee Street. (Brown 1908:603; Guernsey and Willard 1856:177)

A more successful furniture manufacturer was the Hanson Furniture Company, which had its roots in the furniture shop of Alvin Miner, established along Milwaukee Street in 1847. J. F. Morse purchased Miner's shop in 1852 and took S. A. Martin as a partner in 1857. In 1860, the shop relocated to a site on the upper race, south of Hodson's flour mill. In 1863, Magnus Hanson purchased Martin's interest in the company, making the business Morse, Hanson and Company. In 1867, a fire destroyed the shop and a new, three-story factory was built at the same site. The company also had a large warehouse along North River Street. At this time, the company employed between 30 and 40 men, making approximately \$50,000 worth of furniture per year. Its bedroom suites, desks, and bookcases were distributed throughout the Midwest. (Brown 1908:603; City Directories; "Harness Making Once Important Janesville Industry" 1951:16)

In 1877, J. F. Morse retired from the furniture company and Magnus Hanson renamed the firm the Hanson Furniture Company. All of Magnus Hanson's children worked in the business; when Hanson died in 1881, his son, Henry Hanson, took control. Henry Hanson oversaw the construction of a new four-story brick factory at 251 Hyatt St. in the early 1890s, and incorporated the company in 1902. The company remained successful in the early twentieth century, specializing in the manufacture of dining room suites. However, in 1929, the company was forced to close due to the national financial collapse. (Hanson Furniture Company, RCHS files; City Directories; "Harness Making Once Important Janesville Industry" 1951:16)

In 1935, the Ossit Church Furniture Company purchased the old Hanson Furniture Company factory. Founded in Milwaukee in 1867, the Ossit Church Furniture Company came to Janesville through the efforts of the Janesville Businessmen's Association. The company manufactured church furniture using northern Wisconsin and Appalachian lumber. By the late 1940s, the company employed 88 workers and distributed its products throughout the United States and into South America. The last of the furniture manufacturers to operate in Janesville, Ossit closed in 1983. (Alexander 1949:139; "Ossit Closing" 1983:1B)

The old Hanson Furniture Company building is historically significant and potentially individually eligible for the National Register of Historic Places as the location of two of the most successful wood products companies in the city. Few historic industry buildings are still extant in Janesville, making this one important to the industrial history of the community.

Other small furniture manufacturers operated in Janesville during the nineteenth century. The firm of Britton and Kimball was founded around 1866 and both manufactured and sold furniture at a shop on West Milwaukee Street. Like many other furniture dealers of the time, the firm also had a thriving undertaking business, manufacturing wooden and metal coffins. Ashcraft and Wingate was another business that both manufactured and sold its furniture. Founded in 1870, the firm was also located along West Milwaukee Street. (City Directories)

In January 1871, the firms of Britton and Kimball and Ashcraft and Wingate combined to form the Janesville Furniture Company. The larger company produced a variety of furniture products including parlor and bedroom suites. It was not successful, however, and by 1876, the partners were operating independently again. They continued to operate until the 1890s. (City Directories; "Harness Making Once Important Janesville Industry" 1951: 16)

The Hall Furniture Company was incorporated in 1890 and was taken over by the Choate-Hallister Company in 1899. The company had a factory in the Spring Brook area of the city, but it burned in September of 1900. For its brief history, the company produced dining room tables. ("Harness Making Once Important Janesville Industry" 1951:16)

Porch Shades

The Hough Shade Corporation was an important wood products industry in Janesville for over 75 years. Azel C. Hough founded the company in 1900 in South Butler, New York. He moved the company to Worcester, Massachusetts, to be nearer the source of the basswood, the wood used in the company's porch shades. But New England basswood proved to be of inferior quality, so Hough moved the company again, this time to Wisconsin where high-quality basswood grew in large quantities. The Janesville Businessmen's Association lobbied for the location of the company in the city, offering free land as an enticement. ("Hough Shade Corporation" 1952:8)

The new Hough Shade Company factory was built on South Jackson Street between 1902 and 1903, and manufacturing of shades began in January 1903. The factory grew rapidly and additions were made in 1906. By 1913, the company occupied a large industrial complex at 1029-1059 S. Jackson St.; at its peak, the company employed as many as 230 workers. The company made porch shades until the 1920s, then developed a line of industrial wooden shades; it later expanded into the production of shades and folding doors for residential use. ("Hough Shade Corporation" 1952: 8)

Cigar Boxes

Janesville's success as a tobacco trading center in the late nineteenth and early twentieth centuries resulted in several spin-off industries, including the production of wooden cigar boxes. Although most of the tobacco traded in Janesville went elsewhere to be distributed, the city developed an important cigar-making industry. The most important company established to make cigar boxes for this industry was Thoroughgood and Company, incorporated in 1906. Boxes were manufactured in the company's four-story factory building, constructed in 1889 at 205 N. Main St. (not extant). ("Harness Making Once Important Janesville Industry" 1951:16)

The Thoroughgood company had its roots in a company started by Fred Morse in 1874; in 1883, Fenner Kimball reorganized it as Thoroughgood and Company. At its peak the company employed between 50 and 60 workers and distributed its products throughout Wisconsin, Illinois, and Iowa. In 1896, the factory burned but was soon rebuilt and used until around 1923. ("Harness Making Once Important Janesville Industry" 1951:16; Brown 1908:568; Butterfield 1879:570; City Directories)

Paper Box Manufacturing

Janesville's small paper box manufacturing company evolved into a business still in operation today. Around 1907, the Nott Brothers established a paper box manufacturing company at

14-16 N. Academy St. Albert Nott reorganized the company as the Janesville Paper Box Company in 1910 and relocated the factory to 222 N. River St. In 1947, Alvin Gehri and Leonard Wyss purchased the box company and, in 1955, broadened their product line to include other forms of packaging, including plastic packaging. With this change came a new name, the Pan-O-Ramic Packaging Company. In 1961, Parker Pen Company acquired the firm, modified its name to Panoramic Corporation, and moved the operation to the old Rock River Woolen Mills at 1405 Riverside St., where it remains in operation today. ("Harness Making Once Important Janesville Industry" 1951:16; City Directories; Panoramic Corporation, RCHS files)

Barrel Manufacturing

Barrel making was a common small industry in nineteenth-century Wisconsin, but few cooperages grew from small shops to large factories. Thomas Kirk established a coopering firm in downtown Janesville as early as 1849; by 1870, this complex consisted of three shop buildings and two warehouses, a building group almost a block long. Kirk's business employed as many as 30 workers who turned out 60,000 barrels a year, most probably sold to the many flour mills in Janesville. John Plowright also established a small cooperage in downtown Janesville in 1868. He manufactured flour barrels, butter tubs, and other types of barrels. ("Harness Making Once Important Janesville Industry" 1951:16; City Directories)


Miscellaneous Industries

Pen Manufacturing

One of Janesville's most important industries is also one of the most unusual—fountain pen manufacturing. The Parker Pen Company began modestly and eventually became one of the world's most important fountain pen manufacturers, making pens with the quality and prestige of the finest European imports. The company began when Iowa farm boy George Parker, planning a railroad career, came to Janesville in the mid-1880s to learn telegraphy. To pay his expenses for telegraphy school, he became an agent for the John Holland Pen Company of Cincinnati. These fountain pens easily malfunctioned and Parker often found himself making repairs. Soon, he concluded he could build a better pen himself. (Alexander 1949:137)

Parker designed a pen he called the Lucky Curve, and began producing his pens in Janesville in 1888. In 1891, he formed a partnership with W. P. Palmer, a local life insurance agent. On March 8, 1892, Parker, Palmer, and C. Bassett incorporated the Parker Pen Company and began making pens in the old Myers Opera House block (not extant). In 1901, operations moved to larger quarters on the upper floors of 19 S. Main St. George Parker's better pen was a success, and rising sales forced the company to move again in 1908, to the upper two floors of the old Gazette Building (not extant). By this time, Parker employed 100 people, and additional space in other East Milwaukee Street buildings was needed to keep up with the demand for his pens. (*Parker: Penmaker to the World* n.d.:1-2)


No. 20.
Screw Joint
or Jointless
\$2.50



This is a splendid pen for the money, and it is just the thing for the school boy or school girl. It is so simple and strong that it can hardly be gotten out of order. If you want to send a thrill of pleasure through "that boy" or "that girl," you can do it with a Parker No. 20. Not quite so large as the next size, but it is good and fully warranted.


No. 22. This number can be supplied when so desired, with practically same size barrel as No. 20, but the pen is a full size larger than the preceding number. The larger pen affording, as it does, the different "feel," will richly repay anyone to purchase this pen if they are connoisseurs. Price \$3.00.

No. 24.
Screw Joint
or Jointless
\$4.00



No. 24. Price \$4.00. This pen is much larger than the general run of pens, and they are purchased by those who know just what they want, and can afford to pay the higher price necessary for the larger and finer pen. If you feel like spending \$4.00 for a fountain pen, and purchase this pen, we feel safe in saying one year hence \$10.00 would not buy it if another could not be purchased. It has a "feel," too, all its own. We can recommend it as one of the finest pens ever made. (This pen fitted for manufacturing, shorthand or bookkeeping when so ordered.)

No. 25.
Screw Joint
or Jointless
\$5.00



No. 25. Price \$5.00. If you enjoy writing with a large fountain and pen, you should own a No. 25. It will tell the story of what real luxury is possible to be afforded by a fountain pen. The entire fountain is large, but you forget all about that, as the large, smooth shining pen glides swiftly over the paper.

Advertisement for George S. Parker's Lucky Curve, ca. 1900.

During and after World War I, Parker Pen sales continued to rise, and the company decided to build its own factory at East Court and Division streets in 1920. An addition was made to the factory in 1930, when employment reached over 700 workers. The company even had a clubhouse for employee use and company functions. During the 1930s, the company began emphasizing the production of ink, and it manufactured a butane cigarette lighter in the 1950s. By this time, the company had offices in Canada, England, France, Scandinavia, and Africa. ("New Plant" 1952:2; *Industrial Survey* 1928:57; Holmes 1946:496-97)

During World War II, the Parker Pen Company, already a prestigious international company, purchased 20 acres of land on the north outskirts of Janesville for a large new factory. It was not built, however, until 1953. Although the new factory on North Parker Drive had 212,000 square feet of space, the company retained its old plant downtown for its headquarters and offices, remodeling it extensively in the late 1970s. At the company's peak, it employed over 2,000 workers, rivaling the General Motors factory in importance to Janesville's economy. ("Parker Renovating Headquarters" 1979:n.p.; Civil and Industrial Council 1941:n.p.)

By the 1980s, cheap, but good quality, ball point pens and new, disposable ink pens that produced a smooth ink flow cut heavily into the sales of Parker's fountain and premium ball point pens. A group of European investors purchased the Parker Pen Company, consolidating all of the company's operations at the new factory on North Parker Drive, and selling the headquarters downtown building. After experimenting with the production of less expensive pens, Parker began to emphasize what it had always done well, the production of high-quality fountain and ball point pens for the high-end market, competing successfully with prestigious European firms. In fact, Parker pens are commonly used today for ceremonial bill and treaty signings at the White House. ("Philadelphia Firm Hired" 1986:n.p.)

The success of the Parker Pen Company spurred the creation of other fountain pen manufacturers in Janesville during the early twentieth century, but these companies were less successful. One of the earliest was the Williamson Pen Company, established around 1903. It operated in downtown Janesville until 1929. The Corona Pen Company was founded in 1923 by Samuel Corona, a former machinist with the Parker Pen Company. It, too, failed by 1929. The E. O. Burdick and H. B. Smith pen companies also operated for a short time in downtown Janesville, but both closed down before World War I. (City Directories; Parker Pen Company, RCHS files)

Perfume Manufacturing

An unusual early industrial venture in Janesville was the manufacture of perfume. William H. Tallman and Henry W. Collins started the company around 1860. Located in the old Baptist Church (102 S. Cherry St.) the company produced perfume, toilet waters, plasters, and powders. In 1867, perfume manufactured by the firm was exhibited in Paris. By 1870, Tallman was the sole proprietor of the company. He eventually went to New York, where perfume manufacturing was not such an oddity, but later returned to Janesville, where he retired. (Butterfield 1879:566; City Directories; Brown 1908: 545)

The old Baptist Church, which originally housed one of Janesville's pioneer churches, is historically significant as the location of this unusual manufacturing enterprise. The success that Collins, and especially Tallman had in the perfume business is related to the early work done at this location. It is for this reason, in part, that the old Baptist Church is a contributing resource in the Old Fourth Ward Historic District.

Cigar Manufacturing

Janesville's success as a tobacco trading center in the late nineteenth and early twentieth centuries resulted in several spin-off industries, including cigar manufacturing. Although most of the tobacco traded in Janesville went elsewhere to be manufactured into tobacco products, the city developed a small cigar-making industry. Most cigar manufacturing was done in small shops by workers who hand-rolled their products. Some of these shops were associated with the tobacco dealers themselves. During the 1930s and 1940s, the increased popularity of cigarettes, coupled with the advent of machine-manufactured cigars, forced the small shops to close.

John Dewey and Company on East Milwaukee Street was one of the earliest cigar manufacturers operating in Janesville. George Benton established the business in 1858, then sold it to Dewey and his partner, J. M. Burgess, in 1866. The Dewey Company produced approximately \$25,000 worth of cigars during the 1860s and 1870s and continued in operation until the turn of the twentieth century. (City Directories)

The Dewey Company was in the forefront of cigar manufacturing in Janesville in the nineteenth century, but during the peak years of the tobacco trade there, over 20 other cigar manufacturers operated in the city. Some of the most prominent firms included Peter Lennartz, 308 S. Franklin St.; the Malbon Brothers, 117 W. Milwaukee St.; James Whittaker, 217 W. Milwaukee St.; and the Twilight Club Cigar Factory, 609 W. Court St. (City Directories)

None of these companies achieved significant industrial status in the city during their years of operation; they were small firms producing a small amount of product. Therefore, the locations of these shops, while of historical interest, are not historically significant for the overall history of industry in Janesville. The cigar-making shops are, however, associated with Janesville's important tobacco dealers (see Commerce chapter).

Button Manufacturing

Button manufacturing was a short-lived, but common industry in Wisconsin during the nineteenth century. The location of many rivers in the state, including the Mississippi River, provided an abundant supply of clams, whose shells were used for making fancy pearl buttons. Janesville's location along the Rock River provided the supply of clams for the industry, while the city's clothing manufacturers provided the market for the finished product.

The Janesville Pearl Button Company was incorporated in 1899 by Charles, Eugene, and Emil Roesling. The factory was located at 113 N. Main St. (not extant) between 1899 and 1902; but in 1903, the company relocated to 975 S. Jackson St. (not extant) and continued to operate there until it closed around 1908. ("Harness Making Once Important Industry" 1951:16; Janesville Pearl Button Company, RCHS files)

Toy Manufacturing

A toy manufacturing company had a brief period of success in Janesville. In 1915, the management of the Wisconsin Carriage Company, which was being closed at the time, acquired a small toy manufacturer in Chicago and moved it into the carriage company factory in Janesville. The Janesville Products Company (600-614 W. Milwaukee St., not extant) produced children's vehicles, coaster wagons, "skudder" wagons, and sidewalk toys, which were sold nationally. The company was successful until the Great Depression; after briefly manufacturing a prototype of a pinball machine, the factory was closed and its equipment eventually sold. (Wisconsin Carriage Company, RCHS files)

Conveyor Manufacturing

For much of the twentieth century, a successful company manufacturing conveyors has operated in Janesville. The Northern Conveyor and Manufacturing Company, founded in Milwaukee around 1919, moved to Janesville in the early 1920s. At its factory at 327 W. State St. (not extant), the company manufactured portable conveyors used in the loading and unloading of trucks. The Whitnall family of Milwaukee retained control of the company until the early 1930s, when Edgar J. Leach purchased it. John Zimmerman and Richard Reis purchased the company in 1961 and, in 1970, built a modern factory at 2200 Foster Ave. (Alexander 1949:136; "Northern Conveyor Plans New Plant" 1969:11; City Directories; Northern Conveyor and Manufacturing Company, RCHS files)

Industrial Baking

There were two industrial bakeries in Janesville that distributed their products to a wide range of retail outlets in the state and across the Midwest. The largest and most well-known was the Colvin Baking Company. The company had its origins in the Boston Bakery, operated by F. P. Schriker, who began his business along North Main Street in 1865. In 1885, R. L. Colvin purchased Schriker's bakery, and in 1890, he moved the company to larger quarters along East Milwaukee Street. In 1908, the company built a large bakery at 300-304 E. Milwaukee St. (not extant), where it operated until around 1970. During its heyday, Colvin's baking products were distributed throughout Wisconsin, Upper Michigan, eastern Iowa, and northern Illinois. In 1979, the Parker Pen Company purchased the building for use as a library, archives, and service department. (Colvin Baking Company, RCHS files)

The other large baking company that operated in Janesville during the twentieth century was the Bennison-Lane Company which began its baking operations at 19-23 N. High St. in 1907. The company was incorporated in 1911 and successfully operated until it was purchased by a Milwaukee firm in 1950. (Bennison-Lane Company, RCHS files)

Only the Bennison-Lane building is still extant. It is historically significant and a contributing resource in the West Milwaukee Street Historic District for its association with the industrial baking industry in the city.

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Resources Mentioned in Text****Listed on the National Register of Historic Places**

<i>Name</i>	<i>Address</i>	<i>Date</i>
Agricultural Machinery and Implement Manufacturing		
<i>Carriage and Wagon Works</i>		
**Hodge & Buchholz/Janesville Carriage Works	201-203 E. Milwaukee St.	ca. 1885
Industrial Baking		
**Bennison-Lane Company	19-23 N. High St.	1907
Metal Products		
General Motors	1000 Industrial Ave.	1918
Quarrying and Masonry Products		
Janesville Sand and Gravel Co. Office Building	1110 Harding St.	1928
Tanning and Leather Processing		
Marzluff Shoe Company (Janesville Cotton Mill)	220 N. Franklin St.	1875
Textile Manufacturing		
Rock River Woolen Mills	1405 Riverside Dr.	1881
**Janesville Cotton Mill	220 N. Franklin St.	1875
Wood Products and Lumber Mills		
Hanson Furniture Company	251 Hyatt St.	ca. 1890
Hough Shade Corporation	1029-1050 S. Jackson St.	1902, 1906
Perfume Manufacturing		
**Tallman and Collins Perfume Factory	102 S. Cherry St.	1851

5.

Commerce

Carol Lohry Cartwright and Randal Waller

Almost as soon as communities are founded, commercial activity begins. It is one of the most important economic functions of any settlement. Even without significant industry, communities can survive based on commercial activity alone. But once commercial activity dies much of a community dies with it, losing its focus and causing people to look elsewhere for essential goods. Henry Janes, who made the successful plat of Janesville, was also a commercial entrepreneur, operating a ferry service across the river and a combination inn, tavern, and post office in his cabin. From these small beginnings, Janesville's commercial district grew along Main and Milwaukee streets, eventually developing into a large downtown shopping district with department stores, specialty stores, and professional offices. During the early twentieth century, Janesville's downtown was a regional shopping center, and commerce provided much of the economic base of the community.

After World War II, the city's commercial enterprises began moving to the outskirts of the city. At first it was just supermarkets, but soon the first modern shopping center, Creston Park, was built on what was then the northeastern edge of the city. Although shopping areas developed on all sides of the city, the northeast side saw the most development, spurred by the construction of residential housing in the area and the location of the interstate highway there. A modern enclosed shopping mall was built along Milton Avenue and this mall attracted other businesses to locate nearby. In the last 10 years, Milton Avenue near Highways 51, 26, and 14 has filled up with large discount department stores, a mega-supermarket, several strip malls, and a myriad of fast food outlets. Janesville is still a regional shopping community, but only a little of this activity still takes place downtown.



In the foreground, the heart of Janesville's business district on the east side of the Rock River. Photograph ca. 1868.

Financial Institutions

Local financial institutions were important in the development of Janesville. Their capacity to supply capital to area businesses and residents provided an important impetus to the city's growth and development. Historically, banks were located in the heart of Janesville's downtown commercial district, but as commercial businesses spread to suburban areas of the city, so have bank branches. Many out-of-town banks have located in Janesville, and two historic local banks have been acquired by banking chains.

Before enactment of the free banking law in Wisconsin, the banking business throughout the state was carried on by private bankers and brokers, or by local merchants in their stores. One of Janesville's earliest private bankers was Joseph B. Doe, whose office was in the Stevens House on West Milwaukee Street as early as 1852. When the Stevens House burned in April 1853, Doe moved into William Tallman's building on West Milwaukee Street (not extant), where he continued as a private banker until 1855. McCrea, Bell, and Company was another private bank that conducted business in Janesville. The firm's Banking Exchange and Collection Office in Janesville opened in 1851 in a small stone building on North Main Street (not extant). (Brown 1908:480; Gregory 1932:665; Cunningham 1921:37)

In 1852, Wisconsin's legislature passed the state's first free banking law. Under this new law, Tallman and Doe organized the Central Bank of Wisconsin. In 1853, more partners were included when they reincorporated the bank. After one of the new partners suffered financial difficulties, the plan for the bank had to be abandoned. Doe continued to use the Central Bank name for his private bank until 1855. The first successful bank incorporated under the new law was the Badger State Bank, formed by the private banking firm of McCrea, Bell, and Company in 1853. In 1856, the bank had its offices in Lappin's Block in downtown Janesville, but due to the financial panic in 1857, it closed. (Brown 1908:481-482)

O. W. Norton founded a new Central Bank in October of 1855. This bank entered the national banking system in 1863, becoming the First National Bank. The First National Bank, given charter number 83, was the second bank in the state to organize under the federal banking act. A number of prominent Janesville businessmen were on this bank's board of directors, and the First National Bank soon became one of the city's most important financial institutions. (Brown 1908:482-483; Spencer 190: n.p.)

During the nineteenth century, the First National Bank was located in a building at about 100 W. Milwaukee St.. In 1912, that building and an adjoining one were demolished for a new bank building. This building (100 W. Milwaukee St.) was extensively remodeled in the 1970s. In 1982, Milwaukee's Marine Bank acquired the First National Bank, and in 1988, the out-of-state Bank One chain acquired Marine Banks. Although the old First National Bank building houses one of the most important financial institutions in the city, its historic appearance is gone, making the building neither significant nor potentially eligible for the National Register.

The Rock County Bank is another of Janesville's important financial institutions. Many of Janesville's mid-nineteenth century business leaders incorporated this bank in October 1855. Timothy Jackman was the first president of the bank and J. B. Crosby was its cashier. The bank originally had its offices in a small frame building at the east end of the Milwaukee Street bridge (not extant). By 1861, the bank had moved into the newly completed Jackman Block at the corner of East Milwaukee and North Main streets. In 1865, the bank organized as the Rock County National Bank and operated out of the Jackman Block until the 1950s, when it moved to new quarters at 1 S. Main St. In 1993, the Rock County Bank changed its name to the Heritage Bank. (Brown 1908:482-483; Spencer 1902:n.p.)

Like the First National Bank, the Rock County National Bank had its offices in one of Janesville's historic downtown business blocks for decades. This building, the Jackman Block, is partially extant but has been greatly altered and modernized and retains none of its historic appearance. Therefore, the building is not significant or potentially eligible for the National Register. The modern location of the bank, 1 S. Main St., was constructed in the 1950s and completely remodeled a few years ago.

In 1875, the third significant bank in Janesville, the Merchants and Mechanics Savings Bank, was organized. It was the first in the city to combine commercial and savings bank business. David Jeffris served as the bank's first president (1875-1882), followed by Dr. Henry Palmer (1882-1895). In 1881, the bank moved into the Jeffris Block along West Milwaukee Street (not extant), remaining there for 100 years. In the early twentieth century, the bank changed its name to the Merchants and Savings Bank and was known by this name until 1981. In that year, the Bank of Wisconsin purchased the Merchants and Savings Bank and moved its main office to a new building on North Main Street. In 1985, the Valley Bank chain acquired the Bank of Wisconsin and changed the bank's name to Valley Bank-Janesville. In 1994, the M & I chain acquired Valley Banks. As with the other financial institutions in downtown Janesville, there are no historic resources associated with the old Merchants and Mechanics Bank. (Mouat 1977:168-170; Brown 1908:485)

The First National, Rock County, and Merchants and Mechanics banks dominated financial services in Janesville during the nineteenth and twentieth centuries. Although their names have changed, these banks are still among the most important financial institutions in the city. But in the late twentieth century, several other banks established branches in the city, primarily in suburban locations. These modern banks have proven more successful in today's highly competitive banking field than nineteenth century banks were against the big three.

The Producer's Bank, established in 1857 in the old Hyatt House building (not extant), operated only until 1858. The Wisconsin Savings Bank began business in Lappin's Block during the summer of 1873. Edward McKay and F. F. Stevens operated this private savings bank; they did not solicit commercial business. When McKay died in 1875, the bank paid its depositors and went out of business. The Bower City Bank organized in 1895, with Fenner Kimball as its first president. This bank was also located in Lappin's Block and operated until the banking holiday in 1933 when it closed due to the effects of the Great Depression. (Brown 1908:483-485; City Directories)

Hotels

The construction of hotels appears early in the commercial development of Janesville. In addition to providing temporary housing for travelers, they served as residences for early settlers in the city and as centers for community activities. Many hotels were built in Janesville during the nineteenth and early twentieth centuries. Certain sites were host to a succession of hotels over a period of many years. Unfortunately, very few of these historic structures remain, having fallen victim to fires, neglect, or demolition.

Henry Janes's cabin, located on the site of the Lappin-Hayes Block, was the earliest structure in Janesville to function as a hotel. In the spring of 1837, Charles Stevens and his family arrived at the settlement and ran the inn-tavern in Janes's cabin. By 1838, Stevens had built the first real hotel in the settlement. Known as the Janesville Stage House, it was located on the southeast corner of South Main and East Milwaukee streets. The frame building was two stories in height and had a saloon on the first floor. Around 1845, Stevens sold the stage house and built another hotel on the west side of the river. In 1859, the Janesville Stage House was demolished for the construction of the Myers Hotel. (Brown 1908:530; Butterfield 1879:588-589)

The Myers Hotel (not extant) was the first large hotel in the city. Peter Myers, an early settler and local businessman, erected the four-story hotel between 1860 and 1861. Opened for business in November 1861, it had about 100 rooms and commercial space on the first floor. It remained one of Janesville's finest hotels well into the twentieth century. (Butterfield 1879:590; Brown 1908:561; Sanborn-Perris Maps)

Another early hotel was less long-lived. Volney Atwood opened the Rock County House in 1844 at the southwest corner of South Main and East Court streets. Sol Hudson later operated the hotel as the American House. It was destroyed by fire around 1868. (City Directories; Way 1926:381; Butterfield 1879:589)

Charles Stevens called his new hotel on the west side of the river the Stevens House. Completed around 1846, the three-story frame building was located at the northwest corner of West Milwaukee and North Franklin streets until it burned in 1853. A. Hyatt Smith built the Hyatt House on the site of the old Stevens House between 1856 and 1857. The Hyatt House, five stories in height, was the most elaborate of all the city's nineteenth-century hotels. Its dining room was large enough to seat between 400 and 500 guests at one time. The Hyatt House was destroyed by fire on Oct. 12, 1867. (Brown 1908:554, 562)

The Merchants Hotel (later the Ogden House) was built on the north side of East Milwaukee Street in 1851. Originally a commercial building, it was converted into a hotel after the Stevens House burned in 1853. The hotel is still extant at 109–111 E. Milwaukee St., but, it has been significantly altered from its mid-nineteenth century appearance. To the east of this building is the remnant of another nineteenth-century hotel. Nelson Hurlbut built the original two stories of 113 E. Milwaukee St. in 1849. In 1851, J. M. Riker purchased the building and added three more stories in 1855. Around the same time, Sanford Williams built the five-story brick building at 115–117 E. Milwaukee St. William's building was known as the American House or American Hotel between 1885 and 1911. During the early twentieth century, the entire 113-117 E. Milwaukee St. complex was extensively remodeled and one story of the building was removed. Renamed the Peters Block, the building has an early-twentieth-century appearance. (Brown 1908:545; Butterfield 1879:590; National Register of Historic Places Nomination form for the East Milwaukee Street Historic District)

Another large west side hotel was the Borden House (later known as the Williams House), located at the southwest corner of West Milwaukee and South High streets. The three-story, frame Borden House had accommodations for approximately 100 guests. In 1877, the hotel burned, and in 1879, David Jeffris constructed the Grand Hotel on the site. It was a three-story brick building with approximately 50 rooms. In 1929, the Olson Hotel company acquired the Grand Hotel and built the six-story Art Deco Monterey Hotel (5 S. High St.) Although one of many hotels in Janesville at the time it was built, today the Monterey Hotel is the only large historic hotel remaining in the city. The Monterey Hotel is both historically and architecturally significant as a fine example of twentieth-century hotel construction. It is a contributing resource in the West Milwaukee Street Historic District. (National Register of Historic Places nomination form for East Milwaukee Street Historic District; City Directories; Way 1926:388; Butterfield 1879:590; Monterey Hotel, RCHS files)

The only other hotel in downtown Janesville that still has its historic appearance is the smaller London Hotel (121–123 E. Milwaukee St.). Fred Jones built the Queen Anne-style three-story building in 1892 and opened for business in 1893. Because it is one of the few historic hotel buildings still extant in downtown Janesville, the London Hotel is historically significant and is a contributing resource in the East Milwaukee Street Historic District. (National Register of Historic Places nomination form for East Milwaukee Street Historic District)

Some downtown commercial buildings had hotel space on their upper floors but were not known as major hotels in the city. The three-story commercial building at 419 W. Milwaukee St. had hotel rooms on its upper floors, and the three-story building at 20 N. Franklin St. was known as both the Bismark House and the Hotel Williams. Built around 1915, the latter building was more of a rooming house than a hotel and continued to offer rooms until 1985. These buildings have some historical interest for their association with historic hotels in Janesville, but they are not individually significant. They do, however, contribute as general commercial buildings in the West Milwaukee Street Historic District. (Sanborn-Perris Maps; City Directories)

There were many other hotels that operated for both long and short periods of time in downtown Janesville but are no longer extant. They include the Empire Hotel (North Main Street), the Union Hotel (East Wall Street), the Interurban Hotel (South Franklin Street), the Park Hotel (South Parker Drive), the Lucille Hotel (West Wall Street), the St. Charles Hotel (North Academy Street), the European Hotel (West Wall Street), and the Railroad Hotel (North Academy Street). Some of these hotels competed for a general clientele with the larger, downtown hotels. Others were located near the railroad depots and probably served the traveling public. (City Directories; Sanborn-Perris Maps)

Today, Janesville's downtown hotels are largely a memory. The only significant hotel left in downtown Janesville is the Monterey, which is used as an apartment-rooming house. Modern motels, located on the outskirts of the city, now serve the traveling public, who require access to major highways rather than to the city's downtown.

Grand Hotel (1879), 15. S. High St.,
built on the site of the present Monterey Hotel.
Photograph 1888.



Legal Services

When Janesville was designated the Rock County seat in 1837, a legal and judicial system was established to facilitate governmental functions. Because the city was the center of legal activity in the county, many important lawyers and judges resided there. One of the earliest of these was Edward V. Whiton, who came to Janesville from his native Massachusetts in 1837. He practiced law in the community briefly before being elected a member of the territorial

legislature. As a territorial representative, he played an instrumental role in creating the first territorial legal code, which took effect in 1839. In 1847, he was appointed to the state constitutional convention, and upon the creation of a state government, he was elected a circuit court judge. He later became a member of the state's first supreme court, serving as chief justice between 1853 and his death in 1859. (Brown 1908:720)

Some of the lawyers who settled in Janesville during the 1840s played important roles in the city's economic growth and development. Among them were John J. R. Pease, John R. Bennett, and Sanford Hudson. John J. R. Pease came to Wisconsin in 1840 and to Janesville in 1844. He studied law with Edward Whiton and was admitted to the bar in 1848. In 1850, he formed a law partnership with B. B. Eldredge, and in 1857, Thomas R. Ruger joined the practice, creating the firm of Eldredge, Pease, and Ruger. Their offices were located in the Empire Block (not extant). In 1866, the firm of Pease and Ruger was located in the Smith Block (not extant). This partnership continued until 1895, when Pease retired. Pease also held important governmental positions including mayor, county supervisor, city assessor, and alderman. He was an original director of the Rock County Bank and the Janesville Cotton Company. (Brown 1908:741; City Directories; Butterfield 1879:718; *Portrait and Biographical Album* 1889:488)

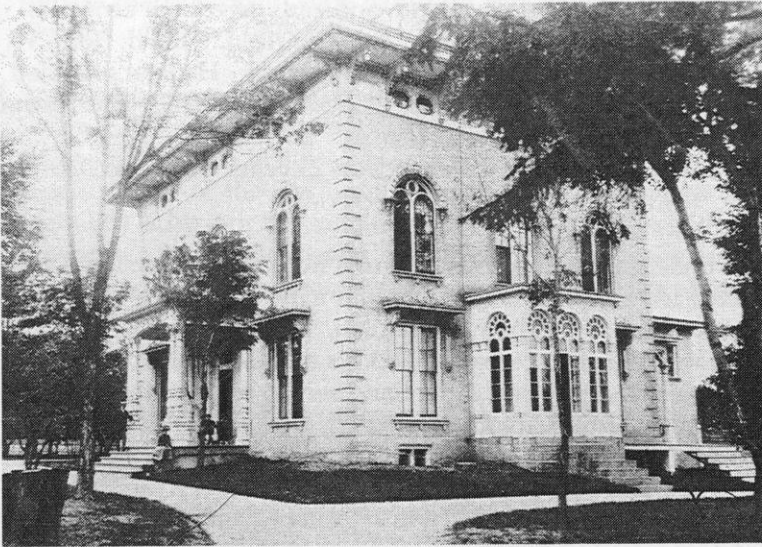
John R. Bennett, a native of New York, settled in Janesville in 1848 and practiced as a lawyer until 1882. During the 1850s, he was a member of the firm Bennett, Sloan, and Patten; during the 1860s, he was a law partner of Pliny Norcross, with offices in the Jackman Block. Bennett served as district attorney between 1863 and 1867 and was elected circuit court judge in 1882, holding that office until his death in 1899. (Brown 1908:730; City Directories; Butterfield 1879:730)

Sanford Hudson arrived in Janesville in 1848. He was elected the first city attorney in 1853 and served as mayor between 1858 and 1860. In 1863, he was elected city attorney once again, serving until 1869. In 1870, he returned to his law practice. His offices were located in Lappin's Block (Lappin-Hayes Block). (Brown 1908:760; City Directories)

Other prominent lawyers came to Janesville in the 1850s, including David Noggle, B. B. Eldredge, William Tallman, Henry Patterson, John Winans, Charles Williams, and John B. Cassoday. David Noggle, a native of Pennsylvania, arrived in Janesville in 1850. Between 1854 and 1857, he served in the state legislature. He was subsequently elected judge of the First Judicial District. Between 1860 and 1865, he served as chief justice for the Territory of Idaho. While in Janesville, he had offices in Lappin's Block. (Brown 1908:723; City Directories)

B. B. Eldredge settled in Janesville in 1850. Upon his arrival he formed a partnership with John J. R. Pease and Isaac Woodle. Between 1851 and 1866, the firm was known as Eldredge and Pease. During much of the 1850s and 1860s, Eldredge specialized in railroad law, representing the Milwaukee and Mississippi Railroad (Chicago & Northwestern). Between 1878 and 1881, he was associated with Ogden Fethers, then practiced alone until 1898, when he formed a partnership with Arthur M. Fisher. Between 1892 and his death sometime after 1900, he had his legal offices in the Jackman Block. (Brown 1908:746-747; City Directories)

William M. Tallman was a native New Yorker who practiced law in New York State for several years before settling in Janesville in 1849. He only practiced law in the city between 1850 and 1854, before giving his full attention to his real estate business. While he practiced, his offices were in the Exchange Block (not extant). Henry Patterson, also from New York, came to Janesville in 1855. He was part of the firm of Noggle, Williams, and Patterson, whose offices were in Lappin's Block. Patterson later served as local justice of the peace and district attorney. Between 1873 and 1875, he served in the state legislature; in 1875, he was appointed postmaster; and between 1887 and 1893, he served as judge of the Rock County Municipal Court. (City Directories; Brown 1908:739)



William Tallman House (1855–1857), 440 N. Jackson St.
Photograph ca. 1885.

John Winans was one of the leading members of the Wisconsin bar. A native of New Jersey, he practiced law there before coming to Janesville in 1857. Winans had several legal partnerships in Janesville, including Winans and Dixon; Winans and McElroy; Winans and Fethers; Winans, Fethers, and Jeffris; Winans and Hyzer; Winans and Russell; and Winans and Maxfield. Some of his offices were located in the Bennett Block (not extant). Involved in local and state politics, Winans served as city attorney and mayor, was elected to the state legislature from 1874 to 1891, and served in the U.S. Congress between 1882 and 1884. (Brown 1908:758; City Directories)

Charles Williams was another prominent attorney who became an important local politician. A native of New York State, he studied law while working as a teacher. He came to Janesville in 1856 and worked for Judge David Noggle, eventually taking over much of Noggle's extensive legal practice. In 1868, Williams was elected to the state senate. Reelected in 1870, he served in the legislature as president pro tem and chairman of the Judiciary Committee. In 1872, Williams was elected to the U. S. Congress, serving five consecutive terms. (*Portrait and Biographical Album* 1889:845)

John Cassoday came to Janesville from New York State in 1857. Upon his arrival, he entered the law offices of H. S. Conger. In 1858, Cassoday became a partner in the firm of Bennett, Cassoday, and Gibb, with offices in Lappin's Block. Between 1866 and 1868, he practiced alone. Between 1868 and 1873, he was a partner in the firm of Cassoday and Merrill, then Cassoday and Carpenter until 1880. These offices were also located in Lappin's Block. In 1880, Cassoday became an associate justice of the Wisconsin Supreme Court and served in that capacity until 1897. (Brown 1908:764; City Directories)

Prominent attorneys who practiced during the late nineteenth and early twentieth centuries included John W. Sale, George Sutherland, Thomas S. Nolan, and Charles L. Fifield. John W. Sale was born in Rock County and studied law in the office of H. S. Conger. He later attended law school at the University of Michigan, graduated in 1866, settled in Janesville, and formed partnerships with Charles G. Williams and, later, John R. Bennett. In 1886, Sale was appointed a county judge and served in that position for more than 23 years. Sale also served as city attorney and district attorney. (Brown 1908:768; City Directories)

George G. Sutherland received his undergraduate and law degrees from the University of Wisconsin and began his law practice in Janesville in 1876. He was a member of the firm of Doe and Sutherland, then formed a partnership with Thomas S. Nolan. After the turn of the century, he practiced alone. Throughout his law career he had his offices in the Sutherland Building (not extant). In addition to his law practice, Sutherland served as president of several Janesville businesses. (Brown 1908:753; City Directories)

Thomas S. Nolan was born in Janesville and began his law practice there in 1879. For many years, he had offices in the Jackman Block. Between 1880 and 1881, he was police justice and he served several terms on the board of the fire and police commission. In 1881, he was an incorporator of the Recorder Printing Company and served as editor of the Recorder newspapers for two years. Like Nolan, Charles L. Fifield was born in Janesville. After receiving his law degree from the University of Wisconsin in 1888, he joined Ogden Fethers and Malcolm Jeffris in the firm of Fethers, Jeffris, and Fifield. Fifield remained a partner in this firm until 1898, when he was appointed judge of the Municipal Court of Rock County, serving in that capacity until 1911. He also served as a county judge. (Brown 1908:776, 781; City Directories)

208 HOLLAND'S JANESVILLE DIRECTORY.

OSHKOSH LUMBER YARD.
BLAIR & WAGNER,
 DEALERS IN
PINE LUMBER,
 ALSO SASH DOORS AND BLINDS.
 NO. 11 JACKSON STREET, JANESVILLE, WIS.
 J. B. BLAIR J. A. WAGNER

KENT & PADDLEFORD,
 Distillers and Wholesale Dealers in
FOREIGN AND DOMESTIC
WINES & LIQUORS.
 Opera House Block, E. Milwaukee Street,
 JANESVILLE, WISCONSIN.

Rock County National Bank,
 (ROCK COUNTY BANK) Established 1854.
 2 E. Milwaukee St., JANESVILLE, WIS.
 CAPITAL \$100,000.00. SURPLUS \$45,000.00.

Z. B. CHERRY, **A. W. SMITH,**
 Cashier. President.

A. R. HANDBAY HOLLAND MERRILL T. S. C. HERRIN.

CASSODAY, MERRILL & DIXON,
Attorneys at Law.
 Office Cor. Main & Milwaukee Sts., in Lugin's Bldg.,
 JANESVILLE, WISCONSIN.

HOLLAND'S JANESVILLE DIRECTORY. 209

L. E. HACKLEY,
Druggist
 AND
APOTHECARY
 DEALER IN
 Patent Cyl. Trunkless Glass Perf. Patent Cyl. Trunkless Glass Perf.
 Heavy Flaky Ammonia, etc. Heavy Flaky Ammonia, etc. Also
 Agents for McClelland's Great Icing Machine. Sign of the Golden Hammer
 54 Main Street. JANESVILLE, WIS.

J. J. S. FEARE **WILLIAM ROGER**

PEASE & RUGER,
ATTORNEYS AT LAW
 Office in Jackman & Smith's Block,
 JANESVILLE, WISCONSIN.

ALFRED BINTLIFF,
 DEALER IN
Stoves, Tin and Shelf Ware,
 All kinds of Tinware Made, and Jobbing done to order.
 87 West Milwaukee Street.
 JANESVILLE, WISCONSIN.

C. MAGUIRE,
LIVERY, SALE
 AND
BOARDING STABLE.
 Stable on Cliff St., opp. the Schuyler House,
 JANESVILLE, WISCONSIN.

Holland's Janesville Directory (1868).

Two women were also prominent Janesville attorneys. Rhoda Lavinia Goodell was one of the first women admitted to the Wisconsin bar. Born in Utica, New York, in 1839, she attended the Ladies Seminary at Brooklyn Heights, New York. She was deeply involved in the abolition movement and for four years served as an editorial writer for *Harper's Bazaar*. In 1871, she came to Janesville and began to study law. Goodell was admitted to the Wisconsin bar in 1874 and had law offices on West Milwaukee Street (not extant). She later moved to Milwaukee, where she continued to practice law until her death in 1880. Angie King attended Chicago Law School in 1871 and later pursued her studies in Janesville. In 1879, she became the third woman

to pass the Wisconsin state bar exam and, shortly thereafter, formed a partnership with Goodell. (Brown 1908:757; City Directories)

Prominent attorneys usually had offices in prominent buildings. The most popular were the Jackman Block and Lappin's Block. The Jackman Block has been considerably remodeled and retains none of its historic appearance. Lappin's Block, today known as the Lappin-Hayes Block, is one of the few historic blocks still extant in the city. The Lappin-Hayes Block (2 S. Main St.) is historically significant for its association with many commercial businesses in downtown Janesville. It was individually listed in the National Register of Historic Places and is a contributing resource in the South Main Street Historic District.

Newspapers

In the mid-nineteenth century, newspapers were lively and thriving commercial enterprises. The first local newspaper in Janesville appeared in the 1840s; during the nineteenth and early twentieth centuries, over 50 newspapers and journals were published in the city. Most of these were short-lived, in existence a year or less. Only one historic newspaper, the *Janesville Gazette*, has survived to become the newspaper of record today.

The weekly *Janesville Gazette* was the first newspaper published in the city, making its initial appearance on Aug. 14, 1845. Since then, the *Gazette* has been variously published as a weekly, a daily, and a semi-weekly publication. Levi Alden and E. A. Stoddard were the original proprietors of the *Gazette* and initially advocated the policies and principles of the Whig party. After the formation of the Republican Party in 1854, the *Gazette* began to vigorously advocate that party's political principles. (Brown 1908:496; City Directories)

Alden left the *Gazette* in 1856 and Stoddard moved to Iowa shortly thereafter. The ownership of the paper changed hands several times during the 1850s and 1860s, but its most stable owner during this era, the firm of Holt, Bowen, and Wilcox sustained the longest editorial control. In 1870, James Bintlief, R. L. Colvin, and A. W. Colvin purchased the *Gazette* and formed the Gazette Printing Company. But it was the Bliss family that brought stability to the ownership of the paper, guiding it into the twentieth century. (Butterfield 1879:390-391; City Directories; Brown 1908:497-498)

In 1883, Howard F. Bliss purchased the Gazette Printing Company and assumed control of its management. He appointed Nicholas Smith president and managing editor of the paper, and personally held the positions of treasurer and business manager of the company. Descendants of the Bliss family still retain an interest in the company today. Under the Bliss family ownership, the *Janesville Gazette* survived and expanded. During the early 1920s, the paper grew rapidly, and in 1930, the company branched out into radio, establishing WCLO. The *Gazette* is Janesville's most important newspaper today, serving a regional clientele. Together, the newspaper and WCLO are probably the city's most important commercial communication services. (City Directories; "Gazette Makes Moves" 1968:19A)



Lappin-Hayes Block (1855, 1898 remodeling), 2 S. Main St.
 A popular location for early law and newspaper offices.
 Photograph ca. 1954.

The *Janesville Gazette*, through luck and strong ownership, won the race to be the city's only important twentieth-century newspaper. To do so, it had to outlast dozens of other contenders in the volatile world of nineteenth-century newspaper publishing. Before radio and television, newspapers were the main sources for news and opinion. Nineteenth-century newspapers received most of their copy from out-of-town sources, usually affiliated with a particular political party. These sources sent several pages of type to the local newspapers, whose editors then added a page or two of local news before printing. Even if a paper was independent, most of its articles came from some type of out-of-town source. It was only in the twentieth century that newspapers began to set their own local editorial positions and rely on local reporting for most of their news.

In nineteenth-century Janesville, many newspaper vied for the public's attention. In 1853, a group of Janesville men who proclaimed themselves to be Free Democrats established *The Free Press*, a weekly. These men advocated the newly formulated political principles of "Free Soil" for the territories acquired in the southwest as a result of the Mexican War. In 1854, this principle culminated in the formation of the Republican Party. By 1857, *The Free Press* had merged with the *Janesville Gazette*. (Brown 1908:499; Gregory 1932:685)

The earliest newspaper affiliated with the Democratic party in Janesville was the *Rock County Democrat*, a weekly that published its first issue in August 1846. After the presidential election of 1848, the *Rock County Democrat* ceased publication. The *Rock County Badger*, a weekly, was established in 1849 to replace the *Democrat*. In October 1850, the *Democrat's* former editor, George W. Crabb, formed a partnership with the *Badger's* editor, John A. Brown, and they created the *Badger State*, a weekly. In 1851, this paper merged with the *Democratic Standard*, which had been started in 1851. Between 1855 and 1858, the *Standard* published daily, then was purchased by the *Janesville Daily and Weekly Times*, which published until 1860. (Brown 1908:500-501; City Directories)

The *Rock County Recorder*, a weekly, began in 1869 and was initially politically independent. But within a few months, it aligned itself with the Republican Party. In 1878, the *Recorder* began daily publication, becoming the chief competitor of the *Janesville Gazette*. In November 1885, new managers formed the Recorder Printing Company and changed its editorial position from Republican to Democratic party politics. In March 1886, the Recorder Printing Company purchased the *Janesville City Times*, a weekly Democratic party publication founded in 1869. The new *Recorder* successfully published both daily and weekly editions until 1915. (City Directories; Brown 1908:505-506; Butterfield 1879:399)

Other newspapers published in Janesville were targeted toward certain interests or ethnic groups. The *Independent*, a weekly, was established around 1903 as a labor paper and was published until around 1935. The *Demokroten*, a weekly Norwegian language paper, was brought to Janesville from Racine in 1851, but only published for a few months. The *Janesville Journal*, a German language paper, was published between 1889 and around 1920. The *Wisconsin Tobacco Leaf*, a weekly, was devoted to local tobacco trading interests. It published between 1889 and 1899. The *Wisconsin Druggist Exchange*, a monthly, was the official paper of the Wisconsin Pharmaceutical Association. The paper, published between 1892 and 1900, furnished a wide variety of pharmaceutical news to druggists in the state. (City Directories; Brown 1908:501-511)

All of the newspapers published in Janesville have historical interest, but only the *Janesville Gazette* has achieved historical significance, due to its longevity and importance in the community. All of the historic newspapers were located for a time in downtown Janesville, but most of the buildings they occupied are not extant. Many were in Lappin's Block, now the Lappin-Hayes Block (2 S. Main St.). That building is historically significant for its association with commercial businesses in downtown Janesville. It was individually listed in the National Register of Historic Places and is a contributing resource in the South Main Street Historic District. The most significant location for newspaper publishing in the city was the old *Gazette* building, but it is not extant. The modern *Gazette* building is an important location for this newspaper but is too modern to be potentially eligible for the National Register.

Following on page 106 is a list of historic newspapers published in Janesville, with their dates of publication and political affiliations or targeted audience.

Historic Newspapers

<i>Dates</i>	<i>Name</i>	<i>Frequency</i>	<i>Affiliation</i>
1845–present	<i>Janesville Gazette</i>	weekly, dly	Whig, Republican, Independent
1846–1848	<i>Rock County Democrat</i>	weekly	Democrat
1849–1851	<i>Badger State</i>	weekly	Democrat
1851	<i>Badger State</i>	weekly	Democrat
1851–1858	<i>Democratic Standard</i>	weekly	Democrat
1853–1856	<i>The Free Press</i>	weekly	Free Soil
1854–?	<i>The Battering Ram</i>	weekly	Free Soil
1859–1860	<i>Janesville Weekly Times</i>	weekly	Democrat
	<i>Janesville Daily Times</i>	daily	Democrat
1860	<i>Janesville Democrat</i>	weekly	Democrat
1860–1861	<i>Rock County Republican</i>	weekly	Republican
1860–1863	<i>The Monitor</i>	weekly	Democrat
1866	<i>Janesville Democrat</i>	weekly	Democrat
1867–1870	<i>North–Western Advance</i>	weekly	Temperance
1869–1915	<i>Rock County Recorder</i>	weekly, dly	Republican, Democrat
1869–1886	<i>Janesville City Times</i>	weekly	Democrat
1870	<i>The Workingman's Friend</i>	weekly	Political Reform
1878–1881	<i>Janesville Daily Times</i>	daily	Democrat
1880	<i>The Chronicle</i>	daily	Republican
1891–1899	<i>Janesville Republican</i>	weekly, daily	Republican
1903–1935	<i>The Independent</i>	weekly	Labor

Foreign Language Newspapers

1851	<i>Demokroten</i>	weekly	Norwegian
1889–1920	<i>Janesville Journal</i>	weekly	German

Professional and Trade Journals

1855–1856	<i>Wisconsin Journal of Education</i>	monthly	Education
1869–1873	<i>Spirit of the Turf</i>	semi-monthly	Pharmaceutical
1870–1873	<i>The Picayune</i>	monthly	Pharmaceutical
1884	<i>The Commercial Union</i>	weekly	Business
1887–1889	<i>Janesville Sun</i>	weekly	Business
1889–1899	<i>Wisconsin Tobacco Leaf</i>	weekly	Tobacco Trade
1891–1892	<i>The Family Friend</i>	monthly	Business
1892–1900	<i>Wis. Druggist Exchange</i>	monthly	Pharmaceutical
1898	<i>Wis. Medical Recorder</i>	monthly	Medicine

Specialty Publications

1849–1855	<i>Wisconsin & Iowa Farmer & Northwest Cultivator</i>	weekly	Farming
1869–1870	<i>Northern Farmer</i>	weekly	Farming
1898	<i>Farm and Home</i>	weekly	Farming
1870–1871	<i>Our Folks at Home</i>	monthly	Literary
1886–1892	<i>Janesville Signal</i>	weekly	Literary
1894–1895	<i>The Sunday Mirror</i>	weekly	Literary
1868–1869	<i>The Spiritualist</i>	weekly	Religion
1888–1896	<i>The Lamp–Lighter</i>	monthly	Methodist
1889–1892	<i>Our Church Home</i>	monthly	Congregational
1894–1897	<i>The Sentinel</i>	quarterly	Episcopal
1894	<i>The Angelus</i>	monthly	Episcopal
1896–1897	<i>Free Religions Leaflet</i>	monthly	Unitarian
1900	<i>Irish American Star</i>	weekly	Catholic

Retail Trade

Most of Janesville's historic retail trade took place in the business blocks of the city's downtown commercial district. Although the first commercial enterprise in Janesville was Henry Janes's inn-tavern-post office and ferry service, Thomas Lappin opened the first real store in a one-story frame building on South Main Street in 1839. In 1842, Lappin erected a two-story frame building on the site of Janes's cabin. This building housed his store until 1855, when he replaced it with his new Lappin's Block. By 1845, Janesville could claim nine dry goods stores, three groceries, two butcher shops, five blacksmiths, four tailors, two shoemakers, one drug store, one jeweler, and one barber. Ten years later, in 1855, the city's retail operations included eight dry good stores, nine clothing stores, ten grocery stores, four butcher shops, four hardware stores, two jewelers, two book stores, two music shops, one millinery, one agricultural implements dealer, and ten blacksmiths. (Butterfield 1879:534–535; National Register of Historic Places nomination form for Lappin-Hayes Block; Kuehn 1932:23–24)

The decade of the 1850s was a period of economic expansion in Janesville, spurred on by the coming of the first railroad link in 1853. Several brick business blocks were erected along Main and Milwaukee streets, forming the basis of the city's main commercial district. This intersection of Main and Milwaukee streets, which eventually had a large commercial building anchoring each corner, became the historic heart of the commercial district. Within a few years, commercial buildings were added to several cross streets that intersected these main thoroughfares. They included Franklin, River, and Jackson streets and North Parker Drive. The city's principal retail activities were concentrated in this area until after World War II.

Few retail businesses are individually historically significant due to the volatility of retailing over the years. Rather, all of Janesville's historic downtown commercial district is significant for retailing because it was the center of this activity for over 100 years. Many of Janesville's historic commercial buildings have been demolished or altered. The gaps in the historic streetscapes of the city's downtown have divided the commercial district into four distinct areas: the North Main Street Historic District, the South Main Street Historic District, the East Milwaukee Street Historic District, and the West Milwaukee Street Historic District. These historic districts are listed in the National Register of Historic Places, in part, because their buildings are associated with the city's historic retail activity between 1850 and 1950.

A discussion of some of the most important and typical commercial buildings still extant in downtown Janesville will illustrate the commercial significance of Janesville's downtown historic districts. One of the oldest commercial buildings still extant is the Bennett-Clapp Block (12-16 S. Main St.), built in 1851. A good example of mid-nineteenth-century commercial building construction, it housed two long-time businesses. In one storefront, J. M. Bostwick's clothing store was located for over 100 years. Another storefront was the home of James Sutherland's book and stationery store and the McCue and Buss drug store, two well-known businesses. In the upper stories of this block were professional offices, including, at one time, the office of Dr. Henry Palmer, the city's most prominent nineteenth-century physician and an important civic leader. The Bennett-Clapp Block is historically significant for its association with important retailers during its history and is a contributing resource in the South Main Street Historic District. (National Register of Historic Places nomination form for South Main Street Historic District)

Lappin's Block has already been mentioned as one of the city most historic commercial buildings. Now known as the Lappin-Hayes Block (2 S. Main St.), it was originally built in 1855, remodeled to its current appearance in 1899, and restored in the 1980s. The Lappin-Hayes Block has historically been a professional block, housing many of Janesville's prominent attorneys, physicians, architects, and other professionals. The ground-floor storefronts have housed many retail businesses, including James Sutherland's book and stationery store, Chapman and Brother's general store, and the M. C. Smith and Company general store. Many newspapers also had offices in this block, as did many financial institutions. The Lappin-Hayes Block is the only building that still represents the nineteenth-century business blocks that once dominated the city's commercial district. It is listed individually in the National Register and is a contributing resource in the South Main Street Historic District. (National Register of Historic Places nomination form for South Main Street Historic District)

Another fine nineteenth-century block along South Main Street is the Fredendall Block (33-39 S. Main St.), completed in 1869. This Italianate-style building was both a commercial block and an apartment building. Because of its size, its many storefronts housed numerous retail businesses over the years, including harness makers, grocery stores, meat markets, a bike shop, a paint store, a bakery, and clothing stores. In the early twentieth century, the Ryan Funeral Home was an important tenant, and the apartments on the upper floors were called the Ryan Apartments. The Fredendall Block is a good example of the multi-storefront business block common in the nineteenth century. It is listed individually in the National Register and is a contributing resource in the South Main Street Historic District. (National Register of Historic Places nomination form for South Main Street Historic District)

The historically significant buildings in the North Main Street Historic District are individually not as impressive as those of the South Main Street Historic District, but they are some of the oldest buildings in downtown Janesville. The most well-known is the Peter Myers' Pork Packing Plant (119-123 N. Main St.), built around 1851 and remodeled around 1868. It was the first business block constructed by Myers, one of the city's most important pioneers, and the only one to have survived into the late twentieth century. The packing plant operated until the 1880s, along with W. E. Goodman's steam fitting shop. After the turn of the twentieth century, other retail businesses had space in the building's storefronts. The Peter Myers' Pork Packing Plant is historically significant as one of the oldest commercial buildings still extant in Janesville and for its association with Peter Myers. It is listed individually in the National

Register and is a contributing resource in the North Main Street Historic District. (National Register of Historic Places nomination form for North Main Street Historic District)

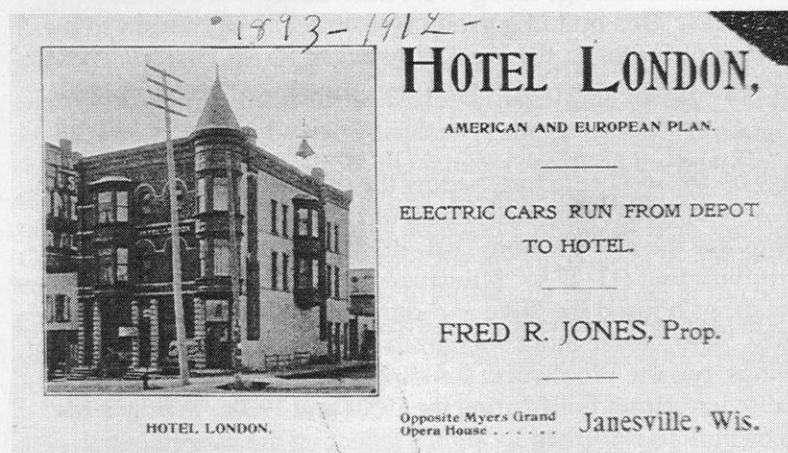
Next to Myers's building is the Willard Coleman Building, built around 1858 and remodeled in 1870 and 1890. Coleman, a contract painter specializing in house and sign painting, acquired the property in the 1890s and held it until the 1920s. His business was located on the first floor, with his living quarters above. The Willard Coleman Building is historically significant as one of the oldest commercial buildings still extant in Janesville and it is a contributing resource in the North Main Street Historic District. (National Register of Historic Places nomination form for North Main Street Historic District)

A group of several small commercial buildings nearby are historically significant because they are long-time retail commercial buildings and have retained a high level of historic integrity. Otto Frederic Meyer built his block at 11 North Main Street around 1865 for his general store. In the twentieth century, the Star Billiard Parlor was a long-time occupant of the building. The Carlson Building (13 N. Main St.) was originally built around 1858 and remodeled around 1900. It, too, housed a long-time billiard parlor operated by Levant L. Leffingwell. Attorney Alan Bates constructed his building (15 N. Main St.) around 1865. His offices were on the second floor and the ground floor housed a long-time dry goods store. These historic commercial blocks are contributing resources in the North Main Street Historic District. (National Register of Historic Places Nomination form for the North Main Street Historic District)

Across the street is one of the city's most important historic fraternal buildings, the Odd Fellows Block (18-24 N. Main St.). Erected between 1866 and 1868, the three-story building was the main home of the Odd Fellows, one of the most popular fraternal groups in Janesville. The storefronts of the building housed many retail businesses over the years, including grocery stores, a meat market, a plumbing shop, and saloons. The Odd Fellows building is typical of the historic commercial buildings that housed fraternal groups on upper floors and retail businesses in the storefronts. The Odd Fellows building is historically significant and is a contributing resource in the North Main Street Historic District. (National Register of Historic Places Nomination form for the North Main Street Historic District)

The most significant historic buildings in the East Milwaukee Street Historic District are the London Hotel (121-123 E. Milwaukee St.), discussed above in the "Hotel" section, and the Hodge and Buchholz Carriage Factory (201-203 E. Milwaukee St.), discussed in the Industry chapter. The other historic commercial buildings in the district contribute, as a whole, to the history of retailing in downtown Janesville.

1893-1912-



HOTEL LONDON,
AMERICAN AND EUROPEAN PLAN.

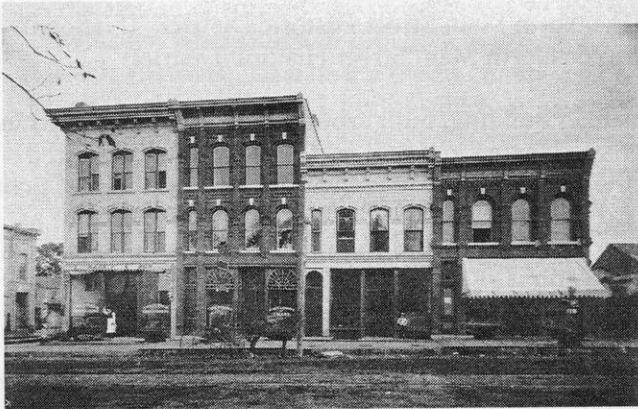
ELECTRIC CARS RUN FROM DEPOT
TO HOTEL.

FRED R. JONES, Prop.

Opposite Myers Grand
Opera House Janesville, Wis.

HOTEL LONDON.

London Hotel (or Hotel London) advertisement, ca. 1900.



301-315 West Milwaukee Street. Photograph 1888.

The West Milwaukee Street Historic District has many extant retail buildings within its boundaries that date from both the nineteenth and early twentieth centuries. The most significant building group includes the Richardson Block (111 W. Milwaukee St.), the Davis-Dunn Block (117-119 W. Milwaukee St.), and the Richardson-Macloon Block (121-123 W. Milwaukee St.). These double-storefront blocks were all built in 1869 with similar details to replace the frame buildings that had earlier stood in this area of West Milwaukee Street. The buildings' storefronts housed many important west side retail businesses, including the Max Meisel-Amos Rehburg Department Store, the J. J. Smith Jewelry Store, Colvin's Bakery, the Stearns and Baker Drug Store and the Badger Drug Store. This building group is the most historically significant building group on the west side and contributes to the West Milwaukee Street Historic District. (National Register of Historic Places nomination form for West Milwaukee Street Historic District)

Much of the west side commercial district was developed later than the east side, and several of the buildings constructed in the late nineteenth and early twentieth centuries are still extant. The Thomas Mackin Building (301 W. Milwaukee St.), the Charles Mackin Building (305 W. Milwaukee St.), and the Merrill Building (307 W. Milwaukee St.) were all built in 1885. They housed a variety of businesses over the years. The Williams Block (105 W. Milwaukee St.) was built in 1890, and the Yahn Brothers Building (109 W. Milwaukee St.), in 1903. The Williams Block housed the clothing and furniture stores of Edward Hall and Albert Huebel for many years, and the Yahn Brothers Building housed Yahn's meat market and, later, the Lowell Hardware Store. These late-nineteenth- and early twentieth-century retail buildings are typical of the commercial buildings along West Milwaukee Street: smaller buildings occupied by specialty stores. This building group is historically significant to the history of west side retailing and contributes to the West Milwaukee Street Historic District. (National Register of Historic Places nomination form for West Milwaukee Street Historic District)

Two twentieth-century buildings on the west side foreshadow the discount stores that would become popular after World War II and that dominate much of the retailing activity in Janesville today. These buildings are the Kresge Store (101-103 W. Milwaukee St.), built around 1930, and the Woolworth Building (11-17 W. Milwaukee St.), built around 1946. These modern, art deco-influenced buildings housed the "five-and-dime" stores popular during the first half of the twentieth century. The Kresge Store was similar in size and scale to many of the west side commercial buildings, but the Woolworth Building was long and low, with a profile common to grocery and discount stores built during the 1950s and 1960s. In only a few years, stores of this type would be built in suburban locations, reflecting the movement of retailing away from downtown. Because the businesses housed in these buildings reflected a

significant change in retailing in Janesville, they are historically significant and contribute to the West Milwaukee Street Historic District. (National Register of Historic Places The vast majority of Janesville's retail stores were located in the downtown commercial district between 1850 and 1950. But for people living more than a few blocks from downtown, neighborhood stores, primarily grocery stores, served their needs. These neighborhood grocery stores were located throughout the city's historic neighborhoods, and some of these buildings are still extant. The most intact and significant of these neighborhood stores is the Roesling Brothers Grocery and Meat Market (922 Rockport Rd.), built for Paul Rudolph around 1879. Nearby is the stone-constructed Roswell Hill Blacksmith Shop (904 Rockport Rd.), built around 1855. Both of these buildings are historically significant for their long history of housing neighborhood businesses, and both contribute to the Old Fourth Ward Historic District. (National Register of Historic Places nomination form for the Old Fourth Ward Historic District)

Because the Monterey neighborhood was so far from downtown Janesville, other commercial buildings were erected along Rockport Road near Center Avenue. They included a grocery store at 822 Rockport Rd., a general store at 923 Rockport Rd., a retail building at 907 Rockport Rd., and the Jonas Tavern at 1020 Rockport Rd. Other retail buildings were erected at South Jackson Street and Rockport Road, including a grocery store at 989 S. Jackson St., a general store at 972 S. Jackson St., a restaurant and tavern at 974 S. Jackson St., and a barber shop and shoe repair shop at 976 S. Jackson St. Other neighborhood grocery stores in Janesville included the Wedge Grocery, 633 N. Washington St.; the Meunchow Brothers Grocery, 533 Milton Ave.; the James Carle Grocery, 1308 Highland Ave.; the Frances Hilt Grocery, 701 S. Jackson St.; Sheldon and Sons Grocery, 601-603 Glen Street, the Hessenauer Grocery, 1404 Mineral Point Ave.; and the Adamany Grocery, 770 S. Main St. These grocery stores are not individually historically significant but have historical interest in their own neighborhoods.

Utilities

Gasworks

Before natural gas pipelines provided this energy source, many communities had commercial gasworks to provide fuel for gas lights. Several Janesville residents incorporated the Janesville Gas Company in 1853, and by 1856, a small gas plant (not extant) had been constructed along North Parker Drive near the railroad tracks. The company operated for a few years with varying success, but by 1862, it was facing bankruptcy. The gas plant was sold after the company went out of business. (Butterfield 1879:570; Wisconsin Power and Light Company, RCHS files)

Within a year, a group of Milwaukee businessmen reorganized the business into the New Gas Light Company. It was incorporated in 1863, and in 1865, Hiram Merrill was appointed general manager and superintendent of the company. The Merrill family invested heavily in company stock, and by 1894, the family controlled the board of directors. In the 1890s, the demand for gas production had increased to the extent that a major expansion program was necessary. In 1894, the Merrills accepted a proposal from the United Gas Improvement Company of Philadelphia to fund the improvements to the gas plant and its distribution system. The Merrills continued to be the sole members of the board of directors, but the United Gas Improvement Company sent a new superintendent to operate the plant. In 1896, the improvements were made that increased gas production. (Wisconsin Power and Light Company, RCHS files)

Hiram Merrill continued as president of the New Gas Light Company until his death in September of 1908. Shortly thereafter, the other members of the Merrill family relinquished

their control of the company. The gas company flourished in Janesville well into the twentieth century. Gas lighting was on the wane in the early twentieth century, but the company promoted the use of gas for cooking—a successful campaign that extended the life of the company. (Wisconsin Power and Light Company, RCHS files)

In 1926, the Middle West Utilities company purchased the New Gas Light Company, then leased it to Wisconsin Power and Light Company. The following year, Wisconsin Power and Light purchased the Janesville utility and operated it as a subsidiary until it was dissolved in 1936. The gas plant was demolished around 1950. There are no historic resources associated with the old gas service in Janesville. (Wisconsin Power and Light Company, RCHS files)

Electric Service

Five local businessmen incorporated the Janesville Electric Company in September 1882 and contracted with the United States Electric Company to get electric service started in the city. The United States Electric Company manufactured lighting equipment under a patent held by inventor Edward Weston. The company supplied the generating equipment, installed the wiring, and hooked up 10 arc lights in a number of stores in downtown Janesville. On December 7, 1882, the lights came on for the first time. Power to operate the generator was supplied by a steam engine in the Janesville Machine Company's factory. (Wisconsin Power and Light Company, RCHS files)

This electric service lasted only six months because service was poor and costly. In March 1885, the Thomson-Houston Company of Lynn, Massachusetts, built a waterpowered lighting plant (not extant) along the upper race. In 1891, local businessman Pliny Norcross took over this plant and improved and expanded the electric service. In that same year, H. A. Doty organized the competing Doty Light and Power Company. In 1899, Norcross acquired the Doty Light and Power Company and, with his Janesville plant and an electric light plant he owned in Fulton, Wisconsin, formed the Janesville Electric Company. In 1902, a group of Janesville businessmen led by M. G. Jeffris, purchased Norcross's company. (Wisconsin Power and Light Company, RCHS files; Brown 1908:570; McDonald 1957:236-237)

The new owners of the Janesville Electric Company quickly expanded and modernized electric service in the city. They purchased the buildings and waterpower rights of several businesses on the upper race and constructed a small hydroelectric plant (not extant) along the lower race near the old cotton factory. They built another hydroelectric plant, the Central plant, around 1915 near the west end of the upper dam. Part of this plant is extant. The company also supplemented its waterpower with steam power. (Brown 1908:570-571; Sanborn-Perris Maps; Wisconsin Power and Light Company, RCHS files)

When the Samson Tractor Division of General Motors constructed its new plant in Janesville in 1919, the electric company was faced with the challenge of providing electric power to a large factory. The management of Samson Tractor Division contracted with the Wisconsin River Power Company to supply power to the factory from its plant in Prairie du Sac, Wisconsin. This power supply was also made available to the Janesville Electric Company. (Wisconsin Power and Light Company, RCHS files; Sanborn-Perris Maps)

In 1924, the Wisconsin Power and Light Company acquired the Janesville Electric Company; service from this company has continued to the present time. In 1926, the Wisconsin Power and Light Company erected a new building at 30 W. Milwaukee St. This building was demolished in 1970, when the company constructed a new building at 17 S. River St. There are no other extant historic resources associated with early electric service in the city that have retained their historic integrity. (City Directories)

Telephone Service

On March 1, 1878, only two years after the invention of the telephone, Dr. Henry Palmer installed a private telephone line between his home and office. This was the city's introduction to the telephone. In December 1879, the National Bell Telephone Company sent a representative to the city to establish a local telephone exchange, and the Janesville Telephone Company was born. The first exchange was located in the Smith Block (not extant). J. W. Bates, a local attorney, was the exchange's first manager and his daughter, Iva, the first operator. ("Janesville Exchange to Observe 50th Year" 1926:1; Wisconsin Telephone Company, RCHS files)

After the Wisconsin Telephone Company incorporated in 1882, it assumed operation of the Janesville exchange. The first long distance lines to Beloit and Johnstown were installed in 1883. In 1912, the Wisconsin Telephone Company built a Georgian Revival-style office building at 301 E. Milwaukee St., which, with additions, still serves the company today. The additions to the building compromise the building's integrity, making it not potentially eligible for the National Register. ("First Phone Here in 1878" 1937:2)

Other telephone companies competed to serve the communication needs of Janesville. Several prominent Janesville businessmen incorporated the Rock County Telephone Company in 1898. This company built up a thriving business and, for a few years, had the largest share of telephone customers in the city. The company established its exchange in the Jackman Block, but moved into a building at 51 S. Jackson St. around 1915. In December 1921, the company merged with the Wisconsin Telephone Company. The Rock County Telephone Company building at 51 S. Jackson St. is historically significant for its association with early telephone service in Janesville. It is a contributing resource in the West Milwaukee Street Historic District. (City Directories; Wisconsin Telephone Company, RCHS files)

The Badger Telegraph and Telephone Company operated briefly in Janesville during the early twentieth century. It was incorporated in 1909 and furnished long distance service to small surrounding communities. In 1920, it was acquired by the Rock River Telephone Company. Its offices were located in the Jackman Building, which is no longer a historic structure due to loss of integrity. (City Directories; "First Phone Here in 1878" 1937:2)

FRED. E. CLARK,
— TRADEMARK AND SERVICE TRADE MARK —
GREEN, DRIED,
AND
PRESERVED FRUITS,
Cigars, Tobacco, &c.
Cor. Main & Mil. sts., Janesville, Wis.

Wholesale Trade

Groceries

The Janesville Wholesale Grocery Company was the city's longest-lived wholesale business. Incorporated in 1900, the business was originally located at North Franklin and Wall streets (not extant). In 1914, the company moved into the former Sylvester Tobacco Warehouse (not

Commerce

extant). Carrs, Inc., another local wholesale grocery company, acquired the Janesville Wholesale Grocery Company in 1946. Carrs, established in 1936, was located in the former F. S. Baines Tobacco Warehouse (not extant). After it acquired the wholesale grocery, Carrs dropped the name and operated the business until 1950. (City Directories)

The Bower City Jobbing Company incorporated in 1920 with William G. Flock as president. It occupied a warehouse located on South Franklin Street (not extant) between 1923 and around 1935. In 1913, a Racine-based fruit wholesale company, Hanley Brothers (later the Hanley and Murphy Company) established an outlet in Janesville at 202 N. High St. (not extant). In 1936, the firm was acquired by A. J. Sweet and Company and operated on High Street until 1969. (City Directories)

Tobacco

Janesville's most important wholesale trading business was tobacco. Rock County was a major tobacco-producing area between the late 1860s and the early twentieth century. The crop was grown as early as 1853, but its production was small until the end of the Civil War, when farmers turned to tobacco growing as a substitute for wheat farming. By 1870, tobacco production was the fastest growing enterprise in Wisconsin. Production statistics from 1880 to 1907 document the industry's continued growth. In 1880, a total of 3,506,670 pounds of leaf tobacco were grown on approximately 6,230 acres. By 1907, over 7,800 acres were in production, yielding 8,428,841 pounds of leaf tobacco. (Gregory 1932:639-640; National Register of Historic Places nomination form for Look West Historic District)

Before 1880, many Rock County growers sold their tobacco to Chicago tobacco dealers, but after that date, several enterprising Janesville residents established tobacco trading facilities in the city. During the late nineteenth and early twentieth centuries, the tobacco trade was the most important commercial activity in the city. One of the first residents to operate a tobacco warehouse was Myron H. Soverhill, whose facility was located at Wall and Madison streets (not extant). The Eagle Warehouse (not extant), operated by Oscar D. Rowe, was located nearby. ("Beer, Cigars, and Bottled Water" 1951: n.p.; *Portrait and Biographical Album* 1889:863)

By the turn of the century, there were approximately 30 tobacco warehouses in operation in Janesville. Most were located in the vicinity of the Five Points, West Milwaukee Street, and along North Academy and several adjoining streets. A majority of the warehouses were located along the railroad tracks. A few others were located near the city's downtown commercial district, particularly along North Franklin Street. ("Beer, Cigars, and Bottled Water" 1951: n.p.; Sanborn-Perris Maps)

Most of the few remaining tobacco warehouses have been remodeled and converted to other uses. The largest and best example of a tobacco warehouse in the city is the Green Tobacco Warehouse (207 N. Academy St.). M. F. Green, a large and successful tobacco dealer in Janesville, built this four-story brick warehouse in 1900. Between 1901 and 1909, an addition was built on the north end of the original building, but it burned in 1948. Green operated his tobacco business out of the original warehouse well into the twentieth century, and after many different uses, the building stands today with most of its historic appearance intact. The Green Tobacco Warehouse is historically significant for its association with the historic tobacco trade in Janesville; it is one of the few extant resources directly related to this trade left in the city. It is a contributing resource in the Look West Historic District. (National Register of Historic Places nomination for Look West Historic District; "Old Timers Recall City" 1951:n.p.)

In recent years, two extant tobacco warehouses have been lost. The Sylvester Tobacco Warehouse burned in the 1980s, and the N. B. Carle and Company tobacco warehouse was demolished in the 1990s. The old Chicago, Milwaukee & St. Paul Railroad Depot (507 Laurel

Ave.) was used as a tobacco warehouse during the early twentieth century, but the building is not historically significant for that use. These losses make the Green Tobacco Warehouse an even more important historic resource. (National Register of Historic Places nomination form for the Look West Historic District; City Directories)

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National Register of Historic Places nomination form for Old Fourth Ward Historic District. Historic Preservation Division of the State Historical Society of Wisconsin, Madison, Wisconsin.

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Resources Mentioned in Text

**Listed on the National Register of Historic Places

<i>Name</i>	<i>Address</i>	<i>Date</i>
Hotels		
**Monterey Hotel	2 S. High St.	1929
**London Hotel	121-123 E. Milwaukee St.	1892
Legal Services		
**Lappin-Hayes Block	2 S. Main St.	1855
Newspapers		
**Lappin-Hayes Block	2 S. Main St.	1855

Retail Trade

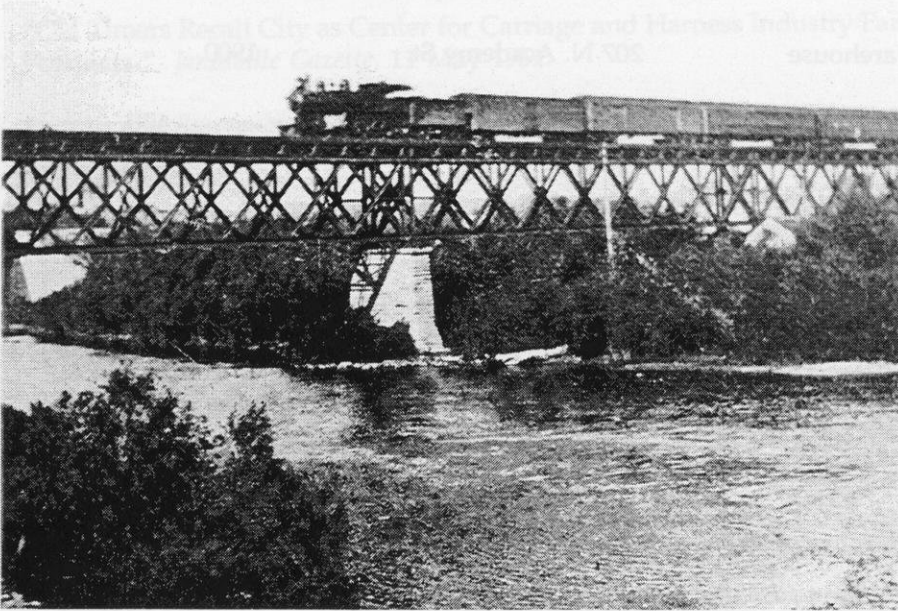
- **North Main Street Historic District
- **South Main Street Historic District
- **East Milwaukee Street Historic District
- **West Milwaukee Street Historic District

Utilities

- **Rock County Telephone Co. 51 S. Jackson St. ca. 1915

Wholesale Trade

- **Green Tobacco Warehouse 207 N. Academy St. 1900



Railroad bridge at Monterey, undated view.

6.

Transportation

Carol Lohry Cartwright

During its history, Janesville has been served by many forms of transportation linking it to other parts of Wisconsin and beyond. In part, these transportation links have helped the community grow and prosper by providing a means to move people and goods in and out of the community in an efficient manner.

The Rock River provided the area's first transportation link, as Janesville's earliest residents traveled its course looking for places to form settlements. But the river never became an important inland waterway because new communities along the river erected low bridges and dams that inhibited river traffic. Other early settlers to Janesville traveled overland along crude roads that were once Indian trails or military roads. After the area was settled, stage lines along these pioneer roads provided the first mass transportation link between Janesville and other communities in the region.

It was the railroads that helped to put Janesville on the map. Perhaps due to the town's favorable location, rail lines were developed early. One of the first lines, the Rock River Valley Union Railroad, was eventually acquired by the company that became the Chicago & Northwestern Railroad, making the Rock River Valley Union the oldest link of this important rail line. Beginning in the late nineteenth century, the city was served by horse-drawn, then electric streetcars. Janesville also became one of the few communities in Wisconsin to be served by an electric interurban rail line in the early twentieth century.

Today, the automobile is the primary form of transportation in Wisconsin, and Janesville is served by many good highways including the federal interstate highway system, state highways, and county roads. The community has an excellent bus system and maintains its local streets in good condition. There is also air service near Janesville, provided at the small Rock County Airport located just south of the city.

Rail Lines

During the 1850s, railroad promoters, working with small communities eager to be on a railroad line, established numerous railroad companies in Wisconsin. Most either failed from mismanagement or lack of funding or became a casualty of the financial panic of 1857. By the 1860s, the financially stable lines forged ahead, and by 1865, three railroad lines were preeminent in the state: The Milwaukee and St. Paul Railway Company, the Milwaukee and Prairie du Chien Railway Company, and the Chicago & Northwestern Railway Company. In 1866, the Milwaukee and St. Paul acquired the Milwaukee and Prairie du Chien. By 1868, Wisconsin had 1,030 miles of railroad tracks, almost all of it in the southern third of the state. (Wyatt 1986: Transportation, 5-1-5-2)

Consolidation of smaller railroad companies into large corporate railroads occurred largely between 1860 and 1900. By the turn of the century, three railroad companies that would last well into the twentieth century dominated Wisconsin: The Chicago, Milwaukee & St. Paul (Milwaukee Road); the Chicago & Northwestern; and the Minneapolis, St. Paul, & Sault Ste. Marie (Soo Line). The big money behind these larger railroads spurred construction of lines in the state; by 1873, railroad mileage doubled, then doubled again between 1875 and 1890. By 1900, there were 6,500 railroad miles in Wisconsin. This expansion brought prosperity to many communities, along with a near death sentence to those the railroad missed. (Wyatt 1986: Transportation, 6-1)

By 1916, railroad construction reached a peak in Wisconsin. Although railroads remained an important transportation link until after World War II, they gradually declined after World War I. Since the 1950s railroads have been surpassed in importance by the federal and state highway system, and many railroad resources have decayed, been demolished, or been sold by the railroad companies. Ironically, some small railroad companies today have found success by reviving the old railroad routes for freight hauling. (Wyatt 1986: Transportation, 6-2)

Janesville was one of the first Wisconsin communities to become involved in railroad construction. In 1848, the state legislature chartered the Madison & Beloit Railroad Company and, in 1850, gave the company authority to build lines from Janesville to Fond du Lac and as far west as the Mississippi River. The company changed its name to the Rock River Valley Union Railroad Company and made ambitious plans but laid few miles of track. During this era, many communities became debt-ridden trying to finance the numerous railroad companies that sprang up. Fortunately, Janesville did not invest heavily in these early ventures. (Way 1926:223)

In 1851, the Illinois Legislature chartered the Illinois & Wisconsin Railroad Company to build lines from Illinois into Wisconsin. That same year, ground was broken in Fond du Lac for the Rock River Valley Union's line to Janesville that would link with the Illinois & Wisconsin Railroad line. In 1855, the Wisconsin Legislature authorized the consolidation of the Illinois & Wisconsin with the Rock River Valley Union under the name Chicago, St. Paul, & Fond du Lac Railroad Company. By 1856, the link from Fond du Lac to Janesville was completed; connections were made to Oshkosh by 1857, and to Green Bay by 1862. Eventually, the Rock River Valley Union Railroad united with other small lines in southern Wisconsin and northern Illinois to form the Chicago & Northwestern Railroad, established in 1864. (Way 1926:223-224; Brown 1908:544-552)

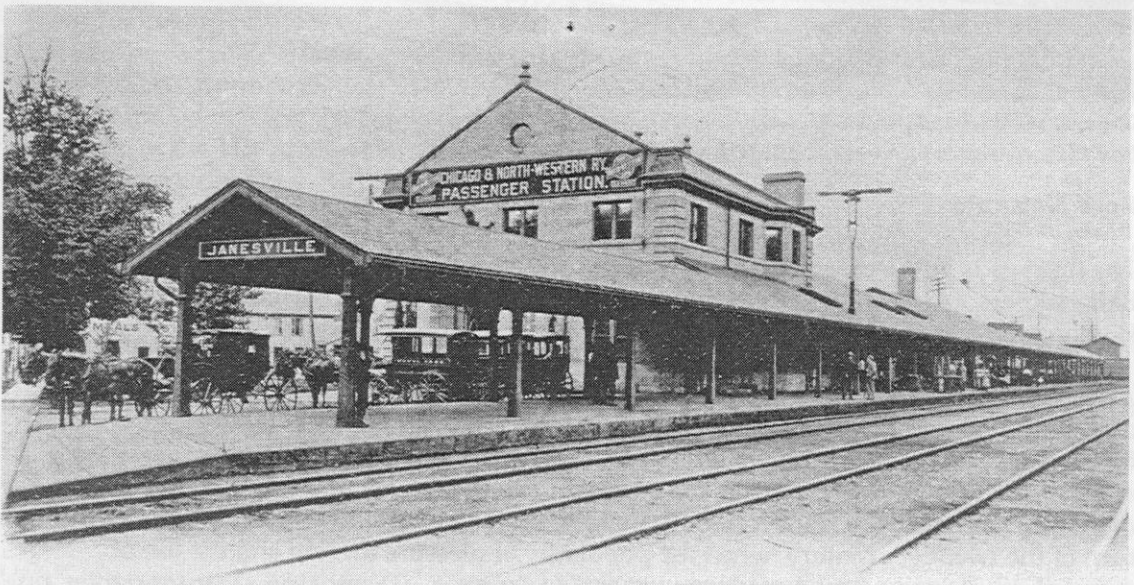
The Chicago, Milwaukee & St. Paul Railroad traces its roots to Wisconsin's territorial legislature, which authorized several railroads to build westward from Milwaukee. Most of these efforts failed to lay any track, but the Milwaukee & Mississippi Railroad finally reached Waukesha by 1851. The railroad quickly moved on, reaching Milton by 1852, Stoughton by 1853, Madison by 1854, and Prairie du Chien by 1856. In 1852, the Southern Wisconsin Railroad Company was chartered to build track to the Mississippi River. But when the Milwaukee & Mississippi completed its river line first, the Southern Wisconsin built a line from Milton to Janesville instead, then completed the line to Monroe before being acquired by the Milwaukee & Mississippi. By 1860, the Milwaukee & Mississippi was a part of the Chicago, Milwaukee & St. Paul Railroad. (Way 1926:224-226)

The Southern Wisconsin Railroad (Chicago, Milwaukee & St. Paul) built the first depot in Janesville on the northeast side of the city. In 1857, the line built a roundhouse on the west side of the Rock River (203 S. Pearl St., partially extant). The first depot for the Rock River Valley Union Railroad (Chicago & Northwestern) was located on the south side of Janesville. Soon the two lines joined forces to construct a combined depot (not extant) at the "Five Points," where Center Avenue, West Court Street, and West Milwaukee Street meet just west of downtown. This depot burned on July 19, 1872. The two lines then moved to the North Academy Street area and constructed frame depots on each side of the tracks (not extant). ("Depot Suffers Roundhouse Blow," RCHS files; Brown 1908:591; "Railroads Played Major Role in Building City into Thriving Center" 1935:13)



Janesville's railroad yards at Five Points in 1891.

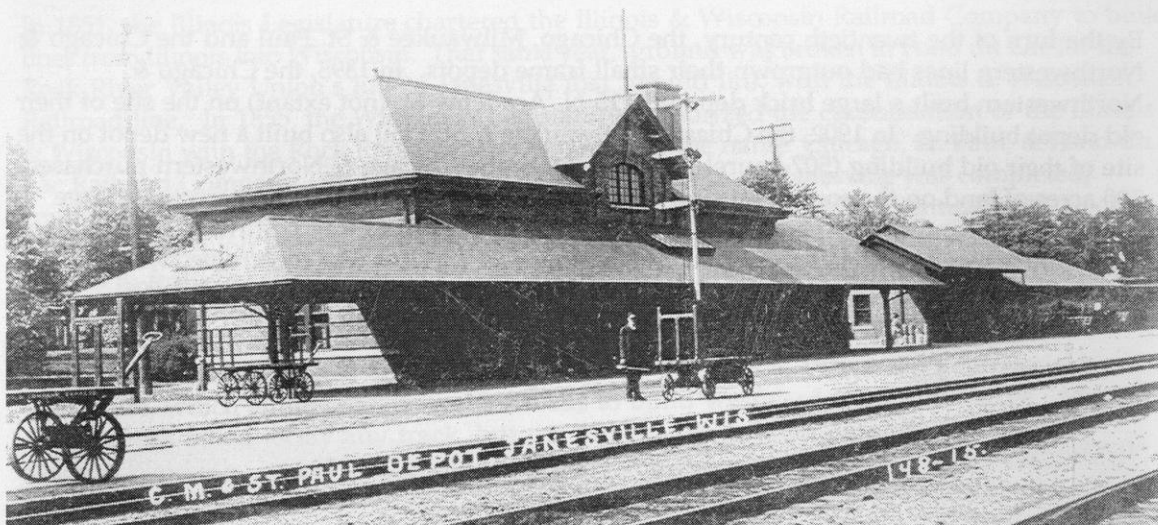
By the turn of the twentieth century, the Chicago, Milwaukee & St. Paul and the Chicago & Northwestern lines had outgrown their small frame depots. In 1898, the Chicago & Northwestern built a large brick depot at 115 N. Academy St. (not extant) on the site of their old depot building. In 1902, the Chicago, Milwaukee & St. Paul also built a new depot on the site of their old building (507 Laurel Ave.). In 1906, the Chicago & Northwestern purchased 300 acres of land on the southwest side of Janesville, and by 1907 they had erected a large roundhouse near Center Avenue (not extant). In 1930, the old Chicago, Milwaukee & St. Paul roundhouse was remodeled and a new freight house for this line was constructed near Five Points (not extant). ("Depot Suffers Roundhouse Blow," RCHS files; Brown 1908:596; "Railroads Played Major Role in Building City into Thriving Center" 1935:13)



Chicago & Northwestern Passenger Station (1898), 115 N. Academy St. Razed.

The construction of two impressive depots and two roundhouse complexes confirmed Janesville's importance as a railroad center in the early twentieth century. After World War II, however, the railroad era began to fade. Passenger service on the Chicago, Milwaukee & St. Paul (Milwaukee Road) line ended in 1951, and on the Chicago & Northwestern line in 1965. Freight service continued longer, but eventually all Milwaukee Road and Chicago & Northwestern service to the city ended. Today, a freight hauler, the Wisconsin & Southern Railroad, operates out of part of the old Milwaukee Road roundhouse complex at 203 S. Pearl St. ("Depot Suffers Roundhouse Blow," RCHS files; Van Every 1951:n.p.)

Despite the long and illustrious history of the railroads in Janesville, there are few historic resources related to them still extant in the city. The old Chicago, Milwaukee & St. Paul (Milwaukee Road) depot is still extant at 507 Laurel Avenue. Although it has been remodeled, it retains enough historic integrity to be listed as a contributing resource in the Look West Historic District. Part of the old Chicago, Milwaukee & St. Paul roundhouse also is still extant at 203 S. Pearl St. At the present time, the roundhouse is potentially eligible for the National Register of Historic Places for historical significance related to the growth and development of rail lines in Janesville.



Chicago, Milwaukee & St. Paul Depot (1902), 507 Laurel Ave. Photograph ca. 1910.

Road Networks

The first roads in Wisconsin were made from Indian trails and portages between waterways. Early settlers widened these trails and made new wagon trails as they began to populate the Wisconsin territory. Military roads were built during this era as well.

After statehood, the legislature encouraged more and better roads. It chartered private companies to build roads, particularly plank roads. The first was built between Lisbon and Milwaukee in 1846; many others followed. The plank road craze died fast, however, because wooden roads were costly to build and maintain. Railroads eventually proved to be a faster and more efficient means of transportation. Road development fell off dramatically until after the turn of the twentieth century, when the popularity of pleasure driving and the use of automobiles started a "good roads movement" in the state. (Wyatt 1986: Transportation, pp. 7-1-7-2)

During the nineteenth century, local governments were authorized to maintain and build roads in the state, but the lack of funding resulted in poor rural roads and bridges. To improve rural

roads, a diverse group of people, including merchants and businessmen, farm leaders, professional engineers, pleasure drivers and bicyclists, founded the Wisconsin Good Roads Movement in the 1890s. The citizens involved in the Good Roads Movement lobbied for state aid to roads. But it was the popularity of the automobile that finally resulted in a state public roads law passed in 1911, which provided state road funding. Lobbyists for good roads were also successful in pushing through road improvements, bridge repairs, and a highway marking system in the early twentieth century. Since 1916, the federal government has also been involved in funding highways in the state. (Wyatt 1986: Transportation, pp. 8-1-8-2)

Janesville got its first plank road, which connected the city with Racine, in 1848-1849. The road allowed early stage lines to drive across southeastern Wisconsin more efficiently. No doubt, it was plagued by the same problems as other plank roads. The railroad came across southeastern Wisconsin in the early 1850s, making the plank road obsolete not long after it was built. The plank road probably disintegrated within a few years of its construction. No known historic resources associated with this early road in Janesville have been identified in any of Janesville's historic surveys. It is possible, though, that future historical and/or archeological surveys may uncover resources associated with the plank road. ("When a Stage Coach Ran Between Janesville and Racine," RCHS files)

Several modern state and federal highways run through Janesville: State Highways 14, 11, and 26; U. S. Highway 51; and Federal Interstate 90. No historic roadways have been included in any of Janesville's architectural and historical surveys, and the constant improvement and maintenance of the city's streets and highways have lessened the possibility that any historic pavement exists in the city. Because it is known that historic roads ran through Janesville, future historical and/or archeological surveys may uncover resources associated with them.

Early Mass Transportation

Before the development of the rail system in Wisconsin, interurban mass transportation needs were met by horse-drawn stage lines that ran from settlement to settlement along crude roads. During the 1840s, stage lines expanded as military and territorial roads were built or improved. Three competing companies joined forces in 1845 to provide daily service between Milwaukee and Galena, Illinois, with stops at inns in major communities along the way. Feeder lines provided links from to smaller communities. After rail lines came through in the 1850s, stage lines continued to transport people from areas not served by railroads. Expansion of the railroads in the late nineteenth century finally eliminated stage lines in Wisconsin. (Wyatt 1986: Transportation, p. 9-1)

Intraurban transportation during the nineteenth century consisted of a variety of horse-powered systems. Small and large communities had liverys that provided horses and carriages to individuals. In Milwaukee, a horse-drawn omnibus system was begun in the 1840s. Madison hotels began offering omnibus service in the 1850s. The first horse-drawn street railway service in the state began in Milwaukee in 1859, but service was not comprehensive and was prone to disruptions. After the Civil War, horse-drawn streetcar service increased, and by the 1880s, many Wisconsin communities had horse-drawn streetcar lines. Most streetcar companies electrified their lines in the 1890s, ending the horse-drawn streetcar era. (Wyatt 1986: Transportation, pp. 9-1-9-2)

Stage Lines

Before Janesville was linked with other communities by rail, it was served by horse-drawn stage lines. John Inman & Company operated the first stage line between Racine and Janesville in 1836. By the 1840s, the large firm of Frink and Walker operated tri-weekly stage lines from Janesville to Milwaukee and from Janesville to Racine. After the plank road was completed in 1849 between Racine and Janesville, a second firm, Beswick & Jones, operated a daily stage between Janesville and Racine. Beswick & Jones also carried the mail, one of the most important jobs of the early stage lines. ("When a Stage Coach Ran Between Janesville and Racine," RCHS files; Brown 1908:529-538)

Few historic resources related to stage routes remain. It is likely that the stage lines arrived and departed from locations in downtown Janesville, possibly from the downtown hotels. It is also possible that they used Janesville livery barns. City directories from the stage line era are not available, but further research into newspapers from the 1840s might uncover the locations of stage line operations in Janesville. If such locations are identified and they are still extant, they might be eligible for the National Register of Historic Places for their association with this early important, form of mass transportation.

Horsecar Service

While horse-drawn stage lines and the railroads met Janesville's interurban transportation needs in the nineteenth century, intraurban mass transportation was provided by the Janesville Street Railway Company. In 1885, the city granted the company a 30-year franchise; the next year, work began on the first horsecar lines—wooden stringers laid on ties, with a running surface of steel strap rail spiked to the stringers. (Canfield 1969:181)

The first horsecars ran in Janesville on July 22, 1886. Drawn by one horse each, the small, light-weight streetcars initially ran in the North Academy-North Washington Street area, the East Milwaukee-North Main Street area, and the Milton Avenue-East Milwaukee Street area out to the fairgrounds. After acquiring the Janesville Street Railway Company in 1886, Stephen J. Clark of Chicago declared Janesville too small to support a successful streetcar line. He was proven right. Although the line met expenses at first, it was soon a financial flop. Service was reduced and mules replaced the horses in an effort to cut costs. But by 1891, the company was operating at a loss, and in November, the service was terminated. (Canfield 1969:181; "First City Street Cars," RCHS files)

The horse-drawn streetcar barn was originally located on the east side of the Court Street bridge (not extant). No other historic resources related to horse-drawn streetcars have been identified in the city.

Later Mass Transportation

During the late nineteenth and early twentieth centuries, electric streetcars operated in most of Wisconsin's major communities. Electric interurban service developed as an extension of local streetcar service. The powerful Milwaukee Electric Railway and Light Company (TMERL) established the largest interurban line. TMERL was the parent company of the Milwaukee Electric Light, Heat and Traction Company, which began building electric car lines between Milwaukee and other cities in southeastern Wisconsin. The interurban cars were fast (up to 60 miles per hour), clean, and convenient. Smaller interurban lines operated between communities in northern, western, and southern Wisconsin.

As electric interurban service expanded, so did the construction of related buildings. Terminals,

waiting stations, and power stations built along the routes included both grand structures and simple overhangs. But electric streetcars and interurban service were short-lived, and by the 1930s, buses became the most popular form of both intra- and interurban mass transportation. Eventually, streetcars and electric interurban cars were phased out and most of their tracks removed. (Wyatt 1986: Transportation, pp. 10-1-10-4)

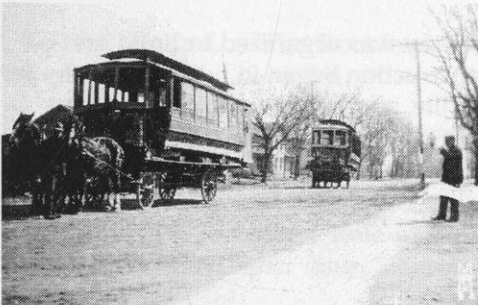
City Electric Streetcar Service

Janesville had both a local electric streetcar line and an interurban connection. After the Janesville Street Railway Company terminated its horse-drawn streetcar service in 1891, the city's business leaders tried to attract an investor who would reopen and electrify the streetcar service. Charles Haines, a New York financier, agreed to invest in the system on the condition that Janesville residents purchase \$15,000 of stock in the new company. In early 1892, work commenced on converting the old horsecar lines to electrification, and new lines were built to the southern and eastern limits of the city. Construction was slow and hampered by bad weather and disputes with the railroad lines, but on June 24, 1892, service began on Janesville's new electric streetcar line. (Canfield 1969:181-182)

Like the horsecar line, the new electric line was not an immediate financial success. By the fall of 1892, bonds had to be sold to meet operating expenses. George Bladon of Philadelphia took over management of the company, but he, too, had little financial success. In 1902, the Rockford, Beloit & Janesville interurban line was completed to Janesville. This line and the Janesville Street Railway line combined their services into two routes, one running from downtown to the cemeteries on the northwest side of town and the other out Milton Avenue. (Canfield 1969:182)

By the time George Bladon died in 1907, he had invested almost \$200,000 of his own money to keep the company going. His heirs sold the failing Janesville Street Railway Company to Union Gas & Electric Company of New Jersey, the holding company that owned the Rockford & Interurban Railway, which had acquired the Rockford, Beloit & Janesville line. In 1910, the new owners declared bankruptcy and formed another company, the Janesville Traction Company, to operate the streetcar line. The new company was still not a financial success, but the parent company continued the streetcar line because it supplemented the company's interurban service. The traction company made few improvements to the streetcar lines, which may have contributed to low ridership. In fact, some of the rails were in such poor condition that derailments were common and the City of Janesville complained to the Railroad Commission. (Canfield 1969:182)

The construction of the Samson Tractor (General Motors) factory in 1919 resulted in increased ridership for the Janesville Traction Company during "rush hours." But as early as 1924, the company discussed the possibility of terminating the service. In 1926, when the Rockford & Interurban Railway Company went bankrupt, the future of the Janesville Traction Company was uncertain. General manager W. C. Sparks purchased the company but continued to look for another buyer to operate the service. In 1929, the Wisconsin Power and Light Company



Janesville horsecar, undated view.

purchased the company, then immediately abandoned the electric streetcars in favor of buses. The last electric streetcar ran in Janesville on July 8, 1929. (Canfield 1969:182)

No electric street railway or early bus shelters have been surveyed in Janesville. They are probably not extant. Old rails for the streetcars are either not extant or buried under new pavement.

City Bus Service

The Wisconsin Power and Light Company operated Janesville's city bus service between 1929 and 1952. In 1952, city voters approved a referendum directing the city to purchase and operate the bus system. Like the streetcars, the bus system was not a profitable enterprise, but the public considered it an important service to maintain with tax dollars. Over the years, however, the city decreased bus service in an attempt to save money until, by 1971, only four routes were operating on an hourly schedule. In that year, the bus system was transferred from the city's finance department to the public works department, and seven newer buses were purchased for the system. ("New Horizons for Bus System," RCHS files)

To obtain federal grant money for new buses, the city in 1974 designed a new seven-route system with service to the growing shopping area along Milton Avenue. The Wisconsin Department of Transportation assisted in applying for the federal money, but the funding did not come until 1979. In the meantime, the city had to lease other used buses to keep the system going. Since new buses were purchased in 1979, the city has continued to operate a bus system that meets the needs of a medium-sized community. ("New Horizons for Bus System," RCHS files)

The Janesville Transit System maintains modern bus barns and headquarters at 900 N. Parker Dr. These resources are not potentially eligible for the National Register of Historic Places at this time. Bus shelters—modern metal and plexiglass structures—are also not potentially eligible for the National Register at this time.

Interurban Service

While Janesville has maintained its bus system, electric interurban service could not survive its financial misfortunes. The Rockford & Interurban Railway Company began as a horsecar line in 1881 in Rockford, Illinois, about 50 miles south of Janesville. Like Janesville's horsecar line, Rockford's line was a financial failure. In 1890, the Rockford City Railway Company took over the line and electrified the streetcars. A competing firm, the West End Street Railway Company, was also formed in 1890, but it failed in 1895. In 1898, the two streetcar companies in Rockford merged into the Rockford Railway, Power & Light Company. In 1899, the company organized the Rockford & Belvidere Electric Railway Company and constructed an interurban line to Belvidere, Illinois. In 1902, the Rockford Railway, Power & Light Company merged with the Rockford & Belvidere Electric Railway Company to form the Rockford & Interurban Railway Company. (Keister 1956:4)

In 1900, the Rockford, Beloit & Janesville Railway Company was organized to build an interurban line from Rockford, Illinois, to Janesville. Construction began in July of 1901; by July of 1902, the roadbed had been completed as far as Janesville, and by November, service to Janesville commenced. The interurban line entered the city on South Jackson Street, and crossed the Rock River into downtown. Cars arrived hourly from 6:00 a.m. to 11:00 p.m. (Keister 1956:11-13)

In 1906, the line was purchased by the Rockford & Interurban Railway Company. Investors kept the largely unprofitable company operating until 1925 when it declared bankruptcy and was sold. The old Rockford, Beloit & Janesville Railway Company was resurrected to operate the Illinois and Wisconsin interurban lines, but this new company was not successful either, and in July 1929, the Beloit-Janesville interurban line was terminated. The following year, the Rockford-Beloit line also was terminated. The rails were pulled up and junked in 1931-1932, and the interurban depots were sold or razed. (Keister 1956:15, 20-22)

Most of the Rockford & Interurban Railway Company facilities were built outside of Janesville. The old Rockford, Beloit & Janesville Railway Company built bridges, a car barn, and a power station in Beloit. It also erected two substations, one in Illinois and one just south of Janesville. In Janesville, waiting stations and ticket agents were housed at first in J. P. Baker's drugstore, then at the Myers Hotel (not extant). In 1907, the company built a waiting room at 123 N. Main St. next to the Janesville freight house; it was not used until the company terminated the interurban service. (Keister 1956:13-14,35)

During the mid-twentieth century, interurban bus service replaced the electric railway. Between the 1940s and 1980s, the Greyhound Bus Company supplied interurban bus service to Janesville residents. The Greyhound depot was located, for most of its history, in part of an automobile service station at 69 S. Franklin St. (not extant). (City Directories)

Today, the Van Galder Bus Company, formerly known as the Alco Bus Corporation, provides charter bus service out of Janesville. One of its most popular routes runs between Madison and Chicago's O'Hare Airport via Janesville. The Van Galder company has offices at 715 S. Pearl St. and recently built a new bus terminal at 3120 N. Pontiac Dr. near the Milton Avenue shopping district. These locations are not currently historically significant and they are not potentially eligible for the National Register of Historic Places.

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Resources Mentioned in Text

**Listed on the National Register of Historic Places

<i>Name</i>	<i>Address</i>	<i>Date</i>
Rail Lines		
**Chicago, Milwaukee & St. Paul Railroad Depot	507 Laurel Ave.	1902
Chicago, Milwaukee & St. Paul Railroad Roundhouse	203 S. Pearl St.	1957, 1930

Later Mass Transportation

Janesville Street Railway Co. (Janesville Traction Co.)	319 W. Delavan Dr.
Rockford & Interurban Railway Co.	123 N. Main St.
Van Galder Bus Company	715 S. Pearl St. 3120 N. Pontiac Dr.

7.

Government

Carol Lohry Cartwright

Formal government came to Janesville during the earliest years of its settlement when, in 1839, Wisconsin's territorial legislature established Rock County, with the county seat at Janesville. Formal city government came in 1853, when Janesville was incorporated as a city. During the early years of the city's growth, county government dominated the community. City services were rudimentary, at best. But as the nineteenth century progressed, Janesville's citizens paid more attention to its municipal government, establishing a modern fire department, a water and sewer system, and the beginnings of a police department. The culmination of the growth of city government in Janesville came in 1901-1902 when a large city hall was erected. In the twentieth century, county government is still important in Janesville, but city services like the fire department, police department, public works department, parks system, bus system, and library have taken center stage in the community.

Federal and state governments have also been important in Janesville, even though they are a small presence in the community. The federal government is represented in the city by the development of the post office, a governmental program that touched all of Janesville's residents during its history. The state government is also represented in the community by facilities established for the School for the Visually Handicapped and the Wisconsin National Guard.

Federal Government

Post Office

The post office is the most common arm of the federal government in any community. And although it is now technically a private enterprise, the post office still remains closely tied to the national government. Among the most important communications resources in the country, local post offices often have long and interesting histories. They provide a service that connects people and businesses around the world. And during Wisconsin's early years, they were an essential link to less remote areas of the country. For this reason, post offices were one of the first government services to be established in any community.

The first mail delivery to Janesville was in April 1837, two years after the first settlers came to the area. A lone horseman rode into the settlement but found no post office or postmaster. The mail he carried consisted of one letter for Henry Janes (probably notifying him of his appointment as postmaster). It arrived before the Racine postmaster came to Janesville to make the appointment official. The security of the mail was as important then as it is today. The mail pouch was locked and only the Racine postmaster could give the key to Janes. ("Lone Horseman Brought First Mail Here" RCHS files)

Janes established the first post office in his tavern/inn (located at the corner of East Milwaukee Street and S. Main Street, not extant), as was the custom during that era. In fact, most nineteenth-century post offices were established at the postmaster's place of business or in another downtown location. Permanent post office locations were not common until the late nineteenth century. Janes's post office reportedly consisted of a cigar box on a post in the tavern. When stage lines were established in southern Wisconsin, the mail came by way of the stage-coach. In 1849, the post office established daily service between Milwaukee and Janesville. When railroads came in the 1850s, that method of transportation began carrying the mail.

("Lone Horseman Brought First Mail Here" RCHS files; "Cigar Box on Bar Was First Postoffice" 1935:29; Brown 1908:543-544)

The Janesville Post Office had several locations on the east side of the Rock River before 1875, when the office was moved to the west end of the Milwaukee Street Bridge in a building erected by William Macloon (not extant). Because most of the postmasters during this era were political appointments made to men with "connections," most postmasters were prominent businessmen in the community. Prior to 1887, city and rural residents had to come to the post office to pick up their mail. In 1887, the Janesville Post Office began free city delivery; rural free delivery would not be available until 1903. ("Cigar Box on Bar Was First Postoffice" 1935:29; Brown 1908:590)

In 1903, the federal government built the first permanent location for the Janesville Post Office at 15-21 S. Franklin St. (not extant). The staff at that time included the postmaster, seven clerks, and seven carriers. In 1926, an addition to this building was completed. The growth of Janesville during the twentieth century resulted in a need for a new, larger post office building. Designed in the popular moderne style and completed in 1938, the new Janesville Post Office at 210 Dodge St. was a showplace in downtown Janesville. The old post office building on South Franklin Street was sold and, for many years, served as the city's Labor Temple before being demolished. ("Cigar Box on Bar Was First Postoffice" 1935:29)

The post office on Dodge Street served the public for 50 years, but the site was land-locked and inconvenient for the growing fleet of post office vehicles. In the late 1980s, the post office announced plans for a move to Milton Avenue in the far eastern part of the city. The new location was controversial. For over 150 years, the Janesville Post Office had been located downtown, and many Janesville citizens protested the move to a retail business area in the eastern suburbs. The post office plans prevailed, but a downtown branch office was retained. The new location at 1818 Milton Ave. is an expansive site with plenty of room for customer and post office vehicle parking, as well as room for future expansion.

Because all of the older post office buildings in Janesville have been demolished, the post office at 210 Dodge St. is significant as the only historic resource related to this important federal government program. The building, an architecturally significant structure in downtown Janesville, has a high level of integrity and is currently being adaptively reused as a commercial building. It is potentially individually eligible for the National Register of Historic Places and is listed as a contributing resource in the West Milwaukee Street Historic District. The new post office on Milton Avenue is too modern to be significant and is not potentially individually eligible for the National Register.

State Government

Civil War Installations

When it became apparent that the southern states would secede from the Union, Wisconsin Governor Alexander Randall, a radical pro-Unionist, immediately acted to form regiments for the war effort. By the time that President Lincoln activated state regiments, Wisconsin had one already available, another in training, and five forming. The first camp for Wisconsin regiments was Camp Scott in Milwaukee. The most important camp for Civil War trainees was Camp Randall in Madison, the second camp established and the one where the majority of soldiers from Wisconsin would receive their training. Other camps established in the state for Civil War soldiers included Camp Utley in Racine County, Camp Fremont near Ripon, Camp Harvey near Kenosha, Camp Salomon near LaCrosse, Camp Hamilton near Fond du Lac, Camp

Bragg in Oshkosh, Camps Sigel and Washburn in Milwaukee, and Camp Barstow (also known as Camp Cameron) in Janesville. In all these camps, Wisconsin's Civil War troops lived and trained as best they could in preparation for active duty. Most of the camps began closing in 1864, with Camps Randall and Washburn the last to be closed in 1866. (Wyatt 1986:Vol. I, Government, 3-1-3-3)

When the Civil War broke out, volunteers from Janesville were quick to enlist. Later, three drafts of men from the area were held in Janesville in 1863, 1864, and early 1865. All told, over 2,800 men from Rock County served in the war effort. The first Janesville unit to leave for the war was Company E, Janesville Light Guards, Fifth Regiment, Wisconsin Volunteers, mustered into federal service in July 1861. Company G, known as the Janesville Fire Zouaves, Eighth Regiment, Wisconsin Volunteers, was a unit made up primarily of Janesville fire fighters. It began its service in the fall of 1861. ("City, Born of Black Hawk War" 1935:30)

In the summer of 1861, the 13th Regiment of Wisconsin Volunteers, consisting of six companies from Rock County and four companies from Walworth and Green counties, organized in Janesville at a site known as Camp Treadway. Camp Treadway was located in an area of Janesville historically known as Springbrook (in the present-day Jeffris/Palmer Park area). This regiment left for service in January 1862. Another group that trained in Janesville was Company E, Third Wisconsin Cavalry. This group trained at Camp Cameron under Col. William A. Barstow. Camp Cameron was located around the site of the current fairgrounds (Craig Avenue). The camp was also known as Camp Barstow, probably because Col. Barstow trained the cavalry there. Barstow's company left in the spring of 1862 for action in the southwest. In 1862, three other units of local men volunteered for service, but they were trained in Racine or at Camp Randall in Madison. After the draft went into effect in 1863, several other units of local men served in the Civil War. ("City, Born of Black Hawk War" 1935:30; "City at Forefront from Civil War to Vietnam" 1985:5E)

The exact location of Camps Treadway and Cameron have not been surveyed and are not easily determined. They were, no doubt, large open areas suitable for military training. The Springbrook area was later used as the winter quarters of the Burr Robbins Circus and may also have been used as a fairgrounds. Some of the Springbrook area is now part of Jeffris/Palmer Park. The site of Camp Cameron, near or on the current fairgrounds, has been intensively developed with fair buildings and residential housing. It is unlikely that any obvious resources from these Civil War camps are extant. However, there may be hidden resources that might be uncovered in an archeological investigation. Such resources, if uncovered, might be potentially eligible for the National Register of Historic Places. It is recommended that these areas be surveyed and/or further investigated to determine if any resources related to the Civil War camps are extant.

State Militia

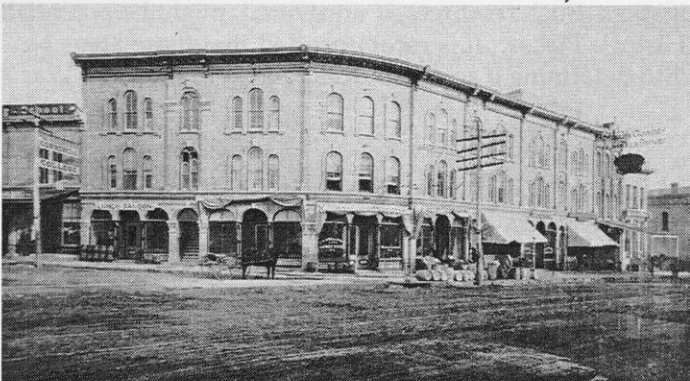
The federal government authorized state militias as early as 1792 to provide a defensive force in each state in lieu of maintaining a large standing federal army. Often poorly organized, trained, and equipped, the early militias were not effective in any emergency situation. Voluntary militias sprang up in the United States in the nineteenth century, but they were little more than social clubs. Militia officers were appointed in Wisconsin in the early nineteenth century, but their units existed only on paper. In 1827, lead miners in southwestern Wisconsin formed a militia to protect their claims from raiding Indians, but they were largely ineffectual. Militias formed to fight the Black Hawk War of 1832 were better equipped and succeeded in driving the last Indians out of southern Wisconsin, but tarnished their image by

killing Black Hawk's people in their zeal to protect land and mineral interests. The Wisconsin territorial government authorized militias to further protect settlers from Indians, but most of these groups existed on paper only. (Wyatt 1986:Vol. I, Government, 4-1-4-2)

After statehood, the practice of "paper militias" continued, along with social-club volunteer militias. The Civil War caused existing militias to organize more seriously, and they provided the framework in which local men could serve together during the war. The long, difficult Civil War lessened interest in continuing militias at war's end. Then, between 1879 and 1882, the state government totally reorganized militias into the Wisconsin National Guard. The new guard units adopted regular army standards and training and were strictly supervised and professional. In the late nineteenth century, the new guard would have two main functions, civil control and war duty. The guard helped suppress labor uprisings and was called into service for the Spanish-American War. (Wyatt 1986: vol. 1, Government, 4-2-4-4)

During the twentieth century, the Wisconsin National Guard grew in the size and variety of its companies. Guard units saw active service in both World Wars I and II. In particular, the guard units of the 32nd Division fought heroically in the South Pacific during World War II. During the Cold War era, guard units across the country were staffed at twice their pre-World War II size, and air guard units were established. Guard units in the 1960s, which helped quell student disturbances at the University of Wisconsin and racial disturbances in Milwaukee, were controversial. Since 1970, guard numbers have declined, but across the nation, including in Wisconsin, guard units have become an important component in the nation's military arsenal. In particular, guard units were relied on heavily during the Gulf War of 1991. As the national military shrinks, these units will continue to provide important service to the country's military establishment. (Wyatt 1986:vol. 1, Government, 4-4)

The Janesville City Guards established the first militia unit in Janesville in 1855. They trained in Mitchell's Block (not extant) but soon disbanded. After the Civil War, there were no militia units training in Janesville, but in 1878, local men organized the Janesville Guards and the Bower City Rifles. During the Spanish American War of 1898, Janesville men were sent to Florida, where they stayed for the duration. At that time, the Janesville unit of the Wisconsin State Guard, as the state militia was then called, met at the Corn Exchange Block (not extant). When the U.S. entered World War I, Janesville citizens again served, but after that conflict was over, the city was unsure whether it would retain any guard units. ("City, Born of Black Hawk War" 1935:30; Butterfield 1879:574-575)



The Corn Exchange. Photograph 1888.

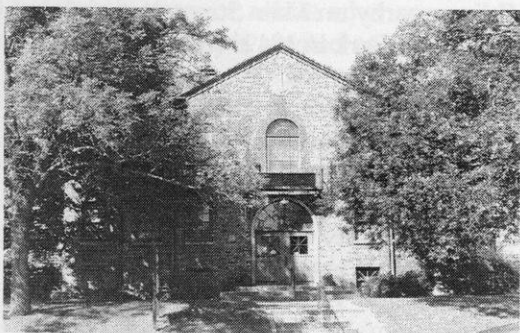
In 1920, a new company of the Wisconsin National Guard was organized in Janesville. An intensive recruiting effort paid off in the formation and support of the 32nd Tank Company of the Wisconsin National Guard, better known as the Janesville Tank Company. Operating tanks was a big draw to the unit, but in reality, only a few got to actually drive one until World War

II broke out. During the 1920s, the tank company had no permanent home. It continued to meet at the Corn Exchange (not extant), then at the old Janesville High School (not extant), then at the old Lincoln School (not extant). In 1930, the tank company finally got a new and very impressive home, the Janesville Armory building at 10 S. High St. (Doherty 1992:244–246)

Designed by state military architect Henry C. Hengels, the red brick Mediterranean Revival Armory immediately became an impressive landmark in downtown Janesville. The Janesville Tank Company used the building as their headquarters between 1930 and 1940, when they were one of the first national guard units to be federalized for World War II. In the fall of 1941, they were sent to the Philippines to defend an air base there. After Pearl Harbor, the tank company was under constant attack from Japanese forces that destroyed their air cover. After months of heavy fighting and with little support from the United States, tank company members were taken prisoner by the Japanese and forced to endure the infamous Bataan Death March, one of the most horrific events of World War II. (National Register nomination for Janesville Memorial Armory)

With the tank company in the South Pacific, the Janesville Armory was used by a "home guard" unit, composed primarily of World War I veterans. After the war, the 32nd Division re-occupied the building, but the unit lost its tank corps. The 32nd Division in Janesville participated in many post-World War II political and military events. For example, the unit was mobilized for active duty during the 1961–1962 Berlin crisis. In 1970, the unit announced that it would build a new Armory in a more spacious location on Palmer Drive. In 1977, the Janesville City Council approved the old Armory's conversion to the Rock County Historical Society Museum. (National Register nomination for Janesville Memorial Armory)

The Rock County Historical Society has maintained the Janesville Memorial Armory in its original condition for almost 20 years. The building is used for society offices, an historical archives, and a museum. In 1978, the Janesville Memorial Armory was listed in the National Register of Historic Places for its historical significance as the only extant historic location of the Wisconsin National Guard in Janesville and for its significance as the location of the Janesville Tank Company, one of the most heroic units of World War II. The modern location of the Wisconsin National Guard in Janesville at 11 Palmer Dr. is not significant and not potentially individually eligible for the National Register.



The Janesville Armory (1930), 10 S. High Street. Photograph 1998.

State Institutions

In 1848, Wisconsin officially became a state. Through the last half of the nineteenth century, the state government gradually became involved in directing and providing services in the areas of education, public welfare, public works, and economic activities. Wisconsin was an

early developer of state services for the disadvantaged, such as the schools for the blind and deaf. The progressive era, so dominant in Wisconsin at the turn of the century, pushed the state into a national leadership role in the regulation of commerce and industry, the establishment of civil service reforms, and social legislation. (Wyatt 1986: vol. 1, Government, 7-1-7-5)

There is one historically significant institution in Janesville related to state government: the Wisconsin School for the Visually Handicapped, one of the earliest state-funded institutions in Wisconsin.

County Government

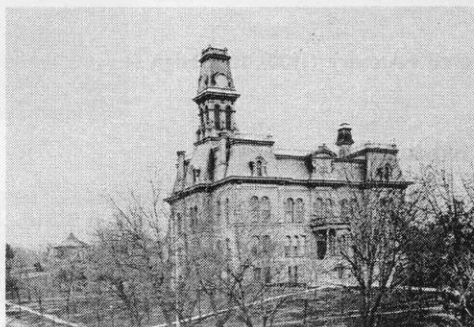
Wisconsin's counties were designed to be administrative subdivisions of state government. In 1818, while Wisconsin was part of Michigan Territory, the state was divided into three immense counties. As settlers moved into Wisconsin during the 1830s, new counties were created to help administer the region. By 1836, when the Wisconsin Territory was organized, there were 19 counties in the state. By statehood in 1848, 29 counties had been created. The practice of making new counties from larger ones continued as settlement moved northward, until 1901, when the process ended. Only Menominee County, Menominee Indian reservation land, was created in the twentieth century. (Wyatt 1986:vol. 1, Government 8-1)

Prior to the 1920s, county government provided most of the public services that people then expected from government, such as maintaining a road system and operating jails, courts, normal schools, asylums, parks, and poor farms. Although counties still provide many services, state, town, and municipal governments have a bigger role today. The center of county government was the county courthouse, housing administrative offices and programs under county supervision. Because the courthouse was the center of so much activity, its location was fought over, and designation of a county seat brought instant success to a fledgling settlement. County courthouses were often the largest and most stylish buildings in the county; often county jails were attached or built nearby. County hospitals, insane asylums, and poor farms were usually some distance from the courthouse, in the country. (Wyatt 1986:vol. 1 Government, 8-2-8-4)

The city of Janesville has been the center of Rock County government since its designation as the county seat in 1839, and the Rock County Courthouse has sat in the center of Janesville since 1842. In that year, the first Rock County Courthouse was built in Courthouse Park (51 S. Main St., not extant). The county built a crude log jail building nearby on Main Street, but replaced it with a new building at the southwestern corner of Courthouse Park in 1849. (Brown 1908:532-543)

The Rock County Courthouse was destroyed by fire in May 1859. County offices were then housed in various buildings around Courthouse Park. Courtrooms were located in the Myers Block on East Milwaukee Street (not extant). The county replaced the jail with a new stone structure on Water Street in 1857 (not extant). The new Rock County Courthouse was completed in early 1871 and dedicated on Feb. 15, 1871 (Brown 1908:555; "First Substantial Jail" RCHS)

The new Rock County Courthouse (1871) was constructed at the peak of the power of county government in Janesville and was designed by Milwaukee architect E. Townsend Mix in the popular Second Empire style.



The county used the 1857 stone jail building for 40 years until the State Board of Control condemned it in 1897. A new jail was built on an adjacent lot (104 Water St., not extant) that was put into use in January of 1900. The old jail building was demolished. ("First Substantial Jail" RCHS files)

By the post-World War II era, both the Rock County Courthouse and the Rock County Jail buildings had outlived their usefulness. The jail was the first to be replaced. A new jail building was erected on the site of the old stone jail building at 108 Water St. between 1950 and 1951. The old 1900 jail building was used as offices for the County Welfare Department, but by the late 1960s, it, too, had been demolished. The 1871 Rock County Courthouse was the next to go. The county began building a new courthouse to the south of the old building in 1954, completing the structure in 1955. The 1871 courthouse, so lauded in 1871 and the most fashionable building in the area, was demolished. The 1955 Rock County Courthouse was less decorative, with details from the popular International Style. Beginning in 1996, a multi-year remodeling project greatly expanded and renovated the Rock County Courthouse (51 S. Main St.), significantly altering its appearance. ("First Substantial Jail" RCHS files; Sanborn-Perris Maps)

There are many other buildings in Rock County related to county government, including the large Rock County Home and many highway and public works maintenance facilities. Many are outside the city limits of Janesville and/or have not been adequately surveyed. The current Rock County Courthouse and Rock County Jail are not potentially eligible for the National Register of Historic Places because they are too modern and do not represent the historical development of county government in Janesville. The Rock County Courthouse is listed as a non-contributing resource in the Courthouse Hill Historic District.

Local Government

Wisconsin's cities and villages are incorporated by the state legislature under the provisions of the Wisconsin constitution. Historically, the legislature strictly regulated the activities of cities, but the drive for home rule began in earnest at the turn of the century and was completed in 1933, when the state constitution was amended. There are two types of local government in Wisconsin's communities: mayor-council and council-manager. The mayor-council system consists of a chief executive (mayor) and a legislative branch (council). Some communities have a dominant mayor, while other communities have a dominant council. In the council-manager system, a council is elected as a legislative branch, then selects a manager to be administrative head of government. The selection is based solely on merit and qualifications, and the manager, while giving advice to the council on city matters, theoretically stays out of local political affairs. (Wyatt 1986:vol. 1, Government, 9-4-9-9)

City Administration

In 1836, three settlers made three competing plats in what is present-day Janesville: Wisconsin City, south of the Monterey Bridge; Rockport, north and west of the Rock River in the southern part of the city; and Henry Janes's plat in downtown Janesville. None of these settlements had a formal government, but each established a commission to settle disputes. These commissions were the first form of local government in Janesville. (Huebscher and Dowd 1985:1, 2)

The state legislature incorporated Janesville as a city in 1853. The city was divided into four wards served by three aldermen from each ward. The first city election was held in April 1853, and when A. Hyatt Smith took office as Janesville's first mayor, city government was off and running. City services during this early period were rudimentary, at best. The new council

passed resolutions dealing with smallpox quarantines and relief for the poor. A constable and justice of the peace in each ward provided law enforcement. And soon, small fire fighting companies organized, although they were poorly staffed, equipped, and trained. (Brown 1908:548-553; Huebscher and Dowd 1985:1, 2; "Political Fights Feature City History" 1935:6)

Janesville had little city government between 1853 and 1880, reflecting the dominance of county government during those years. There was so little government that Janesville's city offices were housed for 30 years on the second floor of a fire station. But beginning in the 1880s, city government began to grow and provide new public services to city residents. In the 1890s, streets were improved with crushed stone, and after 1900, the city began laying macadam streets. Concrete curbs, gutters, and sidewalks further cleaned up city streets, replacing messy wooden sidewalks. In 1887, the city granted a franchise to a private company to build and operate a water system in Janesville. The first fire alarm system began in 1887 along with improvements to the fire department, and in the late nineteenth century, the city began operating a free public library. (Huebscher and Dowd 1985:1,2)

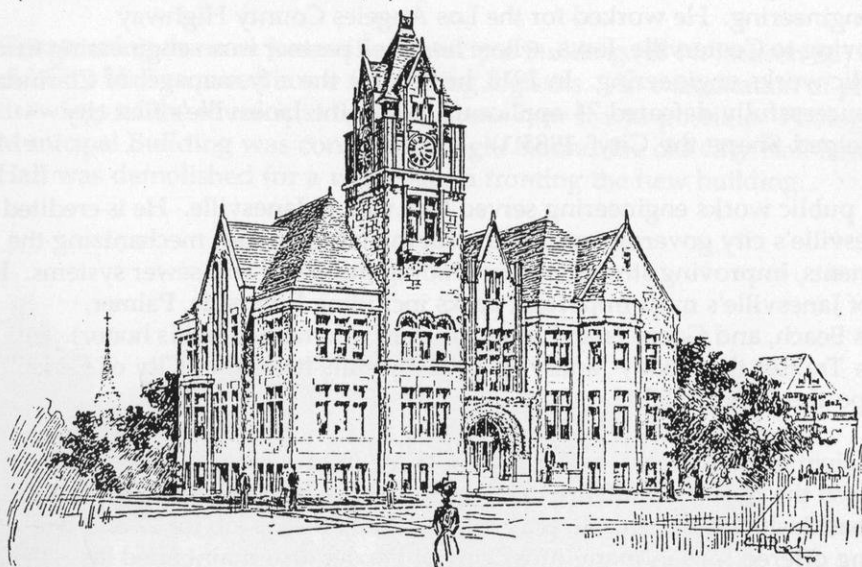
The mayor-council form of city government in Janesville operated from 1853 to 1912. During this period, city government offices were housed in several locations. Prior to 1876, city business was done in private homes, hotels, or public halls. In 1876, the city built a firehouse on N. River Street (not extant) for the west side fire company and used the upper story of the building as a city hall. City government remained at this location until 1901, when the council authorized the construction of a new City Hall. ("That Old City Hall Served Janesville Well" 1968:2A)

For its new city hall, the city council chose a downtown location at the southeast corner of N. Jackson and Wall streets on the west side of the river, not far from the fire station that city government then occupied. A city committee chose the E. A. Rush Company, from Grand Rapids, Michigan, to design the building. In the fall of 1901, city officials laid the cornerstone of the three-story, 66-by-94-foot building. Constructed of sandstone, the building was designed in the Romanesque Revival style. Interior details included marble stairways and marble wainscoting. The initial cost of the building was to be \$44,000, but after the addition of the marble decoration and other cost overruns, the final cost was \$64,000. With new furniture and fixtures included, the total cost of the building was almost \$80,000. ("That Old City Hall Served Janesville Well" 1968:2A)

The new building housed the police department and city jail in the basement floor. Administrative offices and the municipal court occupied the first floor. The council chambers and an assembly hall occupied the second floor, and the third-floor attic story was used for storage. At the center of the building was an impressive marble staircase that took up much of the interior of the building. An old stone barn on the site was retained for city-owned horses. While it was a showplace when it opened, within 25 years, it became apparent that the layout of the city hall was inadequate, despite remodeling efforts. But it would be over 40 years before the city abandoned the building. ("That Old City Hall Served Janesville Well" 1968:2A)

In the meantime, the new City Hall was the location of great upheaval in Janesville's city government. Perhaps because the new City Hall cost so much money, or because city elections had become steeped in partisan and old-style ward politics, some Janesville citizens became concerned that the city government might be corrupt. These citizens formed the Municipal League, a progressive-era political reform organization that promoted professionalism for government employees. The Municipal League elected its own candidate for mayor and in 1910, they forced a referendum on replacing the mayor-council form of government with the

commission form of government, but were defeated. In 1912, a similar referendum succeeded. (Huebscher and Dowd 1985:1, 2)



Janesville City Hall (1902), Jackson and Wall Streets. Razed.

The commission system consisted of a mayor who was elected for a six-year term and served as city administrator, and two commissioners who were elected to four-year terms. This form of government left a leadership void in the city, and in 1918, the mayor-council form of government was restored. But the reformers did not stop their push for a new city government, this time promoting the council-manager form of government. The reformers finally succeeded in getting the council-manager idea on referendum, and in 1922, the voters passed the measure. (Huebscher and Dowd 1985:1 & 2)

The council-manager form of government was a progressive-era reform devised by the National Short Ballot Organization shortly after 1900. The National Short Ballot Organization was a governmental reform group then headed by Woodrow Wilson. It initially promoted the commission form of government, but after learning of a successful city manager system in Staunton, Virginia, it thought the addition of a manager to the commission form of government would improve the concept. The main purpose of the reform plan was to create a professional, non political, city administrator in order to decrease the opportunity for corruption in city offices, yet be responsive directly to the people by way of an elected council. The idea was so new that the state legislature did not approve this type of city government until 1923. Only Kenosha instituted the council-manager idea earlier than Janesville, but it was eventually abandoned there, making Janesville the city with the oldest continuous council-manager government in Wisconsin. (Huebscher and Dowd 1985:1, 2; Dowd 1973:30)

The council-manager form of government in Janesville was not an immediate success. Opposition forces tried to undermine it by electing council members who gave lip-service to the council-manager system, but who, in reality, wanted to put a political ally in the city manager's chair. Through perseverance by the reformers, the old guard eventually had to give way to the new system. More important, the council-manager system was able to weather the early crises because of the strong administrative leadership of the first city manager, Henry Traxler. (Dowd 1973:30)

Traxler, a Milwaukee native, graduated from the University of Wisconsin in Madison in 1910 with a degree in civil engineering. He worked for the Los Angeles County Highway Commission before moving to Centerville, Iowa, where he was a partner in an engineering firm that specialized in public works engineering. In 1918, he became the city manager of Clarinda, Iowa, and in 1922, he successfully defeated 74 applicants to become Janesville's first city manager. ("Traxler Helped Shape the City" 1985:1)

Traxler's experience in public works engineering served him well in Janesville. He is credited with modernizing Janesville's city government by centralizing city services, mechanizing the police and fire departments, improving streets, and upgrading the water and sewer systems. He also developed some of Janesville's most important parks including Riverside, Palmer, Monterey, Jeffris, Lions Beach, and Goose Island (now Traxler Park, named in his honor). In fact, it is due partly to Traxler that today Janesville proudly calls itself the "City of Parks." ("Traxler Helped Shape the City" 1985:1)

Traxler was a very efficient administrator, making all of these improvements while keeping tax rates low. He restored the public confidence in city government that had been lost during the reform era and its backlash. He did this, in part, by remaining on the job for 27 and one-half years, despite being offered jobs in many other cities. Traxler also maintained his popularity in the community by his civic work outside the office. He was a member of many civic organizations and a popular member of theatrical and recreational groups in the city. ("Traxler Helped Shape the City" 1985:1)

After Traxler retired in 1951, there was a series of managers until 1957, when Joseph Lustig, who had been acting manager twice, was given the job. He served until 1967. In 1970, when the city manager's position was again open, another reform movement took hold, this time to return the city government to the mayor-council system. The reformers said that the council-manager form was not democratic, and the issue was put to the voters in a referendum held in September 1970. The voters soundly defeated a return to the mayor-council form of government and Janesville has remained a council-manager government ever since. (Dowd 1973:30)

The growth of Janesville's city government during the 1920s caused a severe space shortage in the 1901 City Hall. Remodeling eased the space crunch, but only temporarily. Also, after World War I, many patriotic groups in the city asked the city government for meeting space. In response to this request, the city remodeled the third-floor attic into "Patriotic Hall." The Great Depression of the 1930s and World War II halted any thoughts of remodeling, adding to, or replacing the City Hall. The baby boom of the post-World War II era also put a damper on expansion plans for City Hall because Janesville's citizens were already paying more taxes to cover the rapidly expanding school system. ("How the Old City Hall Became Obsolete" 1968:3A)

The removal of the municipal courts to the new County Courthouse in the 1950s helped ease space problems, as did remodeling projects. But by the 1960s, space in the old City Hall had reached crisis proportions. The city's engineering department had to occupy hallway space during the busy summer seasons; some city offices had to move to other quarters; and the filing and storage of city records was a nightmare. The city investigated several possibilities to solve the City Hall problem, including remodeling the old building, constructing a new building for some city offices, or constructing a totally new city hall on the same or another site. In an era when historic preservation and adaptive reuse were not yet common practices, saving and remodeling the old City Hall was rejected in favor of a completely new building. After much

thought, it was decided to build a new city hall at the same location. ("How the Old City Hall Became Obsolete" 1968:3A)

Constructing the new Janesville Municipal Building (18 N. Jackson St.) on the same site as the old City Hall required some interesting logistics. An examination of photographs and original drawings of the Municipal Building show how it was possible. Photographs show that the Municipal Building was constructed right behind the old City Hall building. Then, old City Hall was demolished for a wide piazza fronting the new building.



Janesville City Hall (1968), 18 N. Jackson Street. Photograph 1998.

The purpose of constructing a new municipal building was to gain larger and more efficient space for city offices. In that respect, the city was successful. Between 1968 and the present time, there has been no decrease in city government. In fact, city government has increased, and while a few city offices have had to find quarters outside of the building, Janesville's municipal building is still able to carry the bulk of the load of modern-day city government. And, the flexibility of the building's interior plan has also been shown, as city offices changed their configurations over the years without significant, costly remodeling or major additions.

The Janesville Municipal Building at 18 N. Jackson St. is the only extant resource associated with city administration in Janesville. The old fire station on N. River St. has long since been demolished. Old City Hall, where some of the most significant events in the history of Janesville's city government took place, is also gone. Perhaps sometime in the future, the Janesville Municipal Building will be considered a historic resource in the community, but at the present time, it is not historically significant and is not potentially individually eligible for the National Register of Historic Places.

Henry Traxler was the first and most influential of Janesville's city managers. Not only did he modernize the city administration, but he made a lasting impact on the community by his development of the modern city park system, a system that continues to expand on his foundation. Obviously, his work was accomplished in the Old City Hall, but because that building is not extant, his personal residence is potentially individually eligible for the National Register of Historic Places as the only extant resource related to his tenure in the city.

Fire Department

One of the most important city government services is fire protection, but the development of an adequate and professional fire department in Janesville was a long and arduous process. Prior to 1850, the only fire-fighting forces in the city of Janesville were volunteer bucket brigades. But these bucket brigades were helpless against large fires. As the city of Janesville filled with substantial industrial and commercial buildings, it became apparent that a more advanced fire-fighting force was needed in the city. (Sheridan 1989:1-3)

A makeshift fire company, the Rescue Hook and Ladder Company No. 1, organized by some businessmen in 1850, was the first formal fire fighting organization in the city. But with a homemade engine, they were about as effective as the old bucket brigades. In 1853, the need for a vastly improved fire-fighting system was made clear when the makeshift hook and ladder company and the bucket brigades proved ineffective against a hotel fire: they could do little more than watch the building burn down. (Sheridan 1989:1-3)

After the formation of city government in Janesville in 1853, the city became involved in the formation and equipping of volunteer fire companies. In 1855, the city organized two fire companies, the Rock River Engine Company No. 1, located on the west side of the river, and the Water Witch Company No. 2, on the east side of the river (locations not extant). In the nineteenth century, fire companies were prestigious and colorful, with interesting names, unusual uniforms, and the atmosphere of a social club. Fires were a spectator sport, with the fire companies providing part of the entertainment. (Sheridan 1989:3-7)

To control crowds at fires, and to expand the opportunity to be a part of the fire department, the Sack Company No. 1 of fire police was organized in 1855. Many members of the fire police were prominent businessmen, and the group held dances, banquets, and raised money for charity. Another fire company organized in 1856, the Eagle Hook and Ladder Company No. 1. It was housed in an outbuilding of the Hyatt House Hotel (not extant). Despite this progress in fire fighting ability, the Rock County Courthouse was destroyed when it caught fire in 1859. (Sheridan 1989:7-8)

At the beginning of the Civil War, Janesville lost some of its best fire fighters when these men formed the Janesville Fire Zouaves and went off to war. This resignation left the already inadequate fire department even weaker. The shortcomings of the fire department and its equipment were evident during the Hyatt House Hotel fire in 1867. The fire destroyed the landmark building, killing an occupant and razing one of the most significant buildings in the community. As a result, the city decided to purchase a steam fire engine in 1868. After testing two engines, the city decided to purchase them both, one for each fire company. (Sheridan 1989:11-16)



The Hyatt House fire, 1867. Engraved view.

After the great Chicago fire of 1871 and several local fires in the early 1870s, there was much discussion of professionalizing the volunteer companies and, in particular, having the city government exert more control over the department. One of the main problems was the lack of access to water in residential areas of the city. There was no water system in the community and the only available water for fire fighting came from cisterns. In 1872, a new steam engine was purchased for the department and discussions began regarding the building of new fire stations in the city. (Sheridan 1989:17-20)

In December of 1876, the west side fire company moved into its new fire station at 11-13 N. River St. (not extant). In 1877, the east side fire company moved into its new firehouse at 27 N. Main St. (not extant). Also in 1877, a rudimentary fire alarm system began operating in the city, and the fire department began using horses to pull the steam engines, replacing the old people-powered system. Horses would be used until 1924, when the fire department became fully motorized. (Sheridan 1989:23-25)

The late 1800s brought an improvement in all city services, including the fire department. In 1887, a new alarm system was installed, with fire boxes placed throughout the city. Also in that year, a private company began building a waterworks system with fire hydrants that provided a ready water supply to fight fires. In 1888, the Janesville city council finally approved a plan for a professional, paid fire department. The plan called for a fire chief and assistant chief, five full-time fire fighters, and 12 part-time fire fighters. (Sheridan 1989:27-34)

Even with these improvements, the Myers Opera House fire of 1889 was a disaster. The new waterworks system, thought by some to make the fire department obsolete, did not provide enough water pressure, so the department had to rely on the old steam engines to pump the water. The city decided it had to upgrade its engines to work with the water system for effective fire fighting. In 1889, the Sack Company became the Janesville Fire and Police Patrol, administered by the city. The new fire police also acted as the first ambulance service for the city, providing transportation for ill people to their homes or to the hospital. By 1900, the professional fire department, new equipment, and the city's water system were having an effect on controlling fires, and fire losses declined. (Sheridan 1989:34-42)

In 1905, the city opened a new fire station on McKey Boulevard (now South Jackson Street, not extant) named the Springbrook Engine House. Also in that year a "rescue" battalion was formed, beginning a long history of the fire department providing emergency medical services for city residents. In 1908, the city purchased a new, far more powerful engine, and in 1910, they purchased the first motorized fire vehicle. In 1912, a second motorized hose and chemical vehicle was added to the department. During the 1910s, the department continued to upgrade its equipment with motor vehicles, and by 1924, the department was fully motorized. With complete motorization, the department centralized its services, closing the stations on North Main Street and McKey Boulevard. (Sheridan 1989:47-60)

The Great Depression of the 1930s brought slower growth to the fire department, but the pace increased during the 1940s. In the early 1940s, radio control of fire calls began. A pumping truck and boats for Rock River rescues were also acquired during this decade. The 1950s saw significant changes and expansion for the fire department. In particular, the old fire station on North River Street was closed in favor of a new central station and a new branch station. The new central station was completed in 1957 at 303 Milton Ave. Station No. 2 was also completed in 1957 at 906 W. Racine St. Also in that year, the fire department took over complete control of the ambulance service in the city. Because of the new fire stations and increased services, the

fire department increased its fire-fighter training program. In particular, training for rescues and medical emergencies was upgraded and continued to improve during the 1960s. (Sheridan 1989:85–113)

The rapid expansion of Janesville during the post-World War II era created new suburbs that were a distance from the two fire stations built in the 1950s. So in 1970, Fire Station No. 3 was erected at 435 N. Crosby Ave. to serve the west side of the city. In 1980, Fire Station No. 4 was erected at 4117 E. Milwaukee St. to serve the east side suburbs. In 1985–86, the fire department constructed a modern training facility. Today, the City of Janesville has a modern, efficient fire department that provides up-to-date fire, rescue, and ambulance services to the community. (Sheridan 1989:120–174)

There are no historic resources associated with the fire department still extant in Janesville. The old fire houses were razed after they outlived their usefulness so that today, only the post-World War II fire stations are still extant. These buildings are too modern to be potentially individually eligible for the National Register of Historic Places. Fire Station No. 2 at 906 W. Racine St. is listed in the National Register as a non-contributing resource in the Old Fourth Ward Historic District.

Police Department

During the nineteenth century, the city's police force was small. After city incorporation in 1853, constables and justices of the peace were appointed in each city ward to deal with any criminal activity. In 1856, the state legislature created the position of police justice, or municipal judge, and eliminated justices of the peace. Although crime may not have been as frequent or as visible as it is today, there were lawbreakers in the city, including robbers, con artists, a few murderers, and people engaged in illegal liquor sales. In 1879, the police force consisted of five constables and a city marshal. Prior to 1876, the tiny police department was housed in rented buildings. When city offices moved into the new fire station on North River Street, the police department moved to the old firehouse a few doors away (not extant). ("First Police Force Formed in 1853" 1985:7H; Butterfield 1879:575–579)

The city appointed the first police chief in 1897; the most frequent police activity at that time was handling drunks. In 1919, when Prohibition took effect, it was reported that there was a 76-percent decline in alcohol-related arrests. Although drunkenness was on the decline, there was a growth in police-related services during the 1920s. In particular, more automobiles in town resulted in expanded city traffic regulation, and automobile theft became a growing problem. ("First Force Formed in 1853" 1985:7H)

In 1939, the County Sheriff's department began a radio-call system that Janesville tapped into later in the year. Janesville's police department began to grow, and its professionalism increased during the post-World War II era. Chief Jasper Webb, who was trained by the FBI, led these changes. He introduced an officer training program, established a detective division, and modernized the administration of the department. There were some police controversies during the twentieth century, but overall, Janesville developed a clean and efficient police force. ("First Force Formed in 1853" 1985:7H)

By the mid-1980s, the Janesville Police Department consisted of almost 70 officers, 20 civilian employees, and a large fleet of motor vehicles. Police administration today is modern and computerized, and officers are involved in crime-prevention programs like block watches and anti-drug programs in the schools.

The police department's first permanent location was the old fire station on North River Street (not extant). In 1901, the police department moved into the new City Hall building. The department also moved with city administration into the new Municipal Building (18 North Jackson Street) in 1968. Because of its recent construction date, the Municipal Building is not, at this time, potentially eligible for the National Register of Historic Places for its association with the police department.

Public Works

Today, city-run water mains and sewers, garbage collection, and street maintenance are considered essential city services. But these services did not begin to develop until the late nineteenth century. By the late nineteenth century, Janesville was in need of a water system not only to fight fires, but also to eliminate private wells, which were often contaminated and the source of diseases in the city. A centralized water system would drastically improve the health of the general public. (National Register nomination for Waterworks Structures of Rock County)

One of the debates surrounding the establishment of a water system was whether it should be public or private. Partly because people were not used to having the city provide such services, and partly because cities did not have the practical knowledge of how to build such systems, most city water systems began as private enterprises. In 1883, Janesville established a board of water commissioners charged with the task of building a city water system. The commissioners made plans, acquired land, and began to dig a well. Apparently, the task proved too great for the city to accomplish alone, and in 1887, the city granted a contract to an outside firm to complete the job. (Brown 1908:577)

The city gave the water system franchise to Turner, Clark & Rawson of Boston, which had built Racine's waterworks system and systems in other states. In Janesville, the company built a pumping station, a reservoir, and 13 miles of mains and fire hydrants by the end of 1888. The waterworks stayed in private control until 1915, when the city acquired it and it became part of the public works system. In 1904, the city devised a comprehensive plan to provide sewer service to the entire community, and the system was built over a multi-year period. (National Register nomination for Waterworks Structures of Rock County; Brown 1908:593)



Janesville Pumping Station (1888). Photograph 1998.

The old Janesville Pumping Station (5 S. River St.) is historically significant because it represents the development of the water and sewer system in Janesville, an important milestone in city government services. The building originally consisted of an engine room, a boiler room,

and a large smokestack. In 1915, a machine shop and supply room were added to the south wall of the building. Other additions to the building were completed in 1918, 1921, and 1930. A city garage was built to the south of the pumping station in 1936. These additions, for the most part, were made to harmonize with the original architectural details of the building and are part of the historic development of the resource. (National Register nomination for Waterworks Structures of Rock County)

The Janesville Pumping Station was listed in the National Register of Historic Places in 1985 as part of the Waterworks Structures of Rock County. In recent years, the building has been threatened with demolition more than once and has survived due to the persistence of historic preservation forces in the community. A devastating fire a few years ago also threatened its existence, but the building lives on, thanks largely to the Janesville Historic Commission. The city has added new pumping stations as necessary to provide consistent water pressure for the community. Modern pumping stations are generally plain, utilitarian buildings, but Pumping Station No. 2, built in 1938 along Delavan Drive, features modern stylistic details.

During the twentieth century, and particularly during the post-World War II era, the city of Janesville has greatly expanded its public works services. Many structures have been erected for street maintenance, garbage collection, the water and sewer systems, and vehicle storage. These resources have not been sufficiently surveyed for architectural and historical significance; a few might be potentially eligible for the National Register of Historic Places. It is suggested that at some time in the future, these facilities be surveyed and further investigated for their historical significance to the development of twentieth-century city services.

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Resources Mentioned in Text

**Listed on the National Register of Historic Places

<i>Name</i>	<i>Address</i>	<i>Date</i>
Federal Government		
Old Janesville Post Office**	210 Dodge St.	1938
State Government		
Camp Treadway	Palmer Park area	1861
Camp Cameron (Barstow)	4-H Fairgrounds	1861
Janesville Memorial Armory**	10 S. High St.	1930
Janesville Armory	11 Palmer Drive	ca. 1970

County Government

Rock County Courthouse	51 S. Main St.	1955, 1996
Rock County Jail	108 Water St.	1951

Local Government

Janesville Municipal Building	18 N. Jackson St.	1968
Henry Traxler House		
Central Fire Station No. 1	303 Milton Ave.	1957
Fire Station No. 2	906 W. Racine St.	1957
Fire Station No. 3	435 N. Crosby Ave.	1970
Fire Station No. 4	4117 E. Milwaukee St.	1980
Janesville Pumping Station**	5 S. River St.	1887, 1915 1918, 1921
Pumping Station No. 2	Delavan Dr.	1938

8.

Education

Carol Lohry Cartwright

During the nineteenth and early twentieth centuries, the citizens of Janesville established a comprehensive public school system along with a strong private, parochial school system. The earliest of the city's public schools began around 1840, and by 1900, the city had a large primary school system and a progressive high school program. Several parochial schools had been established by this time, and parochial education flourished during the early twentieth century. Most of Janesville's historic school buildings are no longer extant, including most of the historic public primary school buildings and two of the historic high school buildings. But most of Janesville's twentieth-century schools are extant, and they are important resources that show the development of a modern educational system in the city.

The citizens of Janesville also supported other educational institutions during the city's history. These institutions include an excellent free public library, a vocational-technical school, and a two-year branch campus of the University of Wisconsin. These educational institutions, along with the community's elementary and high schools, have given Janesville a broad range of educational services throughout the nineteenth and twentieth centuries.

Primary Education, Public

The first "public" schools in America were usually only partially funded by the public. The remainder of their funding came from subscriptions, fees, or supplies and services provided to the school or teacher. The first national school-organization law was passed in 1841, but most schools were locally controlled by teachers and/or local school boards. In the 1840s, a movement to establish entirely free public education took hold. Led by Horace Mann of Massachusetts, this movement was strong in antebellum New England. When New Englanders began coming to Wisconsin in the 1830s, they brought the idea with them. The Wisconsin Constitution of 1848 contained a provision for the establishment of free, universal education to be supported by state funding and local taxes. But this idea was not well-implemented, and Wisconsin's early schools were often poorly equipped, ungraded, and poorly attended. During the late nineteenth century, and especially during the twentieth century, new state and local laws in Wisconsin promoted increased attendance, graded schools, better qualified teachers, and eventually large, consolidated school districts. (Wyatt 1986: vol. 3, Education, 2-1-2-10)

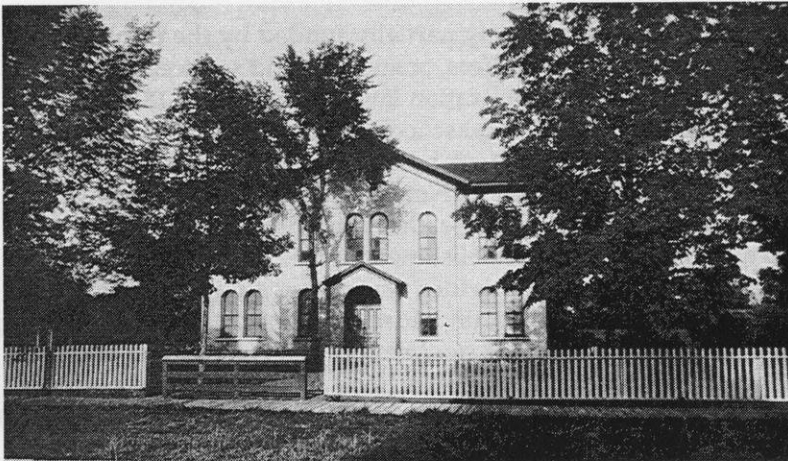
One of Janesville's early settlers, Hiram Brown, established the city's first public school in 1839. Brown held school classes in a log cabin (not extant) near the Monterey Bridge in what is now the southwestern part of the city. In 1840, another rudimentary schoolhouse was built near Main and Milwaukee streets (not extant). In 1842, the census reported only 75 schoolchildren in the village, but by 1845, the number had grown to 273. In response to this student increase, in 1844, two brick schoolhouses were built in 1844 on the east and west sides of the Rock River, where residential neighborhoods were developing. The student population continued to grow rapidly during the late 1840s, and by 1853, there were 1,600 students in the city (including children enrolled in private schools). (Cadman 1959: 6, Butterfield 1879:550)

Janesville experienced an economic boom during the 1850s, and the growth of public education reflected the community's population growth. By the mid-1850s there were seven or eight public elementary schools in the city, serving 858 public schoolchildren. Strictly locally controlled, each school was also its own school district operated by its own board of trustees

(school board) and superintendent. While this system was sufficient for some people in the community, others argued that the public schools should be graded and better organized under a union school system. (Cadman 1959:6-7, *Janesville Public Schools*, 67)

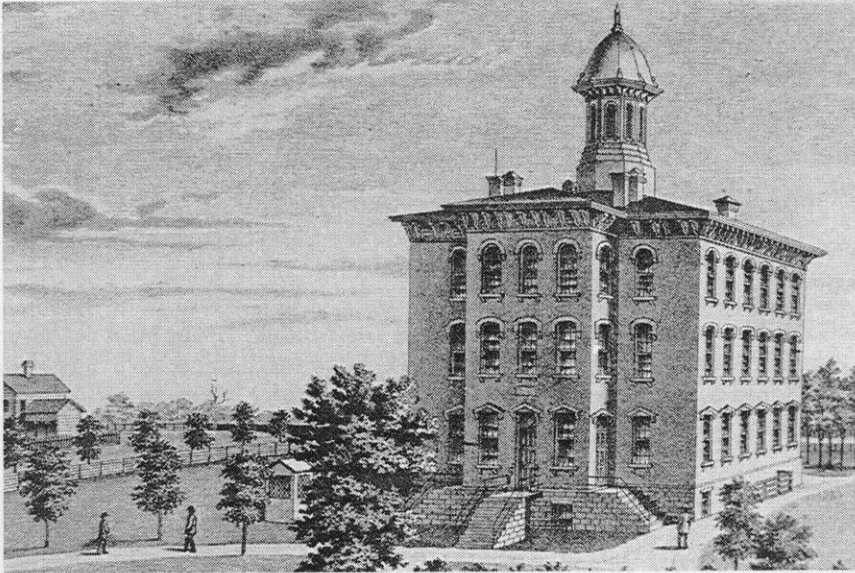
Promoters of the union school idea were successful in 1855, when the city charter was amended to unite all of the public schools under the direction of a single Board of School Commissioners, with one representative from each ward. Appointed and supervised by the Janesville Common Council, the commissioners were given authority for the day-to-day operations of the public grade schools in Janesville. But the final authority, and particularly the fiscal authority, for school district decisions rested with the Janesville Common Council. This fiscal control by the city's Common Council would last long into the twentieth century. (Cadman 1959: 6-7, Brigham 1859; 32)

The city's public primary schools were located in all five of the city's wards (all not extant). Two of the school buildings were substantial, but overall, these ward schools were inadequate to house the growing school population. So one of the first decisions of the new union school board was to build two additional elementary schools. In 1856, new brick schools for the Second and Fourth wards were erected; the new Second Ward School was located at 422 Caroline St. (not extant), and the new Fourth Ward School was located at 420 Linn St. (not extant). The Third Ward received its new school when grade school students were moved to a new high school building erected in 1859 (not extant). (Cadman 1959: 10; City Directories; Brigham 1859:32-33, Guernsey & Willard 1856:163)



Fourth Ward School (1856), 420 Linn Street. Razed. (Later renamed Fifth Ward and Douglas School.)

Janesville continued to build primary school facilities during the late nineteenth century in response to a continuously growing school population. By the late 1870s, public school enrollment had climbed to 1,750 students, an increase of about 1,000 children since the 1850s. In 1870, a new First Ward School was built at 431 N. Washington St. (not extant). A two-story addition was made in 1888. In 1874, the old Fourth Ward School on Linn St. became the Fifth Ward School, and a new Fourth Ward School was erected at 203 Lincoln St. (not extant). The Central School (10 S. High Street, not extant) was built in 1875 to serve the rapidly growing southwest side of Janesville. This school was erected on the site of an old high school academy building that dated to 1845. (Cadman 1959:18-20, Butterfield 1879:551)



Jefferson School (1859), 10 S. High Street. Constructed as a high school. Now the site of Jefferson Park.

One of most enduring decisions the Janesville school board made in the late nineteenth century was the decision to name its public schools after great Americans. This policy, enacted in 1889, resulted in new names for the five ward schools. The First Ward School became Washington School, the Second Ward School became Adams School, the Third Ward School (after the removal of the high school program in 1895) became Jefferson School, the Fourth Ward School became Webster School, the Fifth Ward School became Douglas School, and the Central School became Lincoln School. (Cadman 1959:22)

Despite extensive building activity, the school board discovered problems with its elementary school facilities as early as the 1880s. The large buildings constructed in the 1850s were difficult to heat. Rapidly increasing enrollments resulted in lack of space at schools in the more populous neighborhoods. A number of children were crossing dangerous railroad tracks to get to less-crowded schools outside their neighborhoods. And Douglas School, built in 1856 (originally the old Fifth Ward School erected as the Fourth Ward School), was considered a "disgrace" that not even renovation could help. To answer some of these concerns, a new Douglas School (not extant) was erected on the site of the old school in 1891, and a new school, named Grant School, was built at 1420 Pleasant (W. Court) St. (not extant) in the northwestern part of the city. The school board also erected a new high school (discussed in "Secondary Education") in 1895, freeing up more elementary space in the Jefferson School. (Cadman 1959: 24-26, City Directories)

The school board continued to improve the elementary school system into the twentieth century. Adams School was expanded in 1897, and in 1902, another new school, the Garfield School (315 S. Jackson St., not extant), was erected on the west side of the Rock River. Jackson School was built at 423 W. Eastern Ave. (423 Delavan Dr., not extant), in the far southwestern part of Janesville in 1900. And in 1903, kindergarten programs were added to some schools. (Cadman 1959:28-31, City Directories)

After this building boom, there were nine public elementary schools that served primary school pupils in all areas of the city: Adams School at 422 Caroline St., Douglas School at 420 Linn St.,

Garfield School at 315 S. Jackson St., Grant School at 1420 W. Court St., Jackson School at 423 Delavan Drive, Jefferson School at 400 S. Second St., Lincoln School at 10 S. High St., Washington School at 431 N. Washington St., and Webster School at 203 Lincoln St. Aside from a new high school building, little building activity related to the public schools took place in the city between 1900 and 1928. That does not mean, however, that there were no concerns about elementary schools. (City Directories)

During the early twentieth century, State Superintendent of Schools personnel began promoting new educational ideas to Wisconsin's school districts. In 1918, the State Superintendent's office published a study of Janesville's public schools. Among the findings: older grade school buildings were poorly lighted and ventilated and had inadequate utilities and poor floor plans; the elementary school buildings were no longer evenly distributed throughout the city; many school buildings were too small to be efficient. The study suggested that school curriculum and teaching methods be altered to take into account student ability and interests and that the school district introduce a junior high school program. (Cary 1918:6-17)

The Janesville School Board responded to this report by erecting a new junior-senior high school in 1922. But changes to the city's elementary education facilities did not take place for another 10 years. In 1928, the school board turned its attention to the elementary schools and acquired five sites for new school buildings. In the next few years, the board erected four large, modern elementary schools. The noted Madison architectural firm of Law, Law and Potter designed the first two schools. Known as the Wilson and Roosevelt schools, located at 465 Rockport Rd. and 316 S. Ringold St., respectively, they were completed in 1930. The district closed the Douglas and Webster schools in 1930, and Jackson School in 1932. (Cadman 1959:33-34, City Directories)

In 1938, two more modern schools were erected: Washington School at 811 N. Pine St. and Adams School at 1138 E. Memorial Drive. Built partially with federal government financing, they opened in 1939. Jefferson School was closed shortly thereafter. The four new schools that opened were state-of-the-art facilities reflecting the suggestions in the 1918 school study: They were large, efficient, well-equipped, and attractive buildings located in key residential areas. A tribute to their quality and location, all four schools are still operating today, with much of their historic appearance still intact, despite some additions and alterations. Though constructed during the Great Depression, the schools have such fine amenities as built-in oak cabinets, marble drinking fountains, and beautiful doors and woodwork. (Cadman 1959:34; Nelesen 1994:1C)

These four schools, along with two older schools, Grant and Garfield, served the city until the 1950s, when the rapid changes of the post-World War II era resulted in further changes to Janesville's public elementary schools. New state requirements, a rapidly increasing birth rate, and school consolidation increased the size of the school district. The need for more classrooms resulted in additions to Washington, Adams, and Roosevelt schools in 1952. In 1956, two new grade schools were built in rapidly growing neighborhoods. A new Jefferson School was built at 1831 Mt. Zion Ave. to serve the east side suburbs, and a new Lincoln School was built at 1835 S. Oakhill Ave. to serve the northwest suburbs. (Cadman 1959:35-39, City Directories)

One of the most significant statewide events in public elementary education during the post-World War II era was the school consolidation movement that closed small, one- or two-room rural schools and brought rural children into city school systems. In response to state consolidation efforts, some rural areas built larger rural schools in an effort to retain local control. But this was only a temporary solution, and eventually these schools were closed. In 1962, eight rural schools from the towns of Rock, Harmony, La Prairie, and Janesville were added to the Janesville School District: Blackhawk School, Frances Willard School, Happy

Hollow School, Hill Crest School, Howarth School, La Prairie School, River Valley School, and Rock School. The Frances Willard, Howarth, and River Valley schools were closed shortly after their acquisition. The others were used for a longer time, but eventually closed in the 1970s and early 1980s. (Howe, 1976:1-2, Janesville School District Facilities Files)

Between 1959 and 1976, enrollment in all of Janesville's public schools rose from 6,475 to 13,467. Some of this increase was due to the consolidation of rural schools into the district, but much of it was due to the baby boom that occurred between 1946 and 1964. Responding to this increase, the school board built five new elementary schools between 1965 and 1971. The first two schools to open were the new Jackson School at 441 Burbank Ave. and the Madison School at 331 N. Grant Ave., both ready for the 1965-1966 school year. Monroe School at 55 S. Pontiac Dr. opened in 1967, Van Buren School at 1515 Lapham St. in 1969, and Harrison School at 760 Princeton Rd. in 1970. (Howe 1976:1; City Directories)

Along with these new facilities came new educational trends. New curriculum ideas flourished in Janesville's elementary schools, some as a result of increased federal funding. Teaching innovations included team teaching, cooperatively directed personal learning, integrated social studies, and open classrooms. The open classroom idea was so popular in the late 1960s that both Van Buren and Harrison schools were built as "pod" schools based on the open classroom idea. Other curriculum changes came in math, language, and English programs. Schools also increased their reliance on visual aids and new technology. (Howe 1976:2-10)

With these changes in curriculum and teaching methods came increased school administration and reorganization of existing district services. The Janesville Board of Education remained the governing body, but the school superintendent and district staff provided the board with the leadership and information to make decisions. More office space was also needed for the larger administrative staff. Between 1959 and 1971, the old Garfield School (not extant) was used as an administration building. In 1975, the school district acquired the Blackhawk Technical School building after the technical school moved to new quarters. This building, located at 527 S. Franklin St., has been used as the Educational Service Center for the Janesville school district since that time. (Howe 1976:22-23, Janesville School District Facilities Files)

During the 1970s and 1980s, Janesville's elementary schools were no longer a "growth industry." Enrollments declined by almost 2,000 students during these years as the baby boom went bust. The two oldest elementary schools in the city, Garfield and Grant, were closed in 1958 and 1965, and Garfield was demolished in 1971. Grant School, briefly reopened from 1969 to 1972, was demolished in 1984. The small Jackson School had earlier been sold to the United Auto Workers. The only pre-World War II elementary schools still in operation in Janesville were the four schools built in the 1930s. The rural schools that had remained opened after school consolidation in 1962 were also closed by 1981. Howarth School was closed in 1963, Blackhawk School in 1976, La Prairie School in 1979, and Hill Crest, Happy Hollow, and Rock Schools all closed in 1981 (Nickol 1981:6-12, Janesville School District Facilities Files)

After many years of educational experimentation, the late 1970s brought a "back to basics" approach in the schools' teaching methods and curriculum. The school curriculum also reflected new societal and technological trends. Calculators were introduced in math classes, English as a Second Language was offered to non-English-speaking immigrants, and new strategies were implemented to deal with student discipline and school vandalism. (Nickol 1981:19-36)

The 1980s was a decade of continually decreasing enrollment, but rising budgets, for the Janesville school district. Enrollments between 1978 and 1987 dropped by 3,000 students, while budgets rose \$12 million. The most significant event in the administration of the public schools occurred in 1982, when the school district finally became a unified district, removing fiscal

control for the district from the City Council. Curriculum continued to change to meet the changing expectations of modern education, and new programs were instituted to meet the needs of an increasingly diverse student population. (Weaver 1987:1-14)

One of the most important changes during the last 20 years was the development of the middle school concept. Because of overcrowding at the Janesville High School in the 1960s, the city's junior high schools had retained ninth grades in their buildings. With the construction of a second high school in 1967, ninth graders returned to the high schools. During the 1980s, the district introduced the middle school concept that took sixth graders out of elementary schools and placed them with seventh and eighth graders. As elementary school populations began to rise again in the 1990s, this change, along with additions to existing schools, temporarily eased elementary school overcrowding. At the present time, the problem of overcrowding in the elementary schools is again being addressed.

Despite the long and rich educational history in the city of Janesville, only four large historic elementary public schools are still extant: Adams, Roosevelt, Washington, and Wilson schools. Although they have been altered and added to over the years, they are all still potentially individually eligible for the National Register of Historic Places for their local significance in the development of modern primary education in Janesville. Wilson School is already listed in the National Register of Historic Places as a contributing property in the Old Fourth Ward Historic District.

Still extant within the city limits are three former rural schools buildings that were consolidated into the Janesville School District in 1962: Blackhawk School at 3103 Ruger Ave., River Valley School at 2300 Kellogg Ave., and Frances Willard School, located on the Rock County Fairgrounds on Craig Avenue. The Blackhawk and River Valley schools are potentially individually eligible for the National Register of Historic Places because they represent rural education during the era prior to school consolidation.

The Frances Willard School was already listed in the National Register in 1977 not so much for its association with rural schooling, although it is a fine example of a simple one-room rural schoolhouse, but because of its association with Frances Willard, an important figure in women's and social history. The Willard family came to Janesville in 1846, and in 1854, Willard's father built a one-room schoolhouse for the education of Frances and her sister. Frances Willard became a teacher and expanded her career into social activism, eventually becoming president of the Women's Christian Temperance Union, a national organization that lobbied for alcohol prohibition. The Willard School served rural children until it was consolidated into the Janesville school system in 1962; it was closed in 1981. To preserve the structure, it was moved to the Rock County Fairgrounds, listed in the National Register. It is used today to educate the public about the one-room school era and Frances Willard. ("150 Years of Education in Janesville")

Primary Education, Private

During Janesville's early years, before public schools were well organized, many children received their schooling in parochial schools. During the 1850s, for example, about half of the schoolchildren in the city attended parochial schools. And, while this percentage shrank as the city grew, parochial schools in Janesville have remained important in the primary education of the city's schoolchildren. Today, there are six large parochial schools in Janesville, four Catholic and two Lutheran. There are also a few small fundamentalist Protestant schools in the community, but they do not have historically significant facilities.

The first Catholic primary school in Janesville was affiliated with St. Patrick's Catholic Church, the oldest Catholic church in the city. Before the Civil War, a parish school was established at St. Patrick's, taught by Thomas Tracey. After a new St. Patrick's Church building was completed in 1864, the church's parochial school was conducted in the church basement by the Franciscan Sisters of Perpetual Adoration. The Sisters of Mercy took over the school in 1870. St. Patrick's constructed a convent for the sisters in that year, and St. Patrick's School moved to that location (505 Holmes St., not extant). In 1920, a new school building was constructed at 305 Lincoln St. The two-story school, with a raised basement and some modern additions, has served as the St. Patrick's Catholic School up to the present time. St. Patrick's School is potentially individually eligible for the National Register for its association with historic parochial school education in Janesville and is listed as a contributing resource in the Old Fourth Ward Historic District. (*Souvenir of Diamond Jubilee and Home Coming 1925:n.p.*; *St. John Vianney Church—Dedication 1965:24*)

The second Catholic parochial school was established at St. Mary's Catholic Church, a congregation formed in 1875. The school, established in 1913, began holding classes in the old St. Mary's church building on East Wall Street (not extant), where the Dominican Sisters were in charge of the educational program. In 1922, the St. Mary's congregation acquired a lot near the church for a new school building. Additional property was acquired in 1926, and the much-anticipated new St. Mary's School was built in 1928–1929 at 307 E. Wall St. This large Collegiate Gothic-style school building continues to house the school today. St. Mary's School is potentially individually eligible for the National Register for its association with historic parochial school education in Janesville and is listed as a contributing resource in the Prospect Hill Historic District. (*St. John Vianney Church—Dedication 1965:24,30–33*)

Two other Catholic schools have been established in Janesville, attached to churches formed to serve Janesville's growing Catholic population in the mid-twentieth century. St. William's Catholic School was built shortly after the establishment of St. William's Catholic Church in 1952. The school was completed in 1954 as a seven-room addition to the church at 1822 Ravine St. St. John Vianney Catholic Church was established in 1955, and a parochial school building was completed at 1301 Clark St. in 1956. An addition to the school was completed in 1960. These two modern parochial schools are not potentially eligible for the National Register of Historic Places because of their recent construction dates. (*St. John Vianney Church—Dedication 1965:1,35*)

There is one historic Lutheran primary school in Janesville associated with St. Paul's Lutheran Church. German immigrants established St. Paul's Lutheran Church in Janesville in the 1850s. In 1865, the congregation founded St. Paul's Christian Day School, with 20 children attending classes held in the church building (not extant). In 1876, the congregation erected their first school building at the corner of Academy and Van Buren streets (not extant). By 1881, the school had 80 pupils, and a trained teacher replaced the church pastor as educator. Around 1890, the one-story school building received a second story. This enlarged school served the congregation until 1925, when plans were made for the erection of a new building across the

street from the church. The new St. Paul's School, a two-story, brick school building with a raised basement, was constructed at 164 S. Academy St. in 1927-1929. (Directory of St. Paul's Evangelical Lutheran Church 1988:2-5)

In 1955, St. Paul's congregation moved from its Academy Street location to a new church on South Ringold Street, and in 1956, the congregation sold the Academy Street school building. After meeting in makeshift quarters for several years, St. Paul's parochial school finally moved into a modern school building in 1963 at 210 S. Ringold St, where it has remained until today. Because of its historic association with parochial primary education in Janesville, the old St. Paul's School (164 S. Academy St.) is potentially individually eligible for the National Register of Historic Places and is listed as a contributing resource in the Old Fourth Ward Historic District. The modern St. Paul's School is not, at this time, significant or individually potentially eligible for the National Register.

Janesville's only other parochial school, located at 709 Milton Ave., established in the mid-1960s, is attached to St. Matthews Lutheran Church. It is not potentially individually eligible for the National Register due to its recent construction date.

Secondary Education, Public

During Wisconsin's early years, secondary education was provided primarily by private academies that emphasized modern languages, mathematics, literature, and modern history. Free public high schools were slow to develop in small communities, although the larger cities in the state developed high school programs by the 1850s. The first public high school in the state was established at Kenosha in 1849. In 1856, the legislature authorized two or more districts to form a union high school district. By 1870, 14 communities were offering high school programs. In 1875, the legislature passed the Free High School Law that provided some state aid to high schools. By 1900, there were over 200 high schools in the state, and by the mid-twentieth century, there were over 400. Like public primary schools, the public high schools, along with junior high or middle schools, are an integral part of the broad public education system offered in Wisconsin today. (Wyatt 1986; vol. 3, Education 3-1-3-7)

The development of the public high school program in Janesville followed the pattern above. In 1843, some prominent residents of Janesville received a charter to establish an academy. Its founders built a stone building at 10 S. High St. (not extant), and the school opened in 1844. After the union school system was instituted in Janesville in 1855, the new school board purchased the academy building (10 S. High St., not extant) and established the public high school program there, known briefly as the Janesville Free Academy. The public high school staff probably took over the academy's academic program as the foundation for Janesville's public high schools. (Brigham 1859:31-32; Cadman 1959:8; *Janesville Public Schools* 1897:67)

The academy building was soon deemed unsuitable, so in 1857, a new high school building was erected just east of the Rock County Courthouse. The new high school (Jefferson Park, not extant), completed in 1859, was a three-story Italianate building that included primary school rooms for the Third Ward and a teacher training program. The new Janesville High School was a showplace in the community, but it was not built without opposition. Many people thought building a new high school would increase taxes and that the old academy building should be renovated instead. (Brigham 1859:33-34; Cadman 1959:12-14)

The new showplace high school served the community only until the 1890s. By that time, growing city population and an increased interest in the high school program boosted the student population. Along with a space problem, the curriculum in the high school program had changed. Commercial, manual, and domestic arts courses were added, requiring new

specialized classrooms. In 1893, the school board formed a committee to select a site for a new high school building. The Romanesque-style Janesville High School was completed by December 1895 at 58 S. High St. (not extant). (Cadman 1959:24-26)

After only 20 years, the new high school, too, was overcrowded. Interest in the high school program and a general population increase in Janesville caused the same overcrowding that had occurred in the old high school building. A 1918 educational survey of Janesville, conducted by the State Superintendent of Schools, reported that the 1895 high school, built for about 400 students, currently had 530 students. The school's physical plant was overtaxed, and the site did not allow for expansion. (Cadman 1959:31; Cary 1918:11, 17-18)

The report suggested two alternatives to relieve the overcrowding. The first was to construct a new junior-senior high school at a site that would accommodate future growth and large playgrounds and/or athletic fields. The second was to construct only a new high school and build a large addition to the Lincoln elementary school for use as a junior high school. Adding urgency to the decision was the announcement in 1918 that the General Motors Corporation intended to build a large tractor factory in Janesville. The new factory would bring new families to the community, rapidly increasing the student population. (Cary 1918:11; *A School and Community* 1985:1-7)

To begin to solve the problem Janesville citizens in early 1919 voted to build a new high school. The Milwaukee architectural firm of Van Ryn & DeGelleke was hired to draw the plans. The school board purchased a site at 408 S. Main St., and the new high school building was completed in 1923. Like the previous two high schools built in Janesville, the new building was a showplace. The exterior of red brick with cut Bedford limestone trim was modestly decorated in the popular Collegiate Gothic style. But the interior of the building was lavish, with fine woodwork, marble fountains, an auditorium, and two swimming pools. (*A School and Community* 1985:23-24)

The raised basement of the new school included pools for boys and girls, locker rooms, vocational shops, a cafeteria, and a modern physical plant. The first floor featured the main attraction of the building, the auditorium. Seating 1,600, the beautifully appointed auditorium included a balcony, a theater-size stage, a scenery loft, dressing rooms, and a projection booth. Other facilities on the first floor included offices, a lecture hall, home economics rooms, and separate boys' and girls' gymnasiums. The second floor featured a library, music rooms, classrooms, and study halls. The third floor housed all of the science, commercial course, and art rooms. After a few years, a junior high school program was also housed in this building. The new Janesville High School served the community until after World War II, then became a junior high school. Most recently, the building housed Marshall Middle School before a new middle school building opened in January 1997. (*A School and Community* 1985:24)

After World War II, increased enrollment crowded the high school building. In 1948, the school board decided to build a new high school for grades 10-12, convert the old high school into a three-year junior high school, and continue the seven-year elementary schools. A site on Randall Avenue was purchased in 1949, but a controversy over this plan delayed construction of the new high school until 1955. That year, the new Janesville Senior High School opened at 401 S. Randall Ave. (Cadman 1959:35-38)

During the 1960s and early 1970s, more emphasis was placed on secondary education in the Janesville School District, as the baby boomers entered junior and senior high school. The result was the construction of a new senior high school, completed in 1967-1968. Now that there were two high schools in Janesville, they needed new names. Retaining the great Americans theme and focusing on important industrialists in Janesville's history, the two high schools became

Craig Senior High School (401 S. Randall Ave.) and Parker Senior High School (3125 Mineral Point Ave.). Two new junior high schools were also built during this period. Franklin Junior High School (450 S. Crosby Ave.) was completed for the 1962–1963 school year, and Edison Junior High School (1649 S. Chatham St.) was completed for the 1971–1972 school year. (Howe 1976:1)

During the late 1970s and 1980s, junior and senior high school enrollments dropped as the baby boom era came to a close. And the schools encountered new problems wrought by societal and technological changes of the era. The schools responded with new curricula and new teaching methods. These changes included the addition of boys to home economics classes, computers in the classrooms, more direct involvement of business in vocational training programs, flexible programs to keep pregnant teens and drop-outs in school, and programs designed to limit the abuse of drugs and alcohol by teenagers. (Nickol 1981:19–30; Weaver 1987:12–14)

Another educational trend introduced in this era was the transition of junior high schools into middle schools: ninth graders were returned to the high schools, and sixth graders were moved up from elementary schools. This concept not only relieved overcrowded elementary schools, but placed students together in a more age-appropriate manner. The first new school building erected in the city since 1971, Marshall Middle School, was completed in 1997 at 55 S. Pontiac St. The old Marshall Middle School, formerly the Janesville High School, was converted into apartments and public space. (Weaver 1987:12–14)

Colleges

There has been little historic college development in Janesville. In 1844, the founders of the academy may have had such aspirations after they received a formal charter from Wisconsin's territorial government, a step often taken by early college developers. But like such early schools, Janesville's academy remained little more than a high school program. In 1855 it was acquired as the foundation for the public high school program. City directories indicate that there were several "commercial colleges" established in Janesville's downtown during the nineteenth century. These were more commercial establishments than true colleges; they flourished in the period before public high schools and technical schools developed commercial courses.

Blackhawk Technical College

One college program that emerged in Janesville during the early twentieth century was a vocational-technical school, Blackhawk Technical College, established in 1912 just one year after the State of Wisconsin established the State Board of Vocational Education to assist communities in setting up vocational and technical training programs. Both Janesville and Beloit established their vocational-technical school programs under the supervision of this board in the same year; eventually the two schools merged. ("VTA School Has New Name" RCHS files)

The Janesville vocational-technical program was originally administered by the Board of Industrial Education. Classes were set up in the old Lincoln elementary school (not extant). At first, the curriculum was centered around vocational training for school-age children, but adult interest in the programs quickly expanded the scope of the school. By the 1920s, the vocational school needed expanded facilities. When the high school moved into a new building in 1923, the vocational-technical school began using the old high school at 58 S. High St. (not extant). ("VTA School Has New Name" RCHS files)

In 1940, the shops programs at the technical school moved into a new building at 526 S. River St., but the remainder of the programs stayed at the old high school. In 1960, a large addition to the South River Street building reunited all vocational-technical school programs in one building (527 S. Franklin St.). In 1968, the State of Wisconsin organized the Janesville and Beloit technical schools into one district that included large portions of Rock and Green counties. Known as District No. 5, it is one of 17 districts supervised by the Wisconsin Board of Vocational, Technical, and Adult Education. Reflecting these changes, the technical school became the Blackhawk Vocational and Technical School. ("VTA School Has New Name" RCHS files)

The merger of the two technical schools, an expansion of vocational-technical programs, and increased enrollments caused the Blackhawk Vocational and Technical School Board to build a new facility on the far south side of Janesville that would be convenient for students from many areas. The new campus would also provide centralized facilities for programs that had become scattered in many locations. A site on Prairie Road was acquired, and the new campus for the Blackhawk Vocational and Technical School opened in September 1975. Shortly afterward, the South Franklin Street campus was converted into the Janesville school system's Educational Services Center. (Blackhawk Vocational and Technical Institute Bulletin, RCHS files)

Blackhawk Tech has continued to grow in the late twentieth century as vocational-technical programs have expanded and the adult education component has grown. The school is currently known as Blackhawk Technical College, reflecting its associate degree programs and college level courses. It has an expansive campus at 6004 Prairie Rd. that serves the vocational-technical educational needs of south-central Wisconsin. The early locations of the vocational-technical school are no longer extant. The 1940 vocational shop building is still extant on South River Street, but the large, modern addition along South Franklin Street overwhelms the older building, making this location not potentially eligible for the National Register of Historic Places. The campus on Prairie Road is not potentially eligible due to its recent date of construction.

Rock County Normal School

Another post-high school program that existed for a time in Janesville was the Rock County Rural Normal School. The school was founded in 1911 to train teachers for the many rural schools in Rock County. During the era before school consolidation, rural education was conducted in one- or two-room schoolhouses that dotted the rural countryside. One way to provide the teachers for these schools was to train them at a normal school, usually a one- or two-year program in place of or beyond high school. ("History of the Rock County Rural Normal School")

The Rock County Normal School was housed in the old Jefferson School (Jefferson Park, not extant), a building that had been constructed as the first Janesville High School. The normal school occupied the third floor of the building, while the first two floors housed an elementary school. During the first 10 years of its existence, the normal school program was offered to high school graduates, who took a one-year course, and to non-graduates, who took a two-year course. The potential teachers were trained in both a model classroom in the Jefferson School building and in the rural schools themselves. ("History of the Rock County Rural Normal School")

The Rock County Normal School graduated from 14 to 43 students each year; in its 22 years of existence, it graduated a total of 585 teachers. In the early 1930s, the school declined. The location of the normal school in the almost 100-year-old Jefferson School was not suitable to the State Department of Public Instruction. Enrollments also declined due to the proximity of the

Whitewater State Teachers' College and the Green County Normal School. In addition, the growing economic depression of the 1930s created few openings for new teachers. So in 1933, the Normal School closed; Jefferson School was razed in 1947. As a result, there are no historic resources associated with the Rock County Normal School, an important teacher-training institution in the area. ("History of the Rock County Rural Normal School")

University of Wisconsin-Rock County Center

The most recently established college program in Janesville is the two-year campus of the University of Wisconsin, known as the University of Wisconsin-Rock County Center, or UWC-Rock County. The UWC-Rock County campus was created in the 1960s during an era of two-year campus development within the University of Wisconsin system. Local citizens began lobbying in 1962 to establish a two-year center in Rock County; planning for the campus began in 1965 with the acquisition of a 50-acre site. Two buildings were erected for the fall semester of 1966: a classroom-library building and an administrative-student services building. ("UW-Rock Grows in Eight Years" RCHS files)

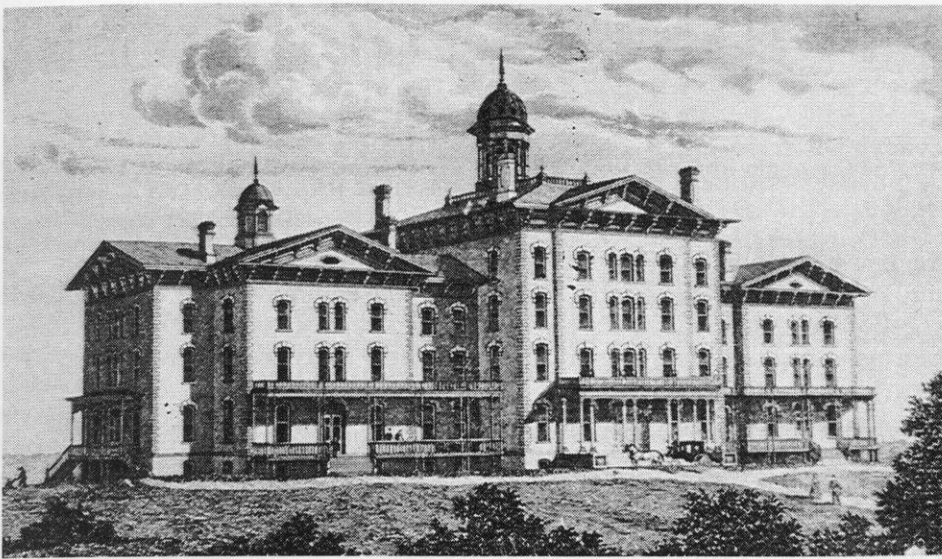
Since 1966, UWC-Rock County has grown, serving almost 20,000 students in its 30-year history. Two more buildings have been erected on the campus since that time, and the center has a \$2 million budget. One of 13 two-year UW campuses in the state, UWC-Rock County has been a popular option for college students, providing smaller classes and an opportunity to live at home while attending college. While there are no historic buildings associated with this college today, its current facilities at 2909 Kellogg Ave. may become historically significant in the future. ("UW-Rock County Contributes to City" 1988:3C)

State School for the Visually Handicapped

The State School for the Visually Handicapped in Janesville, formerly known as the State School for the Blind, was one of the earliest state-funded public welfare programs in Wisconsin. It is historically significant in both the educational and governmental history of the state. While the State School for the Visually Handicapped currently has no historic buildings on its campus, its growth and development is also important in the educational history of Janesville.

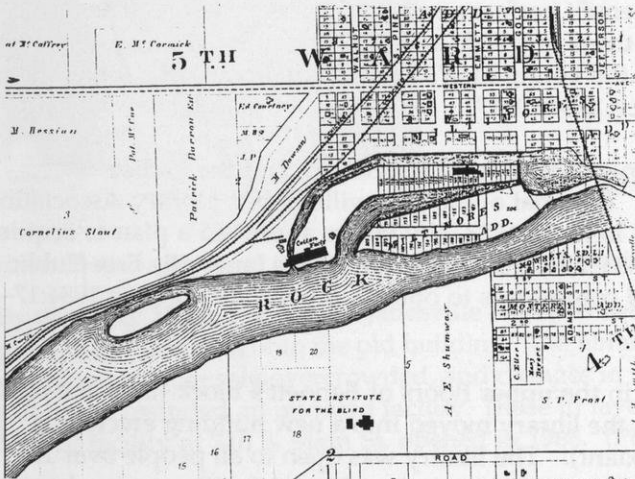
J. T. Axtell, a graduate of the Ohio Institution for the Blind who was living in Janesville in 1849, began a movement to organize a school for the blind in Wisconsin. Axtell collected enough money to start a school, and the first classes were held in Ira Miltimore's house at 802 Center Ave. In 1850, the Wisconsin legislature authorized a tax for the support of the school and classes were moved to Hannah Hunter's house at 319 N. Jackson St. Mrs. Hunter was the school's matron, and Axtell its teacher. By 1852, a building at the school's current location was completed to accommodate the boarding and instruction of the students. Music education was an important component of the school, and in later years, piano tuning was taught there. (NRHP nominations for Music Building, Wisconsin School for the Blind and Look West Historic District)

In 1874, the main building burned; a new building was erected for the school between 1875 and 1877. A music building was added in 1909, and in 1915, a primary school building was constructed. The old main building was razed in 1965, the primary school building was razed in the 1970s, and the music building was razed in the late 1980s, leaving only modern buildings on the current campus (1700 W. State St.).



State School for the Blind (1875–1877). Razed.

The Miltimore and Hunter houses are the only extant historic buildings associated with the School for the Visually Handicapped. The Miltimore house (802 Center Ave.) has been so remodeled that it no longer has any historic integrity. It is currently a non-contributing resource in the Old Fourth Ward Historic District; it is not potentially individually eligible for the National Register for its association with the School for the Blind. The Hunter house (319 N. Jackson St.) is a contributing resource in the Look West Historic District and has retained most of its historic appearance. It is, therefore, historically significant and potentially individually eligible for the National Register for its association with the formative years of the State School for the Blind.



Location of the State School (Institute) for the Blind as shown in 1873.

Library

The earliest libraries in Wisconsin were private book collections occasionally offered for public lending or donated to communities. As early as 1868, the State of Wisconsin authorized local governments to establish libraries with tax levies, but few did so. Sometimes in the nineteenth century, wealthy citizens donated money for libraries, but this was not common either. In the 1890s, the Wisconsin Library Association and the Wisconsin Free Library Commission promoted free public libraries as a means to foster intellectual and moral development in young people and as an aid in assimilating immigrants. But by 1896, only 28 free libraries had been established in the state. Steel magnate Andrew Carnegie changed these statistics dramatically with his contribution of millions of dollars for public library construction. With a Carnegie grant, local communities could now build modern, free libraries. During the early

twentieth century, 64 Carnegie libraries were built in Wisconsin. (Wyatt 1986: vol. 3, Education, 5-1-5-5)

The history of the Janesville Public Library is very similar to the above scenario. The Janesville Lyceum, organized in 1856, established the first library in the city. It had a reading room and library collection open to members, but the organization focused mainly on lectures, debates, and performances. The library was an adjunct to these functions. (Pierce 1984:6-7)

In 1865, the Young Men's Association was formed to establish a library, hold debates and lectures, and promote intellectual culture. The organization was similar to the Janesville Lyceum but placed a greater emphasis on establishing a library for its members. By 1871, the organization had 1,200 books, a collection of periodical literature, and a reading room open in the evenings for members who paid an annual fee of two dollars. (Pierce 1984:8-10)

Around 1872, the Young Men's Association sought funding for its library from the city. The city charter did have a provision to support a library from the sale of liquor licenses. But the release of this money to the organization was opposed by most on the city council, and the provision was removed in 1873. The Young Men's Association folded in 1882. In 1874, the Janesville Ladies Temperance Union organized a free library and reading room, but it was short-lived and probably primarily focused on the temperance issue. (Pierce 1984:10)

In the late 1870s and early 1880s, some Janesville residents began to agitate for a public library. In 1883, a group of prominent Janesville women organized the Janesville Public Library Association to further the cause. They initiated a fund drive, and in the spring of 1883, Burr Robbins, a local circus owner, offered a benefit performance for the library effort. The association also sold subscriptions. With those proceeds and \$757 raised by the circus, they were able to acquire the 2,500 volumes of the Young Men's Association library as a foundation for Janesville's free public library. (Pierce 1984:10-17)

Other benefits for the library were held, new books were purchased, and the Ladies Temperance Union library was acquired. The goal of the Janesville Public Library Association was to transfer its library to the city, and in April 1883, city voters approved a plan to acquire and support the library. By the end of 1883, a board of directors of the Janesville Free Public Library had set up rules, procedures, and committees to operate the facility. (Pierce 1984:17-20)

The new public library was first located in the upper floors of Bennett's Block (later the Carle Block, 27-29 W. Milwaukee St.). In 1887, the library moved into a new building erected by Pliny Norcross at 7-15 S. River St. (not extant). The library was open to all people over 15 years of age; and younger patrons needed parental permission. Use of the library was free to Janesville residents; other Rock County residents paid a two-dollar annual fee. (Pierce 1984:27-28, 163-164)

Early collection development at the Janesville Public Library centered around its goal to be an educational resource in the community. In particular, the library developed a fine reference and encyclopedia collection. Despite its progressive attitude, the library was restrictive in its policies and inefficient in its cataloguing. Its shelves were closed, and patrons selected titles from a printed catalogue. By 1890, a professional librarian was hired to convert this outdated system to the Dewey Decimal System and establish a card catalogue. (Pierce 1984:35-40)

From its early years, the Janesville Public Library cooperated with the public schools to promote reading and research at the library. It reserved books for student use, used school reading lists as a guide for purchasing books, visited schools to promote the library, and gave

special tours for students. The library established branch libraries in the public schools in 1918. These special services, as well as in-service training for school personnel, are still maintained today. (Pierce 1984:55–60)

Around 1900, the city of Janesville received a \$30,000 Carnegie grant for a new library building. The city purchased a lot near Janesville's downtown and agreed to allocate city funds to maintain the building and its services. F. S. Eldred donated an additional \$10,000 for a children's room. The new library at 64 S. Main St. opened in June 1903. The building was not only a center for books and reading, but also a community center. The library promoted its own educational and cultural activities, and club meetings and other public activities were also held there. In 1932, an auditorium was added to the building to better accommodate those programs. (Pierce 1984:70–92)



Janesville Carnegie Library (1903), 64 S. Main Street. Photograph ca. 1910.

By the early 1960s, the City of Janesville began to debate whether to construct a new library or put a major addition onto the old building. The library had become, during its almost 60 years of existence, intensely overcrowded, and changes in the way libraries provided services to the public necessitated an updated facility. Those in favor of a new library prevailed, and a new library facility at 316 S. Main St. opened in 1968. (Pierce 1984:166–168)

The new library building was, no doubt, expected to serve the public for decades to come. But Janesville's ever-increasing population combined with an explosion of new information technology and new demands on what the library should provide, resulted in the need for significant improvements less than 30 years later. A multi-year expansion and remodeling project was completed in 1996. The enlarged and improved facility was renamed the Hedberg Public Library, in honor of the donor who contributed a large part of the renovation's cost.

There are two historic resources related to the development of the public library in Janesville. The Carle Block, listed on the National Register in 1990 as a contributing resource in the West Milwaukee Street Historic District, is significant as the earliest location of the public library in Janesville. The newly renovated Hedberg Public Library at 316 S. Main St. is too modern to be significant at this time. The most significant historic resource related to the development of

the public library is the Carnegie-funded Janesville Public Library building at 64 S. Main St., already listed in the National Register (1981).

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Resources Mentioned in Text

**Listed on the National Register of Historic Places

<i>Name</i>	<i>Address</i>	<i>Date</i>
Primary Education, Public		
Adams Elementary School	1138 E. Memorial Dr.	1939
Blackhawk School	3103 Ruger Avenue	1933
Frances Willard School**	1401 Craig Avenue	1854
Happy Hollow School	5122 Driftwood Drive	1957
Harrison Elementary School	760 Princeton Rd.	1970
Hill Crest Elementary School	5416 Magnolia Rd.	1956
Old Jackson Elementary School	423 Delavan Drive	1900
Jackson Elementary School	441 Burbank Avenue	1965
Jefferson Elementary School	1831 Mt. Zion Avenue	1958
Lincoln Elementary School	1835 S. Oakhill Avenue	1958
Madison Elementary School	331 N. Grant Avenue	1965
Monroe Elementary School	55 S. Pontiac	1967
River Valley School	2300 Kellogg Avenue	ca. 1910
Rock Elementary School	4138 Cemetery Rd.	1959
Roosevelt Elementary School	316 S. Ringold St.	1929-30
Van Buren Elementary School	1515 Lapham St.	1969
Washington Elementary School	811 N. Pine St.	1938-39
Wilson Elementary School**	465 Rockport Rd.	1929-30

Primary Education, Private

St. John Vianney School	1301 Clark St.	1956
St. Mary's School**	307 E. Wall St.	1928-29
St. Matthew's School	709 Milton Ave.	ca. 1965
St. Patrick's School**	305 Lincoln St.	1920
Old St. Paul's School**	164 S. Academy St.	1927-28
St. Paul's School	210 S. Ringold St.	1963

Secondary Education, Public

Edison Junior High School	1649 S. Chatham St.	1971
Franklin Junior High School	450 N. Crosby Avenue	1962
Old Janesville High School (Old Marshall Middle School)	408 S. Main St.	1922-23
Marshall Middle School	55 S. Pontiac	1997
Craig Senior High School	401 S. Randall St.	1955
Parker Senior High School	3125 Mineral Pt. Avenue	1967-68

Colleges

Janesville Vocational-Technical College	527 S. Franklin St.	1940, 1960
Blackhawk Technical College	6004 Prairie Rd.	1975
University of Wisconsin Center- Rock County	2909 Kellogg Avenue	

Other

Ira Miltimore House**	802 Center Ave.	1848
Hannah Hunter House**	319 N. Jackson St.	ca. 1850
State School for the Visually Handicapped	1700 W. State St.	No historic buildings remain

Library

Carle Block**	27-29 W. Milwaukee St.	1883
Janesville Public Library**	64 S. Main St.	1902
Hedberg Public Library	316 S. Main St.	1968, 1996

9.

Landscape Architecture and Planning

Carol Lohry Cartwright

Janesville's designed historic landscape encompasses the work of anonymous surveyors, landscape architects, and planners. The city's cemeteries, parks, and various development plans are the result of their work.

Cemeteries

In the early nineteenth century, American cemetery design provided training for landscape architects who designed park-like grounds that became catalysts for the mid-nineteenth-century urban parks movement. America's first designed cemetery, New Haven's New Burying Ground, established in 1796, was formal and orderly. The first park-like cemetery was Boston's Mount Auburn, designed in 1831, which featured structures inspired by English gardens. By the mid-nineteenth century, most urban communities had large cemeteries with park-like settings created by winding roads, landscaped trees and bushes, and picturesque buildings. These cemeteries were park-like, and pleasure driving and picnicking in them became a craze. By the late nineteenth century, though, the trend in cemetery design had changed to the "lawn" plan, which de-emphasized fences and structured ornamental plantings in favor of spreading lawns, lakes, and monuments. After the early twentieth century, cemeteries increasingly eliminated obvious landscape design in favor of functional memorial parks. (Tishler 1989:121-123)

There are three large cemeteries in Janesville, one public, one parochial, and one profit-making. Early settlers established the first public cemetery in Janesville on the top of Courthouse Hill (Jefferson Park). Burials were made there until 1851-1852, when it was decided to move the cemetery to make room for the construction of the first Janesville High School. The bodies were removed to the new Oak Hill Cemetery at the northwest edge of the city. (Brown 1908:534-544)

The Oak Hill Cemetery Association was organized Jan. 8, 1851. The group initially purchased 20 acres of land at the northwest limits of the city; by 1879, the group had increased the cemetery size to 56 acres and added a large mausoleum. The grounds were initially laid out in a park-like manner, with wide avenues and plantings of ornamental trees and shrubs to augment the natural growth there. (Butterfield 1879:597-98)

Around the turn of the twentieth century, a Gothic Revival-style chapel, constructed of stone and brick, was built in Oak Hill Cemetery. This chapel was used for funeral services until the mid-twentieth century. In 1969, the cemetery association renovated the chapel; since that time, it has been used as a gathering point for people attending funerals. Oak Hill Cemetery (1725 N. Washington St.) continues to serve as Janesville's public cemetery. ("Renovated Chapel Furnishes Warmth, Comfort to Bereaved," RCHS files)

Catholic residents established their own cemetery on 40 acres of land next to Oak Hill after the Courthouse Hill cemetery was closed. Landscaped in the park style, the cemetery was initially called St. Patrick's Cemetery, or simply the Catholic cemetery. When another Catholic church was established in Janesville, the cemetery was renamed Mt. Olivet (1827 N. Washington St.). Gradually Janesville's Catholics purchased additional land to increase the acreage of the cemetery. (Montgomery, RCHS files)

In 1901, the Mt. Olivet Cemetery Association erected a small Romanesque Revival-style chapel, known as the "Little Chapel on the Hill." By the mid-twentieth century, the chapel had fallen into disrepair; in 1969, a private donation allowed for its renovation. One of the distinctive features of the little building is a replica of Michelangelo's *Pieta*. ("Mt. Olivet's Little Chapel Dedication Sunday," RCHS files)

In the mid-twentieth century, entrepreneurs opened a for-profit cemetery at what was then the northeast outskirts of the city. Located along Milton Avenue (2200 Milton Ave.), Milton Lawns Memorial Park was started in 1932 with 25,000 burial spaces. By the mid-1970s, about half of the burial spaces had been taken. Milton Lawns was landscaped in the sparse memorial park style popular in the twentieth century: it features sweeping lawns interrupted by only a few trees. No tombstones are allowed in the cemetery; instead, small bronze plaques mark the graves. As the Milton Avenue area filled with commercial and residential construction, Milton Lawns became land-locked. Without land to expand, the cemetery owners in 1976 constructed "The Garden of Eternal Love Mausoleum," with space for 380 crypts and 64 cremation niches. It has been expanded over the years. (Landers, RCHS files)

Janesville's cemeteries represent three important phases of cemetery design and construction. Oak Hill and Mt. Olivet, with their romantic chapels, were established and planned during the rural park design era. Milton Lawns was built during the popularity of the memorial park in the for-profit era, and its decoration, or lack thereof, reflects the design trends of twentieth-century cemeteries. The historic resources of Oak Hill and Mt. Olivet have not been adequately surveyed. It is recommended that such a survey take place in order to assess what parts, if any, of these old cemeteries might be eligible for the National Register.

Ordinarily, the National Register prohibits graves or cemeteries from being listed, except if they have architecturally significant structures or an historic landscape design. The older sections of both Oak Hill and Mt. Olivet cemeteries are potentially individually eligible for the National Register because of their historic structures and landscape plan. Additional information is needed to more accurately determine the exact areas of the cemeteries that might be eligible.

The Plan for Planning

In 1982, the City of Janesville's planning department prepared a report on the city planning process. In this report, the authors presented a brief overview of the history of city planning in America. This discussion from *The Plan for Planning* is presented here in its entirety.

"Introduction and Historical Background

There is nothing novel or recent about city plans. As far back as the 5th Century B.C., plans had been prepared for several cities in Greece. Throughout history, plans have been developed and implemented for cities in Europe, Asia, and America. In the United States, four specific periods of planning can be identified. Each of these phases has resulted in a shift in the emphasis of the planning function, as planning activities have become an increasingly important function of government.

Period One: Colonial America

Early plans for Colonial American towns, such as Williamsburg, Philadelphia, and Washington were mostly architectural blueprints for the future cities. These plans started with the bare site and were commissioned by a central authority that had the power to carry

them out. One significant feature of these plans was the designation of several sites (squares, or commons area) to be set aside for public use.

Period Two: 1893–1930

This period represents the founding days of the profession. This was a period when cities were relatively small and self-contained, with social and economic stability. Civic-mindedness focused upon the city's ugliness, and from this the "city-beautiful" movement sprang. The majority of planning activities during this era were sponsored by chambers of commerce. One of the first modern plans to be developed in the United States was Janesville's Nolen Plan, commissioned by the Chamber of Commerce in 1920 and developed by John Nolen of Cambridge, Massachusetts.

During the 1920s, significant strides in planning were made. Local planning gained strength, momentum, and breadth, spurred by the Standard State Zoning Enabling Act (published by the Advisory Committee of the U.S. Department of Commerce) in 1922 and the U.S. Supreme Court's landmark decision in 1926, which supported the constitutionality of zoning. Comprehensive planning was given similar impetus by the Model City Planning Act, published by the Department of Commerce in 1928. Many states and local governments adopted these standard acts, and planning spread nationwide. Wisconsin's planning statutes still largely reflect the Model Act.

Period Three: The Depression and War Years

With the onset of the Depression, these early successes in planning were stunted as the emphasis shifted from the local to the national scene. Planning at the national level, in the form of the National Resources Planning Board (NRPB), TVA and Resettlement Administration, developed planning approaches to a variety of new problems. NRPB recognized the need for planning and offered assistance to all states creating properly empowered state planning agencies. These programs restimulated the interest in local planning.

During the late 1930s and into the 1940s, planning broadened from zoning and community facilities to land use and natural resource planning as attention was directed toward metropolitan concerns with the beginning of suburbanization.

During World War II, planning agencies largely shelved long-range plans and planned for the immediate crises.

Period Four: Postwar to Date

The economy strengthened and expanded after the war, and a new and accelerated period of urban growth ensued. Aided by new highways, improved incomes, federal housing policies, and government-sponsored dispersal of industries, rapid urbanization and suburbanization occurred. Coupled with the rural-to-urban migration pattern were problems of urban decay. Planning once again focused on local government. Urban renewal and federal grant-in-aid 701 funds flowed from Washington in support of planning efforts. During this period, planning activities became an accepted function of local government.

Explosive growth and population shifts in the late 1960s and early 1970s gave a new dimension to planning in terms of both content and judicial interpretation. Cities hard-pressed to meet rising needs for services attempted to slow growth. Land use regulations, planning systems, and

other techniques were employed by state, regional, and local planning agencies. Most of these local activities followed the passage of such federal environmental legislation such as the National Environmental Policy Act (NEPA), Clean Air Act, and Clean Water Act. This trend has been characterized as the "quiet revolution in land use control." Many of these plans and concepts have been tested in court and affirmed. In the 1980s, interest in economic growth and private initiatives for community development have increased economic planning and redevelopment planning efforts. (*The Plan for Planning* 1982:14-15)"

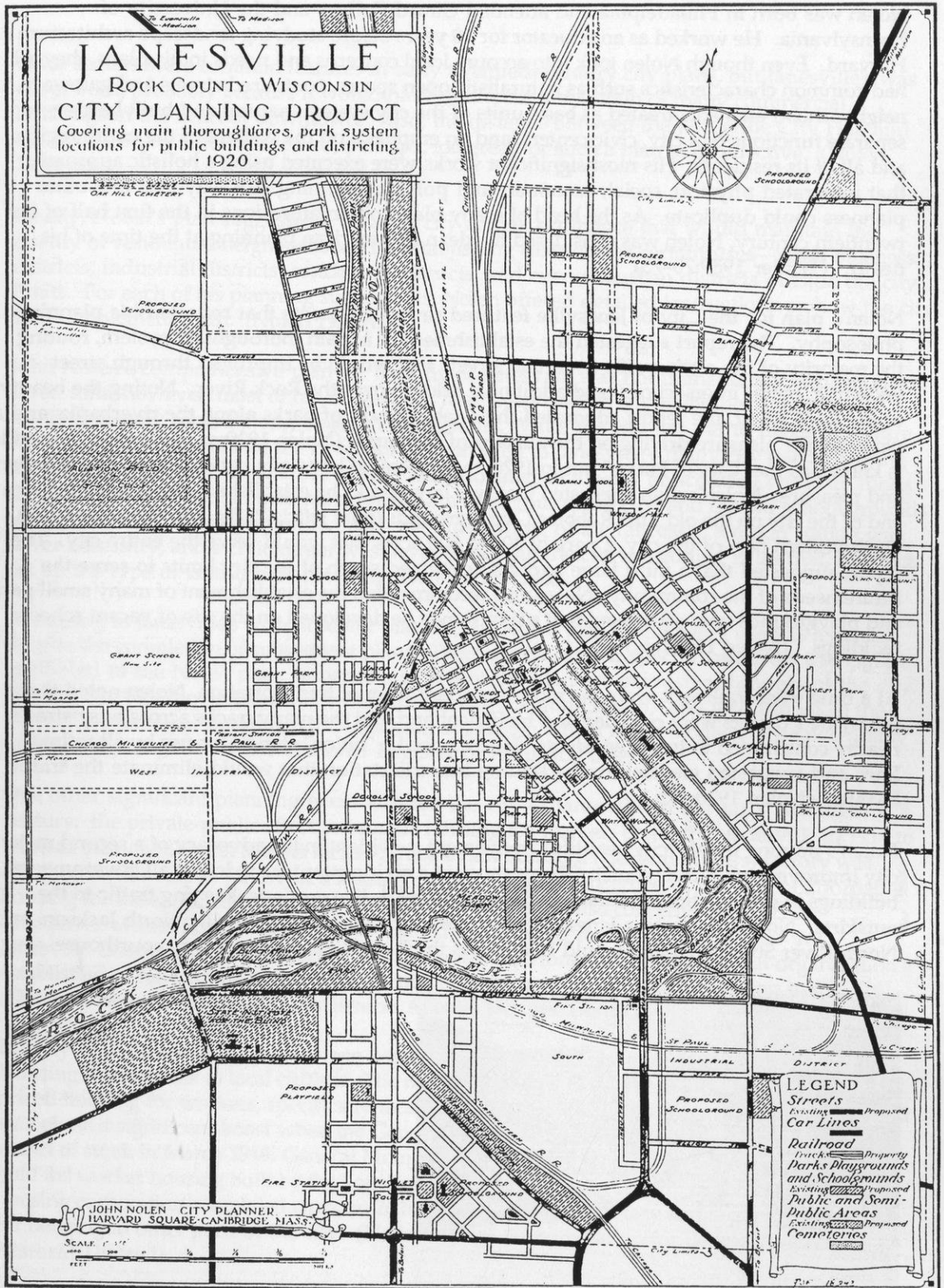
Planning in Janesville

Formal city planning did not come to Janesville until the 1920s. Prior to this time, the city developed within the corporate limits of its original plat and the many additions that ensued. The federal government authorized the first survey of the Rock County area in 1833. In that year, the west side of the Rock River was surveyed and offered for purchase. Non-resident speculators purchased the land, and in the fall of 1835, Thomas Holmes of Milwaukee made the first plat within the modern city limits of Janesville. This was the Rockport Plat just north of the Rock River (Old Fourth Ward Historic District). Rockport failed in its bid to become the center of Janesville, and the plat was not filled in until many years later. Another early plat was made across the river from Rockport. Called Wisconsin City, it was not successful either. (Brown 1908:525-527)

The plat that succeeded in becoming the center of Janesville was located on the east side of the river. Henry Janes, who arrived in 1836 in the settlement that would come to bear his name, platted the east side of the river, including what is now downtown Janesville, but his plat was never officially recorded. Settlers began entering the community at a rapid pace in the late 1830s, and in 1840, the Board of Rock County Commissioners made Janes's plat the Original Plat of the city of Janesville. In the 1840s, several other plats were added. The largest of these were Mitchell's Additions and the Smith, Bailey, and Stone's additions. As the nineteenth century progressed, many more plats were added to the city. During the 1890s, developers added new "suburban" or "garden"-style plats to the city, such as the Riverview Park Addition, the Glenetta Addition, Carrington's Additions, and the Forest Park Addition. (Brown 1908:530-534,579)

Several important factors came together to inaugurate the era of formal planning in Janesville. In 1918, the General Motors corporation acquired the Janesville Machine Company and built a new factory to make tractors. In the late 1910s, a movement by progressive Janesville residents to change the city government from a mayor-council system to a council-manager system took shape. In 1919, the first planning commission was established. And in 1922, Janesville's City Council hired Henry Traxler as city manager. Traxler, a trained engineer and progressive administrator, remained the Janesville city manager for several decades and was responsible for many city improvements during his tenure.

But the most significant event in the history of Janesville's planning efforts was the development of the first comprehensive city plan, written by noted planner John Nolen for the Janesville Chamber of Commerce in 1920. John Nolen (1869-1937) was a pioneer in the development of modern urban and regional planning. His firm, in Cambridge, Mass., completed more than 400 plans between 1904 and 1937, including comprehensive plans for both old and new cities, plans for suburbs and parks, and plans for civic, educational, and commercial institutions. At the same time, Nolen wrote important articles and books on planning and helped establish the nation's first planning degree program at Harvard and the Massachusetts Institute of Technology. He also trained other planners in his office who went on to distinguished careers. (Tishler 1989:70)



John Nolen's Plan for Janesville, 1920. Janesville Municipal Building, Janesville, Wisconsin.

Nolen was born in Philadelphia and attended Girard College and the University of Pennsylvania. He worked as an educator for 10 years before studying landscape architecture at Harvard. Even though Nolen took into account local concerns and needs in his plans, they all had common characteristics such as naturalistic open spaces, contoured streets and gateways, neighborhood elements treated as basic units of the city system, natural and built barriers to separate functions of a city, civic centers, and an emphasis on the welfare of the entire region and all of its residents. His most significant works were executed using a holistic approach that integrated physical, social, economic, and political planning in a way that few other planners could duplicate. As the head of many planning organizations in the first half of the twentieth century, Nolen was considered the dean of American planning at the time of his death. (Tishler 1989:70-73)

Nolen's plan for the City of Janesville featured several elements that reflected his planning philosophy. The report suggested the establishment of a main thoroughfare system, routing the majority of the city's traffic to certain streets that would be improved through street widening, better intersections, and additional bridges over the Rock River. Noting the beauty of the Rock River, the report advocated the establishment of parks along the riverbanks and a parkway for pleasure driving on the outskirts of the parks. (Nolen 1920: n.p.) Today, Janesville is known as the "City of Parks," but in 1920, there were no large city parks for public recreation and pleasure. Nolen's plan suggested that two large parks be established, one in the southern end of the city on the old Burr Robbins Circus grounds (now Jeffris Park), and the other in the northwestern part of the city, a park of 200 to 500 acres that would serve the entire city. The report suggested that a third large park be developed south of the city limits to serve the future needs of the community. Nolen also recommended the establishment of many small parks and playgrounds and advocated that playgrounds be developed on the site of vacant school buildings. (Nolen 1920:n.p.)

At a time when railroads were the most important form of transportation, Nolen noted that Janesville's depots were crowded and inefficient and that the many tracks across busy streets nearby contributed to traffic accidents. He proposed a "union" station for use by all railroad lines and suggested elevated tracks leading into the station that would eliminate the traffic hazard. (Nolen 1920: n.p.)

Nolen's training in the "city beautiful" movement is evident in his advocacy of a second major city improvement, a civic center. The purpose of a civic center was to locate all governmental buildings in one location and surround them with park-like grounds, keeping traffic to the outskirts. Nolen proposed a Janesville civic center for the North Franklin, North Jackson, and North River Street area that would lead across the Rock River to the county courthouse.



Downtown Janesville in the 1930s, a time when new city planning ideas were being tested.

Civic centers were common features in early twentieth-century city plans, but Janesville's was never built, probably because it would have meant the demolition of many commercial buildings in the heart of downtown. Also, the distance between the Janesville City Hall and the Rock County Courthouse was, perhaps, too great for such a plan to be effective. (Nolen 1920: n.p.)

Finally, Nolen's plan suggested a detailed city zoning ordinance that would maintain the quality of residential neighborhoods by establishing districts for certain uses—retail business districts, industrial districts, residential districts, and even suburban districts outside the city limits. For each of his planning suggestions, Nolen offered detailed instructions on how the city could implement them. (Nolen 1920:n.p.)

John Nolen's comprehensive plan for the City of Janesville was not immediately implemented. Over time, however, most of his suggestions have been used in city planning. Janesville's traffic is largely routed along major thoroughfares. While the city has yet to make the entire Rock River a park, much of the riverbank is connected to Janesville's many city parks. During the twentieth century, large areas of land were donated to the city or acquired with city funds for multi-purpose parks. Small playgrounds are numerous in the city, and the old school grounds were converted into playgrounds. With the diminishing of the railroads, a union station was never necessary, and a civic center was never built. But the city has zoning rules that, in effect, set up the type of land-use districts that Nolen advocated.

According to Janesville's current senior planner, the Nolen plan is still being used as a guide, despite the completion of subsequent plans. There are no historic specific resources that can be attributed to the Nolen plan; rather, the effects of the plan are pervasive throughout the city. The old city hall (not extant) was where formal city planning began, and it continues in the Janesville Municipal Building (18 N. Jackson St., 1968), which is too modern to be potentially individually eligible for the National Register of Historic Places.

One other significant planning event affected the city of Janesville in the early twentieth century: the private-public effort to provide housing for workers coming to Janesville in 1918 to work at the new General Motors factory. As the new Samsom (General Motors) factory was being erected, many of Janesville's leading citizens became concerned at the lack of affordable housing for the expected influx of new workers. There were also concerns that outside speculators would flood into the city to build cheap housing for these workers. So the Janesville Chamber of Commerce formed the Janesville Housing Corporation, an organization established to raise funds for the construction of good quality, affordable housing in the city. (National Register nomination for Benton Avenue Historic District)

In early 1919, Janesville's businessmen began selling \$300,000 worth of stock in the Janesville Housing Corporation to local citizens. The money was used to purchase lots and erect modestly priced housing for workers, specifically those working at the General Motors factory. The fund was given a significant boost when the General Motors Corporation itself purchased \$100,000 worth of stock in March 1919. General Motors also purchased land around the factory site to hold for worker housing built by the housing corporation or a developer. In summer 1919, the housing corporation completed work on 26 houses near the new factory and began making plans for housing in other parts of the city. (National Register nomination for Benton Avenue Historic District)

The public-private aspects of the Janesville Housing Corporation are significant in the history of community planning in the city. As such, resources associated with the Janesville Housing

The public-private aspects of the Janesville Housing Corporation are significant in the history of community planning in the city. As such, resources associated with the Janesville Housing Corporation are historically significant and potentially eligible for the National Register of Historic Places. So far, two housing developments, located in the Blackhawk and Valley View additions in the southeastern section of the city, have been identified as Janesville Housing Corporation projects. They were surveyed in 1993. These housing developments consist of simple bungalows and Craftsman-influenced houses constructed in 1919 and 1920. The Janesville Housing Corporation platted one other known addition, but it was not developed until after World War II.

No other Janesville Housing Corporation developments have been identified or surveyed in the city, but they would be potentially eligible for the history of community planning in the city. The identification of all such developments is a high priority of the Janesville Historic Commission's historic preservation plans. When a survey is completed, it is likely that a National Register nomination for all Janesville Housing Corporation developments will be prepared.



Lower Courthouse Park. Photograph ca. 1900.

Urban Parks

In Wisconsin, as well throughout much of the country, nineteenth-century urban parks consisted primarily of vacant lots or commercially operated sites, even though landscape architects and others, disturbed by the rapid growth of over-crowded cities, pushed for the creation of parks and open spaces. In particular, social reformers felt that open spaces would be beneficial to immigrants and other working-class persons. One such reformer was the noted landscape architect and city planner Frederick Law Olmsted, whose design for New York City's Central Park (with Calvert Vaux) still stands as a landmark in city park development. But most urban communities were slow to take on ideas such as Olmsted's. Some smaller communities were fortunate to have open spaces like town squares or vacant land that could be used as park lands. In larger communities, such all-too rare open spaces were inadequate to meet the recreational and aesthetic needs of the community. In Wisconsin, one of the earliest parks was developed along Milwaukee's lakefront in 1869, but other communities did not establish large public parks until the twentieth century. (Current 1976:512)

Early plats in the city of Janesville contained provisions for a percentage of land to be set aside for public open space. The 1836 Rockport Plat set aside about two acres for a town square (now Fourth Ward Park, Old Fourth Ward Historic District). Janes's Original Plat earmarked eight acres for public use. The Rock County Courthouse and its grounds take up much of Upper and

Lower Courthouse Parks (51 S. Main St., Courthouse Hill Historic District). This early dedication to open space did not last as the city developed rapidly in the nineteenth century. Vista Park was included in a new plat added to the city in 1889, but this was an exception rather than the rule. Between 1849 and 1920, only 17 more acres were added to the city for park or public use. (*Parks and Open Space Plan 1985:5*)

The Nolen city plan for Janesville, completed in 1920, suggested increased city involvement in the development of parks for the community. Nolen suggested that the banks along the entire length of the Rock River be turned into parks and pleasure drives, and that land undesirable for building be developed into large multi-purpose urban parks. Because Janesville today prides itself in its many city parks, it is difficult to comprehend the controversy engendered over the city's first major park acquisition. In 1922, city officials and the community debated the idea of acquiring the almost 100 acres for a park in the far northern part of the city (now Riverside Park and Golf Course). The supporters of park acquisition won out; Janesville's history of park acquisition had begun. (*Parks and Open Space Plan 1985:6*)

Soon after the acquisition of Riverside Park, a public golf course was laid out there, beginning the long association between city parks and recreational facilities in the community. Park acquisition continued in the 1920s due primarily to the generosity of area families and organizations. In 1928, the Jeffris family donated 34 acres for Jeffris Park (the old Burr Robbins Circus headquarters; see Recreation and Entertainment chapter). That same year, seven acres in a General Motors housing development were added to the park system for Marquette Park. One of the jewels of the Janesville park system, Palmer Park, was added when the Palmer family donated 69 acres at the south edge of the city in 1929. The popular, privately-owned Goose Island recreational facility was also donated to the city in 1929. In the span of seven years, Janesville went from a city with almost no public parkland to a city with large and varied public park and recreational space. (*Parks and Open Space Plan 1985:6*)

During the Depression, acquisition of parks slowed. But federal public works projects made improvements to Janesville's parks, and in 1931, Monterey Park along the Rock River, was acquired by donation. In the 1940s, Rock County began developing the Blackhawk Park system, acquiring city of Janesville properties. The city also continued to add property to existing parks. By 1950, the City of Janesville had 544 acres of park land, meriting the new nickname "City of Parks." (*Parks and Open Space Plan 1985:6*)

In the 1950s, the city began expanding outside its original 7.5 square-mile-boundary. New parklands were acquired as the city expanded, but more frequently, these lands were annexed or purchased, rather than donated. Between 1950 and 1972, a total of 228 acres were added to the Janesville park system, including land along the Rock River, Rockport Park, and Lustig Park. Between 1972 and 1985, more than one-third of the new acres added to the city were developed as parks or open spaces. In the late twentieth century, new subdivisions to the City of Janesville are required to set aside park land and/or greenbelt space; and in this manner, Janesville has increased its amount of neighborhood parkland and green space as the city expanded. (*Parks and Open Space Plan 1985:6*)

As of 1985, the Janesville park system had 33 neighborhood parks totaling 90 acres, with 54 acres developed. City residents also had access to 258 acres of playgrounds and sports facilities associated with the 16 public schools in the community. The city park system had four major community parks—Monterey (471 Rockport Rd.), Traxler (also known as Goose Island) (N. Main St.), Lustig (River View Dr.), and Bond (100 Oakhill Ave.)—totaling 155 acres, with 104 of these acres developed. The city also has three large regional parks—Riverside (N. Washington St.), Palmer (E. Racine St.), and Rockport (Rockport Rd.)—totaling 503 acres, of which 176 are developed. These parks contain many recreational facilities, including two golf

courses, a swimming beach and swimming pool, baseball fields, boat launches, skating rinks, skiing and sledding hills, and tennis courts. (*Parks and Open Space Plan 1985:19–27*)

Janesville's expansive park system has not been adequately surveyed for extant historic resources. In the parks developed before 1945, there may be resources potentially eligible for the National Register of Historic Places. The oldest parks, such as Riverside, Palmer, and Traxler, are also potentially eligible because they represent the earliest and most significant development era for the city park system. Some older neighborhood parks may also be potentially eligible, including Upper and Lower Courthouse Parks, Old Fourth Ward Park, Marquette Park, and Vista Park. A complete survey of all of the facilities associated with the park system should be conducted, to better determine what specific resources might be potentially eligible.

There is one other resource related to landscape architecture in Janesville that is too modern to be historically significant; it will, however, be significant in the future. Rotary Gardens, located in Palmer Park, is a botanical garden and environmental center established to promote the appreciation, enjoyment, knowledge, and preservation of the natural environment. In 1988, Rotary Club member Bob Yahr began investigating the possibility of developing an unattractive area in Palmer Park. He presented a proposal to the City of Janesville Leisure Services Division for the implementation of a 10-year plan, whereby two Rotary Clubs would: 1) clean up the grounds, 2) create international-themed gardens, 3) convert an old brick building into a visitor's and environmental education center, and 4) improve an area near the proposed gardens as a natural plant and wildlife refuge. (*Rotary Gardens, RCHS files*)



Rotary Gardens. Photograph 1998.

In May 1988, the City of Janesville gave a 99-year lease on an 11-acre site to the Janesville Rotary Foundation and agreed to limited monetary support for the project, while the Rotary Foundation agreed to keep the gardens open to the public. The Rotarians engaged in intensive fund-raising to support the new project, and construction of Rotary Gardens got underway by the next spring. Landscape architecture students from the University of Wisconsin-Madison helped design the gardens and landscape features. Donations of money and time helped renovate the old building into the Rath Environmental Center. Work on the gardens, along with fund-raising, continued into the 1990s. (*Rotary Gardens*, RCHS files)

Today the Rotary Gardens have become a popular destination in Palmer Park. It is a small, but high-quality public garden with outstanding landscape features and a wide variety of plants. Although Rotary Gardens is too new a development to have historical significance, it is, nevertheless, a milestone in landscape architecture and park development in the city. In the future, it is very likely that Rotary Gardens will be potentially eligible for the National Register of Historic Places.

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Resources Mentioned in Text

****Listed on the National Register of Historic Places**

<i>Name</i>	<i>Address</i>	<i>Date</i>
Cemeteries		
Oak Hill Cemetery	1725 N. Washington St.	1851
Mt. Olivet Cemetery	1827 N. Washington St.	1851
Milton Lawns Memorial Park	2200 Milton Ave.	1932

Planning

Janesville Municipal Building	18 N. Jackson St.	1968
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For addresses and dates of construction for surveyed resources in Blackhawk and Valley View Additions see addition to Janesville Survey Report relating to South Main Street and Janesville Housing Corporation.

Urban Parks

Fourth Ward Park**	1836
Upper and Lower Courthouse Park**	1840
Vista Park	1889
Riverside Park	1922
Jeffris Park	1928
Marquette Park	1928
Goose Island/Traxler Park	1929
Palmer Park	1929
Monterey Park	1931
Rotary Gardens	1988

10. Recreation and Entertainment

Carol Lohry Cartwright

Throughout Janesville's history, there have been outlets for public recreation and entertainment. As early as the 1840s, public halls were included in prominent commercial buildings. These public halls were used for political meetings, lectures, social events, and theatrical productions. After the Myers Opera House was built, Janesville had a first-class theater for both local and traveling entertainment. Nineteenth-century residents also looked forward to fairs and circuses. The first and several subsequent state fairs were held in Janesville, along with local fairs. Traveling circuses came to town in the nineteenth century, but Janesville also had its own circus, the Burr Robbins Circus, with its winter quarters at the south edge of town.

In the twentieth century, fairs, circuses, and theatrical productions remained popular. In particular, the Rock County's 4-H Fair, held on the fairgrounds in Janesville, flourished. But the 1900s ushered in a new form of entertainment that would become one of the most important forms of mass popular culture in the United States, the motion picture. Several theaters were built just for this form of entertainment. But live theater did not disappear entirely; Janesville residents supported a flourishing local theater company, still active today.

Recreational activities were important outlets for the community in both the nineteenth and twentieth centuries. During the nineteenth century, open spaces in town were easily found for casual recreation. The Rock River was a popular spot for boating, fishing, and swimming. Some residents even established a small golf club in the 1890s, the first in the state. As the twentieth century progressed, recreation became more organized and the City of Janesville became more directly involved, forming city parks, erecting sports facilities, and creating golf courses. The city parks program is discussed in the Landscape Architecture and Planning chapter; it should be kept in mind here because residents have used city parks primarily for recreational activities.

Circuses

Circuses began touring in Wisconsin during the 1850s and continued to tour into the late nineteenth century. Because many chose Wisconsin as their home base, the state became closely identified with circuses. As early as 1840, circus troupes began settling in Wisconsin, leaving the crowded areas of New York State where many of them were previously located. Perhaps they chose Wisconsin because many other New Yorkers were coming to the state during the mid-nineteenth century; perhaps it was because Wisconsin farmers produced a lot of hay, a major source of animal feed. In any event, 26 circuses came to the city of Delavan over the years. In the 1880s, one of the most important circuses, the Ringling Brothers Circus, formed at Baraboo. And, between 1873 and 1893, at least nine communities were home for one or more circuses. (Current 1976:128, 538; Nesbit 1985:527)

For 15 years, between 1873 and 1888, the Burr Robbins Circus was based in Janesville. Burr Robbins was born in 1837 in New York State. When he was 18 years old, his family wanted him to study for the ministry, so he "ran away with the circus." He ended up in Milwaukee, then in 1858, he joined the Spaulding and Rogers North American Circus in St. Louis as a property boy. During the Civil War, he joined the army as a wagon boss and left as superintendent of transportation. He got back into the circus business in 1870, when he bought a small magic lantern and side show and began touring the fair circuit in Michigan. This early Robbins side

show featured a mule with a deformed head, common animals that were billed as something exotic, and other animals that were altered to fit their billing. (Fox and Hartman 1969:4)

Robbins apparently made money from his side show, because he was able to get into the legitimate circus business by purchasing the defunct John Stowe Circus in 1871. Renamed the Burr Robbins & Co. Circus and Menagerie, it originally was based in Michigan. At the end of the 1873 season, Robbins wintered his circus in Janesville, where he remained for the next 15 years. He would prosper while based in Janesville, building a larger and better show that would soon bring him fame and fortune. (Fox and Hartman 1969:4-5)

Robbins began the 1874 season in Janesville under the self-promoting name Robbins & Co's Museum, Circus and Menagerie, Burr Robbins & Co., Proprietors, and Burr Robbins, Manager. His large menagerie included snakes, crocodiles, a trained buffalo, and horse acts. At the end of the season, he gave a performance in Janesville to benefit the School for the Blind. Afterward, he purchased a 100-acre farm from a Mrs. Doty along what is now Delavan Drive (Jeffris Park). He announced plans to erect buildings for his circus animals and equipment, including a large indoor training ring. (Fox and Hartman 1969:5)

Robbins called his complex Spring Brook Farm, and the facilities included a large fenced animal park, two large barns for 130 horses and equipment, a bermed building for exotic animals that required a warmer environment, and a hippodrome for training circus acts. Robbins reported that he had over \$100,000 invested in his circus and its quarters. In May 1875, he gave a show in Janesville during which the pastor of the All Souls Unitarian Church, the Rev. Jenkin Lloyd Jones, on behalf of the people of Janesville, presented Robbins with a gold-headed cane, and his wife with a tea set. (Fox and Hartman 1969:5-6)

During the 1870s, Robbins had workers improve the facilities at Spring Brook Farm and make, upgrade, and maintain the circus equipment while he went about acquiring more animals, acts, and wagons. In her home, Mrs. Robbins supervised the wardrobe department that made and repaired the circus costumes. After trying out several long and somewhat bombastic names, Robbins decided on the Burr Robbins Great American and Royal German Allied Shows. It was not the largest circus in the country, but Robbins often placed it in the top ten. His circus employed 175 people, and during the season, they used 60 wagons pulled by 225 horses. During the 1878 season, the circus wagons traveled over 3,000 miles and played in over 140 communities in the Midwest. (Fox and Hartman 1969:6-9)

In 1880, Burr Robbins was in a serious boating accident on the Rock River. Gravely injured, he sent his wife out on tour as general manager in his stead. In 1881, perhaps because of his injury, he incorporated his circus and took on partners. Also in that year, Robbins began moving his circus by the railroads. In 1882, he decided to sell most of his circus and dispose of his remaining circus assets. But the new owners quickly failed; Robbins had a change of heart and went about reacquiring his circus. With two partners, he formed a new corporation and started the Burr Robbins New Consolidated Railroad Shows. (Fox and Hartman 1969:9-11)

Robbins purchased 22 railroad cars to transport his circus and went about building up the business again. Although he lost money during the 1884 season, he apparently had enough personal wealth to carry on. By 1885, he was employing 295 people and operating a two-ring big top and smaller museum top. He had several successful seasons in the 1880s, but by 1888, he was ready to retire again and turn his attention to real estate and other business interests in Chicago. He traded part of his circus assets for a Chicago theater and sold the rest to the Ringling Brothers of Baraboo, who were just developing their circus. While Robbins remained involved in the circus business by making loans to other operators, he never operated a big circus again. He had a successful second career in Chicago after he founded an outdoor advertising

firm that became the General Outdoor Advertising Company, still operating in Chicago as late as 1969. (Fox and Hartman 1969:11-12)

Burr Robbins was a flamboyant and popular resident of Janesville in the 1870s and 1880s; he made most of his personal fortune building his circus in Janesville. While his name is not remembered in circus history the way the Ringlings and P. T. Barnum are, the Burr Robbins Circus was a large operation that lasted longer than the average circus of that era. The winter quarters he built at his Spring Brook Farm were an impressive and popular tourist attraction when Robbins was in town. None of Robbins's circus buildings are extant, however, and modern Jeffris Park now encompasses Spring Brook Farm. Nevertheless, there is a potential in Jeffris Park for historic archeological resources related to Robbins's circus quarters.

Fairs

Fairs in Wisconsin grew out of a desire to help educate farmers about new techniques in farming and livestock raising. The first fair was a direct result of the overspecialization in wheat growing in Wisconsin during the 1830s, 1840s, and 1850s. In 1851, Janesville area farmers and mechanics formed the Rock County Agricultural Society and Mechanics Institute, the first such institution in the state. They decided to hold a combined local and state fair, also the first in Wisconsin, to promote diversified agricultural practices. The fair was held just east of Upper Courthouse Park, now a residential area in the Courthouse Hill Historic District. Exhibits included cattle, horses, sheep, and hogs. ("First State Fair Held in Janesville" 1985:1F) In 1852, the state fair was held in Milwaukee, then in other cities, including Janesville, until it became permanently located in Milwaukee. (Current 1976:92, 538)

In 1855, the Rock County Agricultural Society decided that the fairgrounds east of Courthouse Park were too small, so it purchased 10 acres of land at the south edge of the city for the 1856 county fair. More combined state and county fairs were held there in 1857, 1864, 1865, 1866, and 1877. The Rock County Agricultural Society disbanded during the Civil War and held no fairs during that period. In 1865, another agricultural group organized the local and state fair. The last state fair held in Janesville took place in 1877. ("First State Fair Held in Janesville" 1985:1F)

After the state fair era, the Janesville Fair was organized. It was held first at the south fairgrounds but later moved to a new 47-acre fairgrounds park on East Milwaukee Street. Over the years, fair organizers built a large complex there, including a one-and-one-half mile race-track, a ball diamond, barns, a covered grandstand, and a judging pavilion. In 1930, the Janesville Fair became the Rock County 4-H Fair. ("How Rock County Fairgrounds Evolved" RCHS files)

Rock County was one of the earliest areas in the country to develop a 4-H program, probably due to its promotion by local industrialist and philanthropist J. A. Craig. In 1917, Rock County hired its first county agricultural extension agent, who took over the 4-H club program. County agent Roy T. Glassco was hired in 1919, and during his 30 years of service to Rock County, he promoted and helped organize 4-H clubs. By 1927, 4-H clubs had been established in Evansville, Milton, Clinton, and Newark, and in 1928, township clubs were organized. ("Craig is Father of 4-H Here" 1985:4F; "History of County 4-H Fair" RCHS files)

After World War I, some of Rock County's rural youths, who had earlier formed livestock associations, began showing their animals at the Janesville Fair. By 1928, these livestock organizations had joined with 4-H groups; together they became popular and successful exhibitors at the fair. Based on the popularity of the fair in the 1920s, organizers began an ambitious building program to improve the fairgrounds. ("Craig is Father of 4-H Here"

1985:4F; "Rock County Fair Born in the Depression" 1976:3; "History of County 4-H Fair" RCHS files; "How Rock County Fairgrounds Evolved" RCHS files)

In 1930, the county's economic crisis and the large construction debt incurred by Janesville Fair organizers threatened that year's fair. It took place only after an agreement to incorporate the 4-H clubs, then have them rent the fairgrounds. The Rock County Board debated the idea of purchasing the fairgrounds, but the motion was narrowly defeated. By the fall of 1931, the fairgrounds were in foreclosure and were offered at a sheriff's sale for the amount of the debt, \$35,000. J. A. Craig sent a representative to make the winning bid on the fairgrounds, then rented 39 of the 47 acres to the Rock County 4-H'ers for a nominal yearly fee. ("How Rock County Fairgrounds Evolved" RCHS files)

In 1938, some young boys set the fairgrounds' grandstand on fire; it burned to the ground. Since the 4-H clubs did not have any money to rebuild the grandstand, J. A. Craig negotiated a deal. He had wanted to give a part of the fairgrounds directly to the 4-H clubs, but the clubs still would have no money to rebuild the grandstand. Instead, he offered to sell a new 19-acre site to Rock County so that WPA funds could be used to rebuild the grandstand. In August 1939, the Rock County 4-H Fair successfully opened on its new site. ("How Rock County Fairgrounds Evolved" RCHS files; "Craig is Father of 4-H Fair Here" 1985:4F)

The Rock County 4-H Fair remains a successful annual event. Buildings on the fairgrounds have been continually added, updated and improved, including the addition of new buildings. Janesville has also grown up around the fairgrounds. Suburban-style housing tracts from the post-World War II era now surround the grounds, and there has been some discussion in recent years about moving the fairgrounds outside the city.

The Rock County Fairgrounds (Craig Avenue) are historically significant for several reasons. The relocation and rebuilding of the Janesville Fair on the Rock County 4-H Fairgrounds in 1938-39 was more than a local community effort by rural 4-H clubs and the county government; it was also a WPA project, one of the most significant federal work programs of the Great Depression. The fairgrounds also represent the culmination of the growth and development of Rock County's 4-H clubs, a twentieth-century social-agricultural program that has been a significant youth organization in Wisconsin. The site is also historically related to the Janesville Fair, a direct descendent of the fair movement begun by the Rock County Agricultural Society of the 1850s. For all these reasons, the Rock County Fairgrounds are potentially eligible for the National Register of Historic Places.

The buildings of the Rock County Fairgrounds have not been adequately surveyed; at this time, no historical or architectural assessment can be made about them. However, it is likely that one or more of the structures of the fairgrounds are significant and potentially eligible for the National Register of Historic Places, perhaps as an historic district.

Performing Arts and Motion Pictures

Theatrical entertainment in the nineteenth century consisted primarily of traveling performing troupes and local musical and theatrical organizations. During the late nineteenth and early twentieth centuries, professional theatrical entertainment became more widespread as many communities built and supported theaters and opera houses. These facilities were places where professional touring groups could perform or local organizations could put on musical or theatrical performances. (Current 1976:128; Nesbit 1985:491-493, 541)

Beginning with nickelodeons of the 1900s and 1910s, the motion picture industry grew rapidly. By the 1920s, most towns had a motion picture house, and some of the larger communities had one or more "movie palaces," where movies were shown with vaudeville-like entertainment. Movie-going soon became a multi-dimensional entertainment experience. The growing popularity of the movies was not without social comment. Many saw the movies as a bad influence on public morals and a distraction from more wholesome entertainment. But by 1940, going to the movies was a part of American life. Friday or Saturday night was "movie night," and many children spent Saturday afternoons enthralled by the latest serials. The movies provided a much-needed escape, especially during the difficult years of the Depression and World War II. (Nesbit 1986:491-493, 541; Glad 1990:255-256; Thompson 1988:26-27)

As early as 1849, traveling show troupes came to Janesville. But, before the 1850s, there were no real theaters in the community. The first real theater in Janesville was Apollo Hall in Lappin's Block. In 1855, Lappin's Hall was built in the new Lappin's Block (later remodeled and known as the Lappin-Hayes Block, 2 E. Main St.). It became the most popular performance venue for both traveling troupes and local musical groups. Lappin's Hall remained the premier place for shows until 1870, when Peter Myers built the Myers Opera House. (Butterfield 1879:570-571)

Local entrepreneur Peter Myers built the Myers Opera House (not extant) specifically for that use. It immediately became the best and most fashionable place in town to see shows. In 1886, Myers added to the second story of the building, but this area burned in 1889. In 1890, Myers had the opera house rebuilt and enlarged again; it remained relatively the same until its conversion into a movie theater in 1929. (National Register nomination for Myers Opera House)

The theatrical fare at the Myers Opera House reveals the wide range of entertainment the owner made available to the public. Plays from popular dramas and comedies to Shakespeare were offered, and musical entertainment ranged from vaudeville to classical music concerts and operas. Local groups also played the Myers Opera House, including the University of Wisconsin Glee Club and the Janesville Opera Company. By 1914, the Myers Opera House also offered movies along with its live entertainment. (National Register nomination for Myers Opera House)

When the Myers Opera House became a movie theater, the building was acquired by the local Elks Club for use as a clubhouse. In 1957, the theater was closed for a few years, but in 1962, United Artists Corporation began leasing it. In the early 1970s, the theater showed pornographic movies, but this venture failed by 1976. In 1977, the Elks Club decided to build a new clubhouse elsewhere, and the Rock County National Bank purchased the opera house in order to demolish it for a drive-through banking facility and parking lot. Despite preservation attempts, including listing in the National Register of Historic Places, the Myers Opera House fell to the wrecking ball in the summer of 1977. (Foster, RCHS files; "Myers Closing Doors April 5" 1976:4; "Rock County National Bank Buys Elks Property" RCHS files)

Several small movie houses sprang up in Janesville's commercial district in the early twentieth century. Some lasted for many years, but most were nickelodeons with short life-spans. Of all the movie theaters established in downtown Janesville, only one is still operating as a movie house. In the late twentieth century, most of the local movie business moved to the suburban shopping district along Milton Avenue. Today, there are two modern multiplex movie houses in this area.

The first movies were shown in Janesville at the West Side Skating Rink and Theater on South River Street (not extant) around 1903 or 1904. This establishment showed movies and had vaudeville entertainment. The first nickelodeon in Janesville was on South Main Street (location unknown). In 1908, James Zaniias opened the Lyric Theater at 113 W. Milwaukee St.; around 1915, it moved to 210 W. Milwaukee St., where the Royal nickelodeon had been housed from 1909 to around 1913. The Lyric closed sometime before 1920. Another short-lived nickelodeon, the Unique, opened and closed at 303 W. Milwaukee St. around 1909. In that same year, Nick Pappas opened the Majestic at 119 W. Milwaukee St.; it closed around 1930. ("Movie Theaters Numerous; First One of River St." 1935:27; City Directories; Sanborn-Perris Maps)

The opening and closing of theaters and nickelodeons was common during the early twentieth century as entrepreneurs tried to find their audiences. Soon, bigger and better movie theaters opened. The most well-known theaters in downtown Janesville during the twentieth century were the Jeffris Theater, 319 W. Milwaukee St., opened around 1935; the Beverly Theater, 17 S. Main St. (not extant), opened around 1915 and closed sometime after World War II; the Apollo Theater, 306 W. Milwaukee St. (building extant, but remodeled, theater not extant), opened in 1913 and also closed sometime after World War II; and the Myers Theater, 118 E. Milwaukee St. (old Myers Opera House), converted to movies in 1929 and closed and demolished in 1977. (City Directories; Sanborn-Perris Maps)

Only one old movie theater is still extant in downtown Janesville, the Jeffris Theater, now known as the Park Place Cinema. The Jeffris Theater was first remodeled around the 1970s, and was recently converted into a multiplex movie theater. While there may be some of the old theater still extant in the building, the extensive remodeling makes the Jeffris Theater currently not potentially eligible for the National Register of Historic Places and a non-contributing element in the West Milwaukee Street Historic District). The building that housed the Apollo Theater has also been completely remodeled into an office building, making this location not potentially eligible for the National Register of Historic Places. Two theaters located in the Milton Avenue business district—the Rock Theaters, 1620 Newport Ave., and the U A Cinemas, 2500 Milton Ave.—are too modern to be potentially eligible for the National Register of Historic Places.

Live theater did not totally disappear in Janesville when the Myers Opera House converted to a movie house in 1929. That same year, Malcolm Mouat and Mary Lovejoy called a meeting to organize the Janesville Little Theatre. The core group then called a public meeting in August 1929 to recruit additional supporters. A board of directors, half of whom were appointed and half elected by season ticket holders, was established to oversee the organization. The early years of the Great Depression of the 1930s could have caused the theater to fail, but ticket prices were reasonable, and many people had extra free time to spend on the productions. (Niles and Lenox 1979:n.p.)

The first play that the Little Theatre performed was "The New Lady Bantock," mounted in the auditorium of the then Janesville High School (old Marshall Middle School, 408 S. Main St.). This first production was not particularly memorable, but the troupe cemented its fine reputation with their next play, "The Admirable Crichton," a large production with elaborate

costumes and multiple sets. In 1932, the Janesville Little Theatre presented its first and only Shakespeare production, "Twelfth Night," in the new auditorium of the Janesville Public Library (64 S. Main St.), now the Senior Citizens building. This building would become the permanent home of the Little Theatre. (Niles and Lenox 1979:n.p.)

Modern plays became the group's stock in trade until 1963, when they attempted a musical, "Bells are Ringing." The group still concentrates on dramas, but occasionally produces a musical. The Little Theatre has branched out beyond performances in its auditorium, playing for children, senior citizens, and radio audiences, experimenting with venues ranging from the local high schools to Rhinelander. They even tried a dinner theater experience at a local restaurant. (Niles & Lenox 1979:n.p.)

The old Janesville Public Library at 64 S. Main St. is already individually listed in the National Register of Historic Places, primarily for its significance in the development of the public library in Janesville. But as the main location of the Janesville Little Theatre for over 60 years, the building—especially the auditorium addition constructed in 1931—has achieved additional significance for its association with this important local entertainment group.

Recreation

In the nineteenth century, most recreational activities were conducted by private citizens in casual ways. In the mid-nineteenth century, organized public recreation in Wisconsin was available in Milwaukee and, to a lesser extent, in smaller communities. Many people also preferred to participate in recreation activities with their own ethnic groups. Few people expected the government to provide them, preferring commercial amusement establishments instead. Mid-nineteenth century residents of urban areas took to horseback riding for pleasure, participated in the velocipede (an early bicycle) craze, boated on lakes and rivers, and played games like croquet and baseball. Later in the century, Wisconsin's natural resources proved excellent for sight-seeing, hiking, fishing, boating, and recreational hunting. (Current 1976:115, 127, 512, 538–541)

Many Civil War soldiers had been introduced to the New York baseball rules (modern baseball). By the late nineteenth century, baseball had become a true craze, with leagues forming in both urban and rural areas. During the 1880s, roller skating became fashionable, and a better bicycle, introduced during the decade, quickly became popular. In the twentieth century, recreational opportunities have exploded as people have had more money to spend on these activities and more free time to enjoy them. (Nesbit 1985:529-540)

Most of Janesville's citizens participated in casual recreation during the nineteenth century, and few structures were erected specifically for recreational activities. The early twentieth century was a different story. This was the era of city park development, a milestone in the history of recreation in Janesville. The park system is discussed in the Landscape Architecture and Planning chapter; suffice it to say here that the development of the park system and recreation department had a profound impact on twentieth-century recreational activities in the city.

Janesville Country Club

There are a few important historic recreational activities in Janesville not directly related to the development of Janesville's park system. Among the most significant is the Janesville Country Club, one of the earliest golf clubs in the United States. In 1894, the United States Golf Association was organized in New York, with three eastern clubs and the Chicago Golf Club as its first members. That year, the Janesville Country Club was also founded. (*The History of Janesville Country Club*; RCHS files)

Janesville resident Alexander Galbraith, who traveled frequently to Scotland, returned to Janesville in 1894 with some clubs, golf balls, and a vague knowledge of the game he tried at the famed St. Andrews course. He taught the game to some friends and created a makeshift course on his farm on Ruger Avenue. They formed the Sinnissippi Golf Club and began looking for a larger site to build an 18-hole course. They rented a farm on the present location of the Janesville Country Club and laid out a course, primarily using natural features to determine the length of the holes and the hazards. The group originally governed itself, but by 1896, there were so many club members that the club had to establish rules, fees, and a board of directors. It also refined the course, laying out nine holes in approximately the same position they are in today. (*The History of Janesville Country Club*; RCHS files)

In 1896, the club erected a clubhouse that is used today as the greenskeeper's house. In 1898, the club purchased its grounds and built a new clubhouse (part of the present building). To finance it, the group incorporated the new club. The Janesville Country Club had most of the same members as the Sinnissippi Golf Club, but both operated as separate organizations for a number of years. By 1901, two other golf clubs had been formed in the state, and the Janesville club invited them to the state's first golf tournament at the Janesville Country Club. At this tournament the Wisconsin State Golf Association was formed. (*The History of Janesville Country Club*; RCHS files; Mouat:RCHS files)



30570 Country Club & Golf Club, Janesville, Wis.

The Janesville Country Club on an early twentieth-century postcard.

In 1916, the Sinnissippi Golf Club was phased out and the Janesville Country Club became the sole operator of the golf course and its buildings. Since that time, the Janesville Country Club has continued to improve its property. The clubhouse has been remodeled and enlarged to more than twice its original size, and the course has been continually enlarged and improved with a sprinkler system, new traps and bunkers, and landscaping. The Janesville Country Club,

acknowledged as only the sixth club established in the United States, is, today, one of the premier golf/country clubs in the state. (*The History of Janesville Country Club*; RCHS files; Mouat:RCHS files)

The resources of the Janesville Country Club have not been adequately surveyed and should be investigated further to determine how many historic resources are extant. Because of its significance in the development of recreational activities in Wisconsin, however, the Janesville Country Club as a whole is potentially eligible for the National Register of Historic Places as the location of the first golf club in the state and one of the earliest golf clubs in the country.

Rock River Recreation

The Rock River has always been a draw for recreational activities. During the 1890s, steamboating on the river became a major craze in Janesville. Before the Civil War, only a few boats traveled the river for recreation, and one of them was sunk over a quarrel with the railroad company about a bridge. In 1875, Oscar Brooks raised and repaired this boat and began providing recreational passenger cruises up and down the river. After several passengers fell out of the boat and drowned, Brooks quit the business and dismantled the boat. There were no more pleasure cruises on the Rock River until the 1890s. ("Boating on the River," RCHS files)

During the years around the turn of the twentieth century, several pleasure boats were built, operating from a park called Crystal Springs on the east side of the Rock River, south of George Parker's summer house, "Stonehenge." The operators soon built small parks to entertain people waiting for the next boat trip. Cruises up and down the river became very popular for Janesville's citizens, stimulating a private launch craze. Beginning in 1905, more than 50 private launches were put into the river, and for more than a mile on either side of the river, boat houses popped up. The craze was not long-lived, though, and almost all of the boat houses had disappeared by 1927. ("Boating on the River" RCHS files)

Using the Rock River for recreation is still important in Janesville: the city operates a beach and swimming area in one of its parks. One of the most popular recreational groups using the river today is the Rock Aqua-Jays, a nationally known waterskiing team.

The resources associated with the Rock River boating craze have not been surveyed; it is not known what, if any, historic resources may be extant. Some resources may be found within Riverside Park, which was established in an area of historic boating activity. Also, some of the resources related to this recreational activity may be of historic archeological interest; an investigation of these resources by an archeologist would be required to assess their significance.

Sports

One of the most popular nineteenth- and early twentieth-century recreational activities was baseball, an activity that still flourishes in Janesville. Interest in baseball probably dates before the Civil War: young people across the country played ball-and-stick games long before the official game of baseball developed. Baseball was a popular Civil War recreation and the New York rules of the game, which established modern baseball, were disseminated throughout the country. By the 1870s, Janesville had a professional minor league team, the Janesville Mutuals. Although the league was short-lived, the team's star, John Montgomery Ward, became a major-leaguer who was eventually inducted into the hall of fame. ("1870 Team Leads Off City's Baseball Lineup" 1985:8E)

The success of the Janesville Mutuals sparked an interest in baseball that grew in the twentieth century. Amateur teams flourished. In 1941, another professional team, the Janesville Cubs, participated in the Class D Wisconsin State League, but in 1953, the group disbanded. The Janesville Cubs played at the Rock County Fairgrounds and were well-supported by the city of Janesville. Janesville lost out to Beloit on having a minor league baseball team. But four local men have made it to the big leagues: Joe Cantillion, Bill Lathrop, Sr., Bob Strampe, and Tom Klawitter. ("1870 Team Leads Off City's Baseball Lineup" 1985:8E)

One of the most significant local baseball events occurred in 1958 when Boys Baseball, Inc., was created. This little league program has flourished since that time, and today, boys baseball is one of the most popular youth programs in the city. The organization has a 10-acre, four-diamond ballpark on the east side of Janesville. Another popular program in Janesville is the American Legion baseball; the young men's teams that have won several state championships. ("1870 Team Leads Off City's Baseball Lineup" 1985:8E)

Recreational sports facilities in Janesville have not been adequately surveyed, so an evaluation of historic resources related to these facilities cannot be made at this time. One facility stands out, however. Monterey Stadium, located in Monterey Park, is operated by the City of Janesville and the Janesville School District. During the early twentieth century, Janesville began building recreational facilities in its park system; this activity culminated with the building of Monterey Stadium in 1931. The city and school district pooled their resources with a federal grant to get the project completed. The new stadium replaced the inadequate facilities used for school football games and other athletic events. In 1984, a privately funded renovation project upgraded the stadium with new lights, an expanded track, a press box, and other amenities, making an already good stadium a first-class facility. Because of its importance to the history of sports recreation in the city, the Monterey Stadium (800 Riverside St.) is potentially individually eligible for the National Register of Historic Places ("Monterey Happened—Twice" 1985:8E)

Another important recreational facility in Janesville is the Janesville Ice Arena. Opened in 1974, the Janesville Ice Arena provides recreational facilities for hockey teams, figure and speed skating programs, and public recreational skating. Because of its recent construction date, it is not potentially individually eligible for the National Register of Historic Places.

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Resources Mentioned in Text

****Listed on the National Register of Historic Places**

<i>Name</i>	<i>Address</i>	<i>Date</i>
Circuses		
Spring Brook Farm	Jeffris Park	1873
Fairs		
Rock County Fairgrounds	Craig Ave.	1938-39
Performing Arts and Motion Pictures		
Lappin-Hayes Block**	20 E. Milwaukee St.	1855
Old Jeffris Theatre/ Park Place Cinema	319 W. Milwaukee St.	ca. 1935
Old Apollo Theatre	306 W. Milwaukee St.	1913
Rock Theatres	1620 Newport Ave.	ca. 1990
UA Cinemas	2500 Milton Ave.	ca. 1970
Janesville Little Theatre (Old Janesville Library)	64 S. Main St.	1902, 1931
Recreation		
Janesville Country Club	2615 W. Memorial Dr.	1894
Monterey Stadium	Rockport Rd.	1931
Janesville Ice Arena	821 Beloit Rd.	1974

11. Social and Political Organizations

Carol Lohry Cartwright

Like residents of many Wisconsin communities, Janesville's citizens established social and fraternal organizations and clubs, ranging from singing groups to secret societies. Three social welfare organizations flourished in Janesville that made important contributions to the community. Janesville has had an active labor movement, from the building trades to the teamsters. Many women in Janesville were active in clubs that provided them with both a social outlet and a means for participating in civic affairs. Most of Janesville's clubs and organizations were only locally important; others, such as the United Auto Workers Union, were important in the history of the state and nation.

Janesville has also been fortunate to have a long history of high-quality health facilities. In the nineteenth century, before the modern medical era, individual doctors served the public. There were also some prominent surgeons in the community, providing the most up-to-date care possible during that era. In the late nineteenth century, a few Janesville physicians established a city hospital. Eventually, the Sisters of Mercy, a Catholic religious order, developed the hospital into a first-class regional medical center. In the twentieth century, progressive physicians established medical clinics that are important medical institutions today.

Women's Organizations

Other than temperance or suffrage groups, women's clubs were the organizations that most active, middle-class women belonged to in the late nineteenth and twentieth centuries. The most popular of these groups were those affiliated with the Wisconsin Federation of Women's Clubs, founded in 1896. Member clubs conducted activities ranging from music appreciation to civic leadership. The clubs also provided an important outlet for women who could not otherwise participate in the political system. (Wyatt 1986: Social and Political Movements, 4-3-4-7)

The two most significant local groups were the Janesville Federation of Women and the Janesville Woman's Club Association. The Janesville Federation of Women was organized on March 31, 1916, combining several women's organizations into a more powerful force in the community for improving civic welfare. The Janesville Federation of Women did not affiliate with any state or national group; it offered membership both to local clubs and to individuals not affiliated with any other group. (*Janesville Federation of Women*: n.p.)

The women's organizations that participated in the Janesville Federation of Women included the Janesville Art League, Altrusa, the Catholic Women's Club, the Elks Ladies, the Eastern Star Study Class, the Jaycettes, the American Association of University Women, the National Auxiliary to Railroad Mail Clerks, Hadassah, the McDowell Club, and the Philomathians. The first project the federation funded was a "rest room" in the Myers building (not extant). The purpose of the room was to give working women a place to go during their lunch hours and women shoppers a place to rest when they were downtown. In 1919, the federation began its long-time support of medical services in the community by establishing a free dental clinic. The federation raised money to pay a dentist, buy dental equipment, and open a clinic on the third



Janesville Woman's Club Building (1927–1928), 108 S. Jackson St.

floor of the old City Hall (not extant). The dental clinic operated, with financial help from the city, until well into the 1950s. (*Janesville Federation of Women: n.p.*)

One of the federation's most important projects was the Federation Welfare Department. In 1929, the Janesville city manager asked the federation to establish a city welfare department that would be an adjunct to the county relief system. The city provided the money for a case worker to assist the federation in administering the program. The city welfare department provided assistance to the poor and administered the foster children program. In 1923, the federation established the city's Well Baby Clinic to assist young families with immunizations, vaccinations, and medical examinations. In the early 1960s, the federation helped develop the Visiting Nurse Association in Janesville, which made its first visiting nurse call in 1964. The federation helped furnish the visiting nurses' office and provided supplies and equipment. (*Janesville Federation of Women: n.p.; Nelesen, RCHS files*)

The Janesville Federation of Women also supported other city organizations, including local charities, medical charities, civic groups, and the Rock County Historical Society. The federation also granted scholarships to local students. By the mid-1970s, though, the federation's membership had aged. Younger women, who were entering the paid work force in growing numbers, found it easier to participate in the established institutions of the community and so were less active in local women's organizations. As a result, the Janesville Federation of Women disbanded in the mid-1970s.

The Janesville Woman's Club Association began in 1927, when Mrs. W. H. H. Macloon gave the Art League of Janesville a lot on South Jackson Street for the construction of a gallery to house the league's artworks. When Mrs. George Parker heard about these plans, she donated \$10,000 for a larger, multipurpose Woman's Club building. In April 1927, representatives of all the women's clubs in Janesville met to make plans for the new Woman's Club Building. In July 1927, the state chartered the new Janesville Woman's Club Association, and after almost \$40,000 was raised, the association in 1928 erected and furnished its new building at 108 S. Jackson St. Because the Janesville Federation of Women provided some of the funding, the group used the building for its meetings and earned a seat on the Woman's Club board of directors. The federation continued to use the Woman's Club Building until it disbanded in the mid-1970s. ("A Brief History of the Janesville Woman's Club Association" RCHS files; *Janesville Federation of Women:n.p.*)

The organizations involved in the Woman's Club Association were similar to the members of the Janesville Federation of Women, with the addition of the Janesville Woman's and Junior Woman's Clubs, the Daughters of the American Revolution, the Woman's History Club, and the League of Women Voters. Because most of these organizations were affiliated with state and national offices, the Woman's Club Association decided to remain a building association and not affiliate with any other organization. While the Woman's Club Association sponsored many social and cultural events in its building, it was the individual clubs and organizations that used the building most frequently. The building has also been made available to non-member women's groups. ("A Brief History of the Janesville Woman's Club Association," RCHS files)

Many large and medium-sized communities in Wisconsin had active women's clubs that erected or purchased buildings for club use. What is most significant about Janesville's women's clubs is that they united not only to construct an impressive building for their mutual use, but to increase their power and effectiveness in the civic life of the community. The unified presence of the women's clubs in Janesville allowed them to have a more significant impact on civic and social welfare issues in the city than in many other communities. For this reason, the Janesville Woman's Club Building, as the most important meeting place for women's organizations in

Janesville, is historically significant and individually potentially eligible for the National Register of Historic Places and is listed as a contributing resource within the Old Fourth Ward Historic District).

Fraternal Groups

On one hand, fraternal groups helped form a social order in American society and have performed many important social and charitable activities for their communities and the nation. On the other hand, fraternal organizations have historically been class-oriented and discriminatory in their membership. There are two types of fraternal groups: the club or social group that emphasizes fellowship and secrecy, and the benevolent or insurance-providing societies that emphasize insurance services for their members. The Masons are the oldest fraternal group of the social type. Their first Wisconsin lodge was established in Wisconsin at Green Bay. In 1843, there were also lodges at Platteville, Mineral Point, and Milwaukee. By 1865, there were about 150 lodges in the state. Other historic fraternal groups include the Odd Fellows, and the temperance group, the Good Templars. (Wyatt 1986: Social and Political Movements, 5-1-5-4)

Between 1866 and 1910, fraternal activity peaked. New groups established in Wisconsin included the Knights of Pythias, Shriners, Eagles, Elks, Foresters, and Modern Woodmen. Insurance-providing groups also flourished. Female auxiliaries followed, the most well-known being the Masonic Auxiliary, the Order of the Eastern Star. Fraternal groups were often formed along ethnic lines; such membership requirements held up until the mid-twentieth century, when minority groups challenged such policies as discriminatory. After 1910, the fraternal groups generally stopped growing. Economic changes and changing social customs had a detrimental effect on lodges. And more recently, the discrimination charges resulted in bad publicity for many groups. Most communities, though, still have one or more active fraternal groups. (Wyatt 1986: Social and Political Movements, 5-4-5-6)

Masons

Several Masonic lodges were founded in Janesville. The first was the Western Star Lodge No. 14, Free and Accepted Masons, established in 1848. In 1850, Masonic chapter No. 5 of Royal Arch Masons was formed, and in 1855, the Janesville Masons established the Janesville Blue Lodge No. 55, Free and Accepted Masons, which would become the leading lodge in Janesville. The Janesville Masons also formed several other lodges, including the Janesville Commandary No. 2 Knights Templar, Cebal Council No. 2, Royal and Select Masters, Order of the Eastern Star No. 69, Zion Shrine No. 15, Jobs Daughters, and Order of DeMolay. (Brown 1908:541, 544, 551; Butterfield 1879:579-580; "History of Masonic Lodge No. 55," RCHS files)

Janesville's Masonic lodges met in rented halls in commercial blocks in Janesville's downtown. When Morris Smith erected his large commercial block on the northeast corner of North Main and East Milwaukee streets (not extant) in 1872, the Masons rented an upper story of the building as their Masonic Temple. They remained in the Smith Block until 1905, when they purchased the old Court Street Methodist Church (38 S. Main St.). The Masons remained at this location until 1966, when they moved to a new temple at 2322 E. Milwaukee St. (Brown 1908:566; "History of Masonic Lodge No. 55," RCHS files)

The most significant extant home of the Masons in Janesville is the old Court Street Methodist Church (38 S. Main St.). In part because of its association with the historic Masonic groups, the church was listed in the National Register of Historic Places in 1977 and is a contributing resource in the South Main Street Historic District. The modern Masonic Temple at 2322 E.

Milwaukee St. is not potentially eligible for the National Register due to its recent construction date.

Odd Fellows

Janesville's Odd Fellows was the first fraternal group organized in the city, and membership was so large in the nineteenth and early twentieth centuries that the group had both east side and west side locations. In 1847, a group of Janesville men organized the Wisconsin Lodge No. 14 of the International Order of Odd Fellows (IOOF). By 1879, this lodge had 190 members and was meeting in the old Court Street Methodist Church. In 1856, the Janesville City Lodge No. 90, IOOF was organized, but due to many of the members leaving for the Civil War, it ceased activities in 1861. The lodge was reorganized after the war and was officially chartered in 1870. By 1879, this lodge had 128 members. (Brown 1908:540, 553; Butterfield 1879:580, 583)

By the turn of the twentieth century, the Janesville Odd Fellows had two meeting places. The main group met in the Odd Fellows building it had erected at 22 N. Main St. The west side Odd Fellows met in the upper floors of the Phoebus Block (23–25 W. Milwaukee St., 1884). The Odd Fellows still meet in their North Main Street building today. Because it has been their home since the nineteenth century, the Odd Fellows Lodge Building at 22 N. Main St. is historically significant and potentially individually eligible for the National Register of Historic Places. It has also been listed in the National Register as a contributing building in the North Main Street Historic District. The Phoebus Block is listed as a contributing resource in the West Milwaukee Street Historic District.



Odd Fellows Lodge Building (1866–1868), 22 N. Main Street.

Elks

The national organization of the Benevolent & Protective Order of Elks granted a charter to a group of Janesville men for a local Elks Club in January 1893. Locally, the Elks have supported many charitable activities, including programs for students at the School for the Visually Handicapped, a Boy Scout troop, and student scholarships. The Elks Club originally met at the Knights of Pythias' Castle Hall on West Milwaukee Street (not extant), but by 1909 they were meeting in the upper floors of the Myers Opera House (Myers Theater, not extant). In 1977, the Elks Club sold the Myers Theater building to the Rock County National Bank, which demolished it for a banking facility and parking lot. In need of a clubhouse, the Elks built a

new facility at 2100 N. Washington St. (*Musical Memories*, RCHS files; "Elks Plan New Clubhouse" RCHS files)

None of the historic locations for the Elks Club is extant. Their modern location at 2100 N. Washington St. is not potentially individually eligible for the National Register of Historic Places.

Other Fraternal Groups

Two other currently active fraternal groups in Janesville were founded in the early twentieth century. The Janesville Eagles Club, founded just after the turn of the twentieth century, originally met at 101 E. Milwaukee St. (not extant), then at 22 S. River St. (West Milwaukee Street Historic District). Their current home is 414 W. Milwaukee St. (West Milwaukee Street Historic District). The Janesville Moose Lodge was founded in the 1910s and met at various locations in the downtown commercial district, including 14 N. Main St. (North Milwaukee Street Historic district). Between the 1920s and 1950s, the Moose Lodge was located in three different downtown buildings. Currently, the group has a clubhouse at 2701 Rockport Rd. (City Directories)

Because the Eagles Club and Moose Lodges did not build their own buildings and were not associated with historic buildings for any length of time, the locations of these lodges are not individually historically significant and are not potentially individually eligible for the National Register of Historic Places.

The Knights of Pythias, an important historic fraternal group in Janesville, is no longer in operation. Some of the most prominent men in Janesville organized the Oriental Lodge No. 22 of the Knights of Pythias in March 1878. The group had an opulent meeting place known as Castle Hall (not extant) in downtown Janesville. Although popular in the nineteenth century, the group did not survive in the city beyond the 1920s. (Butterfield 1897:582; City Directories)

There were a number of temperance fraternal groups active in nineteenth-century Janesville, but few lasted long into the twentieth century. There were also many benevolent groups that flourished in the city, providing insurance and social services to their members. These benevolent lodges are not historically significant, but they are of historical interest. They include St. George's Benevolent Society, the Ancient Order of United Workmen, Memorial Lodge No. 318 Knights of Honor, and Badger Council No. 223 of Royal Arcanum. (Butterfield 1879:579-582)



Myer's Opera House, once the home of masonic organizations. Razed.

Health Services

Physicians

Early medical services in Janesville were provided by individual physicians, some of whom came to the community among its earliest settlers. These doctors were trained in a variety of medical methods, including the popular homeopathy. The most prominent doctors were trained in surgical methods at eastern medical colleges or Chicago's Rush Medical School.

The first physician in Janesville was James Heath, who came to the Wisconsin City settlement south of the Rock River in 1836. Like most early settlers in Wisconsin, Heath operated a number of businesses, including a tavern, store, and inn, in addition to providing medical care. Dr. Luke Stoughton came to Janesville soon after Heath, and in 1844, Dr. John Mitchell arrived. Mitchell also founded a newspaper in the community, was president of the State Medical Society in the 1850s, and was a Janesville mayor. Dr. George Chittenden, the leading homeopathic physician in the community, came in 1846 and practiced with his son. Dr. R. B. Treat arrived in Janesville in 1848; he also established a local newspaper. (McCann 1985:1L)

The most noted nineteenth-century doctor in Janesville was Dr. Henry Palmer, who came to Janesville in 1856. Palmer, a surgeon, served in the famed Iron Brigade of Wisconsin and Michigan soldiers during the Civil War. He was eventually placed in charge of the Union Army Hospital at York, Pennsylvania, the largest military hospital opened during the war. After the war, Palmer returned to Janesville where he continued his practice and invested in many of the important businesses of the city. Dr. Henry Palmer's house at 237 Madison St., the center of his medical practice, is historically significant and potentially individually eligible for the National Register of Historic Places. It is also listed as a contributing building in the Look West Historic District. (McCann 1985:1L)

The most progressive of Janesville's doctors established a hospital in 1882. Their contributions will be discussed in the next section. The advancement of physician services would come primarily in the early twentieth century with the development of the two most significant clinics in the community, the Riverview Clinic and the Janesville Medical Center.

The Riverview Clinic had its roots in 1918, when Drs. T. W. Nuzum, J. F. Pember, and T. J. Snodgrass formed a partnership called the Drs. Pember and Nuzum Clinic. They embraced the idea of a "team" medical practice, that is, physicians who pooled their skills and resources for the common good, a concept developed during World War I. At first, the new clinic operated out of Dr. Pember's offices at 225 W. Milwaukee St. (Cannon Block, West Milwaukee Street Historic District). By the 1920s, the growing practice had more physicians and moved to larger quarters in the upper floors of the building at 500 W. Milwaukee St. In the late 1930s, the clinic added a large wing to the north wall of this building. The facility was remodeled in the mid-1940s, and again in 1957. By this time, the clinic, now called the Pember-Nuzum Clinic, with a staff of 13 doctors, had taken over the entire 16,000-square-foot building. (Forbish 1973:2)

Drs. Pember and Nuzum were influential in persuading the Sisters of Mercy to take over the growing Palmer Memorial Hospital in the early twentieth century. After the Mercy Hospital was established, the two doctors were active in its development and that of its adjunct school of nursing. As a reflection of this close association with Mercy Hospital and the need for new and expanded medical facilities, the Pember-Nuzum Clinic built a new facility next to the hospital in the early 1970s. Designed by Harold J. Westin & Associates, the new million-dollar, three-story Riverview Clinic opened on Oct. 1, 1973, with office space for 23 specialty physicians. Today, the Riverview Clinic is one of the largest and most important medical clinics in the city. In recent years, it established satellite offices in other communities and has

affiliated with the Dean Medical Center of Madison and its health maintenance organization (HMO), Dean Health Plan. (Forbish 1973:2)

The Pember-Nuzum Clinic was the leader in providing modern physician services to Janesville residents in the twentieth century. As such, its historic locations are significant in the history of health services in the community. The first location of the clinic, in Dr. Pember's old offices, was the Cannon Block (221–223 W. Milwaukee St.), an historic commercial block in downtown Janesville. The location where the Pember-Nuzum Clinic grew and developed, 500 W. Milwaukee St., is also historically significant and is potentially individually eligible for the National Register of Historic Places.

The second modern medical clinic established in Janesville, the Janesville Medical Center, began in the 1920s as the Munn-Farnsworth medical partnership, located at 19 S. Main St. (not extant). After World War II, the clinic's name was changed to the Munn-Koch Clinic. In 1958, a new clinic building was constructed at 2020 E. Milwaukee St.; reflecting its new emphasis as a specialty clinic, the clinic changed its name to the Janesville Medical Center. In 1974, an addition was made that added more than 7,500 square feet of doctor's offices, bringing the total of clinic doctors to 11. ("Two Clinics are Part of the New" 1974:32)

By the late 1980s, the Janesville Medical Center had grown considerably, and nearby residential and commercial development made their site at 2020 E. Milwaukee St. land-locked. Maintaining its east side location, the Janesville Medical Center constructed a new facility at 3524 E. Milwaukee St. In recent years, the Janesville Medical Center has become a partner with Mercy Hospital in their HMO; the clinic is now known as Mercy Clinic East.

The development of the Munn-Koch Clinic into the modern Janesville Medical Center is significant in the history of health services in twentieth-century Janesville. While it started more slowly than the Riverview Clinic, today the clinics are of equal size and importance in the community. There are no historic sites associated with the Janesville Medical Center. Its locations on East Milwaukee Street are too modern to be potentially individually eligible for the National Register of Historic Places at this time.

Mercy Hospital

Large community hospitals are a relatively recent trend in Wisconsin. There were few community hospitals in the nineteenth century, and their lack went hand in hand with the low quality of health care available. The first non-military hospital in the state was founded by a Catholic religious order in Milwaukee in 1848 during a cholera epidemic. During the Civil War, a few hospitals were built, primarily for wounded soldiers. By 1900, only a few additional hospitals were operating in the state, run mostly by religious orders. The number of hospitals increased dramatically during the twentieth century, as medical science made surgery common and many severe illnesses treatable. (Wyatt 1986: Social and Political Movements, 6-1-6-4)

Janesville's first hospital opened in a private home. In 1883, Drs. Henry S. Palmer, S. S. Judd, and F. H. Judd opened a surgical hospital in the old James B. Crosby House at 1005 N. Sutherland. Known as Oaklawn Hospital, the old Crosby House was enlarged with an octagonal surgery wing (not extant). Later known as the Janesville City Hospital, it was never profitable. The hospital did, however, provide the most up-to-date surgical facilities in the city. ("Hospital Began in Rented House" 1985:1L)

In 1888, the doctors moved the hospital to 1214 Mineral Point Ave. (not extant) to be closer to Janesville's downtown. But even in this location, the hospital was not a successful venture, and

it closed in 1895. Yet, Dr. Henry Palmer was persistent in his belief that Janesville should have a hospital. He purchased the large D. B. Smith house at 566 N. Washington St. (not extant) for a new hospital but died before the building was renovated. His son, Dr. William Palmer took over the project, and when it was completed, it was named the Palmer Memorial Hospital. It supported 12–20 beds and also included a training school for nurses. ("Hospital Began in Rented House" 1985:1L; "Important Dates in History of Mercy" 1974:7; "New Mercy Hospital Is Ready to Serve" 1974:1)

The new Palmer Memorial Hospital was a limited success; by 1900, the doctors who ran it began seeking another group to operate the facility. At the time, religious orders, particularly orders of Roman Catholic nuns, were assuming control of numerous community hospitals in Wisconsin. In 1903, Drs. J. F. Palmer, Q. Sutherland, and J. Whiting began negotiations with the Sisters of Mercy, who were operating a parochial school at St. Patrick's Catholic Church in Janesville, to purchase and operate the hospital. The sisters were reluctant to get involved with the venture, until Dr. J. F. Pember, one of Janesville most progressive physicians, entered the negotiations in 1906. Rev. Mother Mary Ignatius Feeney of the Sisters of Mercy and Pember worked out an agreement, and the order purchased the Palmer Memorial Hospital in 1907, changing its name to Palmer Memorial Mercy Hospital. ("New Mercy Hospital is Ready to Serve" 1974:1)

Under the expert direction of the Sisters of Mercy, the hospital flourished. In 1913, the sisters erected a three-story brick building (not extant) next to the old hospital. The new 50-bed facility was named Mercy Hospital, and the old building was converted into a residence for the sisters and hospital nurses. In 1920, the sisters completed an addition that raised the capacity of the hospital to 120 beds. In 1931, a residence hall (not extant) was completed to house students at the growing school of nursing. The sisters continued to make improvements to the hospital in the mid-twentieth century. The largest addition, an L-shaped wing built in 1948, raised the hospital's capacity to 200 beds. ("Hospital Began in Rented House" 1985:1L)

In 1951, Mercy Hospital had a staff of 15 Sisters of Mercy, 35 registered nurses, 50 student nurses, and 130 adjunct employees. In 1955, the old Palmer Memorial Hospital Building was razed for construction of another wing that increased capacity to 225 beds and enlarged the surgical suite and other medical and residential quarters related to the hospital. By the mid-1960s, Mercy Hospital served almost 60,000 patients and oversaw the birth of nearly 2,000 children each year. ("Important Dates in History of Mercy" 1974:7)

The Sisters of Mercy were responsible for successfully guiding Mercy Hospital through the rapid changes in medical care and hospital services that occurred in the twentieth century. In particular, administrator Sister Mary Michael, who ran Mercy Hospital during the 1960s and early 1970s, was responsible for Mercy's change from a city hospital into a regional medical center. It was under her administration that Mercy planned its most significant change, the construction of a multimillion dollar hospital building. In 1968, it was revealed that Mercy Hospital had been purchasing nearby houses to prepare for future expansion. Three plans were under consideration: demolition of all but the most recent wing to make way for new construction on the existing site, demolition of only the oldest part of the hospital, or construction of an entirely new facility on a new site. ("New Mercy Hospital is Ready to Serve" 1974:1)

The second option was chosen, but even this plan had a price tag of \$10 million. Ground was broken on the new addition in November 1971 and was expected to be completed by the summer of 1974. Also in 1971, the Sisters of Mercy announced that they would turn over the hospital to a public, nonprofit corporation; in effect, they would give the hospital to the community so that it could qualify for new funding from private and government sources. The new Mercy Hospital

would now be administered by a board of trustees made up of Janesville residents and representatives from the Sisters of Mercy. ("New Mercy Hospital is Ready to Serve" 1974:1)

Almost before the ground was broken on the expansion project, it was determined that it would not be adequate to meet future needs. A fourth story was added, bringing the total cost of expansion to \$14.8 million. Since 1974, the hospital has been added to and updated as needed to meet the changing medical needs of the 1990s. An important step for Mercy was the formation of its own insurance-providing HMO in affiliation with the Janesville Medical Center. ("New Mercy Hospital is Ready to Serve" 1974:1)

In the 1990s, as the cost of medical care skyrocketed, most hospitals, medical clinics, and physicians have affiliated with HMOs and/or large insurance providers. Riverview affiliated with Madison's Dean Medical Center and its Dean Health Care program. Mercy Hospital established its own insurance-providing HMO and formed a partnership in this endeavor with the Janesville Medical Center, one of Riverview's main competitors. These affiliations caused some friction among the local medical community and some controversy with the general public. For example, the Riverview Clinic, once a close partner of Mercy Hospital, is now a competitor of the hospital, and some problems occurred over perceived "turf." Health services at the turn of the twenty-first century promise to be equally volatile.

Like most hospitals in Wisconsin, Mercy Hospital has not retained its historic buildings. The only historic resource associated with the development of hospital services in Janesville is the James Crosby House (1005 Sutherland Ave.), recently listed in the National Register of Historic Places for its architectural merit and its service as the first hospital in Janesville. The current Mercy Hospital complex, at 1000 Mineral Point Ave., is too modern to be potentially eligible for the National Register of Historic Places.

Labor Movements

Skilled craftsmen formed America's earliest labor unions in the eastern United States before 1800. Skilled building tradesmen in Milwaukee formed the first unions in Wisconsin around the time of statehood. Before the Civil War, trade unions were weak and achieved little success in changing wages and work hours. During the Civil War, the unions exploited the smaller labor pool and gained more power. After the war, the unions sought to maintain their power and widen their power base by affiliating with national labor organizations or by forming union cooperatives. This effort was largely unsuccessful. However, such national organizations as the Knights of St. Crispin, the shoemakers union, and the Noble Order of the Knights of Labor, a union of trade and industrial workers, had locals of Wisconsin workers. Most nineteenth-century union activity was met with resistance by employers, and strikes were frequently broken, sometimes with the help of the state militia. In the case of the Bay View (Milwaukee) riots of 1886, where industrial workers closed down factories, the response was violent. Some early unions were associated with socialist politics, particularly in Milwaukee, where Socialists had a strong political hold well into the twentieth century. (Wyatt 1986: Social and Political Movements, 8-1-8-5)

While efforts to unionize industrial workers were difficult in the nineteenth century, trade unions were more successful. By 1886, trade unions had organized the American Federation of Labor (AFL). In Wisconsin, tradesmen organized the Milwaukee Federated Trade Council (FTC) in 1887, and affiliated with the AFL. In 1893, the FTC formed a statewide organization, the Wisconsin State Federation of Labor (WSFL), which became the central organization for trade unions in the state. The Industrial Workers of the World competed with the AFL in the early twentieth century. Led by flamboyant Eugene Debs, this union openly espoused Socialist

ideology and established some locals in Wisconsin. (Wyatt 1986: Social and Political Movements, 9-1-9-3)

Organized labor made some legislative gains during Wisconsin's Progressive Era, including the development of vocational education and improved laws regulating worker safety, workman's compensation, and women and child labor. Organized labor also made gains nationally during World War I; and the result was the growth of union membership. After the war, however, industries supported open shops and resisted union organizing, sometimes violently. During the Great Depression years of the 1930s, organized labor had gains and losses. AFL membership declined and the fear over losing a job curtailed strikes and union organizing efforts. On the other hand, both state and national laws upgraded workers' benefits and improved workers' rights, especially the right to organize. (Wyatt 1986: Social and Political Movements, 9-4-9-6)

During the early twentieth century, the AFL made attempts to organize industrial workers, but it was difficult to fit skilled and unskilled factory workers into the AFL structure of trade unions. In 1935, industrial workers organized the Congress of Industrial Organizations (CIO) to provide a national structure for industrial unions; in Wisconsin, the Wisconsin State Industrial Council and the Milwaukee County Industrial Union Council provided the state structure. Two of the largest unions of the CIO, the United Auto Workers (UAW) and the Steelworkers, made gains in organizing Wisconsin's industrial workers. In particular, the UAW was successful in organizing automobile and agricultural implement factory workers in Janesville, Kenosha, Racine, and Milwaukee during the 1930s. The post-World War II era was the height of organized labor's power in the United States, especially after 1955, when the AFL merged with the CIO. (Wyatt 1986: Social and Political Movements, 9-7-9-9)

United Auto Workers

The largest and historically most significant union in Janesville is Local 95 of the United Auto Workers (UAW). Its local history parallels the national history of this important union. The UAW grew out of the desire of automobile workers to improve working conditions at the large automobile factories in the 1920s and 1930s. By that time, most automobile production in the United States was controlled by the industry giants—Ford, General Motors, and Chrysler—in immense factories in Michigan, Ohio, Indiana, Wisconsin, and Ontario, Canada. (Milbrandt, Costerisan, and O'Meara [1985]:n.p.)

Working conditions in these large factories were grim and auto workers' schedules were notoriously uneven. Some days a worker would endure 13-to-14 hour shifts, while other days he might work only a few hours, or not at all. Layoffs were frequent, and there was no seniority, workers compensation, or medical insurance. Supervisors were abusive and unfair in interpreting work rules, and when Ford introduced the moving assembly line, workers were subjected to a grueling pace. Any discussion of unionizing was strictly prohibited and the companies used intimidation and violence to enforce this rule. (Milbrandt, Costerisan, and O'Meara.)

In the 1920s, the AFL attempted to organize auto workers, but failed. The Depression resulted in mass unemployment, but the pro-labor atmosphere of the Franklin D. Roosevelt administration gave hope to auto workers eager to unionize. The Wagner Act strongly supported collective bargaining and established the National Labor Relations Board to oversee management-labor activities. These legislative advances gave the auto workers the incentive to push for unionization in the auto plants. In 1936, they formed the United Auto Workers union and affiliated with the CIO. (Milbrandt, Costerisan, and O'Meara [1985]:n.p.)

Workers at Janesville's General Motors plant were in the thick of the fight for union recognition. Conditions at the Janesville GM plant were similar to those at other automobile plants in the Midwest, and in 1933, a group of Janesville auto workers began meeting at the Lein Service Station (not extant) to talk about forming a local union. With the help of the AFL organizers, Fisher Body workers at the Janesville plant formed the United Auto Workers Federal Labor Union #19324 in March 1934. Waldo Luchsinger became the first president of this union, later designated Local 95 of the UAW. In June 1934, Janesville's Chevrolet plant workers formed UAW Federal Labor Union #19660, later Local 121 of the UAW. (Milbrandt, Costerisan, and O'Meara [1985]:n.p.)

General Motors tried to undermine the UAW by establishing company-approved-and-initiated worker organizations, and friction between the UAW and these organizations continued for several years. In 1936, when the UAW began its drive for recognition and collective bargaining at the automobile plants, the union's national leadership chose General Motors as the target for worker action. Labor leaders chose sit-down strikes over mass picketing strikes, which were often broken by violence or replacement workers. In a sit-down strike, workers seized control of the factory, halting production and ensuring that the company could not bring in replacement workers. (Milbrandt, Costerisan, and O'Meara [1985]:n.p.)

In January 1937, the national GM sit-down strikes began, and in a short time almost all of GM's workers were on strike. In GM's Michigan plants, the company retaliated by cutting off heat and sending in police to evict the strikers. When these efforts failed, the company asked the Michigan Governor to send in the National Guard. The governor, sensing that the general public was behind the strikers, refused GM's request. The failure of the company to get government support was a major factor in settling the strike in February 1937. In the landmark agreement between GM and the UAW, GM agreed to recognize the UAW as a bargaining agent for workers in its plants. (Milbrandt, Costerisan, and O'Meara [1985]:n.p.)

On Jan. 5, 1937, Janesville's Chevrolet and Fisher Body assembly line workers began their sit-down strike. Both lines halted production, and the local workers settled in for what they thought would be a long siege. But progressive city manager Henry Traxler negotiated an agreement that allowed the strikers to vacate the GM factory in exchange for assurances that the plant would remain closed until a national agreement was reached. At 10:15 p.m. on Jan. 5, strikers emerged from the factory and marched en masse to their union headquarters in downtown Janesville. The local strikers remained vigilant in keeping all work activity away from the GM factory and countering the anti-UAW activities of the local company-sponsored worker organizations. When the national agreement was reached on Feb. 11, 1937, Janesville workers went back to their jobs, but friction between the UAW and the company-sponsored worker organizations was high and the dismissal of a union worker resulted in a local "wildcat" strike, and additional wildcat strikes occurred during the next few years. (Milbrandt, Costerisan, and O'Meara [1985]:n.p.)

During World War II, the UAW agreed to curtail strikes in favor of keeping production of war materiel at full capacity. But after the war was over, auto workers returned to their pre-war agenda. A national strike against GM began in November 1945, as union leaders pushed a plan to raise wages by lowering corporate profits. The move was a miscalculation: the conservative climate of the post-World War II era saw this idea as communistic. When the strike was settled, the union did receive a wage increase and other benefit increases, but no restructuring of wealth between company owners and workers occurred.

The 1950s and 1960s was an era of good pay and long-term contracts for auto workers, and the Janesville factory was expanded several times. But there remained a tense, adversarial relationship between union and management that centered on working conditions and the speed

of the assembly line. Gradually, through negotiation and strikes, auto workers gained better working conditions and important benefits like health insurance. (Milbrandt, Costerisan, and O'Meara [1985]:n.p.)

On Nov. 4, 1968, General Motors merged the Chevrolet and Fisher Body units at Janesville into one unit, the General Motors Assembly Division (GMAD). The two UAW locals, 121 and 95, also merged into the new Local 95 and decided to build a new union hall. Through the years, UAW locals had met in a number of places in Janesville, including the Labor Temple (old Post Office, 15-21 S. Franklin, not extant), the Eagles Club at 101 E. Main St. (not extant), and the Jackson School (432 W. Delavan Dr., not extant). In the 1960s, Local 121 remained in the Jackson School, while old Local 95 moved to St. Paul's School (164 S. Academy St.). In 1971, the new Local 95 completed its new union hall on the far south side of Janesville. The building was named the Walter P. Reuther Memorial Hall, in honor of the famed UAW leader. (Milbrandt, Costerisan, and O'Meara [1985]:n.p.)

Strikes in 1970 and 1971 foreshadowed increasingly hard times for the auto workers and the automobile companies. In the 1970s and 1980s, foreign competition, particularly from cheap Japanese imports, high energy costs, outmoded production facilities, poor company management strategies, and an uncertain economy resulted in layoffs and plant closings in the American automobile industry. Union workers were increasingly seen as having too much power, earning too much money, and receiving too many benefits compared to other industrial workers. The transition from a high-paying, unionized industrial economy to a lower-paying non-unionized service economy was eroding union support.

The changes in the automobile industry spawned fears that Janesville's GM factory would close. A retooling and renovation of the factory in 1982 caused major layoffs. But Janesville's GM plant has remained open. It has, however, continued to shrink through the 1980s and 1990s, and the factory has ceased making cars in favor of light-duty trucks. The constant restructuring of GM's work force and factories has resulted in changes for Local 95. In order to keep their GM factory competitive, Local 95 has had to make some contract concessions, including new working hours and job classifications. Japanese automobile production ideas have become popular, and the union and plant management have had to put aside some of their adversarial relationships in favor of a teamwork concept.

The historic meeting places of the United Auto Workers in Janesville are significant because of their association with this union and its groundbreaking activity during the twentieth century. Unfortunately, most of these historic locations are not extant, including the old Eagles Club and the old Labor Temple where the UAW held important meetings in the 1930s. The old St. Paul's School, one of the locations of Local 95 (164 S. Academy St.), is listed in the National Register of Historic Places in the Old Fourth Ward Historic District, primarily for its significance as an historic school building. The present-day location of the UAW in Janesville, its 1971 union hall at 1795 Lafayette St., is too modern to be potentially individually eligible for the National Register at this time.

Social Welfare Organizations

Salvation Army

The Salvation Army, an international Christian organization with a quasi-military structure, specializes in providing food, shelter, clothing, and other social services to the needy in the community. The roots of the Salvation Army go back to 1865, when William Booth organized the Christian Mission to conduct gospel meetings for the poor of London's East End slums. The group became the Salvation Army in 1878. It came to the United States in 1880, and by the late

twentieth century, there were almost 10,000 centers in the country. All officers in the army are trained ministers. (Burkhard, RCHS files)

In 1885, the *Janesville Gazette* reported that a branch of the Salvation Army was being established in Janesville. Its first location was in rented quarters in the Cannon Block (221–223 W. Milwaukee St.). In 1909, the Salvation Army purchased a building at 101 N. Main St. (not extant) for its headquarters. By 1936, the old building was in poor condition and funds were raised to erect a new building on the same site (not extant). By 1977, the North Main Street location was also in disrepair, and the Salvation Army decided to build a brand new community center away from downtown Janesville. The new building at 514 Sutherland Ave. was completed in 1978 and continues to serve the organization today. (*New Community Center Fund Ringing In a New Era* 1978:n.p.)

The first location of the Salvation Army in Janesville, the Cannon Block, is listed as a contributing resource in the West Milwaukee Street Historic District primarily for its importance as a commercial building that had many historical uses. The next two locations of the Salvation Army are not extant. The modern Salvation Army headquarters at 541 Sutherland Ave. is not potentially eligible for the National Register at this time.

Young Men's Christian Association (YMCA)

The YMCA was the most important organization of young men during the turn-of-the-twentieth-century era. The organization, which came from England to New England before the Civil War, was organized to bring social services to young men flocking to urban areas for work. By 1870, the YMCA movement had reached Wisconsin. Urban-area YMCA's were non-denominational organizations that tried to meet the needs of youth through social action. While having a recreational focus today, YMCA's are still vital organizations in many communities. (Nesbit 1985:491, 520)

Two young men's organizations had formed in Janesville before the establishment of a YMCA in the city. In 1858, Josiah T. Wright began such an organization and operated it for several years. In 1867, the Young Men's Association formed, but its primary purpose was to build a library collection (see Education chapter). In 1892, prominent businessmen in Janesville established the city's formal YMCA organization in the city. Its first activity was to raise funds for a YMCA building. The building was started in 1893 and completed in 1895. (*YMCA Janesville Wisconsin Golden Anniversary 1892-1942* RCHS files)

The new YMCA building (402 W. Milwaukee St.) was a showplace that rivaled the best schools in Janesville. The three-story building was constructed of red brick with a limestone foundation and limestone accents. The interior reflected the housing and recreational aspects of the YMCA program. It featured a large lobby and reading room, a large gymnasium, a swimming pool, 40 dormitory rooms, and a three-lane bowling alley. The building probably attracted many new members to the YMCA; the organization had to add to it as early as 1899. The YMCA remodeled its building in 1914, but by 1924, the organization had outgrown its West Milwaukee Street quarters. (*YMCA Janesville Wisconsin Golden Anniversary 1892-1942*, RCHS files; *A Growing Institution: Young Men's Christian Association* RCHS files)

In 1924, the YMCA again began fund-raising for a new building; work on the structure was started in 1925. The building at 54 S. Franklin St. was completed in 1926, and the YMCA put its old building up for sale. The new YMCA was another showplace in downtown Janesville. The four-story building was constructed with Mediterranean Revival details and had a large, spacious interior. The YMCA struggled under its building debt during the Depression, but the

organization made it through those tough economic times and flourished after World War II. (YMCA Janesville Wisconsin Golden Anniversary 1892-1942, RCHS files)

Around 1969, the YMCA remodeled its old building and constructed a large addition for its recreational programs. By this time, the YMCA had changed its emphasis to a public recreational facility; now it developed indoor recreational facilities that rivaled the best private health clubs of larger cities, adding a steam room, handball courts, Olympic-sized swimming pool, and exercise rooms. Recently, the YMCA has joined with the local Boys and Girls Club to build a new joint facility to serve both organizations.

The YMCA buildings in Janesville are potentially individually eligible for the National Register of Historic Places for their association with the development of the YMCA program in the city.

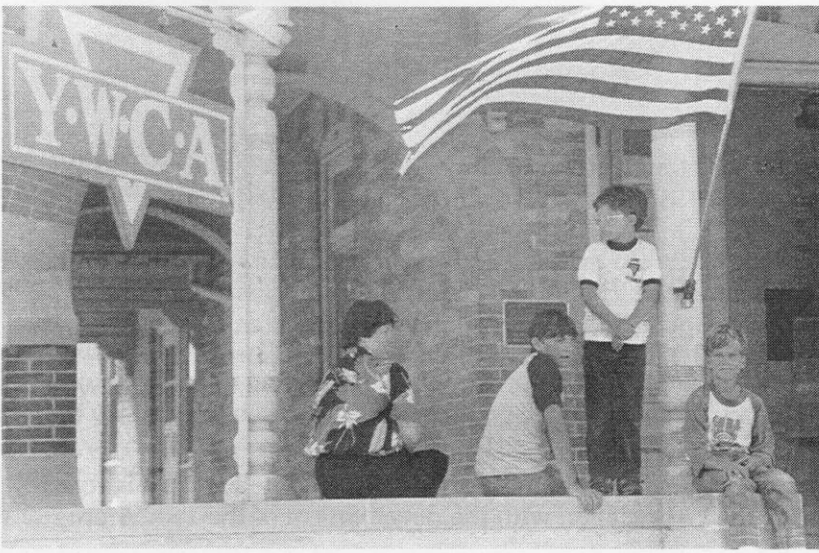
The YMCA was an important social welfare organization in the late nineteenth and early twentieth centuries, helping young men lead wholesome and productive lives. The first YMCA building at 402 W. Milwaukee St. has been remodeled, but enough of the building's historic appearance is still extant, making the building a contributing resource in the West Milwaukee Street Historic District. The current YMCA building at 54 S. Franklin St. has a higher degree of historic integrity; its modern addition does not overwhelm the historic part of the building. It was also listed as a contributing resource in the West Milwaukee Street Historic District.

Young Women's Christian Association (YWCA)

Two organizations in England were the origin for the international YWCA. These two women's groups established their organizations in the mid-1800s to provide working women with spiritual improvement, housing, and other social services. A similar group was founded in New York City in 1858. The organizations quickly grew in the United States and Europe until they joined forces during the late nineteenth century. In 1877, the International Conference of Women's Christian Associations was formed, and by 1894, the International YWCA was established. ("YW Marks 50th Anniversary Monday" 1972:9)

In 1905, a group of prominent Janesville women met at the home of Miss Sue Jeffris to form a YWCA. At the time, however, the national YWCA would not establish a local group in a community of less than 25,000 people. Eventually, in 1921, local organizations, including women's organizations in Janesville, succeeded in forming a YWCA in the city. It was first located in the Janesville Gazette building (not extant). Then in 1928, a local woman donated her home to the YWCA for its new headquarters. The organization sold that home and purchased a more suitable property for a new YWCA building at 101 S. Main St. (not extant). ("Public is Urged to Attend YWCA 'Housewarming' All This Week" RCHS files; "YWCA Votes to Buy Hough Home; Will Move June 1," RCHS files)

In 1953, the YWCA again needed new quarters. James A. Craig, a local businessman and philanthropist who strongly supported youth activities in the area, acquired the home of the late Allen P. and Julia Stow Lovejoy at 220 S. Lawrence Ave. and donated it to the YWCA. The expansive Lovejoy house was remodeled and opened to the public by January 1955. A one-story wing was added to house a recreation room and snack bar. ("Lovejoy Home to Become YWCA" RCHS files; "Public to Tour New YWCA Sunday" RCHS files)



Allen P. and Julia Lovejoy House (1881), 220 S. Lawrence Ave. In use as the YWCA since 1955. Photograph 1986.

The YWCA in Janesville provided many social services to young women. It established clubs for working women and the Girl Reserves for teenage girls. It promoted recreational activities for women, including swimming, tennis, golf, roller skating, hiking, and baseball. During the Depression, the YWCA assisted the community by raising money for services to people hurt by the economic hard times. The organization also operated an employment service and made clothes for the Red Cross. During World War II, the Y's primary goal was assisting the war effort, especially by providing services to women taking over many men's jobs. After the war, the YWCA became a popular place for community meetings and activities that supplemented the organization's continuing work with young women. ("YW Marks 50th Anniversary Monday" 1972:9)

In 1978, Louise and Hiram Nowlan presented the YWCA with the deed to their home at 202 St. Lawrence Ave., next door to the YWCA headquarters. In 1980, recognizing the historic nature of its properties and the possibility of using historic preservation grants to help maintain them, the YWCA had them both added to the National Register of Historic Places. Listed largely for their architectural merit and their associations with important citizens in Janesville, the YWCA properties are also significant for their association with the YWCA organization and the important social welfare work that the Y has done in the twentieth century. In 1986, the YWCA properties were also listed as contributing buildings in the Courthouse Hill Historic District. (Padley 1980:7)

Today, the YWCA continues its tradition of social service to women of the community. The YWCA acts as an advocacy group for women's issues in Janesville; one of its most important services is operating a battered women's shelter. YWCA personnel are in the forefront of the public discussion regarding the issue of violence toward women.

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Resources Mentioned in Text

****Listed on the National Register of Historic Places**

<i>Name</i>	<i>Address</i>	<i>Date</i>
Women's Organizations		
Janesville Woman's Club Building**	108 S. Jackson St.	1927-28
Fraternal Organizations		
Masonic Temple/Court St. Listed		
Methodist Church**	38 S. Main St.	1868
New Masonic Temple	2322 E. Milwaukee St.	1966
Odd Fellows Block**	22 N. Main St.	
West Side Odd Fellows		
Lodge/Phoebus Block**	23-25 W. Milwaukee St.	1884
Elks Club	2100 N. Washington St.	1977
Eagles Clubs	22 S. River St.**	1867-70
	414 W. Milwaukee St.**	ca. 1913
Moose Lodges	14 N. Main St.**	
	2701 Rockport Rd.	
Health Services		
Henry Palmer House**	237 Madison St.	ca. 1855
J.F. Pember Office/		

Pember-Nuzum Clinic/ Cannon Block**	221-223 W. Milwaukee	1878-79
Pember-Nuzum Clinic	500 W. Milwaukee St.	ca. 1900
Riverview Clinic	580 N. Washington St.	1973
Janesville Medical Center	2020 E. Milwaukee St.	1958
New Janesville Medical Center	3524 E. Milwaukee St.	ca. 1990

Oaklawn Hospital/ Janesville City Hospital/ James B. Crosby House**	1005 Sutherland Ave.	1854, 1882
Mercy Hospital	1000 Mineral Point Ave.	1974

Labor Movements

Local 121, UAW/ Old Jackson School	423 W. Delavan Dr.	1900
Local 95, UAW/ Old St. Paul's School**	164 S. Academy St.	1927-28
Walter Reuther Memorial Hall, Local 95, UAW	1795 Lafayette St.	1971

Social Welfare Organizations

Salvation Army	514 Sutherland Ave.	1978
Old YMCA Building**	402 W. Milwaukee St.	1895
YMCA Building**	54 S. Franklin St.	1926, ca. 1969
YWCA/Lovejoy House**	220 St. Lawrence Ave.	1881, 1955
Merrill/Nowlan House**	202 St. Lawrence Ave.	1904



The First Congregational United Church of Christ, 54 S. Jackson St., stands out in the background of this view made from Courthouse Hill in ca. 1868.

12.

Religion

Carol Lohry Cartwright

The churches of Janesville have been an important part of the community's life since its founding. Many of the early churches had strong ties to ethnic groups. But as the city grew, some of these ethnic ties lessened, and churches began to serve specific religious, social, and/or geographical needs of the city's residents. Many of Janesville's early churches were located in the city's downtown, because their members desired a central location. Today, there are still churches downtown, but most churches are now found in suburban neighborhoods. Many of the Catholic and Lutheran churches in the community have supported primary parochial schools that added to the diverse educational resources in the city (see Education chapter). While many of Janesville's congregations erected architecturally significant buildings in the city, this chapter will focus on the history of the church congregations and their potential significance in Janesville's history.

Baptist

The Baptists are the largest Protestant denomination in America. In Wisconsin, Yankee immigrants formed Baptist churches soon after communities were settled in the mid-nineteenth century. In general, each Baptist congregation exercised a great deal of individual control, unlike more hierarchical religious groups. But in Wisconsin, some Baptist churches did affiliate with synodical groups. A number of Baptist churches in Wisconsin had strong ethnic ties, the most predominant being the Scandinavian (Danes, Norwegians, and Swedes). A number of African-American Baptist churches also formed in the state, particularly in larger urban areas. The German Baptist church, one of the smaller ethnic Baptist churches in the state, formed in areas of high German settlement in Wisconsin, including Milwaukee, Waukesha, and Dodge counties. (Wyatt 1986: vol. 3, Religion, 2-1-2-8)

The oldest and only historically significant Baptist Church in Janesville is the First Baptist Church. Thirteen Yankee settlers formed the church in 1844, and by 1856, church membership had grown to 137; by 1859, to 212. During the church's early years, the congregation met in the Rock County Courthouse. In 1851, they built a church at 102 S. Cherry St., then sold it in 1867 and relocated to temporary quarters until a new church at 67 S. Jackson St. could be built (not extant). By 1879, church membership had grown to 325. When the church on Jackson Street burned in 1884, a new church was quickly erected. By 1908, the first Baptist Church, with 710 members, claimed to be the largest Baptist church in Wisconsin. The congregation remained at 67 S. Jackson St. until 1974, when it relocated to a suburban site at 3414 Woodhall Dr. (City Directories; Butterfield 1879:556; Guernsey & Willard 1856:165-166; Brigham 1859:123; Brown 1908:293; "First Baptist to Celebrate 140th Anniversary" 1984:sec. C; 1)

The First Baptist Church is historically significant because it has roots in the early settlement period of Janesville. The first permanent home of the church at 102 S. Cherry St. is still extant, although it has been somewhat altered. Still, the building is potentially individually eligible for the National Register because it represents the historic early years of the congregation. It is already listed as a contributing building in the Old Fourth Ward Historic District. The long-term home of the church on South Jackson Street is not extant, and its current home on Woodhall Drive is too modern to be significant.

Janesville has two other Baptist churches. The Southside Baptist Church at 2300 S. Jackson St. formed in 1965, and the Bethal Baptist Church formed in 1967. Bethal was first located at 3315 E. Milwaukee St., then moved to its present location at 3300 Mt. Zion Ave. These churches are

not historically significant, nor are their locations potentially individually eligible for the National Register. (City Directories)

Catholic

The Catholic Church came to Wisconsin with French Jesuit missionaries who ministered to the Indians along Lake Superior, Lake Michigan, and the Fox and Wolf rivers between 1660 and 1728. Between 1728 and 1823, itinerant missionaries served the state. As permanent settlement grew in the state after 1830, the church began to establish congregations in areas where Catholic settlers lived. By 1843, there were enough churches in the territory to warrant establishing a separate diocese. The Catholic Church in Wisconsin in the nineteenth century served primarily Irish and German immigrants, along with smaller numbers of French, Polish, and Czech immigrants. Around the turn of the century, the numbers of Italian and Slavic parishes increased as these immigrant groups came into Wisconsin. This ethnic distribution extended into the twentieth century until traditionally ethnic urban neighborhoods began to disintegrate and rural areas became more homogeneous. Today, most of the ethnic parishes of the Catholic Church are African-American and/or Latino. (Wyatt, 1986: vol. 3, Religion, 1986:3-3-3-7)

The Catholic Church has sponsored a number of historic social and religious institutions in the state, including religious orders for men and women, Catholic schools, religious seminaries and colleges, and most prominently, health and social service institutions. There are also Catholic fraternal groups that may be associated with specific historic resources. (Wyatt 1986:vol.3, Religion, 3-8-3-18)

Patrick and Bridget Ryan and their family are considered the first Catholic settlers in Janesville. Coming in 1844, they found no church in the settlement, and they had to travel to Milwaukee to baptize their new son. At the time, there were only eight priests in the entire Wisconsin territory. Called circuit riders, they traveled from place to place on horseback serving Catholic settlers. When the Ryans returned to Janesville from Milwaukee, they told other Catholic settlers that one of these priests would soon put Janesville on his circuit. In anticipation of holding services, the Catholic settlers built a log mission church on the site of current-day St. Patrick's Church (301 Cherry St.). (*St. John Vianney Church—Dedication* 1965:19; *Souvenir of Diamond Jubilee Homecoming* 1925:n.p.)

In 1850, Janesville's Catholics were granted a permanent priest, and the congregation erected a brick church they called St. Cuthbert's (also on the site of 301 Cherry St.). The church membership grew quickly, and in 1851, a large stone addition was made to the building. St. Cuthbert's served primarily Irish Catholics, who were pouring into Janesville during the 1850s to work on the rail lines. Due to St. Cuthbert's bulging membership rolls, plans were made in 1862 for a new and larger church building. While this building was being erected, the congregation changed its name to St. Patrick's. The new Romanesque Revival-style St. Patrick's Catholic Church was completed in 1864 on the site of St. Cuthbert's (301 Cherry St.). In 1870, the congregation built St. Joseph's Convent for the Sisters of Mercy, who served the church and parochial school. The convent, attached to the rear of the church (not extant), also was the site of St. Patrick's Catholic School until 1920. (*St. John Vianney Church—Dedication* 1965:20-24; *Souvenir of Diamond Jubilee Homecoming* 1925:n.p.)

In 1876, due to overcrowding and the desire of some German Catholics to have their own parish, some of St. Patrick's parishioners formed St. Mary's Catholic Church on the east side of Janesville. This happened at an inopportune time for St. Patrick's, soon after the major building projects were completed. The church found itself heavily in debt, with fewer parishioners to carry the load. In 1880, the holder of a \$10,000 note foreclosed on the church,

and the building was sold to a private citizen. Later that year, the new priest assigned to St. Patrick's negotiated a way to reopen the church and retire the debt. (*St. John Vianney Church—Dedication* 1965:27–28; *Souvenir of Diamond Jubilee Homecoming* 1925:n.p.; Brown 1908:288–289)

By 1908, St. Patrick's church had a membership of 2,500 people, and a thriving parochial school program. The parochial school, begun almost as soon as the church was founded, was held in the basement of St. Cuthbert's and St. Patrick's churches. After St. Joseph's convent was built, the school moved into that building (not extant). In 1920, a new parochial school building was erected at 305 Lincoln St., a building still in use today. (*Souvenir of Diamond Jubilee Homecoming* 1925:n.p.; Brown 1908:289)

The Sisters of Mercy, who staffed St. Patrick's parochial school and church, were also responsible for the development of Janesville's modern hospital. In 1907, members of the Sisters of Mercy took over the Palmer Memorial Hospital and, as Mercy Hospital developed it into an outstanding regional facility. (See the Social and Political Movements chapter.) (*St. John Vianney Church—Dedication* 1965:29–30)

Two historically significant buildings related to St. Patrick's Church are potentially individually eligible for the National Register of Historic Places because of their association with the historic St. Patrick's congregation. They are the church building at 301 Cherry St. and the parochial school building at 305 Lincoln St. These buildings are currently listed in the National Register as contributing resources in the Old Fourth Ward Historic District.

Another historically significant Catholic Church in Janesville is St. Mary's Catholic Church, founded in 1875 to ease overcrowding at St. Patrick's and provide German-language services for German Catholics in the city. In the spring of 1876, the St. Mary's congregation began construction on a church building (not extant) on the site of the present church (313 E. Wall St.). At the end of July, the small wood-frame church opened for services, but it was not large enough for the congregation. An addition was completed by November 1876. (*St. John Vianney Church—Dedication* 1965:27; Brown 1908:289)

By 1898, St. Mary's congregation had 325 families, who were actively studying the issue of building a new and larger church building. In 1899, they hired noted local architect Frank Kemp to draw plans for the building. In 1900, the old church was moved to the north of the lot and the new church was begun on the old site. The new St. Mary's Church was completed by June 1902 and still serves the congregation today. (*St. John Vianney Church—Dedication* 1965:29; Brown 1908 :290)

In 1913, St. Mary's congregation remodeled the first floor of the old church building for use as a parochial school (not extant). The school began with 96 pupils in six grades taught by three Dominican Sisters. By 1916, seventh and eighth grades were added to the school. In 1919, the school was extensively remodeled to accommodate increased attendance. Additional land was acquired in 1922 and 1926, and in 1929, a new parochial school opened. This school, located at 307 E. Wall St., still serves the congregation today. (*St. John Vianney Church—Dedication* 1965:30-33; Brown 1908:290)



St. Mary's Catholic Church (1902), 313 E. Wall Street.

Two historically significant buildings related to St. Mary's Church are potentially individually eligible for the National Register of Historic Places because they represent one of only two historic Catholic parishes in the city. The church building at 313 E. Wall St. and the parochial school building at 307 E. Wall St. are currently listed in the National Register as contributing resources in the Prospect Hill Historic District).

There are two modern suburban Catholic churches in Janesville. St. William's Catholic Church (1820 Ravine St.) was established in 1952 on the northwest side of Janesville. In 1954, St. William's Catholic School was built onto the church. St. John Vianney Catholic Church was established in 1955 on the southeast side of the city. The church was originally located in the St. John Vianney School building, completed in 1956 (1301 Clark St.). In 1964, the congregation completed the St. John Vianney Church building at 1245 Clark St., dedicated in the spring of 1965. Neither St. William's nor St. John Vianney Catholic churches and schools are, at this time, historically significant and so are not potentially individually eligible for the National Register of Historic Places. (*St. John Vianney Church—Dedication 1965:2, 35*)

Church of Christ, Scientist

After the Civil War, the Church of Christ, Scientist religion established itself in Wisconsin. By 1890, there were 16 organizations in the state, with 474 members. In 1887, Christian Scientists in Oconto, Wisconsin, erected the first building in the nation expressly for the Christian Science faith. After the turn of the century, the church grew rapidly in Wisconsin, and by 1926, there were 70 organizations and 4,035 members in the state. (Wyatt 1986: vol. 3, Religion:4-2-4-3)

In 1897, a group of 22 Janesville residents organized the First Church of Christ, Scientist. Church services were held in the Norcross Block in downtown Janesville while members accumulated a building fund. By 1908, membership in the church had more than doubled to almost 70 members. Around 1912, the congregation moved into its new Classical Revival church building at 323 W. Court St., where the congregation remains today. (Brown 1908:296; National Register of Historic Places nomination form for Old Fourth Ward Historic District, 1989)

The prominence of the faith in Janesville at the turn of the twentieth century is evidenced by the large and stylish building erected by the Christian Scientists. It is potentially individually eligible for the National Register because of its association with the historic Christian Science congregation in the city. The Christian Science Church is listed as a contributing resource in the Old Fourth Ward Historic District.

Congregational

Congregational missionaries came to the Wisconsin Territory during the 1830s, primarily to serve Indians and early settlers. In 1839, the Congregational and Presbyterian churches formed an alliance to help each other, established churches among Yankee settlers in Wisconsin. By 1848, they had founded 102 churches. Attempts to establish churches among immigrant communities met with limited success. The Congregational Church, often affiliated with private colleges, had a hand in founding two colleges in Wisconsin—Beloit College and Ripon College. In 1931, the Congregational Church merged with the smaller Christian Church denomination; in 1957, it merged with the Evangelical and Reformed churches to form the United Church of Christ. (Wyatt 1986: vol. 3, Religion, 6-2-6-6)

Informal Congregational services were held in Janesville as early as 1843 in private residences. In 1844, Rev. C. H. A. Bulkley became the first minister to this group. In February 1845, a noted Congregational-Presbyterian missionary in Wisconsin, Rev. Stephen Peet, helped Rev. Bulkley organize the First Congregational Church of Janesville. At that time, the congregation consisted of 15 members, but by 1856, it had increased to 190 members. In 1848, the Congregationalists erected their first church, located on the site of the current church (54 S. Jackson St.), and enlarged it in 1850. (Guernsey and Willard 1856:166; Brigham 1959:124; Brown 1980:285)

By 1865, the congregation needed a new church; the next year, a new Congregational Church was erected on the site of the old church (not extant). In 1875, when this church burned, the congregation immediately began plans to rebuild. The builders used the still-existing walls of the old building to construct a beautiful Gothic Revival, cream brick church that still serves the congregation today. (Butterfield 1879:554; Brown 1908:285)

The First Congregational Church has a long history of social activism. In 1935, the congregation formed a Social Action Committee that discussed issues including worker's rights, equal rights, and the abolition of war. The decision of the church to remain in downtown Janesville after World War II while other churches were moving to the suburbs was seen as a decision to serve a diverse group of people in the city; so was the congregation's decision to house the Head Start program for disadvantaged children. The church continues to have a social action agenda today, serving disadvantaged children in older neighborhoods of the city. (*Our 125th Year—United Church of Christ First Congregational* 1970:n.p.)

The First Congregational United Church of Christ building at 54 S. Jackson St. is historically significant for its association with the historic Congregational church in Janesville that dates to 1843. The building is potentially individually eligible for the National Register of Historic Places and is listed as a contributing resource in the West Milwaukee Street Historic District.



First Congregational United Church of Christ
(1875), 54 S. Jackson St. Photograph 1998.

Disciples of Christ

The Disciples of Christ is an historic name representing three groups that evolved from a common origin: the Disciples of Christ, the Christian Church, and the Church of Christ. These groups are often confused today because individual congregations tend to interchange these names and because other denominations often use the names as well. Although the first Disciples of Christ church was founded in 1839 in Wisconsin, no formal organization existed until 1847. By 1865, around 20 Disciples of Christ congregations had been formed in the state, and evangelists continued to promote church formation throughout the nineteenth century. In the early twentieth century, the Disciples made a concerted effort to promote churches in rural areas, and by 1940, the Disciples of Christ had founded a total of 122 churches and preaching places. In the 1940s and 1950s, most of the Disciples of Christ churches in Wisconsin split from the organization over theological issues and changed their collective name to the Christian Church. In recent years, the Church of Christ faction of the Disciples of Christ has established almost as many churches in Wisconsin as the Christian Church. (Wyatt 1986: vol. 3, Religion, 1986:7-1-7-6)

There is one historic Disciples of Christ church in Janesville, the First Christian Church. Twenty-six people organized the congregation in 1912 as the Church of Christ in Janesville. For its first nine years, the church met in a variety of rented quarters. Around 1920, the congregation purchased a site on East Holmes Street for a church building; the next year, the Church of Christ in Janesville building was completed at 51 E. Holmes St. In 1930, the congregation officially changed its name to the First Christian Church. ("History of the First Christian Church")

Between 1940 and 1950, the membership of the First Christian Church grew from 200 to 435 parishioners. By 1953, the church building was showing the strain from this growth, so the congregation decided to build a new facility. A suburban site on Highland Avenue was selected in 1954 and the ground was broken for the new church in 1958. By October 1959, the new First Christian Church at 1909 Highland Ave. was completed. This new building has served the congregation until today. ("History of the First Christian Church")

The old First Christian Church at 51 E. Holmes St. is potentially individually eligible for the National Register of Historic Places because it was the first permanent home of the historic Disciples of Christ congregation in Janesville. The new church building is too modern to be significant and is not potentially individually eligible for the National Register.

Two Church of Christ congregations, a faction of the old Disciples of Christ, arose in the 1950s in Janesville. The Church of Christ at 1344 Oakhill Ave. was organized around 1955 and acquired its church building around 1970. The Church of Christ at 2103 Roxbury Rd. was organized in 1952 and erected its building in 1962. Because these congregations are modern, they are not historically significant, and their resources are not potentially eligible for the National Register of Historic Places. (City Directories)

Episcopal

Episcopal missionary workers came to the Wisconsin Territory beginning in the late 1820s, following Native Americans who had been converted to the Church of England in the East and were moving into Wisconsin. Missionary work increased during the 1830s and 1840s with the Native Americans and with Cornish and Yankee settlers in the mining region of southwest Wisconsin. By 1847, there were 25 Episcopal congregations in Wisconsin with 969 members. Membership grew slowly, assisted by the establishment of a seminary in Wisconsin in 1842. (Wyatt 1986: vol. 3, Religion :9-2-9-5)

An Episcopal circuit rider, Rev. Richard Cadle, held the first services for Janesville settlers of the Episcopal faith in the early 1840s. In September 1844, Janesville's Episcopalians organized Trinity Church, the twelfth Episcopal parish established in the Wisconsin territory. Trinity Church held its first formal services in a brick schoolhouse on the east side of the Rock River (not extant) and continued there until 1846. Services were held in the old Janesville Academy building (not extant) until 1848. In 1847, the congregation decided to build a church at 302 W. Bluff St. (now Laurel Street, not extant). The Gothic Revival-style church was completed in 1848 in time to be used for a convention of the Milwaukee Episcopalian Diocese. (*Historical Souvenir* 1913:9–11)

In 1859, members of Trinity Church broke away to form their own congregation, Christ Church. After meeting at temporary quarters for several years, the congregation built its own church in 1861 at 409 E. Court St. Christ Church was a simple wood-frame building constructed in the Carpenter Gothic Revival style. (Butterfield 1879:557–558; Brown 1908:294–295).

Both Trinity and Christ churches thrived for many years, but by 1925, the two congregations decided to merge and erect a new church building. In 1931, the new Trinity Church and rectory, both designed in the late Gothic Revival style, were completed at 409 E. Court St. on the site of the old Christ Church. Eventually, old Trinity Church on Laurel Street was demolished. (Butterfield 1879:557–558; Brown 1908:294–295; National Register of Historic Places nomination form for Courthouse Hill Historic District 1985:n.p.)

Trinity Church is historically significant as the only building that represents two historic Episcopal congregations in Janesville. Because of this significance, the church is potentially individually eligible for the National Register of Historic Places and is listed as a contributing building in the Courthouse Hill Historic District.



Trinity Church and rectory (1931), 409–411 E. Court St.

Evangelical Church and Church of the United Brethren in Christ

The Church of the United Brethren in Christ is an American church formed by German settlers in Pennsylvania who broke away from the Reformed and Mennonite churches around 1800. The church came to Wisconsin with German-Americans in the mid-nineteenth century. By the late 1850s, United Brethren churches had organized the Wisconsin Mission Conference, which peaked in membership in 1860.

In the 1840s, a missionary of the Evangelical Church came to Milwaukee to establish churches with the Germans there. A church was founded in Milwaukee in 1846, and as Germans poured into Wisconsin, more missionaries came to establish churches. By 1889, the Evangelical Church claimed over 11,000 members in Wisconsin. Attempts to unite the United Brethren with the Evangelical Church were made in the nineteenth century, but it was not until 1946 that this effort succeeded with the formation of the Evangelical United Brethren Church. In 1968, the Evangelical United Brethren Church united with the Methodists, forming the United Methodist Church. (Wyatt 1986: vol. 3, Religion, 1986:10-1-10-5)

A United Brethren in Christ church formed in Janesville around 1905; services were first held in the congregation's new church building at 733 Prospect Ave. in May 1908. Around 1938, the United Brethren Church changed its name to Richards Memorial United Brethren Church. In 1946, the church became the Evangelical United Brethren Church after the national merger with the Evangelical Church, and in 1957, the church relocated to 2130 Mt. Zion Ave. Around 1973, five years after the national merger with the Methodists, the Evangelical United Brethren Church became the Mt. Zion United Methodist Church (see Methodist). (Brown 1908:296; City Directories)

The old United Brethren in Christ Church at 733 Prospect Ave. is historically significant because of its association with the historic United Brethren denomination. The building has been somewhat altered, but it retains enough integrity to be potentially individually eligible for the National Register of Historic Places. The modern location of the Evangelical United Brethren Church (Mt. Zion United Methodist Church) is not historically significant or potentially individually eligible for the National Register.

Lutheran

The Lutheran Church is the largest Protestant group in Wisconsin. It arrived with German and Scandinavian immigrants, whose differences in nationality and language led to the development of many independent synods serving distinct ethnic groups. Wisconsin Lutherans were further divided into churches that either retained or rejected their old country ties. This diversity led to a complicated synodical history within the Lutheran Church in Wisconsin. After numerous mergers of small synods in the nineteenth and early twentieth centuries, three major synods dominated Wisconsin Lutheranism: the Wisconsin Synod, the Missouri Synod, and the old Norwegian Synod. (Wyatt 1986: vol. 3, Religion,13-1-13-3)

The first groups of German Lutheran immigrants to Wisconsin affiliated with five different synods. But by the 1880s, the Missouri and Wisconsin synods dominated Wisconsin's German Lutherans. Missouri Synod Lutherans in Wisconsin were originally part of a group of conservative Prussian immigrants who had broken with the Lutheran Church in Germany after it united with another church. These Lutherans were known as "Old Lutherans," and came to Wisconsin during the mid-nineteenth century, settling primarily in the southeastern area of the state. After briefly affiliating with the Buffalo, New York, Synod, most switched to the Missouri Synod. During the nineteenth century, the Missouri and Wisconsin Synods often worked together for common goals, but this cooperation declined at the turn of the twentieth

century. Missouri Synod Lutherans established charitable institutions and schools in Wisconsin, and Missouri-affiliated Lutheran churches are numerous throughout the state. (Wyatt 1986: vol. 3, Religion, 13-4-13-8)

In 1850, other German Lutherans founded the Wisconsin Synod, which branched out from the southeastern area of the state to organize affiliated churches throughout Wisconsin. The Minnesota and Michigan Synods joined the Wisconsin Synod in 1892, and missionary activity reached out beyond state boundaries. The Wisconsin Synod was responsible for establishing many schools and charitable institutions in the state and, like the Missouri Synod, has many affiliated churches throughout the state. (Wyatt 1986: vol. 3, Religion, 13-8-13-9)

Norwegian Lutherans in Wisconsin have a checkered history involving many synods, but by the late nineteenth century, the Norwegian Synod, an orthodox group tied to the Norwegian State Church, was the dominant group. In 1917, the three main Norwegian Lutheran synods merged into the Norwegian Lutheran Church. Later in the twentieth century, this synod became part of the American Lutheran Church, which recently merged with two other synods to form the Evangelical Lutheran Church in America. Norwegian Lutherans did little missionary work, but founded some schools, colleges, and several charitable institutions. Danish, Finnish, and Swedish Lutherans also formed their own synods in the nineteenth and twentieth centuries. (Wyatt 1986: vol. 3, Religion, 13-9-13-20)

The two oldest Lutheran churches in Janesville were founded by Germans and Norwegians. German Lutherans came to Janesville as early as the 1850s. Between 1856 and 1862, they were served by circuit-riding ministers. In 1863, the German Lutherans asked Janesville's Norwegian Lutheran minister, Rev. H. Duborg, who was an ethnic German, to be their pastor as well. Already ministering to several other Lutheran congregations at the time, Duborg urged the German Lutherans to seek their own pastor. They finally received a resident minister in 1865, officially beginning the history of St. Paul's German Evangelical Lutheran Church. (1988 *Directory of St. Paul's Evangelical Lutheran Church* 1988:2)

At first, the St. Paul's congregation met in a commercial building in downtown Janesville. Then in 1867, they purchased the Hope Chapel, a Baptist meeting house, which served as their church (not extant). A parochial school was started in 1865 and classes were held in this building, as well. In 1875, the congregation purchased lots at the corner of South Academy and Van Buren streets to construct a new church, parsonage, and school. In 1876, a one-story frame school building (not extant) was completed; the parsonage was built in 1881. In 1883, St. Paul's became a member of the Missouri Synod and completed a new frame church building at 169 S. Academy St. The congregation added a brick veneer to the Gothic Revival church building in 1885, and around 1890, a second story was added to the parochial school (not extant). In 1893, the church building was completed with the addition of a bell tower. (1988 *Directory of St. Paul's Evangelical Lutheran Church* 1988:2-3)

Beginning in 1914, occasional English language services were held at St. Paul's. The popularity of English services grew until 1923, when English services were conducted every Sunday and the German designation was dropped from the church's name. In 1925, the congregation decided to build a new parochial school building across the street from the church. The cornerstone was laid in 1927, and the Collegiate Gothic-style school was completed by June 1928. St. Paul's School (164 S. Academy St.) served the congregation until 1963. (1988 *Directory of St. Paul's Evangelical Lutheran Church* 1988:3-4)

By the 1940s, St. Paul's congregation realized that their church needed extensive repairs and enlargement. That work was done in 1943, but by 1949, the congregation decided to make plans for a new church building. Because St. Paul's was land-locked at its South Academy Street site,

a suburban site on the southeast side of the city was selected for the new church. Construction began in 1954, and the new late Gothic St. Paul's Lutheran Church at 1245 E. Holmes St. was dedicated in June 1955. The congregation continued to use the old St. Paul's School on South Academy Street until 1963, when their new modern school building at 210 S. Ringold St. opened. The new church and school still serve the community today. (1988 *Directory of St. Paul's Evangelical Lutheran Church* 1988:4-6)

The Seventh Day Adventists acquired the old St. Paul's church building and used it until around 1990. Since that time, the building has served as a church for the All Saints Anglican congregation. For many years, Local 95 of the United Auto Workers used the old St. Paul's School for the offices of its Blackhawk Credit Union. (City Directories)

The old St. Paul's German Evangelical Lutheran Church (169 S. Academy St.) is historically significant for its association with the first German Lutheran congregation in Janesville. The old St. Paul's School is also historically significant as the location of the congregation's first parochial school. Both buildings are potentially individually eligible for the National Register of Historic Places and are listed as contributing resources in the Old Fourth Ward Historic District. The modern St. Paul's Church at 1245 E. Holmes St. and school building at 210 S. Ringold St. are not historically significant and not potentially individually eligible for the National Register.

Janesville's First Lutheran Church traces its history to the Norwegian Lutheran Church. In 1852, a small group of Norwegian Lutherans began holding Lutheran services in the Norwegian language in private homes and public buildings. The Norwegian Lutheran Church became an official member of the Norwegian Synod in 1859. By 1868, the congregation had 86 members and was still meeting in temporary quarters. In 1872-1873, the congregation built a small Carpenter Gothic Revival-style church at 127 Madison St. (*First Lutheran Church*)



Norwegian Evangelical Lutheran Church (1872-1873), 127 Madison St. Photograph 1990, after restoration as an artist's studio.

By 1910, the congregation numbered 136 members. In 1918 they changed the name of the church to First Lutheran. In 1924, the First Lutheran congregation decided to build a new church building and make major changes in their church constitution. One of these changes was to alter their name to the First Evangelical Lutheran Church. The cornerstone of the new church building was laid in September 1924, and the new late Gothic-style church at 340 N. Jackson St. was dedicated in March 1925. (*First Lutheran Church*)

By the 1930s, First Evangelical Lutheran Church had swelled to 900 members, but another new church facility had to wait until the Depression and war years were over. By 1948, membership in the First Evangelical Lutheran Church had mushroomed to over 1,500 parishioners, and plans for a new building were made. The congregation selected a suburban site at 612 N. Randall Ave. for its new church; the new building was dedicated in September 1955. A large educational wing was added to the building in 1964. By 1977, First Evangelical Lutheran Church membership had climbed to well over 3,000, but with the expansive site acquired in the 1950s, the church has been able to accommodate its growing numbers. (*First Lutheran Church*)

The old Norwegian Lutheran Church building at 127 Madison St. and the old First Lutheran Church building at 340 N. Jackson St. are historically significant because of their association with the historic Norwegian Lutheran congregation in Janesville. They are, therefore, potentially individually eligible for the National Register of Historic Places and are listed as contributing resources in the Look West Historic District.

In 1890, fourteen Lutherans organized the second German Lutheran church in Janesville. Naming their new congregation St. John's, the German Lutheran group purchased two buildings at the corner of North Parker Drive and Pease Court. They remodeled one into a church and used the other as a parsonage. In 1913, the congregation built a new brick Gothic Revival-style church on the site of the old building (302 N. Parker Dr., not extant). In 1918, the pastor introduced English services, although German services were still held into the 1920s. In 1929, the congregation dropped the German inscription from its church building, revised its constitution, and remodeled the church interior. (*Dedication and 75th Anniversary* [1965]:19)

St. John's Church continued to grow in the twentieth century. An educational wing was built in 1959, and in 1962, plans were made for a new church building. The old church was razed in 1964, and a new building was erected on the same site. It has continued to serve the congregation up to the present time. (*Dedication and 75th Anniversary* [1965]:20)

While St. John's congregation dates to the late nineteenth century, no historic buildings are extant that represent the church's historic period. The new building, erected in 1964–1965, is too modern to have historical significance and so is not potentially individually eligible for the National Register of Historic Places.

St. Peter's Evangelical Lutheran Church in Janesville was organized in 1903 for English-speaking Lutherans. In 1904, the congregation acquired the old First Methodist Church building at 122 S. Jackson St. (not extant) and used it for their church until 1956. From a core group of 19, St. Peter's Church grew to 196 adult members by 1910. In 1939, the congregation began a building fund, and in 1955, ground was broken for a new church on the southwest side of Janesville. St. Peter's Evangelical Lutheran Church at 1422 Center Ave. was completed by January 1956. In 1968, a large education-administration wing was added. This complex continues to serve the congregation today. (Brown 1908:296–297; *Rededication of the Church Sanctuary* 1968)

While St. Peter's congregation dates to the turn of the twentieth century, no historic buildings are extant that represent the church's historic period. The new church building, erected in 1955, is too modern to have historical significance and so is not potentially individually eligible for the National Register of Historic Places.

Since 1940, many more Lutheran churches have been established in Janesville in response to both doctrinal differences and general population growth. These new churches are too modern to be historically significant and so are not included in the list at the end of this chapter. They include Mt. Calvary Lutheran Church, 616 N. Washington St.; St. Matthew's Lutheran Church, 709 Milton Ave.; Faith Lutheran Church, 2116 Mineral Point Ave.; Peace Evangelical Lutheran Church, 1550 S. Osborne Ave.; St. Mark's Lutheran Church, 2921 Mt. Zion Ave.; Our Savior Lutheran Church, 2015 Kellogg Ave.; Good Shepherd Lutheran Church, 700 N. Wright Rd.; and Trinity Free Lutheran Church, 2727 Clover Lane. Because these churches are not historically significant, their resources are not potentially individually eligible for the National Register of Historic Places at this time. (City Directories)

Methodist

Historically, there were eight different Methodist groups in Wisconsin, spread geographically throughout the state. The most significant groups were the dominant Methodist-Episcopalians, forerunners of the United Methodist Church; the rare Primitive Methodists; and the Wesleyan, Free, and African Methodists. The Methodist Episcopal Church, now known as the United Methodist Church, is by far the largest Methodist group in Wisconsin.

Methodist missionaries came to Wisconsin in the 1830s, following their Yankee parishioners into the territory. By 1848, the Methodists had a membership of almost 7,000; it was the largest Protestant denomination in the state. Although early Methodists were primarily Yankees, the denomination made inroads among German and Scandinavian immigrants. The Methodists had a strong Sunday School program and supported several colleges, including Lawrence University in Appleton. (Wyatt 1986: vol. 3, Religion, 14-2-14-11)

Yankee pioneers held the first Methodist services in Janesville shortly after their arrival. A Methodist circuit rider preached there in 1837, and circuit riders came regularly to the fledgling community between 1838 and 1843. Nine or ten Methodists founded the First Methodist Episcopal Church in 1843, and a permanent minister served them beginning in 1844. The Methodists built a small, frame, one-story Greek Revival church at 317 McKinley St. in 1848, but because of their growing numbers, the Methodists were meeting at the larger Janesville Academy building (not extant) by the early 1850s. (Cadman n.d.:4-6)

In 1853, the Methodists built a new First Methodist Episcopal Church. The brick Romanesque Revival structure (122 S. Jackson St., not extant), with its round arches and finials, had a medieval appearance that made it an impressive landmark in the city. By 1856, church membership had risen to 204, and the church housed a 250-book library. In 1855, another Methodist Episcopal church was formed on the east side of the Rock River, but after two years, it merged with the First Methodist Episcopal Church, raising the membership of the First church to over 300 parishioners. (Cadman n.d.:6-8)

In 1867, prominent local resident and active Methodist W. D. Cargill organized another Methodist church on the east side of the river. Between 1868 and 1870, a Second Empire style building was constructed at 36 S. Main St. for the new congregation, named the Court Street Methodist Episcopal Church. Looking more like a commercial building than a church, the new church was located in the heart of Janesville's downtown. In 1879, it was reported that the

church had a membership of 150, drawn from former members of the First Methodist Episcopal Church. (Cadman n.d.:8-9; Butterfield 1879:554)

By 1904, these two Methodist Episcopal congregations also had merged into one congregation, the Central Methodist Episcopal Church. The older building at 122 S. Jackson St. was sold, and the Court Street Methodist Episcopal Church building retained. The congregation purchased a site at South Franklin and Court streets and dedicated the new church in March 1906. Because William W. Cargill donated \$10,000 for church construction in memory of his father and mother, W. D. and E. Cargill, the new church, located at 70 S. Franklin St. (not extant), was renamed the Cargill Memorial Methodist Church. The new church served the congregation for almost 50 years. Reluctantly deciding to relocate, the congregation purchased a nine-acre suburban site in 1957 and laid the cornerstone for the new building in November 1959. The new building was completed in 1960 but not dedicated until 1977, when the mortgage was finally paid. The Cargill Methodist Church at 2000 Wesley Ave., continues to serve the congregation today. (Cadman n.d.:12-13; "Cargill Church Building To Be Dedicated Sunday")

Only two of the four historic resources related to Methodist Episcopal congregations in Janesville are still extant. The original Methodist Episcopal church building at 317 McKinley St. has been remodeled into a residence, although much of its historic appearance remains intact. Because this was the first church building for the Methodists and may be the oldest church building in Janesville, it is potentially individually eligible for the National Register of Historic Places and is listed as a contributing resource in the Old Fourth Ward Historic District. The other historic resource related to the Methodist Episcopal Church, the Court Street Methodist Episcopal Church building at 36 S. Main St., was listed individually in the National Register of Historic Places in 1977.

For a brief period in the mid-nineteenth century, Janesville also had a Primitive Methodist Church. Organized in 1849 primarily by British immigrants, the Primitive Methodist Church built a small building in 1851 on South Franklin Street (location unknown, probably not extant). The congregation disappeared from city directories in 1862, and the 1879 Rock County history book indicated that the church had closed. (Butterfield 1979:558, City Directories)

The postWorld War II era was a period of Methodist expansion in Janesville. While these churches have no historic congregations in the city, they are of twentieth-century historical interest. They include Wesleyan Methodist Church, 767 Benton Ave.; Asbury United Methodist Church, 1810 Kellogg Ave.; First Free Methodist Church, 1509 S. Grant St.; and Emmanuel Free Methodist Church, 2618 Mt Zion Ave.. These congregations are not historically significant, and their resources are not potentially individually eligible for the National Register of Historic Places at this time. (City Directories)



Court Street Methodist Episcopal Church (1868-1870), 36 S. Main St. Photograph ca. 1900.

Presbyterian

The history of the Presbyterian Church in America is fraught with divisiveness. Social, political, and doctrinal arguments caused the church to split into several groups. In Wisconsin, early Presbyterians were generally associated with three: the Welsh Presbyterians, the New School Presbyterians, and the Old School Presbyterians. In 1845, Thomas Fraser came to the Wisconsin Territory to establish Old School Presbyterian churches. Finding that many settlements already had New School churches, he concentrated his efforts on larger communities and remote areas of the state. By the 1850s, several Old School presbyteries had been established throughout Wisconsin. One of the most significant actions of the Old School Presbyterians was the establishment of Carroll College in Waukesha. The Old and New Presbyterians united in 1870 under the auspices of the Reunited General Assembly of the Presbyterian Church in the United States. By 1920, the divergent Presbyterian groups had united to form the Presbyterian Church in the U.S.A. (Wyatt 1986: vol. 3, Religion, 16-2-16-6)

In May 1855, the First Presbyterian Church in Janesville was organized. Like other early congregations in Janesville, the Presbyterian congregation first held services in the old Academy building (not extant). In late 1855, the congregation erected a small church building at the site of its current church (17 N. Jackson St.). Because the First Presbyterian Church was affiliated with the Milwaukee and Dane presbyteries under the Synod of Wisconsin, it was an Old School church. In 1856, it had 53 members. (Butterfield 1879:556; Brown 1908:286-287)

By the 1890s, with membership numbering almost 200, the old church, which had been enlarged twice, needed replacing. The new First Presbyterian Church, erected on the site of the old building, was begun in June 1891 and completed in February 1892. With its new building, the congregation grew rapidly, reaching 505 members by 1908. Renovated several times over the years, the church continues to serve its members today. (Brown 1908:286-287; "First Presbyterian Church Here Traces Its Beginnings to 1855")

The First Presbyterian Church at 17 N. Jackson St. is potentially individually eligible for the National Register of Historic Places because of its association with the historic Presbyterian congregation in Janesville that dates back to 1855.

A modern Presbyterian church, Christ Presbyterian Church at 530 N. Wright Road, was organized in the 1970s. It is not historically significant and therefore not potentially individually eligible for the National Register of Historic Places.

Unitarian

Liberal Congregationalists developed the Unitarian Church in America during the Protestant Great Awakening movement of the late eighteenth and early nineteenth centuries. In 1825, the loose-knit American Unitarian Association was founded, and in 1865, a national conference established a national organization for the church. The Unitarians united with the Universalist Church in 1961.

Like many mainstream Protestant churches, the Unitarians came to Wisconsin with Yankee immigrants. By 1850, there were six Unitarian churches in the state, five of them in Rock County. By the 1860s, the Unitarians claimed to have almost 2,000 members in the state. Unitarian membership declined during the late nineteenth century, and by 1890, membership had dropped to 1,394. Membership in the Unitarian church continued to decline in the twentieth century. By 1940, only two large congregations were still active, one each in Milwaukee and Madison. (Wyatt 1986: vol. 3, Religion, 18-1-18-4)

The Unitarian Church began in Janesville in 1864, when a meeting was held for the organization of "The First Independent Society of Liberal Christians of Janesville." Shortly thereafter, the group changed its name to All Soul's Church. The congregation first met in the Baptist Hope Chapel in Janesville's downtown, but by 1866, the congregation had constructed a new All Soul's Church at 121 E. Court St. (extant, but completely remodeled). (Brown 1908:292)

Between 1871 and 1880, Jenkin Lloyd Jones was pastor of All Soul's Church. Lloyd Jones was to become a significant figure in the Unitarian Church. While in Janesville, he founded a regional Sunday School program, invented the United Club, and helped start a newspaper for the Western Unitarian Conference. He was also made secretary of the Western Unitarian Conference while still in Janesville, and was a force in promoting liberalism in the church. In 1880, he left the Janesville church to work in Chicago and where he gained national attention for his promotion of Unitarian ideas and his church's social activism. (Wyatt 1986: vol. 3, Religion, 18-3-18-4)

All Soul's Church in Janesville declined without the leadership of Lloyd Jones. In the 1880s and 1890s, the church went through a series of ministers. By 1901, membership had declined so much that the congregation decided to sell the church property. It is not known if the congregation continued to meet in public buildings or private homes, but the church never again appeared in city directories. (Brown 1908:292-293; City Directories)

The old All Soul's Unitarian Church building at 121 E. Court St. is the most significant location of the historic Unitarian congregation in Janesville. In particular, it is the site of the work of Jenkin Lloyd Jones. However, when the church building was sold, it was completely remodeled into an apartment building. While some elements of the historic structure may remain, it has lost its integrity as a church building and, in its present state, is not potentially eligible for the National Register of Historic Places.

Other Churches

A discussion of religious organizations in Janesville would not be complete without mentioning a number of churches established in the mid- to late twentieth century. Some of these churches have national denominational histories that date back to the nineteenth century; others are non-denominational and have little history beyond the city. While some of these churches have occupied historic buildings constructed for other denominations, most of them occupy buildings that are not historically significant at this time.

Due to their relatively brief histories, these churches cannot yet be historically assessed. But because they may be significant in the future, it is useful to list them for future reference: Assembly of God, 2600 Mt. Zion Ave.; Rock Assembly of God, 2232 Hermitage Lane; New Life Assembly of God, 2614 N. Wright Rd.; Old Christian & Missionary Alliance, 127 Madison St.; Trinity Alliance Church, 340 N. Jackson St.; Orchard View Alliance Church, 2707 Bond Pl.; Church of God (Old Spring Brook Tabernacle), 402 W. Eastern Ave.; Church of God Prophecy, 571 N. Pine St.; Old Church of the Nazarene, 571 N. Pine St.; Church of the Nazarene, 1710 Randolph Rd.; Grace Tabernacle Church (Bible Truth Center), 524 Benton Ave.; Janesville Bible Baptist Temple, 1650 S. Oakhill Ave.; Jehovah's Witnesses Kingdom Hall, 1033 Tripoli Rd.

Today, many old, main-line churches are seeing declines in their congregations, while old fundamentalist and new non-denominational churches are rapidly increasing. Janesville's church history has been one of strong adherence to main-line denominations, but the growth in the fundamentalist and non-denominational churches in the post-World War II era has been

striking. In particular, the growth in Assembly of God churches in the city is worth note. If this trend continues into the twenty-first century, the history of religion in Janesville will change dramatically. It is hoped that this chapter can be a foundation for future historians to build on in charting the ever-developing history of churches in Janesville.

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Resources Mentioned in Text

**Listed on the National Register of Historic Places

<i>Name</i>	<i>Address</i>	<i>Date</i>
Baptist		
Old First Baptist Church**	102 S. Cherry St.	1851
First Baptist Church	3414 Woodhall Drive	ca. 1970
Catholic		
St. Patrick's Church**	301 S. Cherry St.	1864
St. Patrick's School**	305 Lincoln St.	1920
St. Mary's Church**	313 E. Wall St.	1901–02
St. Mary's School**	307 E. Wall St.	1928–29
Church of Christ, Scientist		
First Church of Christ, Scientist**	323 W. Court St.	ca. 1912
Congregational		
First Congregational Church**	54 S. Jackson St.	1875
Disciples of Christ		
Old First Christian Church	51 E. Holmes St.	1921
First Christian Church	1909 Highland Ave.	1958–59

Episcopal

Trinity Church** 409 E. Court St. 1931

Evangelical Church and Church of the United Brethren in Christ

Old United Brethren Church 733 Prospect Ave. 1908

Ev. United Brethren Church
(Mt. Zion United Methodist Church) 2130 Mt. Zion Ave. 1957

Lutheran

Old St. Paul's Church** 169 S. Academy St. 1883-93

Old St. Paul's School** 164 S. Academy St. 1927-28

St. Paul's Church 1245 E. Holmes St. 1954-55

St. Paul's School 210 S. Ringold St. 1963

Norwegian Lutheran Church** 127 Madison St. 1872-73

Old First Lutheran Church** 340 N. Jackson St. 1924-25

First Ev. Lutheran Church 612 N. Randall Ave. 1955

St. John's Lutheran Church 302 N. Parker Dr. 1964-65

St. Peter's Church 422 Center Ave. 1955

Methodist

Original Methodist Church** 317 McKinley St. 1848

Court Street M.E. Church** 36 S. Main St. 1868-70

Cargill Methodist Church 2000 Wesley Ave. 1960

Presbyterian

First Presbyterian Church 17 N. Jackson St. 1891-92

Unitarian

Old All Soul's Church 121 E. Court St. 1866,1901

13.

Architects and Builders

Carol Lohry Cartwright and Randal Waller

Many builders and architects worked in Janesville during the nineteenth and early twentieth centuries. Although architects were responsible for some of the most elaborate buildings in the city, the vast majority of buildings were constructed by local builders. Information about these architects and builders has been gathered from previous architectural surveys, collections of the Rock County Historical Society, and city directories (1858–1931). With this information, some buildings have been connected to specific architects and/or builders. Local newspapers are typically the most comprehensive source for information connecting architects and builders to the buildings they constructed. However, a survey of Janesville's historic newspapers has not yet been conducted.

Following are brief biographies of architects and builders who worked in Janesville, along with a list of the extant buildings they are known to have designed or built and their home addresses, if relevant. Although it is not known in every case whether these individuals constructed their own homes, it is probable that many did so.



Timothy Jackman House (1858), 55 S. Atwood Avenue. Carefully crafted details, such as acorn pendants, adorn the cornice and lantern of this fine residence. The architect and builder have not been identified.

Local Architects

Blair, William H.

Born in Bloomington, Indiana, William H. Blair (1851–1939) originally came to Janesville to visit an uncle who operated a lumber yard in the city. Blair remained in Janesville and worked with local carpenter Alfred McDougall. He started his own contracting business and later formed a partnership with local builder James Wray. During the early 1890s, local builder George K. Colling joined Blair and Wray in a contracting and planing mill business. Later, Blair formed a partnership with builder Alfred Summers. While working as a carpenter-builder, Blair also studied architecture, and in 1907, he began an architectural practice. Blair designed and built many homes in Janesville, but they have not been identified. It is known that he built the Grand Hotel (not extant) and designed the interior renovations of the Allen P. Lovejoy house at 220 St. Lawrence Ave. ("Veteran Architect Found Dead," RCHS files; City Directories; National Register of Historic Places nomination form for Lovejoy and Merrill-Nowlan Houses, 1980)

Home address: 15 N. Atwood Ave., Prospect Hill Historic District.

Burgess, J. M.

Only one mention concerning this architect-builder has been found: an advertisement in the 1846 *Janesville Gazette*.

"J. M. Burgess, Architect and Practical Builder, Designer and Builder of Court Houses, Churches, Villas, Cottages, Farm Houses, Porticos, Pulpits, Chimney Pieces, Cornices, and etc. All ordered in his line of business executed with neatness and dispatch."

None of his work has been identified. (*Janesville Gazette* 1846:n.p.)

Chase, Robert S.

Robert S. Chase practiced architecture in Janesville for 50 years, between 1911 and 1961. A reclusive man, he is little known. The 1952, 1956, and 1958 Janesville city directories, carry advertisements in the Buyer's Guide section that list him as "Registered Architect" and "Member of the American Institute of Architects." In addition, the Rock County Historical Society possesses a number of architectural drawings for comfort stations and warming houses that Chase designed for the Janesville Park System. These designs were apparently revised by parks director Joseph Lustig before their construction. (Chase, Robert S., RCHS files; Douglas & Hartung 1976:221)

Home address: 117 S. Locust St., Old Fourth Ward Historic District.

Designs: Grubb House, 1128 Grace St.

Hilton and Sadler (Lorin L. Hilton and Frank E. Sadler)

The firm of Hilton and Sadler was active in Janesville during the first two decades of the twentieth century. Lorin L. Hilton is first mentioned as an architect in the 1903 Janesville city directory, with an office in the Lappin-Hayes Block (2 S. River St.). Hilton's early commissions include an addition to the old Adams School (not extant), the Yahn Brothers Building, and the Marquette Apartments. By 1907, Hilton had taken Frank E. Sadler on as his partner; they advertised that their firm designed especially for "churches, schools, factories, and all classes of public buildings." Again in 1917, the men advertised themselves as designers of churches, fraternity buildings, theaters, and public buildings. They were also partners in the Bower City Construction Company. Their known works in Janesville include the old portecochere (not extant) for the Allen P. Lovejoy house (220 St. Lawrence Ave.) and the Michaelis and New Cullen flats. By 1919, Sadler was in practice by himself and Hilton had disappeared from the Janesville scene. Sadler moved his architectural practice to Madison in the late 1920s. (City Directories; Shearer Collection, RCHS files; *Janesville Gazette* 1904:10; Hartung 1982:n.p.; National Register of Historic Places nomination form for Lovejoy and Merrill-Nowlan Houses, 1980; *Janesville Gazette* 1909:9; *Janesville Gazette* 1911:33)

Designs: Michaelis Flats, 509 E. Milwaukee St., Courthouse Hill Historic District.
New Cullen Flats, 607-609 E. Milwaukee St., Courthouse Hill Historic District.



New Cullen Flats (1911), 607-609 E. Milwaukee St. Hilton and Sadler, architects.

Kemp, Frank H.

Frank Kemp is the most well-known historic architect in the city of Janesville. His designs are also noteworthy in Beloit. Kemp was born in Roxbury, Wisconsin, of parents who came to the United States from France and Germany in 1854. Kemp lived on the family farm in Roxbury until he was 20, when he entered architecture school in Milwaukee; he completed his training in St. Louis. In 1890, he settled in Madison, where he practiced for approximately two years. Between 1892 and 1896, he practiced in Janesville, and between 1897 and 1900, he practiced in Madison again. In 1900, he relocated to Beloit, remaining there until his death in 1944. (Zellie 1986:6)

An extremely prolific and progressive architect, Kemp designed buildings in Janesville, Beloit, Manitowoc, Milwaukee, and several smaller Wisconsin communities; he also worked in Freeport, Illinois; Austin, Texas; and Waterloo, Iowa. His early work, especially in Janesville and Edgerton, was broadly Queen Anne in styling, although his basic house form tended to be more symmetrical than typical Queen Anne designs. His post-1900 work featured a combination of Craftsman, Prairie, and Tudor details. In particular, he experimented with Craftsman bungalows. In his later work, Kemp turned to more traditional period revival styles, especially Colonial Revival. Yet, even then, his own architectural personality was evident: details tended to be heavy, the corners were clearly delineated, and irregular facades remained strong. He had a preference for dormers: most of his residential designs display them, no matter the style. He also favored rusticated red brick and variegated masonry exteriors. (Hartung 1982:n.p.)

In Janesville, some of Kemp's noted commissions included St. Mary's Catholic Church, the London Hotel, the Schmidley Flats, and the Rock County Poorhouse (not extant). He designed many residences in Janesville and Beloit. His other Wisconsin commissions included the Stoughton City Hall and Library; the Carlton Hotel in Edgerton; and the Church of the Nazarene, Bacon Flats, and Parker School (not extant) in Beloit. (Brown 1908:290; Architect's File; National Register of Historic Places Nomination form for Pre-World War I Masonry Flat Buildings of Janesville, 1981; Hartung 1982: n.p.)

The following list includes designs that are on file at the Rock County Historical Society or have been researched by its staff. Others on the list have been attributed to Kemp by former Society director Richard P. Hartung, the foremost authority on Kemp's work; they are indicated with an *.

Designs: Phillip Reuss House, 909 E. Centerway.
Mark Ripley House, 606 E. Court St., Courthouse Hill Historic District.
Frank Kemp House*, 305 Eisenhower, Prospect Hill Historic District.
Schmidley Flats, 15 N. High St., Look West Historic District.
George Simpson House, 502 E. Holmes St., Courthouse Hill Historic District.
Olaf H. Olson House, 630 E. Holmes St., Courthouse Hill Historic District.
G. Fred Ehrlinger House*, 211 Jackman St., Courthouse Hill Historic District.
Fred R. Jones House, 315 Jackman St., Courthouse Hill Historic District.
Charles E. Tallman House*, 426 N. Jackson St., Look West Historic District.
Stanley D. Tallman House*, 430 N. Jackson St., Look West Historic District.
Frederick Rau House*, 429 N. Jackson St., Look West Historic District.
Peters Block, 113-117 E. Milwaukee St., East Milwaukee Street Historic District.

Frank H. Kemp, continued

London Hotel*, 121-123 E. Milwaukee St., East Milwaukee Street Historic District.

Agnes Clark House, 220 Sinclair St., Courthouse Hill Historic District.

St. Mary's Church*, 313 Wall St., Prospect Hill Historic District.

William Stephenson House*, 485 N. Washington St., Look West Historic District.



London Hotel (1893), 121-123 Milwaukee St. Frank H. Kemp, architect. Photograph 1989.

Mills, James

James Mills, an architect and builder, had an office on the old mill race near the Big Mill (not extant, near North River Street). During the years 1859-1862, he owned and operated a sash, door, and blind factory located on North Main Street (not extant). None of his Janesville work has been identified. (City Directories)

Nettleton, Garry

Garry Nettleton practiced architecture in Janesville during the middle of the nineteenth century, but relatively little is known about his work or personal life. He first appeared in the 1857-1858 city directory, where he is listed as a carpenter; by 1862, he was listed as an architect-builder. In 1866, he was listed in partnership with an Alexander Jacks. During the late 1860s, he was a partner with local architect George Schulze; by 1870 he had disappeared from the city directories. Few of Nettleton's commissions have been identified. His best known residence is the fine Italianate-style Thomas Lappin House, he also designed the old Christ Episcopal Church (not extant). Nettleton was employed by William Tallman as architect and builder of at least two commercial buildings in downtown Janesville, neither of which is extant. (City Directories; National Register of Historic Places nomination form for Brewster Randall House, 1978; Brown 1908:294; Architect's Files)

Designs: Brewster Randall House, 1412 Ruger Ave.
Thomas Lappin House, 404 St. Lawrence Ave., Courthouse Hill Historic District.

One of Janesville's earliest architect-builders, Warren Robinson resided in the city between 1850 and 1863. Before coming to Janesville, Robinson lived in New Haven, Connecticut, where he was listed in the city directories as a carpenter and joiner. During his residence in Janesville, city directories listed him as an architect. Nearly daily advertisements in the *Janesville Daily Gazette* for the years 1857 and 1858 promoted his services as "Architect and Building Superintendent." None of Robinson's most prominent designs in Janesville are extant. They include the first Janesville High School, the Hyatt House hotel, the original wing of the Wisconsin School for the Blind, the old First National Bank building, and the Wright-Amato house. He probably also designed the Timothy Jackman House at 55 S. Atwood St. ("The Wright-Amato House" 1971; Wright-Amato House, RCHS files)

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Architects James Mills and Warren Robinson advertised in the 1858-1859 *Janesville Directory*.

Schulze, George F.

Born and raised in Germany, George F. Schulze began practicing architecture there around 1855. After immigrating to Milwaukee, he moved to Janesville in 1868. He partnered with Garry Nettleton from 1868 to 1870, then practiced alone. According to one of Schulze's advertisements, his repertoire included villas, farmhouses, cottages, churches, city residences, school houses, and storefronts. He also advertised as a consulting engineer on the heating and ventilation of buildings. Schulze's work in Janesville is known to have included the Fredendall Block, the Durkee-Tallman House, and the First Ward School (not extant). In the absence of Milwaukee architect E. Townsend Mix, Schulze also supervised the construction of the old Rock County Courthouse (not extant) in 1870-1871. (City Directories)

Designs: Durkee-Tallman House, 220 S. Academy St., Old Fourth Ward Historic District.
Fredendall Block, 33-39 S. Main St., South Main Street Historic District.



Fredendall Block (1868-1869), 33-39 S. Main St. George F. Schulze, architect.

Taylor, Edwin

Edwin Taylor had an office in Janesville between 1889 and 1893. None of his Janesville commissions have been identified. It is known that Taylor designed the Classical Revival-style post office in Beloit in 1911. (City Directories; Architect's Files)

Out-of-Town Architects

Boynton, Ernest

Ernest Boynton, a Boston architect who practiced at the turn of the century, was the original architect of the Janesville Pumping Station (1887). (National Register of Historic Places nomination form for Waterworks Structures of Rock County, 1985)

Designs: Janesville Pumping Station, 5 S. River St.

Bradley, Charles W.

Charles W. Bradley had an architectural practice in Rockford, Illinois, at the end of the nineteenth century. He designed at least two period revival houses in Janesville and First Presbyterian Church (not extant) in Beloit. (Douglas and Hartung 1976: 208; Hartung 1982: n.p.)

Designs: Fred Capelle House, 621 E. Holmes St., Courthouse Hill Historic District.
Malcolm Douglas House, 302 Forest Park Blvd.

Carpenter, Frank A.

Frank A. Carpenter's architectural office was located in Rockford, Illinois. He designed two buildings for the Parker family: Russell G. Parker's Spanish Colonial Revival house and the old Parker Pen Building, which is still extant but completely remodeled and enlarged. (National Register of Historic Places Nomination form for Courthouse Hill Historic District, 1986)

Designs: Russell Parker House, 904 E. Court St., Courthouse Hill Historic District.

Clark, A. P., Jr.

A. P. Clark, Jr.'s architectural office was located in Washington, D. C.. In 1930, he designed the Georgian Revival William G. Wheeler House in Janesville. (National Register of Historic Places Nomination form for Courthouse Hill Historic District)

Designs: William G. Wheeler House, 700 St. Lawrence Ave., Courthouse Hill Historic District.

Douglas, James

A native of Scotland, James Douglas (1823–1894) came to Canada in 1840. In 1843, he moved to Milwaukee and worked as a carpenter, helping to construct the first bridge across the Milwaukee River and many of Milwaukee's important buildings. In 1847, Douglas and his brother, Alexander, formed a business known as J. & A. Douglas, Architects and Builders. For 16 years, this firm furnished plans for a variety of buildings and contracted to build them. In 1863, James Douglas left the business to work for an insurance company, but in 1872, he resumed his architectural practice. Between 1872 and his death in 1894, Douglas was a prolific designer of residential and commercial buildings. Much of his work is concentrated in Milwaukee, but his designs can be found throughout the state and as far away as Florida and California. Douglas designed the imposing and ornate Allen P. Lovejoy House in 1881; it reflects his unique interpretation of the Queen Anne style. (Zellie 1986:5)

Designs: Allen P. Lovejoy House, 220 St. Lawrence Ave., Courthouse Hill Historic District.
Clarence W. Jackman House, 117 S. Division St., Courthouse Hill Historic District.

L. Falk & Sons

In 1891–1892, this architectural firm designed the First Presbyterian Church in downtown Janesville, using a style (Queen Anne) not usually found on church buildings. (First Presbyterian Church, RCHS files)

Designs: First Presbyterian Church, 17 N. Jackson St.

Foster, William Dewey, and Louis A. Simon

William Dewey Foster and Louis A. Simon were the federal architects who designed Janesville's extant old Post Office building. It exhibits a streamlined modern design that suggests the Art Deco influence.

Designs: Old Janesville Post Office, 210 Dodge St., West Milwaukee Street
Historic District.

Garden, Hugh M.

Born in Toronto in 1873, Hugh Mackie Garden came to Chicago with his family in 1887. He studied architecture in the Chicago offices of several noted architects, then began designing in 1893 in Illinois and Wisconsin. Garden was strongly influenced by the Prairie School and completed many designs for houses in that style. He also designed commercial buildings and churches, turning to period revival styles later in his long career. In Janesville in 1904, Garden designed a small, but fine Prairie Style residence for Margaret Cargill Barker. (Zellie 1986:6)

Designs: Margaret Cargill Barker House, 308 St. Lawrence Ave., Courthouse Hill
Historic District.

Gay, Henry Lord

Henry Lord Gay (1844–1921) was born in Baltimore and educated in New England, studying both art and architecture in Europe as well. Upon his return to the United States, he began working in the New Haven architectural office of Sidney Stone, a well-known church architect. Gay later moved to Chicago, and in 1867, he opened his own architectural office there, designing a number of noted estate residences in the Lake Geneva area of Walworth County. In Janesville, he designed the Archie Reid House in 1899. Shortly after the turn of the century, Gay moved his practice to San Diego and remained there the rest of his life. (Withey 1970:231; Shearer Collection, RCHS files; Architect's Files)

Designs: Archie Reid House, 320 St. Lawrence Ave., Courthouse Hill Historic District.

Hengels, Lt. Col. Henry C.

Henry C. Hengels (1876–1943) graduated from the Armour Institute in Chicago and began practicing architecture in 1906, maintaining offices in both Chicago and Milwaukee. He served at one time as Wisconsin's state military architect and engineer. In that capacity, he designed the old Janesville Armory building, now the Rock County Historical Society. He also designed buildings at Camp Douglas, other armories, and commercial buildings. (Withey 1970:279; Architect's Files)

Designs: Janesville Armory, 10 S. High St.

Jennings, J. T. W.

J. T. W. Jennings (1856–1944) was born in Brooklyn, New York. In 1877, he graduated from New York University with a degree in civil engineering and later served as chief engineer of New York City's Suburban Rapid Transit system. In 1883, he became assistant engineer for the Chicago, Milwaukee, & St. Paul Railroad (Milwaukee Road). Between 1885 and 1893, Jennings designed several railroad stations for this line, then began a private architectural practice in Chicago. After six years, Jennings became the University of Wisconsin architect and designed a number of buildings on the Madison campus. During this time, he also accepted private commissions, including the old Janesville Public Library in 1902. Jennings returned to private practice in 1906 and took F. Kronenberg as his partner in Madison. Jennings and Kronenberg designed several buildings there before Jennings left for Arkansas in 1908, where he practiced alone. (Architect's Files; National Register of Historic Places nomination form for Old Janesville Public Library)

Designs: Old Janesville Public Library, 64 S. Main St.

Kaesar, William V.

Born in Greenville, Illinois, William V. Kaesar graduated from the University of Illinois architectural program in 1931. Between 1931 and 1933, he worked in the office of Madison architect Frank Riley, then joined a group of architects at the Cranbrook Academy of Art to pursue architecture and city planning. In 1935, he returned to Madison and started an architectural practice, also serving as city planner between 1935 and 1938. Kaesar designed a number of residential, commercial, institutional, and industrial buildings in Madison and throughout the United States. His work in Janesville included an unusual International Style residence, built around 1950, and two commercial buildings. (Architect's Files; Douglas and Hartung 1976:112, 221)

Designs: Jensen-Lyons House, 1110 Glen St.
 W. R. Arthur & Company Trucking Company building, 1263 Cherry St.
 Redwood Motel, Hwy 18 and Rock River Rd.

Law, Law, & Potter

The Madison architectural firm of Law, Law, & Potter was one of the most respected and prolific in Wisconsin between 1920 and 1940. A Madison native, James R. Law (1855–1952) worked for noted architects Claude & Starck before entering the University of Pennsylvania School of Architecture. After graduation, he worked for Arthur C. Peabody, then began his own architectural firm in 1924. His brother, Edward J. Law, soon joined the firm, and in 1925, senior draftsman Ellis C. Potter was made a partner. The firm designed residential, educational, and commercial buildings throughout the state. One of the best firms designing in the popular period revival styles, they designed two schools in Janesville, both completed in 1930. These fine Classical Revival-influenced school buildings are still in use today. (Architect's Files)

Designs: Roosevelt School, 316 Ringold St.
 Wilson School, 465 Rockport Rd., Old Fourth Ward Historic District.

Paunack, Frederick W. (Rawson & Paunack)

Madison native Frederick W. Paunack (1869–1904) studied architecture in Chicago. In 1892, he became a partner in the firm of Gordon & Paunack, one of Madison's important architectural firms at the turn of the twentieth century. Around 1900, Paunack became associated with Henry D. Rawson in the short-lived architectural firm of Rawson & Paunack. This firm designed the William F. Palmer House in 1901. (Architect's Files)

Designs: William F. Palmer House, 802 E. Court St., Courthouse Hill Historic District.

Peabody, Arthur

Arthur Peabody (1858–1942) moved with his family to Illinois from his birthplace in Eau Claire, Wisconsin. In 1882, he graduated from the University of Illinois with a degree in architecture. After working for several Chicago architectural firms, Peabody practiced alone from the early 1890s until 1905. During this period, he remodeled Lappin's Block in Janesville for Michael Hayes. Between 1905 and 1915, Peabody was the University of Wisconsin architect, then became the first state architect, a position he held until the 1930s. In this capacity, he designed over 70 university and state buildings. (Withey 1970:461; Architect's Files)

Designs: Lappin-Hayes Block, 2 S. Main St., South Main Street Historic District.

Riley, Frank

Frank Riley (1875–1949) a successful Wisconsin architect, designed many fine period revival residential, educational, and commercial buildings. He studied civil engineering at the University of Wisconsin in his native Madison between 1895 and 1897, then graduated from MIT in 1900. He worked for a number of Boston architects until 1911, when he went to Europe for a four-year stay. In 1915, he returned to Madison and established his own practice; he is particularly noted in that city for his period revival residences. In Janesville, he was responsible for two fine period revival homes on the city's east side. (Architect's Files; Douglas and Hartung 1976:102, 208, 221)

Frank Riley, continued

Designs: Palmer-Cummings House, 323 S. Garfield St.
J. Harris House, 720 St. Lawrence Ave., Courthouse Hill Historic District.

Smith & Brandt

Located in Appleton, Wisconsin, the architectural firm of Smith & Brandt specialized in institutional work, particularly churches and hospitals. In Janesville, the firm was responsible for the Gothic Revival-style Trinity Episcopal Church, built in 1930. They also designed the Municipal Hospital in Beloit. (Architect's Files)

Designs: Trinity Episcopal Church, 411 E. Court St., Courthouse Hill Historic District.

Townsend, F. B.

F. B. Townsend practiced in Chicago around the turn of the twentieth century. In Janesville, he designed the Queen Anne-style Claremont S. Jackman House, built in 1884-1885, a fine example of the style. (Douglas and Hartung 1976:62, 208)

Designs: Claremont Jackman House, 69 S. Atwood Ave., Courthouse Hill Historic District.

Van Ryn & DeGelleke

This architectural firm, which worked out of Milwaukee, was one of the best and most prolific in southeastern Wisconsin. Henry J. Van Ryn and Gerrit J. DeGelleke became partners in 1897 after Van Ryn had practiced alone for over 15 years. They designed a wide range of buildings all over the state including houses, commercial buildings, schools, hospitals, and churches, and several large buildings for campuses of the state teachers colleges. In Janesville, they designed the outstanding old Janesville High School, later Marshall Middle School. (Architect's Files)

Buildings: Old Janesville High School (Marshall Middle School), 408 S. Main St.

Pattern Books

Several Janesville houses that have been identified as being constructed from plans published in popular pattern books. These houses are fine and elaborate designs that reflect the work of two noted architects. Although not individually designed by these architects, the houses listed below represent their work.

Samuel Sloan: J. B. Crosby House, 1005 Sutherland.
George Barber: Matthew M. Fardy House, 215 S. Division St., Courthouse Hill Historic District.
August Buggs House, 339 S. Locust St., Old Fourth Ward Historic District.
Arthur J. Harris House, 118-120 Sinclair St., Courthouse Hill.

Builders and Contractors

Anderson, Stanley

Stanley Anderson was a Janesville contractor who designed and built several houses in the city in the twentieth century. Perhaps his most interesting building was his own house, constructed around 1939 in the International Style. (Douglas and Hartung 1976: 112, 221)

Home address: 329 S. Atwood Ave.

Buildings: Adamany House, 226 Forest Park Blvd.
Bartner-Bell House, 145 Jefferson Ave.

Barnes, George

Local histories indicate that master builder George Barnes settled in Milwaukee in 1842 and moved to Janesville in 1843. He worked as a contractor and builder until 1871, when he became involved in a flour mill. He is perhaps best remembered as the builder of the Italianate-style Tallman House. He also erected his own Italianate-style house and two other houses along East Court Street prior to 1871. (National Register of Historic Places nomination form for Courthouse Hill Historic District, 1986)

Home address: 303 E. Court St., Courthouse Hill Historic District.

Buildings: Tallman House, 404 N. Jackson St., Look West Historic District.
317 and 321 E. Court St., Courthouse Hill Historic District.

Billings, David H.

Born in Montgomery County, New York, in 1840, David H. Billings came to Janesville in 1856. He returned to New York the following year and served as a carpenter's apprentice. In 1865, he moved to Michigan, remaining there until 1872, when he moved to Rockford, Illinois. In 1880, he returned to Janesville where he purportedly specialized in church and store construction. None of these works have been identified. In 1892, Billings formed the short-lived Janesville Construction Company, with F. H. Billings and G. M. Ashbrook as partners. (*Portrait and Biographical Album* 1889:526; City Directories)

Home address: 323 N. High St., Look West Historic District.

Clark, Luther

Luther Clark was one of Janesville's earliest builders and contractors. Born in New York State in 1826, he moved to Janesville in 1844. In 1847, he returned to New York to learn carpentry. Back in Janesville around 1850, he worked as a carpenter for approximately eight years. In 1858, Clark entered the contracting business, where he remained for nearly 35 years. Clark was responsible for many of Janesville's important downtown commercial blocks, including the Court Street Methodist Church and the Palmer block (not extant). He also built some impressive residences, including the Allen P. Lovejoy residence, the Claremont Jackman House, and his own fine Italianate house. (*Portrait and Biographical Album* 1889:370; City Directories)

Home address: 302 S. Locust St., Old Fourth Ward Historic District.

Buildings: Samuel Pond House, 17 S. Atwood Ave., Courthouse Hill Historic District.
Claremont Jackman House, 69 S. Atwood Ave., Courthouse Hill Historic District.
Court Street Methodist Church, 36 S. Main St., South Main Street Historic District.
C. B. Conrad House, 538 S. Main St.
Allen P. Lovejoy House, 220 St. Lawrence Ave., Courthouse Hill Historic District.

Colling, George K.

George K. Colling was born in England and learned the carpenter's trade there. He moved to Janesville in 1856 and entered the contracting business in 1865. In the early 1870s, Colling partnered with his brother, W. H. Colling, and built the Smith Block (not extant) in downtown Janesville. During the 1890s, he was a partner with James G. Wray and William Blair in a firm known as Colling, Wray, and Blair. The only work that has been attributed to him at this time is the Merrill-Nowlan House. (*Portrait and Biographical Album* 1889:507; National Register of Historic Places nomination form for the Lovejoy and Merrill-Nowlan Houses, 1980; City Directories)

Home address: 222 S. Parker Dr., Courthouse Hill Historic District.

Buildings: Merrill-Nowlan House, 202 St. Lawrence Ave., Courthouse Hill Historic District.



Merrill-Nowlan House (1904), 202 St. Lawrence Ave. George K. Colling, builder.

Conrad, Charles B.

While not a builder himself, Charles B. Conrad was nevertheless responsible for constructing four brick cottages in 1882 that are among Janesville's few historic attempts at tract housing for workers. After inheriting land in the 300 block of Milton Avenue, Conrad had four nearly identical brick cottages built as rental houses. Now part of the Conrad Cottages Historic District, they have retained most of their historic integrity. (National Register of Historic Places Nomination form for Conrad Cottages Historic District, 1993)

Buildings: 312, 318, 324, 330 Milton Ave., Conrad Cottages Historic District.

Cullen, John P. (J. P. Cullen & Son, Inc.)

In 1892, John P. Cullen established a contracting business in Janesville that evolved into the most significant building contracting business in the city and one of the most important in the state. By 1920, J. P. Cullen & Son was involved in more than \$1 million of building projects. Mark A. Cullen joined his father in the business in 1919, and the company weathered the Great Depression of the 1930s. During World War II, the company built military buildings at Camp McCoy and the Badger Ordnance Works in Baraboo, Wisconsin. The company flourished during the post-war building boom and, by 1970, it was conducting \$15 million worth of business a year. John P. Cullen's grandson, J. P., and his sons, Mark, David, and Richard, are still involved in this multimillion dollar company. (*J. P. Cullen & Son* 1983: n.p.)

J. P. Cullen & Son has built many buildings in the city of Janesville, including the old Janesville High School (old Marshall Middle School), St. John Vianny Catholic Church, and the Cargill United Methodist Church.

Home address: 312 S. Parker Dr., Courthouse Hill Historic District.

Buildings: St. John Vianny Catholic Church, 1245 Clark St.
Old Janesville High School (Marshall Middle School), 408 S. Main St.
Cargill United Methodist Church, 200 Wesley Ave.

Harvey, Anderson & Company

A. Anderson, G. A. Harvey, G. F. Greswald, and Thomas Anderson established Harvey, Anderson & Company in Janesville in 1868. Harvey served as financial manager of the firm, while Greswald and Thomas Anderson acted as business managers. A. Anderson served as superintendent. According to advertisements in various Janesville city directories, Harvey, Anderson & Company erected a number of buildings in the city, including the old First Ward School (not extant) and the Second Empire-style J. C. Jenkins residence. (*City Directories*)

Buildings: J. C. Jenkins House, 327 Milton Ave., Conrad Cottages Historic District

Hayes, Michael

Born in New York State in 1852, Michael Hayes came to Wisconsin two years later with his family. In 1879, he moved to Janesville. In 1886, he became a building contractor, doing business with his brother, Dennis, under the name Hayes Brothers until 1911. He established the firm of M. Hayes & Sons, which specialized in general contracting. The firm's projects included construction work for the Chicago & Northwestern Railroad and the interurban railroad between Rockford and Janesville, power dams and locks for the federal government, and canals and levees. Although not a local building contractor, Hayes is associated with one of the most historic commercial buildings still extant in Janesville, the Lappin-Hayes Block: he remodeled the old Lappin's Block and had his business offices there for many years. (*Rock River Valley* 1926:27-29)

Buildings: Lappin-Hayes Block, 2 S. Main St., South Main Street Historic District

Jeffris, David

An early settler in Janesville, David Jeffris is prominently identified with its growth. Born in Kentucky in 1821, he spent most of his childhood in Illinois. Jeffris settled in Janesville in 1846, and, over the next 50 years, constructed approximately 400 buildings, including churches, stores, and residences. His known projects in the city include the old Grand Hotel (not extant), the Merchants and Mechanics Bank (not extant), and the Jeffris Flats, along with two outstanding personal residences. Along with his contracting business, Jeffris also operated one of Janesville's largest lumber yards, dealt in local real estate, and was an organizer and director of the Merchants and Mechanics Bank. (*Portrait and Biographical Album 1889:745-746*)

Home addresses: 212-214 S. Cherry St., Old Fourth Ward Historic District.
 625 St. Lawrence Ave., Courthouse Hill Historic District.

Buildings: Jeffris Flats, 314-320 Dodge St., West Milwaukee Street Historic District.

Matteson and Landstrom

A Chicago development company, Matteson and Landstrom constructed a group of bungalows on the northeast side of Janesville in 1919 and 1920. With experience building housing in Flint, Michigan, another automobile factory town, Matteson and Landstrom acquired part of the Scofield Addition for their development soon after construction of Janesville's General Motors Factory in 1919. They replatted the addition, making much smaller lots than was common, and quickly erected 84 bungalows of several different designs. The result was an unusual neighborhood that resembled housing tracts in larger cities. The houses are part of the Benton Avenue Historic District. (National Register of Historic Places nomination form for Benton Avenue Historic District, 1996)



David C. Jeffris House (1898), 625 St. Lawrence Ave.

Nowlan, Oscar

Oscar Nowlan was an important Janesville contractor during the late nineteenth and early twentieth centuries. He was born in New York State in 1843 and apprenticed as a contractor and joiner during his youth. He came to Wisconsin around 1864 and settled in Janesville in 1866, where he started a contracting business. Among the many buildings Nowlan erected in Janesville were the Rock County Insane Asylum (not extant), Second Ward School (not extant), Fredendall Block, Davies Block, Hanson Furniture Company, Janesville Cotton Mill, and his own Queen Anne-style residence. For a brief period during the late nineteenth century, Nowlan was associated with another Janesville contractor, John W. Peters; they built the Kent Block and Peters' residence. (*Portrait and Biographical Album* 1889:418; *Commemorative Biographical Record* 1901:835)

Home address: 309 Cornelia St., Prospect Hill Historic District.

Buildings: John Peters House, 303 E. Centerway, Prospect Hill Historic District.
Janesville Cotton Mill, 220 N. Franklin St.
Hanson Furniture Company, 251 Hyatt St.
Fredendall Block, 33-39 S. Main St., South Main Street Historic District.
Kent Block, 50-52 S. Main St., South Main Street Historic District
Davies Block, 119 W. Milwaukee St., West Milwaukee Street Historic District.

Peters, John W.

Born in Whitewater, Wisconsin, in 1854, John W. Peters was raised in Janesville and began learning the building trade there. As a young man, he worked for the Chicago & Northwestern Railroad, constructing bridges and other railroad structures. Later, he entered the contracting business in Janesville. Between 1893 and 1897, Peters was associated with Oscar Nowlan in the firm of Nowlan & Peters. This firm built the Kent Block and Peters' residence. In 1899, Peters was the contractor for the old Rock County Jail (not extant). (*Commemorative Biographical Record* 1901:835-836)

Home address: 303 E. Centerway.

Buildings: Kent Block, 50-52 S. Main St., South Main Street Historic District.

Shearer, James

James Shearer (1839-1913) worked as a mason, builder, and contractor in Janesville between 1860 and 1913. Born in Scotland, he came to the United States in 1853 and, in 1860, settled in Janesville. He built a number of the city's public buildings and residences, including the First Presbyterian Church, buildings for the State School for the Blind (not extant), buildings for the Rock County Poor Farm (not extant), the Hodge and Buchholz Carriage Company, the YMCA, and the Kentmore Flats. He also built three schools: Adams, Grant, and Webster (not extant). ("James Shearer Dies," RCHS files)

Buildings: Hodge and Buchholz Carriage Company, 201–203 E. Milwaukee St.,
East Milwaukee Street Historic District.
First Presbyterian Church, 17 N. Jackson St., West Milwaukee Street
Historic District.
Old YMCA, 400 W. Milwaukee St., West Milwaukee Street Historic
District.
Kentmore Flats, 416–418 N. Parker Dr., Prospect Hill Historic District.

Shopbell, Ellis

A long-time builder in Janesville, Ellis Shopbell was born in Pennsylvania in 1835, where he learned carpentry as a youth. He moved to Janesville in 1856 and, after serving in the Civil War, established his own building business. Between 1865 and 1871, his projects included the Randall Williams House, the Britton & Kimball Furniture Store (not extant), and the Exchange Block (not extant). In 1871, Shopbell began manufacturing sashes and doors at the Phoenix Planing Mill as an adjunct to his contracting business. (*Portrait and Biographical Album* 1889:831-832; City Directories)

Home address: 252 S. Franklin St., Old Fourth Ward Historic District.

Buildings: Randall Williams House, 120 Cherry St., Old Fourth Ward Historic
District.

Stewart, David

David Stewart was born in Rock County in 1862 and learned the carpentry trade in Janesville as a young man. He was employed by, and then a partner with, Luther Clark for many years. In charge of constructing the second Janesville High School (not extant), Stewart was known for building schools, libraries, hospitals, post offices, and commercial buildings throughout the Midwest. His only identified extant work in Janesville is the Archie Reid House and his own home on South Garfield Street. ("David Stewart Builder, Dead" 1919:12)

Home addresses: 189 S. High St.
202 Lincoln St.
618 S. Garfield St.

Buildings: Archie Reid House, 320 St. Lawrence Ave., Courthouse Hill Historic
District.

Watson, John

John Watson was a prominent contractor and bridge builder in Janesville. Born in England in 1826, he came to the United States in 1849 and to Janesville in 1855. He operated a hotel for a time, then built bridges and culverts for the Chicago, Milwaukee & St. Paul Railroad. In Janesville, Watson built a store for J. J. R. Pease (not extant), the Jackman Block, and many houses. (*Portrait and Biographical Album* 1889:650; Douglas and Hartung 1976:208; Brown 1908:911-912)

Home addresses: 102-108 N. Atwood Ave., Prospect Hill Historic District.
 156 Prospect Ave., Prospect Hill Historic District.

Wray, James G.

Contractor James F. Wray was born in Janesville in 1848. After the Civil War, he pursued a career in carpentry and building. In 1889, Wray formed a partnership with William H. Blair; in 1892, the company added George Colling. But by 1896, each man was working independently. Colling and Wray were partners once again around 1900, then Wray worked alone until 1913. Only one building is directly associated with Wray, his own residence on Linn St. However, his long career probably included many homes and commercial buildings in Janesville. (*City Directories*)

Home address: 104 Linn St., Old Fourth Ward Historic District.

Wright, John P.

John P. Wright was born in England and came to the United States in 1851. In 1853, the family moved to Janesville and Wright took up carpentry as a youth. As a contractor, he helped build the First Baptist Church and the First Congregational Church. (*Commemorative Biographical Record* 1901:401-402)

Home address: 417 W. Racine St., Old Fourth Ward Historic District.

Other Builders

The following is a list of other builders who worked in Janesville during the historic period and any buildings that are associated with them. The dates they worked in the city are taken from Janesville City Directories.

Name	Dates	Buildings
George Barriage	1878-1931	501 N. Parker Dr. 539 Harding St.
John Boos	1909-1923	522 Cornelia St.
Nelson Cole	1860-1903	413 S. Second St.
Charles Dailey	1892-1927	447 N. Terrace St. 538 N. Pearl St.
Joseph Denning	1901-1923	711 School St.
Edward Donohue	1903-1931	221 S. Locust St.

Other Builders, continued

William Garbutt	1894-1909	204 Laurel St. 717 N. Washington St.
Walter Hazen	1903-1927	316 N. Terrace St.
William R. Hayes	1913-1931	520 S. Jackson St.
Floyd Hurd	1896-1923	139 Jefferson Ave.
Kelly & Son	1880-1923	309 S. Locust St.
John Knudson	1903-1913	321 N. Chatham St.
James Langdon	1896-1913	614 W. Court St.
Charles Lee	1874-1894	760 Logan St.
Alva Mead	1905-1927	466 N. Terrace St.
Emil Pautz	1909-1927	808 McKinley St.
Charles Preller	1909-1927	600 Milton Ave.
Edward Ratheran	1870-1913	170 Linn St.
Charles Rehfeld	1892-1905	339 Linn St.
Matthew Roherty	1896-1917	606 Chestnut St.
William Ross	1889-1901	213 Jackman St.
Patrick Ryan	1909-1923	214 Cherry St.
Herman Schiefelbein	1930	215 S. Garfield Ave.
Otto Schoenrock	1913-1931	321 E. Centerway
Alfred Summers	1903-1923	902 Milton Ave.
Elmer Van Pool	1901-1931	1042 Milton Ave.
John Van Vrankin	1870-1913	619 Linn St.
John Wilcox Sr. & Jr.	1880-1901	203 S. Locust St.
S. P. Wilcox	1874-1889	509 E. Centerway
T. S. Willis	1920s	904 E. Court St. 232 S. Garfield Ave.

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14.

Notable People

Carol Lohry Cartwright

Atwood, Volney

One of the earliest settlers in Janesville and a noted businessman and civic leader, Volney Atwood was a native of Vermont who came west in 1837. After first traveling in the St. Louis area, Atwood was drawn to the Wisconsin Territory. Arriving in Racine, he went to work for a survey crew laying a road across the territory. The crew ended its work near Janesville, and Atwood claimed a 320-acre parcel northeast of the future city. In 1843, he sold this land and purchased the American Hotel (N. Main and E. Court streets, not extant). During the 1840s, Atwood served as deputy sheriff and sheriff of Rock County and was elected to the position of register of deeds. Later, he served as a county supervisor and on the city council. In 1847, he formed a partnership with William Lawrence in a hardware business. The firm of Lawrence and Atwood was a successful and long-lived business in Janesville. The partners also invested in and operated a woolen mill. In 1887, Atwood retired from the hardware business and served as president of the Oak Hill Cemetery Association until the early 1900s. He died in 1906 at the age of 94. (*Portrait and Biographical Album* 1889:296; Atwood Family History)

Bennett, John R.

A prominent attorney and jurist in nineteenth-century Janesville, John R. Bennett was born in New York State and trained as a lawyer there. In 1848, he came to Janesville and engaged in a legal practice. He was elected Rock County district attorney in 1863 and circuit court judge in 1882. (*Portrait and Biographical Album* 1889:191-192)

Bostwick, Joseph M.

Joseph M. Bostwick founded the dry goods store that became the most prominent retail business in nineteenth-century Janesville and helped make the city a successful commercial center. Bostwick was born in New York State in 1834 and came to Janesville with his family in 1847. After attending local schools, Bostwick began work as a retail store clerk and, by the late 1850s, was in partnership with William Knowles in his own retail store. After several partnerships in the dry goods business, Bostwick opened his own dry goods and department store in 1881. In 1882, his sons entered the business, which was then renamed J. M. Bostwick & Sons. Known as Bostwick's Department Store in the twentieth century, it was the most important retail store in downtown Janesville until well past the mid-twentieth century. (*Rock River Valley II* 1926:78-79)



Buchholz, Herman

In the era before Janesville became an important manufacturer of automobiles, Herman Buchholz was the leading manufacturer of carriages in the city, a business that helped build an industrial base for nineteenth-century Janesville. A German native who came to Janesville in 1856, Buchholz began working for carriage maker Robert Hodge and in 1860 he became a partner in the firm. When Hodge died in 1882, Buchholz became the sole owner. In 1887, Clarence W. Jackman provided capital that allowed the company to expand. By 1888, the company employed about 30 hands making a wide variety of carriages and carts. It was typical of the medium-sized shops common during the period that served the entire Rock County area. (*Portrait and Biographical Album* 1889:795–796)

Cassoday, John B.

One of Janesville's noted attorneys and judges, John B. Cassoday was raised in New York and Pennsylvania. He attended the Albany, New York, Law School and practiced for a brief time in Pennsylvania. Cassoday came to Janesville in 1857 and practiced law with a number of Janesville attorneys, including John R. Bennett. In 1880, Cassoday was appointed to the Wisconsin Supreme Court, then elected to two additional terms. He also served as a member of the State Assembly and was active in Republican party politics. (*Butterfield* 1879:699–700)



George W. Chittenden M.D., in an engraved portrait published in 1879.

Chittenden, Dr. George W.

A native of New York, George W. Chittenden arrived in Janesville in 1846 and became one of the city's leading physicians. Chittenden was a proponent of homeopathic medicine, a popular medical practice in the nineteenth century, and he lectured extensively on its merits. At the time, scientific medical practice was in its infancy, and the only effective medical treatments were practiced by surgeons. Dr. Chittenden's homeopathic approach was an accepted alternative for diseases that surgery could not cure, and he built a large and successful practice. (*Butterfield* 1879:701–702)

Craig, J. A.

J. A. Craig was responsible for the development of Janesville's largest industry, the General Motors assembly plant. As manager of the Janesville Machine Company during the early twentieth century, Craig successfully lobbied the General Motors Company to establish its new Samson Tractor Division in Janesville by acquiring the Janesville Machine Company. In 1919, General Motors built a large, new factory in the city for production of the Samson Tractor line. When the tractor failed to sell as expected, General Motors converted the factory to production of Chevrolet automobiles and Fisher truck bodies. Over the next several decades, the General Motors assembly and manufacturing plant grew into the most important industry in all of Rock County, employing thousands of workers. Craig took his place as a civic leader and philanthropist in twentieth-century Janesville. (*Fifty Years of Progress* 1973:6; "GM Began Operations" 1973:14)

Dunwiddie, Benjamin F.

A prominent attorney and judge, Benjamin F. Dunwiddie was a Green County native who studied law at the University of Wisconsin. Dunwiddie had a distinguished legal practice in Janesville with several partners before being appointed district court judge in 1899. He served in that capacity until 1907. (Brown 1908:730-733)

Fifield, Elbridge G.

An early resident of Janesville, Elbridge G. Fifield had a direct hand in building the community during the pre-Civil War era. A native of New Hampshire, Fifield came to Jefferson County in 1837. In 1845, he sold his farm there and moved to Janesville, opening the first lumber yard in the city. Later, his three brothers joined him in the lumber business. The Fifield lumberyard was one of the most significant commercial businesses in mid-nineteenth-century Janesville, providing materials to build the city during its growth period in the 1850s. In 1855, Fifield moved back to Jefferson County to operate a business in the city of Jefferson. He returned to Janesville in 1863, where he lived in retirement until his death in 1907. (Brown 1908:879-881)

Fifield, Charles L.

Charles Fifield was an important turn-of-the-twentieth-century jurist in Janesville. Fifield was born in Janesville in 1865. After attending Janesville's public schools, he received a law degree from the University of Wisconsin and joined the law firm of Fethers, Jeffris & Fifield. He practiced law from 1888 to 1898, when he was appointed a municipal judge. Fifield was reelected to this position three times, then was elected county court judge in 1913, 1919, and 1925. (*Rock River Valley II* 1926:127-128)

Ford, O. B.

O. B. Ford helped establish the city's industrial base. Raised in Vermont and New York State, he worked as a clerk in two stores before opening his own store and also entering the real estate business. In 1847, he moved to Beloit, remaining less than two years. In 1854, he moved permanently to Janesville. At first, Ford operated an inn, then built a small sawmill. In 1859, he built Ford's Grist Mill. One of the most successful flour mills in the city during southern Wisconsin's mid-nineteenth-century wheat boom, the mill produced 150 barrels of flour a day during its heyday. (Butterfield 1879:706)

Green, Myron F.

During the late nineteenth and early twentieth centuries, Janesville's most important commercial activity centered around tobacco. Farmers in southern Dane and northern Rock counties grew large quantities of the crop, and its trade was important to several communities including Janesville. Myron F. Green was a Rock County farmer who began trading tobacco before 1900. He became very successful, constructing a large warehouse in 1900. Of more than 30 tobacco warehouses that were operating in Janesville in 1902, the Green Tobacco Warehouse at 207 N. Academy St. is one of the few historic resources remaining in the city directly related to this important commercial activity. (*Portrait and Biographical Album* 1889:710)

Hanson, Magnus

Janesville had a wide-ranging industrial base in the nineteenth and early twentieth centuries. Magnus Hanson operated a successful furniture factory in the city during that time. Hanson, a Norwegian immigrant, began manufacturing furniture in 1855. By 1870, his sales were over \$40,000 per year. Housed in a substantial four-story brick building by 1902, Hanson Furniture specialized in the manufacture of fine and medium-quality tables. The entire Hanson family worked in the business. (Brown 1908:599-605)

Harris, James

James Harris was one of the most important industrialists of the late nineteenth century in Janesville. Harris established a farm equipment and machinery shop in 1859, and for the next 20 years, he patented and manufactured a number of improved agricultural implements. By 1869, the company employed about 125 workers producing reapers, mowers, plows, and other agricultural implements. In 1881, Harris and Allen P. Lovejoy incorporated the company as the Janesville Machine Company. In 1882, Harris left the company, which was later purchased by General Motors. After leaving the Janesville Machine Company, Harris, with D. P. Smith, purchased a barb wire manufacturing company in Illinois and moved it to a large factory complex in Janesville. By 1921, the company had been reorganized as the Janesville Fence and Post Company, producing steel fence posts and barb wire. By 1938, the company has been transformed again into a hardware and appliance retailer, a business still in operation today as Harris Ace Hardware.

Holt, Charles

Charles Holt was the owner and editor of Janesville's most important newspaper during its formative years. The *Janesville Gazette* first published as a weekly in 1845. In 1848, Holt bought a half interest in the paper and owned it until 1864. During the time of Holt's ownership, newspapers came and went with regularity, Holt and his partners successfully operated the paper for almost 20 years. An attempt to make the paper a daily during the 1850s failed, but eventually the *Janesville Gazette* did become a daily. Today it is the major local newspaper in the community. (Butterfield 1879)

Jackman, Claremont

Claremont Jackman was an important businessman in Janesville in the late nineteenth century. Jackson was the one of the sons of pioneer businessman Timothy Jackman. Educated in Janesville schools, Jackman served in the Civil War. After the war, Jackman was a partner with one of his brothers in a mill, then went to Montana to pursue mining. In 1867, he returned to Janesville and entered his father's banking house, the Rock County National Bank. Claremont worked

his way up to the position of cashier; then in 1887, he took over his father's job as president of the bank. (*Portrait and Biographical Album* 1889:240)



Claremont Jackman House (1884), 69 S. Atwood Ave. Photograph 1986.

Jackman, Frank H.

Son of Claremont Jackman and grandson of Timothy, Frank H. Jackman was a prominent banker in early twentieth-century Janesville. Born in 1870, he attended local schools and graduated from the University of Wisconsin in 1891. He followed his father into banking at the Rock County National Bank, rising to president in 1917 after Claremont retired. (*Rock River Valley II* 1926:73–75)

Jackman, Timothy

A native of New York State, Timothy Jackman was a hotel keeper and farmer before coming to Janesville with his family in 1843. In Janesville, he invested in real estate and other businesses, including a general store. His business interests were successful, and with other parties, he organized the Rock County National Bank, one of the city's most important financial institutions. Jackman served as its president until 1877 and was succeeded by his son and grandson. (*Portrait and Biographical Album* 1889:343–344)

Jeffris, David

Patriarch of one of the city's most prominent families, David Jeffris came to Janesville from his native Kentucky in 1846. Initially in the cattle business, Jeffris bought a farm near the city in 1851. In 1867, he sold the farm and began a lumber business; he also worked as a building contractor and gained considerable success in this occupation. A founder of the Janesville Machine Company and the Merchants and Mechanics Savings Bank, Jeffris managed his many businesses until 1896, when he retired. (*Rock River Valley II* 1926:194–195)

Jeffris, Malcolm G.

Malcolm G. Jeffris was born in 1862 in Janesville, the son of David and Grace Alice Mouat Jeffris. Malcolm studied law under Janesville attorney A. A. Jackson; he was admitted to the bar in 1883 and became a partner with noted local attorneys John Winans and Ogden Fethers. Eventually, Jeffris became a senior partner in his own firm of Jeffris, Mouat, Oestreich, Avery & Wood, one of the most prominent law firms of early twentieth-century Janesville. Also a director of the Merchants and Savings Bank and active in Republican politics, Jeffris made many contributions to the legal and business communities of Janesville. (*Rock River Valley II* 1926:332–335)

Jeffris, William S.

Son of David and Grace Alice Mouat Jeffris, William S. Jeffris followed his father into the family bank, the Merchants and Savings Bank. William was born in 1857 and graduated from Beloit College in 1879. After a short career as a teacher, Jeffris was employed in his father's bank for three years. He then went to South Dakota to pursue a career in his own business. He returned to Janesville in 1883, was appointed cashier of the Merchants and Savings Bank, and eventually took over as president. (*Rock River Valley II* 1926:192)

King, Angie Josephine

Angie King was a noted professional woman in Janesville at a time when women were not expected, and rarely allowed, to have careers. King was born in 1845 in Ohio of Scottish immigrants. She came to Janesville as a baby with her parents and received the equivalent of a high school education at a private seminary in the city. She went to work as a postal clerk and, at age 24, attempted to become postmaster. Although she had local public support, her congressman refused to recommend her for the position due to her sex. Losing her clerk's job after lobbying for the position, King decided to study law. In 1871, she entered the Chicago Law School, but after the Chicago fire, she returned to Janesville and studied law privately. She passed the bar in 1879, becoming only the third female attorney in Wisconsin. She established a successful practice in Janesville, making statewide contributions to the advancement of women in the profession. (*We Were Here* [1986]:9–12)

Knipp, Louis

Like most Wisconsin communities, Janesville had several breweries in operation before Prohibition in the 1920s. The most successful was the City Brewery, operated by Louis Knipp. Knipp, a native of Milwaukee, worked for the Miller Brewing Company until 1882. In that year, he moved to Janesville, becoming a partner in the City Brewery. In 1887, Knipp became sole owner of the brewery and built it into the largest plant in Rock County. (*Portrait and Biographical Album* 1889:769–770)

Lappin, Thomas

Thomas Lappin operated the first formally organized business in Janesville. Born in Ireland, Lappin came to America with his family in 1825. In Detroit, he trained as a printer. Moving to Milwaukee in 1838, Lappin arrived in the state with a load of goods he hoped to sell in some fledgling settlement. Although some of his goods were lost on the journey, he came to Janesville in 1839 and opened the first mercantile house in the settlement. His success with the general store enabled him to establish a brickyard around 1847 that supplied bricks for the three-story business block he later erected in the middle of Janesville's downtown. Although remodeled,

Lappin's Block still stands today at 20-E. Milwaukee Street. (*Portrait and Biographical Album* 1889:217-218)

Lovejoy, Allen P.

Lumberman Allen P. Lovejoy was born in Maine in 1825. After a brief career as a teacher, he became a carpenter. Lovejoy moved to Janesville in 1850 and worked as a contractor and builder. In 1859, he established a lumberyard in the city, and, in 1868, he began investing in pine lands and sawmills. His lumber investments paid off, and Lovejoy became one of the Midwest's most important lumbermen. He was also involved in the Janesville Machine Company and the Janesville Cotton Mill. Lovejoy's political career included election to the state legislature in 1869 and the state senate in 1887 and 1889. (*Rock River Valley II* 1926:7-9)

Myers, Peter

French native Peter Myers came with his family to Pennsylvania in the 1820s. He moved to Buffalo, New York, where he trained as a butcher, then came to Janesville in 1845 and opened a meat market. Myers also invested in other businesses and business properties in early Janesville. He supported the first railroad links to the city, invested in the city's cotton factories, and built the important Myers Hotel and Myers Opera House blocks, the site of some of Janesville's most important social, artistic, and political activities. (Brown 1908:874-876)

Nuzum, Dr. T. W.

Dr. T. W. Nuzum was one of the progressive, early twentieth-century physicians who helped introduce modern medical practices to Janesville. Along with Drs. J. F. Pember and T. J. Snodgrass, Nuzum formed the Drs. Pember and Nuzum Clinic. This clinic embraced the idea of a "team" medical practice, where physicians pooled their skills and resources for the common good, a concept developed during World War I. Eventually, the Pember-Nuzum clinic became the Riverview Clinic, one of Janesville's most important medical institutions of the twentieth century. Dr. Nuzum was also instrumental in helping persuade the Sisters of Mercy to take over the Palmer Memorial Hospital; the Sisters developed it into the region's most important medical center. (Forbish 1973:2)



Henry Palmer, M.D., in an engraved portrait published in 1879.

Palmer, Henry

A prominent physician in nineteenth-century Janesville, Henry Palmer made an equally important mark on the business and political life of the city. A native of New York State,

Palmer studied to be a teacher, but later graduated from the Albany Medical College with a specialty in surgery. In 1856, he came to Janesville to practice medicine, then served as surgeon of the famed Iron Brigade during the Civil War. He supervised the construction and operation of the Union Army Hospital at York, Pennsylvania, the largest hospital in the United States at that time. He also served as medical inspector of the 8th Army Corps. Palmer resumed his medical practice in Janesville after the war. He served as surgeon general of Wisconsin for 10 years, held the position of professor of clinical surgery at the College of Physicians and Surgeons in Chicago, served as vice president of the American Medical Association, and helped establish the Oakwood Retreat Association, an insane asylum in southern Wisconsin. Along with his distinguished medical career, Palmer was an important investor in many Janesville businesses, including the Janesville Cotton Mill. He served as president of the Merchants and Mechanics Savings Bank and was active in the political life of the city, serving as mayor. Also important behind the scenes, he was instrumental in convincing Abraham Lincoln to speak in Janesville before his election as president. (*Dictionary of Wisconsin Biography* 1960:278-279)

Parker, George

George Parker developed one of the most important twentieth-century industries in Janesville, the Parker Pen Company. Born on an Iowa farm, Parker came to Janesville in the mid-1880s to study telegraphy in preparation for a railroad career. To pay for his schooling, he became an agent for the John Holland Pen Company of Cincinnati. These pens easily malfunctioned and Parker often found himself making repairs. Concluding that he could do better, he designed a pen he called the "Lucky Curve" and began producing them in Janesville in 1888. In 1891, he formed a partnership with W. P. Palmer and, along with C. Bassett, incorporated the Parker Pen Company, which eventually occupied several buildings in downtown Janesville. In 1920, the company built its own factory, and by 1930, it employed over 300 workers. Throughout the twentieth century, the company has employed over 2,000 workers, producing high-quality pens and inks. The company, still in operation today, remains a major employer in the city. (Alexander 1949:137; *Parker Pen Company* n.d.:1-2)

Richardson, Hamilton

Hamilton Richardson was typical of early settlers who achieved success in several business enterprises. A native of New York State, Richardson moved to Michigan in 1835 to work in a store there. In 1842, he came to Milwaukee where he worked in a large store. After a brief stay in Racine Richardson arrived in Janesville in 1844 where he operated a hardware store. He also invested in a large flour mill, but this was unsuccessful. In 1851, he went to California, where he provided goods and services to the miners of the Gold Rush. He returned to Janesville in 1856 with enough money to invest in real estate and other businesses, including the Janesville Cotton Mills, the Doty Manufacturing Company, and the First National Bank. He also held many public offices, including postmaster, county board supervisor, and state senator. (*Rock River Valley II* 1926:405-407)



Hamilton and Caroline Richardson House (1871), 429 Prospect Ave.

Sale, John Wesley

John Wesley Sale was born in Rock County and attended law school at the University of Michigan. Returning to Janesville after graduation in 1866, he became a partner with attorneys Charles G. Williams and John R. Bennett. In 1886, he was appointed a county judge, serving in that position for more than 23 years. He also served briefly as city attorney and district attorney. (*Rock River Valley II* 1926:768-769)

Sister Mary Michael

Sister Mary Michael was a member of the Catholic religious order, the Sisters of Mercy, who took over the Palmer Memorial Hospital in the early twentieth century. She served as hospital administrator during the 1960s and early 1970s, when the city hospital established itself as a regional medical center. Under her administration, Mercy Hospital undertook its greatest expansion and made a successful transition from Catholic hospital to public facility. She was the last in a long line of Sisters of Mercy to administer the hospital before it passed into public hands. ("New Mercy Hospital is Ready to Serve" 1974:1)

Soverhill, Myron H.

Myron Soverhill began his involvement in the tobacco business as a farmer. By the 1880s, he was dealing in both tobacco and wool. He became one of the city's leading tobacco dealers. (*Portrait and Biographical Album* 1889:529-530)

Spencer, John C.

John C. Spencer contributed to the growth and development of both the local press and the Janesville fire department. A native of New York State, he came with his family to Janesville in 1852. He began working for the *Janesville Gazette* as a paper carrier. In 1853, he was promoted to a position in the paper's print shop, where he worked until about 1880. That year he became city editor of the paper, a position he held until he retired in 1895. Spencer also had an illustrious career in the local fire department. He joined as a torch boy in 1855 and rose through the organization to hold every position, including secretary, assistant chief-engineer, and chief. He is credited with helping to modernize the department in the late nineteenth century. (*Portrait and Biographical Album* 1889:833)

Sutherland, Helen Menzies

Helen Menzies Sutherland was a prominent educational and civic leader in twentieth century Janesville. Born in 1878 on the family farm, the daughter of Scottish immigrants, she attended high school and had a career as a rural school teacher before marrying Dr. Fred Sutherland in 1905 and moving to Janesville. Like many middle-class, educated women of her generation, Sutherland became active in women's civic and social organizations, including the Janesville Woman's Club, the YWCA, and music and art societies. She was one of the few women to serve in public office before World War II. Active in the Parent Teachers Association of Grant School, she was encouraged to run for a seat on the school board in 1920. She won the election and served on the board for 10 years, including a term as president. Sutherland was instrumental in improving education for children with special needs in the Janesville schools. She continued her interests in civic and women's organizations until her death in 1967. (*We Were Here* c.1986:30-31)

Tallman, William Morrison

The Tallman family was one of the most prominent in nineteenth-century Janesville. William Morrison Tallman, a native New Yorker, studied law at Yale University and practiced in New York State before coming to Janesville in 1849. At first, Tallman practiced law there. But he achieved his greatest success as a land speculator and real estate investor, particularly in agricultural lands. A successful businessman, Tallman is best remembered today for hosting Abraham Lincoln when he visited Janesville, and for constructing a beautiful Italianate residence at 440 N. Jackson Street now operated as a house museum. (*Rock River Valley II* 1926:188-189)

Tallman, William Henry

Son of William Morrison Tallman, William Henry was born in Connecticut in 1832 and came with his family to Janesville in 1849. In 1860, William H. Tallman and Henry W. Collins started a perfume manufacturing shop in the old Baptist Church building just south of downtown Janesville. The factory, which produced perfumes, plasters, and powders, was a modest success, taking a prize at the 1876 Paris Exposition. Around 1886, Tallman moved to New York and joined the Lanman and Kemp drug and perfume company, but his local factory remained in operation until around 1900. Tallman returned to Janesville in 1896, where he resided until his death in 1902. (*Rock River Valley II* 1926:189)

Traxler, Henry

Henry Traxler was Janesville's first city manager. His outstanding administrative and community relations skills were largely responsible for retaining the city's council-manager form of government during the mid-twentieth century and for making Janesville one of the best-managed communities in the state. Born in Wisconsin in 1889, Traxler received an engineering degree from the University of Wisconsin in 1910. After working as an engineer in California for two years, he became a partner in an Iowa engineering firm that specialized in public works engineering. Traxler was named city manager at Clarinda, Iowa, in 1918 and served that community until 1923, when he became Janesville's first city manager. Traxler remained in that position until 1951. Throughout his tenure on the job, he modernized and expanded city services without substantial rises in the tax rate. His most lasting accomplishment was the development of the city park system, one of the best in the state. ("Traxler Helped Shape the City" 1985sec 1: 1; *Rock River Valley II* 1926:149-150)

Willard, Frances

Frances Willard rose to prominence as one of the most influential women of the nineteenth century. Born in New York State in 1839, she moved with her family to a farm near Janesville in 1846. Willard was taught at home by her teacher/parents until she was 12, when her father built a one-room schoolhouse (now the Frances Willard School) near their home. She attended the Woman's College in Milwaukee and graduated from the Northwestern Woman's College in Evanston, Illinois. Willard began teaching at the Woman's College in Pittsburgh, then held a position at the Genesee Wesleyan Seminary in Lima, New York. She was a professor of science at the Woman's College in Evanston before being named dean of the Evanston Woman's College at Northwestern University in 1870. In 1874, she was made corresponding secretary of the newly formed Women's Christian Temperance Union, which became a social and political force in nineteenth-century America. In 1879, Willard was elected president of the organization. Her travels on behalf of Prohibition made her a national and international celebrity and role model for women. She was granted a honorary degree from Ohio Wesleyan University, a rare

honor for a woman at that time. In failing health by 1897, she returned to Janesville and died there in 1898. (*Portrait and Biographical Album 1889:736-737; We Were Here [1986]:5-8*)

Williams, Charles G.

One of Janesville's most prominent nineteenth-century politicians, Charles G. Williams was born in New York State, where he studied law while working as a teacher. He came to Janesville in 1856 and worked for David Noggle, eventually taking over much of Noggle's extensive legal practice. In 1868, Williams was elected to the state senate, where he served two terms. In 1872, Williams was elected to the U. S. Congress, serving five terms in all. (*Rock River Valley II 1926:184-185*)

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Resources Associated with Persons Mentioned in Text

****Listed on the National Register of Historic Places**

<i>Name</i>	<i>Address</i>
Bennett, John R**.	1020 Laurel Ave.
Bostwick, Joseph M.**	521 E. Court St.
Buchholz, Herman**	420 Prospect Ave.
	201 E. Milwaukee St.
Cassoday, John B.**	172 Lincoln St.
Chittenden, George W. **	307 N. Academy St.
Craig, J. A. **	120 S. Division St.
	1000 Industrial Ave.
Dunwiddie, Benjamin F. **	441 Madison St.
Fifield, Elbridge G. **	408 N. Jackson St.
Fifield, Charles L. **	201 Jackman St.
Ford, O. B.**	220 Linn St.
Green, Myron F. **	325 N. Washington St.
	207 N. Academy St.
Hanson, Magnus**	301-303 N. Terrace St.
	251 Hyatt St.
Harris, James**	170 S. Jackson St.
	209 S. Franklin St.
Holt, Charles**	220 S. Jackson St.
Jackman, Claremont**	69 S. Atwood Ave.
Jackman, Timothy**	55 S. Atwood Ave.
Jeffris, David**	212-214 S. Cherry St.
	625 St. Lawrence Ave.
Jeffris, Malcolm G.**	502 St. Lawrence Ave.
Jeffris, William S.**	625 St. Lawrence Ave.
King, Angie Josephine**	17 Sinclair St.
Knipp, Louis**	485 N. Chatham St.
Lappin, Thomas**	404 St. Lawrence Ave.
	2 S. Main St.
Lovejoy, Allen P.**	220 St. Lawrence Ave.
Myers, Peter**	212 N. Parker Dr.
	117-123 N. Main St.
Nuzum, Dr. T. W.	500 W. Milwaukee St.
Palmer, Henry**	237 Madison St.
Parker, George**	802, 808 E. Court St.
Pember, Dr. J. F.	500 W. Milwaukee St.
Richardson, Hamilton**	202 S. Franklin St.
	429 Prospect Ave.
Rowe, Oscar D.**	420 N. Jackson St.
Sale, John Wesley**	233 N. Washington St.
Soverhill, Myron H.**	336 N. Washington St.
Spencer, John C.	451 N. Parker Dr.
Sutherland, Helen Menzies**	311 N. Washington St.

Tallman, William Morrison**
Tallman, William Henry**

Traxler, Henry
Willard, Frances**
Williams, Charles G.**

440 N. Jackson St.
220 S. Academy St.
102 S. Cherry St.
732 N. Garfield St.
Frances Willard Schoolhouse
329 N. Jackson St.

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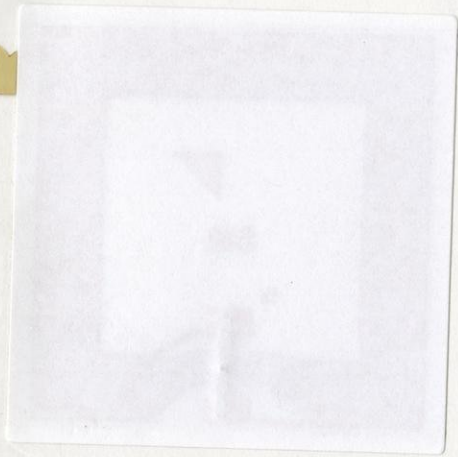
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