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LAKE FORESTERS

Vol. 1

September 15, 1920

No. 9

The Work of the Dredges

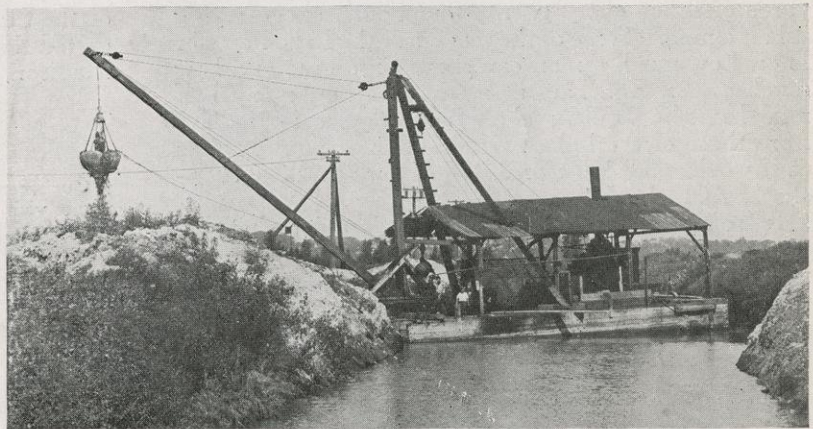
Although John Murray and his merry men hold the center of the stage nowadays, with their bridge-building and road-making, the other chief actors in the Lake Forest drama must not be lost sight of—the big dredges which are on the job day and night. Just now the suction dredge is working out of sight of the visitor to the plat, around opposite the hills. Nevertheless, the evidence of its huge labors is to be seen alongside Capitol Avenue as you approach the Civic Center. There you note the raising of the land along the parkway, where wet soil is being deposited, the basis of a future park area.

Since 1918 these giant creators of the parks and lagoons of Lake Forest have been constantly on the job, except when interrupted by the ice of winter. The first task of the dipper dredge was to scoop a great channel for itself from the lake parallel to the line of Capitol Avenue, until it stood abreast of the Civic Center; the suction dredge followed and turned, first in one direction and then in the other, until it had excavated the lagoon, one end of which touches the Civic Center, and into which the big springs flow.

Truly, a dredge is almost a ship that walks on land, for it can carve a way right into the heart of a tract. Thanks to its amphibious powers, the dweller in Lake Forest has had the lake brought to his door.

After creating the lagoon the suction dredge turned its attention to filling in the land for the Civic Center end of Capitol Avenue. Spring of the next year saw that part of its program completed, whereupon the remainder of the Avenue fill was undertaken across to the Vilas Park end.

The next work of the dredges is the first sign the visitor beholds of the great engineering projects that are giving renown to Lake Forest. As you stand on the heights above Vilas Park and look toward the plat, you see a bank of lighter colored earth just behind a winding lane of water. This is the levee marking the outline of the future park that is to stretch along beside the Avenue from Vilas Park nearly half way over to the Civic Center. Over to the north and west of us, in



This Shows the Dipper Dredge, the Smaller of the Dredges Employed at Lake Forest

Vilas Park, you can see just such park areas, green and beautiful, created by dredges; down in Tenney Park are others, and so with other parts of the city. For it is one of the achievements of Madison, marvelled at by visitors, to establish in sections that were waste and profitless land, parks that become the playgrounds of its citizens.

A park that is forever open to the sun and sky, never to be built upon, is not only a permanent breathing place for all the folks that live near it, but increases the value of the property round about. Lake Forest is rich in parks. And it is the mighty dredge that has here marked out the area for the largest park of all, an area which some day will be filled and leveled.

The arm of the suction dredge goes down to the bottom of the lake and pulls up through its ten-inch pipe first the material that is to form the subsoil, then the marl and the humus that, when mixed, make wonderfully rich basis for the growth of grass and shrubs. Before long, the suction arm will be aided by an "agitor,"—nothing political to disturb the peace of Lake Foresters, but an apparatus for cutting through the roots and peat with which the humus is mixed. Imagine a bushel basket made of steel, with its slats separated at the bottom, so that instead of a continuous surface you have a series of incurving knives. Mount that basket on a shaft, like an apple on a stick, run the shaft down just above the suction opening at an angle

of from 15 to 45 degrees, and rotate it vigorously. The mass of rich black humus is cut to shreds, falls to the bottom, and is snatched up by the greedy suction mouth, shot up through a pipe half a mile long, and distributed over the filled area as the top dressing of the park.

Guess how much coal is saved by operating that dredge by electricity instead of by steam? Ten tons a day! The dredge has been running eight months a year for three years; by the end of the present season, counting thirty days to the month, electric operation will have saved 7200 tons, a hundred and eighty car-loads. Remember that cheapness of operation in all these giant enterprises of the Lake Forest Company has a direct dollars and cents significance for the purchaser of lots in this tract, by reducing the cost of the entire development and of each lot in the tract.

Consider for a minute what such operations would have cost if performed by some other means than by the dredge. We figure on the dredge turning out 2000 yards of solids every twenty-four hours, and carrying it half a mile. Some of the readers of the Lake Forester know how much a man can shovel in a day, and how much a team will haul at a trip, and how many half mile hauls it would make. Your figures may differ from those of the Lake Forester engineer; but he tells us it would take 160 teams, 160 drivers, and 200 shovellers EACH DAY!

It looks as if the dredge was doing our job cheap.

And remember, that giant task is going on day and night, eight months of the year, right as you read these words as well as when you are asleep in your bed to-night. The figures will give you a renewed sense of the size of the operations that are creating Lake Forest.

NAMING OUR STREETS

Do you live on a street with a name?

Many a rural road has no name, and strangers find their way to a house by measuring the distance from some cross-road, some church or school. Putting a name on a road is an important step in identifying a locality.

Roads are a military institution, born of the need for rapid communication to every part of an empire. Roads ran out of Babylon in the dim beginnings of recorded time, and roads ran from Rome to every part of the domain of the City of the Seven Hills. The first great road of England was Watling Street, cutting through the country from Dover to London and the north; a Roman road, symbol of the rule of the civilizing conqueror. A system of named roads is a sign of advancing civilization.

When the streets of Lake Forest were to be named, it was the suggestion of Miss Mary S. Foster, of the State Historical Library, that many of them be linked closely with the history of the district and of Madison by naming them after our pioneers, so that they might bear the stamp of the men whose foresight fixed on the beautiful lake district as the site of the city, and whose hardihood braved the dangers of the wilderness. The names which have been selected by Miss Foster have not only dignity and attractiveness in themselves, but contain a local interest that helps to form civic pride in the minds of those who live on the streets thus designated.

Only a few of the stories connected with the streets of Lake Forest can be told in this issue, but more installments will be given later.

St. Cyr Boulevard owes its name to Michel St. Cyr, a Canadian *courier du bois*, whose cabin, located near the west end of Lake Mendota, was the first habitation of a white man in the region. No story of an early traveler fails to mention a stop at the hospitable "lodge in the wilderness"; and it was near his cabin also that the "City of the Four Lakes," one of the ambitious dreams of pioneers, was laid out.

Together with St. Cyr should be mentioned Suydam (pronounced Si-dam), the surveyor who traveled to Madison with Governor Doty in October, 1836, surveyed the future city, with the aid of St. Cyr, and a few weeks later at Belmont drew up the plat that forms the basis of the present city plan. During the time the plat was being drawn, Governor Doty and the legislature were passing on the site of the future location of the State House. It was Governor Doty who suggested that the city be named Madison, after President Madison, for whom he had a high esteem.

Letters of Appreciation

(Editor's Note)

Our recent guests, the Secretaries of Associations of Commerce, whose visit to Lake Forest was related in our last issue, have written us interesting letters since their return home. Parts of these are printed below.

One phase of the Lake Forest proposition which impressed itself upon me was that while the company developed it, it nevertheless has every appearance of being forced by the needs of Madison. Owing to the unique location of Madison and the large water area in the immediate vicinity, the city has a growth and development peculiar unto itself.

Madison offers a combination of advantages which cannot be duplicated—the lakes, lovely productive country, great University, State Capitol, and progressive, public-spirited people. These things coupled with transportation facilities and a proper civic and municipal development guarantee the future of Madison.

I was also impressed with the completeness of the scheme of approach to Lake Forest, taking into consideration the time of the home-owners and also their civic sensibilities. It is accessible and the approach will be beautiful to a marked degree. When one reaches Lake Forest he will find himself in the midst of a residential district development affording attractive features of so wide a nature that he will be undecided as to which home sites are best located, whether those on the rich flat lands or on the slopes of the beautiful hills and knolls surrounding it. He will also find almost at his front door beautiful canals and a lagoon which will give him immediate access to the four lakes by motor boat or canoe, with their hundreds of miles of unsurpassed scenery and numerous other attractions, summer and winter.

Any city could profit well by the care which you took to provide the home-owners with plenty of pure water. This alone would prove a strong attraction in almost any city, for in these days the kind of water you are going to serve to your home owners is altogether too scarce.

There is no falling down with such plans as you have made. They are based on the fundamentals upon which real city development rests and they are as certain as any human endeavor can be made. It would be a wonderful thing if many other American cities could have developments which are as well thought out and as thoroughly planned as Lake Forest. Then there would not be as many disappointments in regard to utilities and other home conditions, things promised which are often never realized, but which in Lake Forest are provided in advance.

I want to thank you for giving me the opportunity of seeing Madison under your guidance. I will never forget the experience and its educational value as I am interested in just the things you showed me.

Yours very truly,
H. E. Bodine,

Secretary, Chamber of Commerce, Ft. Wayne, Ind.

The Lake Forest development presents what every Chamber of Commerce would like to have the privilege of enjoying: a model addition carefully planned instead of being thrown together haphazard. I feel that all community workers throughout the country would be intensely interested in what Mr. Chapman is doing for his city in this important business of community construction.

Sincerely,

Hubert M. Harrison,

Secretary, Chamber of Commerce, Wichita Falls, Texas

The plan which you are putting into effect is so comprehensive and will so add to the beauty of the city that it should appear as one of the great improvements and additions to your already beautiful city. Mr. Chapman and the officers of your company are to be congratulated and I believe the people of the country generally should know more of your enterprise, as I believe they would be greatly interested in reading through the public press or magazines a complete story of the work which you have done and the plans which you propose to make into realities.

Very truly yours,

H. A. Davidson,

Secretary, Board of Commerce, Erie, Penn.

I want to first take off my hat to the men whose brains and ability conceived a project so unique and yet so thoroughly fundamental as that great area upon which a part of Madison will grow.

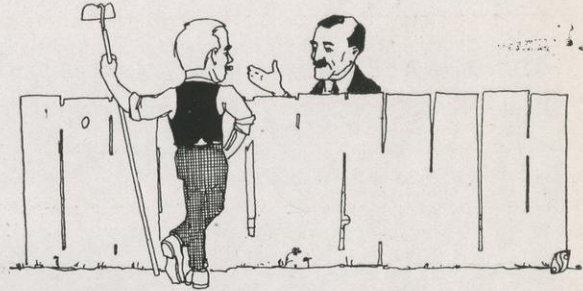
I was particularly impressed with the facts that were developed by Mr. Chapman before undertaking this project. It seems to me that he had taken into account those very important factors which every real estate holder should really know when it comes to the investment of money in property. Coupled with this very definite information, Mr. Chapman's conception of the development of this district, is such as would no doubt doubly insure any investor who is looking for a home in that section of the city. The Lake Forest region will be almost as ideal a residence district as the city of Madison itself is for the home of a great university.

Sincerely yours,

L. E. Reeves,

Secretary, Chamber of Commerce, Anderson, Indiana.

Over the BACK FENCE



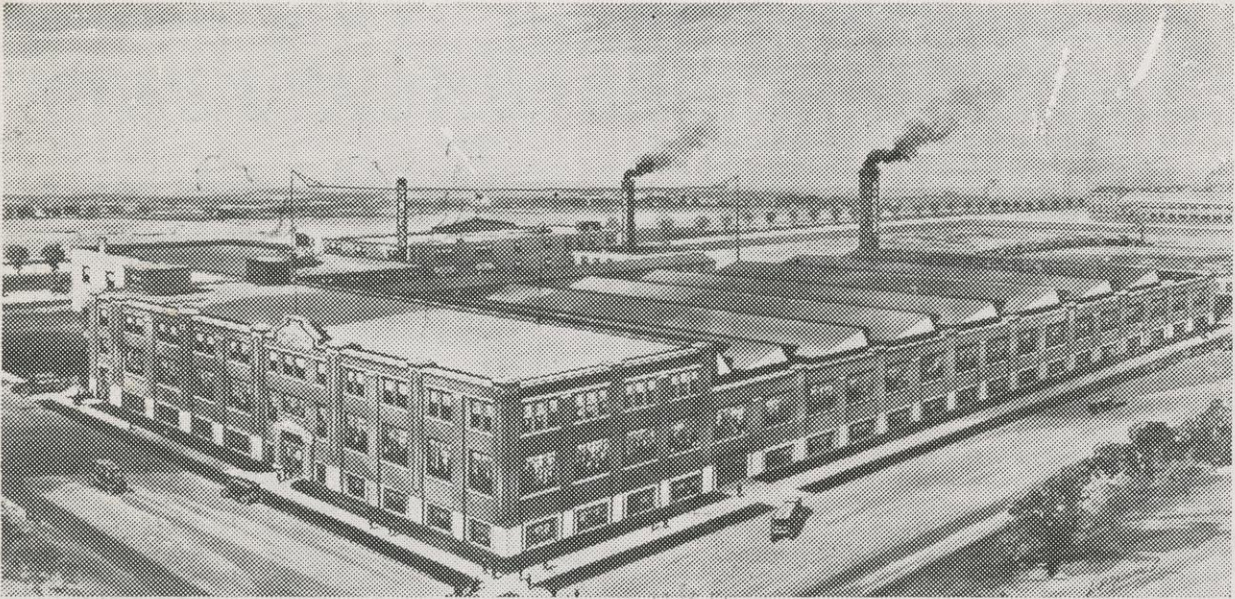
Mr. K. F. McMurry, Assistant Professor of Business Administration at the University, has the distinction of being the first resident of Lake Forest. He expects to be all settled in his new home on Irving Place by the last of this week. Mr. John McKenna, who has a home on Baird Place, will be a close second to Mr. McMurry, while Mr. Gibson expects to occupy his new home by Oct. 1.

GARDENS AND LAKE FOREST

During the war, the Madison Association of Commerce, realizing the need of a garden movement, organized a garden club composed of school children from all parts of the city, and engaged an expert director for the club, Mr. H. W. Albertz.

The city, seeing the immense benefits derived from this club, gladly took over the responsibility of its management last year. Mr. Albertz was again engaged as director, and under his care and supervision the enrollment has steadily increased until the number of members astonished the city. Five hundred children now have their own garden spot, and they had an opportunity to show what had been accomplished by entering in the contest held by the city, for which several prizes were offered for the winners. Among the prizes was a cup offered by the Lake Forest Company, won by Miss Elizabeth Piebold. Appropriate ceremonies were held on the morning of September 4 in the rotunda of the Capitol, where Professor James G. Moore presented the prizes to the winners.

In the development at Lake Forest, provision has been made, not only for gardens to be worked by the children, but for gardens to be owned by the grown-ups. It is expected that within a few years, Lake Forest will be known in the middle-west for its beautiful gardens, as well as for its well-planned streets, wonderful lagoons, unique civic center, and broad-visioned promoters.



The Burgess Industries

The Burgess Battery Company is typical of Madison's prosperous and substantial industrial concerns. It is engaged in the manufacture of dry batteries of all types and distributes its products in every state in the union and several foreign countries. The annual production is several million cells and there are about 250 people on the pay roll.

The Burgess Battery Company is less than four years old, but the president, Mr. C. F. Burgess, and his associates in the C. F. Burgess Laboratories, have been making dry batteries for some ten years, and for several years previous to this, Mr. Burgess, while head of the Department of Chemical Engineering in the University of Wisconsin, had carried on experimental work along the same lines. The original developments in dry cell batteries produced by Mr. Burgess have been adopted by manufacturers of batteries throughout the country, so that whenever you buy a battery, you are likely to obtain some of the benefit of the genius of this Madison engineer.

The company is located on the corner of East Main and Brearly streets, where it has recently moved into a new fireproof building of the most modern construction. This is the second time within three years that the Burgess Battery Company has been forced to secure larger quarters. At present it is using approximately 100,000 square feet of space.

In addition to the factory and general office at Madison, the company maintains shipping branches at Chicago and Kansas City, as well as a general sales office in Chicago. The Canadian Branch is the Burgess Batteries Ltd., located at Winnipeg.

Dry cell batteries are a product of almost universal use. The chances are that in your home you have a pair of batteries to ring your front door bell, another pair running the thermostat, one in a flashlight in your car and another flashlight or two around the house, and perhaps another battery running a mechanical toy for your small boy. Rural telephone circuits employ dry

batteries; they are used in the starting systems of some automobiles, in motor boats, in tractors, and in stationary gas engines, such as the pumping engines used on farms.

Closely associated with the Burgess Battery Company is the C. F. Burgess Laboratories, which is really the parent organization. This is one of the best known technical organizations in the country and does a general consulting business along chemical and engineering lines.

In addition to consulting work, the Burgess Laboratories carry on a large amount of research and development work. Already several new products have been put on the market and a number of others are in the formative stage. One of the most important of these, especially to home-builders, is a new insulating material which is expected to be on the market within a short time. With the present high price of coal—hard coal stands now at \$19.50 a ton—and higher rather than lower future prices probable—the question of warm construction is one of increasing importance.

While there are already a number of good insulating materials on the market, the Burgess product has the same insulating qualities of wool but is made from the fibre of certain trees. Tests have shown that a house lined with this material can be kept at a proper temperature with a 3 per cent saving of coal, a matter of from \$30 to \$60 a year for the average house. When it is considered that the cost of this material will be less than one-third that of lumber which would give the same protection against the weather, the importance of this development will be realized.

The infant industry of manufacturing insulating material, is, like the battery business, a guarantee of the solidity of the Burgess plant, and of the increasing number of people it will employ. In this respect it is a characteristic Madison industry, one that has begun small, and has grown naturally and steadily. Such industries insure the growth of Madison.