

Mount Calvary is the site of the monastery established in 1856 by the Capuchin Order of St. Francis. In 1860 the same order founded the College of St. Lawrence.

Mount Pleasant Cemetery in Section 35 of OAKFIELD is on land deeded by Eliza and Cyrus Cowles in 1856. It may have been named for the Mt. Pleasant Cemetery in Dodge County not far to the south where other Cowles are buried. And it may have been named for Mt. Pleasant in Racine County where some of the early settlers once lived. Because it is on Kinwood Road, it is sometimes referred to as Kinwood Cemetery to avoid confusion with the one of the same name in Dodge County.

Mud Lake is in Section 28 of OSCEOLA.

***Mudville** was a turn on the old Hy. 23 three miles west of the city of Fond du Lac. The only building was a tavern but someone set up a sign:

MUDVILLE

Population Increasing

The sign stood until the road was straightened in 1971. The tavern was torn down and the curve removed.

Muenter Street on the west side of the city of Fond du Lac was named for Louis Muenter who came to Fond du Lac in 1868 and became engaged in real estate and banking.

Mullen Drive in Section 24 of FOND DU LAC is in a subdivision on land owned by William Mullen.

Mullet Creek and Mullet Lake in Sections 28 and 35 of FOREST were named for John Mullet, an early surveyor. His headquarters were in Detroit but often he had to live in the wilderness for three months at a time, carrying his own provisions and camping by himself.

***Murone** was a settlement in the 1850's in Section 17 of TAY-CHEEDAH consisting mainly of an old red grist mill, a sawmill, a store, a hotel, a blacksmith shop and about twelve houses. A spring in the ledge powered the sawmill. The building was seventy-five feet long, fifty feet wide and four stories high and the mill wheel was thirty-five feet in diameter. Murone post office was established in the basement with Myron H. Allen postmaster. The name might have been a misspelling of the postmaster's first name. Later the place was called North Taycheedah, but there is nothing at the intersection of Hy. 151 and Hy. Q to show there was once a community there. See Taycheedah.

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***Nanaupa Post Office** was established in 1852 and discontinued in 1870. It had begun its existence in 1847 under the name of Pulaski which had been changed in 1851 to Springvale.

***New Cassel** was a settlement in Section 18 of AUBURN. It was named in 1856 by Emil Brayman in honor of his birth-

place, Hesse-Cassel. With the coming of the railroad, Campbellsport was created and developed on adjoining land. In 1902 the two villages merged and were incorporated as Campbellsport. See **Campbellsport, Crouchville**.

New Fane is a small unincorporated village in AUBURN. It was first located in Section 29 and 30 when a post office under that name was established in 1852 with Thomas Willcox postmaster. In 1875 it was moved to Section 35 across the road from Eblesville. The post office was discontinued in 1906.

New Fond du Lac is a subdivision in FRIENDSHIP between the Northwestern tracks and Lake Winnebago. It was laid out about the time North Fond du Lac was created.

Newport Avenue in the western part of the city of Fond du Lac was named by John B. Macy for a city in his home state of Rhode Island.

New Prospect is an unincorporated village in Section 3 of AUBURN. It was first called Jersey because so many settlers had come from New Jersey. The name was changed in 1861 when the **New Prospect Post Office** was established with Benjamin Romaine postmaster. The post office was discontinued in 1904. See **Jersey**.

Newton's Woods in Section 31 of WAUPUN, owned by J. J. Newton, were acquired by Fond du Lac County in 1928 and converted into a county park. A swimming pool was built and the picnic facilities developed for the first major recreational park in the county.

Niagara Escarpment is the geological formation of which the limestone ledge in Fond du Lac is a part. It was named after the famous waterfall it creates in New York.

***Nightingale** was a settlement in Section 34 of BYRON, southeast of the present village of Byron. It was named for the Nightingale family who had arrived in 1845 from England and kept a tavern there. There is no trace of it now.

North Fond du Lac was founded in 1898 when several leading citizens of the city of Fond du Lac responded to the Soo Line's request for a place to develop as a terminal. The men bought land in FRIENDSHIP along the Soo Line tracks, land that was level and ideal for freight yards, and made it available to the railroad. When the shops were moved, housing became a major necessity. Subdivisions were then platted and buildings put up for the workers.

No sooner had the Soo Line returned to Fond du Lac than the Northwestern made similar plans. In 1901 it announced it would build a roundhouse with eighteen stalls, the largest in the state. The village has been dominated by the railroad shops which offers most of the employment. In 1913 the Soo Line and the Northwestern each claimed to be employing over a thousand men.

The village was incorporated in 1902. Street names were chosen from states, presidents and local families.

***North Lamartine Post Office** was established in 1856 with George Holdridge postmaster. In 1870 the name was changed to El Dora Mills and then Eldorado.

***North Taycheedah.** See Murone.

The **Northwestern System** began its career in the village of Fond du Lac on July 10, 1851 when a spadeful of dirt was turned and the construction of the Rock River Valley Union Railroad was begun. It was built to provide year-round transportation for the products of Fond du Lac's mills. Wooden rails were used and a wide gauge of six feet was adopted. A second-hand locomotive was bought in the east and came by boat to Sheboygan. Bringing it to Fond du Lac took six weeks but when the engine finally arrived the whole village celebrated, mainly by taking the train to Oakfield and holding a picnic.

The tracks did not reach Janesville until 1859, but at Janesville another road made a connection to Chicago. The legislatures of Illinois and Wisconsin authorized the reorganization of the lines and they were merged under the name of the Chicago & Northwestern. The gauge of the Rock River Valley Union Railroad had been reduced to the standard of four feet six and a half inches so that the same rolling stock could be used on both lines.



Northwestern Station — Fond du Lac

Tracks were laid to the north also, reaching Oshkosh in 1860 and eventually Ishpeming, Michigan, in 1872. In 1873 the Air Line Railway provided the Northwestern with a direct route to Milwaukee via Eden and Campbellsport.

Efforts to connect the cities of Sheboygan and Fond du Lac had to contend with the limestone ledge which posed a major engineering problem. The road was finally completed and stations were built at Peebles, Silica, Malone and Calvary. When it

was extended west it also served Eldorado and Ripon. The right of way paralleled Scott Street in the city of Fond du Lac and where it crossed the Northwestern was called Fond du Lac Junction. In 1879 the Northwestern purchased the Sheboygan and Fond du Lac Railroad. For a time the Sheboygan line ran four trains each way every day. The service has been discontinued but the right of way can still be seen in Taycheedah where it has been adapted for recreation — a trail for hiking in summer, and snowmobiling in the winter.

The Northwestern offered a great deal of employment within the city of Fond du Lac. In 1862 a roundhouse had been built north of the Division Street depot to service the engines and in 1867 shops began the construction of cars, both freight and passenger. Some of these were, of course, for the Northwestern's own use, but orders were filled for other lines. One order for the Pennsylvania Railroad alone was for 180 cars. Men who once worked in the mills found employment in the shops and some of the artisans ornamented elaborate sleeping cars. The shops were removed for a short time but were returned when the city was made division headquarters in 1882. In 1901, shortly after the Soo Line had built their shops in North Fond du Lac, the Northwestern followed, building an eighteen stall roundhouse, the largest in the state.

The passenger depot was replaced in 1890 by one built between Second Street and Forest Avenue. Fond du Lac had forty-six passenger and fifty-four freight trains every day, and soon the new depot had to be enlarged. In 1975, when all passenger services had ceased, the depot was unused except for its telegraph office.

See **Airline, Rock River Valley Union Railroad.**

***Norwegian Evangelical Lutheran Congregation of the Sugsburg Confession** is a church in Section 36 of WAUPUN. The land was bought in 1857 from Amund and Betsey Arnesen. The cemetery in the churchyard has many Norwegian names on its stones, testifying to the nationality of the people who built and supported the church. The rafters of the building are the old wooden rails discarded by the nearby railroad, when the Northwestern replaced them with strap-iron.

The church no longer holds regular services except for a special day each June. It was marked by a plaque in 1955, a gift from the Christopherson descendants.

Noyes, Haskell was honored by a marker erected by the State Historical Society in Section 12 of AUBURN. It reads, "Haskell Noyes (1896-1946) was a conservationist from Milwaukee. Served as chairman of the Conservation Commission when Mauthe Lake was purchased and the Mauthe Lake region transferred to Wisconsin in 1936 for the Kettle Moraine Park."

Haskell Noyes spoke in Fond du Lac in 1928 and the newspaper described him as the supervisor of Itinerant instructors in pulp and paper-making for the Wisconsin Department of Vocational Education and "is the most titled man in the Fox River Valley section."