CHAPTER IV

PIONEER CONDITIONS

A young man from the Mohawk valley, in New York, arrived in Wisconsin in the summer of 1840, and on his numerous jaunts about the Territory during that and succeeding years observed widely as well as closely the conditions prevailing in different sections of the country. In the beautifully written diary which he kept during those years we have the record of his impressions of places and things. He says: "Frequently was the oft-told story of my grandparents brought to mind as I beheld here their habits & customs yet extant, & their mode of living again adopted and made agreeable by circumstances; as I saw the humble log-houses and huge fire-places, out-door ovens and earth-covered cellars gathered in small groups beside the winding highway of the adventurous pioneer.'"

This quotation gives us at once the lineage of early Wisconsin civilization (which derived from New England) and the time interval by which, as it appeared to this writer, pioneer conditions in Wisconsin in the early forties were separated from those which prevailed at that time in the most advanced sections of the Northeast. The diarist's grandparents belonged to the era of Washington's presidency. If we had a clear picture of the external conditions of life in western Massachusetts in the stirring days of Shays's rebellion, or in Vermont, New Hampshire, and New York about the same time, we should also have a fairly adequate notion of what life was in Wisconsin Territory between 1835 and 1850. Some such picture we may obtain by reading, for example, Timothy Dwight's Travels in New England and New York, executed mainly between 1795 and 1800. Dr. Dwight, when he drove his

1 Frederick J. Starin, MS. Diary. Lent to this Society by his daughter, Mrs. Imogene Starin Birge of Whitewater, Wisconsin. The publication of this diary was begun in the Wis. Mag. of Hist., September, 1922.
horse and light two-wheeled vehicle north into upper New Hampshire, experienced the distressing "corduroy" road. He also saw by the wayside the round-log, "chinked and muddled" houses standing in fields partially cleared but still encumbered by stumps and girdled trees. These were the symbols of the actual frontier. He had but just passed decent hewed-log houses and fields fully cleared, back of which again, in that "land of steady habits" from which he set out, were the tidy villages of older New England, their white-painted cottages adorned with green window shutters, the inevitable "village green" flanked by town-house, church, and school, and in the distance smiling, well tilled fields, rich pastures, and sheltering wood lots.

If we allow fifteen years as the period during which the greater part of southern Wisconsin was in the pioneer stage of development, we may discover in that period most of those variations in the artificial surroundings of the people which Dwight found in New England and New York fifty years earlier. There were the crude beginnings of agriculture on the part of those who, devoid of financial means, relied almost solely on their personal strength and fortitude to make a living from timber and soil. Suited to this class was the rough cabin of unhewn logs, covered with "shakes," chinked, and daubed with mud, floored with "puncheons," and fitted with a few awkward homemade stools and benches, a board across the flour barrel and the pork barrel for a table, with beds of leaves or of straw. 2 Those, however, who were accustomed to good homes in the East, or in Europe, and who had the means to do so, promptly erected more pretentious houses. These might be made of dressed logs, neatly pointed up with mortar, and fitted with sawed-board floors and doors, glass windows, and decent furniture. If lumber in quantity was procurable, such settlers delayed scarcely a year or two, or at most a few

2 Such rude shelters were customarily erected also by the abler sort of claim takers when they came out to take their claims and before buying their lands and bringing their families.
THE FIRST WISCONSIN HOME OF JOHN MUIR, 1849
From his Story of My Boyhood and Youth. By courtesy of the Houghton Mifflin Company

A TYPICAL PRAIRIE FARM HOME, 1850
HOME OF WILLIAM WILCOX ON THE LEMONWEIR, JUNEAU COUNTY

THE FIRST HOUSE IN WHITewater (RECONSTRUCTION)
On State Normal School grounds
years, before building comfortable frame houses or, in some cases, houses of brick or of stone.

There were frame buildings in Racine and Kenosha counties in 1836, in Waukesha County in 1838. The town of Whitewater, Walworth County, received its first settlers in 1836. These were the claim makers, who came without their families and erected only such shelters as were indispensable. The next year and the two years which followed saw much building of respectable log houses, barns, and rail fences. Nearly all settlers in southeastern Wisconsin were compelled to wait till 1839 before they could buy at the Milwaukee land office the lands they had claimed and improved. Naturally, building was apt to be of a temporary character until land titles were secured. Thereafter, frame structures went up apace. The first of these at Whitewater was the gristmill, raised in June, 1839. The next was a frame barn, raised in June, 1840. Then followed, the same year, farmhouses, a house for a tavern, etc. Some of these buildings had frames of heavy hewed timbers and were covered with sawed pine lumber. Frederick Starin, who records the raising of the barn referred to, on June 18, 1840, noted "several frame houses" on Heart Prairie at the same time. He also saw others in Walworth County, though as yet they were scattering.

The earliest frame buildings, both at Whitewater and elsewhere in the southeast, were usually constructed out of lumber sawed in little neighboring mills. Lumber being a prime necessity to a new community, the numerous mill sites usually had sawmills established upon them first of all. Later, grist-mills were erected on some of them. The local sawmills used oak, sometimes walnut, also basswood, elm, and maple—whatever kinds of timber grew near by or were brought in by the settlers to be sawed.

These mills did not remain long in the prairie and hardwood sections. For, about the date of the earliest settlements in those regions, Chicago companies began lumbering in the con-

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*Except Kenosha, where lumber is said to have been received from Sheboygan before the end of the year 1835. See Wis. Hist. Colls., ii, 464.
venient pinery on the shore of Lake Michigan in Sheboygan and Manitowoc counties. From those places good pine lumber was soon supplied to all the lake ports—Milwaukee, Racine, and Kenosha—where settlers bought it when marketing their wheat to haul back to their farms by way of return loads. By the year 1844, it is said, even a community as far from the lake as Whitewater bought pine lumber freely at Milwaukee, in preference to using the cheaper product of local mills. Even prior to that time, the prairie farmers near Racine and Kenosha were using pine lumber from the northern mills, which sold very cheaply, for building houses, barns, and even fences. The farmers in the heavy timber had motives for patronizing the local mills much longer, but these farmers, having a superabundance of timber, were very apt to use unsawed logs for building. Sawmills were early opened also in the pineries on Wisconsin and Chippewa rivers, from which lumber was supplied to all settlements along the Wisconsin and the Mississippi. Much of the product of these mills, after a few years, was rafted down to Iowa, Illinois, and Missouri, so abundant did pine lumber become. The Wisconsin settlers, being nearer, secured it at the cheaper rates. There is no doubt that the combination of farming with lumbering in the industrial history of early Wisconsin was fruitful in many ways, among them in getting the farming population out of the first rough shelter of logs within a shorter time than must be allotted to the “log-house era” of primitive society in other wooded sections of America.

The first frame houses were built on the prairies, as one would expect. But in southeastern and southern Wisconsin the pineries were so intermingled with the oak openings and the denser woods that the prairie farmers, setting the style, were quickly followed by the neighbors who might have built of logs. On the larger prairies, like that of La Crosse,

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4 The mill at Sheboygan was ready for business in the spring of 1835. The Manitowoc lumber business began about two years later. John Lawe’s mill at Two Rivers seems to have been built even earlier than the above—perhaps in 1833.

5 But pine lumber from Milwaukee was used at Whitewater earlier than 1844. Letter of Julius C. Birge, dated Mar. 13, 1922.
even the earliest houses, or "claim shanties," were built of pine lumber, which was much cheaper than logs would have been. Some of the settlers in these later occupied regions went from the older Wisconsin counties, and often built good, substantial frame houses at once. This suggests that decent, comfortable houses were probably the rule by about 1850 in the older communities wherever the lands were not heavily wooded and where a market for grain was within reach. For, here as elsewhere, one's habitation was usually an indication of his prosperity or the reverse.

In the matter of furniture, those who came to Wisconsin from Ohio, Pennsylvania, or western New York by team were able to bring only a very few articles with them. In many cases, however, household goods were shipped by canal and lake to one of the ports, and hauled to the destination by team. Many stories are told of the difficulties encountered in carrying household goods from Racine or Milwaukee or elsewhere, by ox team, to Janesville, Whitewater, Aztalan, and other interior points, over miry wood roads, through marshes, and across swollen unbridged streams. The frequent instances of steamboats carrying such freight past the Wisconsin port for which it was booked, and unloading it at Chicago, caused sharp distress and much extra expense to immigrants. David Gardner relates that when his father's family came from New York to Wisconsin in 1842 they at first stayed for some weeks with friends at Sun Prairie. Deciding finally to settle in Aztalan, his father sent a teamster to Milwaukee for the furniture but he returned at the end of a week empty, no furniture being found. Gardner then went with the teamster. They searched all through Dousman's warehouse, but to no avail.


*D. J. Powers, in Wis. State Agric. Soc., Trans.,* 1853, 154. "'We rejoice at the present signs of their success; they left the green hills of New England and New York for a wilderness which, after years of toil, they have cleared into productive fields; and the rude structures, for habitation and shelter, erected in days of poverty and want, are now with each revolving year, giving place to tasteful and comfortable dwellings. Yet a few years, and orchards of fruit, waving meadows, ornamental groves, and highly cultivated fields will render it difficult for a stranger to surmise, from the appearance of the country, the date of its first settlement.'"
Finally Dousman wrote to the warehouse man in Chicago and learned that the goods had been unloaded at that place. Mr. Gardner thereupon sent a team to Chicago to bring them to Aztalan—a very expensive operation. However, when his family arrived there from Sun Prairie, at the end of a long, winter day's sleigh drive, they found everything arranged in the little log house which was to be their first Wisconsin home, and through the kindness of the neighbors a warm fire was glowing on the hearth. The good mother, seeing her household things all about her again after so many vicissitudes, broke down and cried from sheer thankfulness.

When the goods were thus brought from the East, the new homes were furnished much in the style of those the families had just left, save that the equipment was less abundant. But large numbers of immigrants came almost empty-handed and had to depend for most of the household equipment on their own ingenuity. In such cases the crude "outfit" of the claim shanty, already described, had to serve until financial conditions made possible something better. Stoves—or rather, ovens—were something of a luxury. The outdoor oven of stone or brick was fairly common. At the raising of a certain mill, it was said, the good wife cooked at an outdoor oven a wonderful dinner for the men from four townships who assembled to help in erecting the frame. One woman, who boarded fifteen hands working on the first Wisconsin railway, had an inside oven, but it was so small that she was able to bake in it only one pie at a time. However, these were handicaps which were cured by time and prosperity. On the whole, except in distinctly "backwoods" neighborhoods, retarded in development by being cut off from markets, it does not appear that Wisconsin pioneers suffered seriously for the want of ordinary home conveniences.

The same may be said with respect to food. It has become customary, in extolling the virtues of pioneers, to emphasize the extreme hardships they endured in their new homes; and the stories which are told of the occasional settler who found
it necessary to travel many miles in severe weather to procure food have been generalized to color all narratives, as if this were the usual case. There are instances of real heroism exhibited by men whose duty it was to provide for others in times of scarcity. But on the whole the supplying of food rarely constituted an extreme problem. There never was a "starving time" in early Wisconsin. For one thing, game was abundant and to the skilled hunter easily procurable. If deer became scarce in any neighborhood, due to the absence of favorable coverts, prairie chickens were plentiful in such situations. Of wood pigeons there were literally millions, and water fowl were innumerable. Distances between our new settlements and the older settlements in Illinois and Indiana were not so great as to make it impossible to procure flour and pork by wagon or by sledge overland in winter, when ice on the lake cut off boat communication with the East. People in those older communities, too, were always keenly interested in the marketing possibilities of the new northern settlements and brought in, aside from herds of stock cattle, droves of hogs, and flocks of sheep, many a load of "Hoosier" or "Sucker" pork and flour. Hog and cattle driving was a regular business. Some of the animals were "ornary," to be sure. The hogs have been described as "prairie racers" so lean on their arrival that, if slaughtered at once, fat to fry their meat with had to be added. But it was possible to get them in condition and they were also used for breeding. The cattle were better and served for work oxen, milch cows, and stock cattle. Probably a majority of the herds of southeastern Wisconsin in 1850 could be traced to such importations.

Settlers were always anxious quickly to become independent of the outside world in the matter of regular food supplies. As soon, therefore, as a crop had been produced, the flour and corn mill became a prime necessity. So well was this understood, that no neighborhood was considered established until it could boast a gristmill. It was the first institution, save the school, in which all settlers had an interest, and unlike the
school the mill called for a relatively large investment and usually also for the control of the one tract of land containing a water power. Under these circumstances, it is not strange that the building of a mill, although it was financed by private individuals, should have been looked upon as more or less a public enterprise. The early history of Whitewater illustrates these points in a striking manner. In that town it was supposed there was only a single mill site, on section 4. The land containing it was claimed by one of the first comers, who soon sold his claim right to another immigrant. Meantime, many settlers raised some wheat and corn, so that the need of a mill became acute. They saw that the holder of the claim made no move to erect one, and it was suspected that he could not finance the project. So the settlers held a meeting—their first public meeting, by the way. They resolved: (1) that a mill was an absolute necessity; (2) that the site on section 4 was the only location for it; (3) that the holder of the claim containing the mill site must by a given date either give bonds to build a mill or agree to sell to someone who would give bonds to build a mill. If he refused to do either of these things, he should be run off the claim! The meeting appointed a committee to carry out their policy. The claimant could not build, and after considerable haggling he agreed to place his relinquishment in the hands of the committee, on the payment to him of the sum of $500. The committee thereupon sought for a capitalist who would buy the land and build a mill. They found him in the person of Dr. James Tripp; they bid in the land for Mr. Tripp at the Milwaukee land sale in February, 1839, and put him in possession. He began work at once, and by the middle of June was ready to raise the mill, when the whole countryside came together to help.9

The attitude just described is reflected in the legal code. So vital was the social need of gristmills, that the law of Wisconsin Territory, in defiance of the common law on that subject, favored the owner of a mill as against an individual

9A great dinner out of doors, followed by ball games on the prairie, closed the eventful day.
Farm Home of John M. Clark, near Whitewater, built in 1847
Afterwards Charles M. Clark’s Home

Previous Home of John M. Clark, Paulet, Vermont
A TYPICAL STONE SCHOOLHOUSE

WADE'S HALFWAY HOUSE, GREENBUSH, SHEBOYGAN COUNTY
Built 1850
landowner. If land was flooded as the result of putting in a dam for mill purposes, the owner could not compel the removal or the lowering of the dam in order to save his land. He could at best appeal to a jury for relief and take damages if the jury decided the dam was not too high for milling purposes. This law was upheld by the Wisconsin supreme court.6

A good share of the "claim wars" of early days raged round the various mill sites.10 The lands which contained these water privileges were so valuable that contests were almost sure to arise. These contests cost money in all cases, and broken heads in not a few. Happy was that miller whose bid had been accepted at the land office and whose mill was built and running.

One of the severest trials endured by the pioneers of Wisconsin was the lack of overland transportation. For not only were there no roads save the Indian trails to begin with, but the nature of the ground was such that in most places dirt roads were sure to be terribly heavy except in the driest part of the summer and in winter. The glaciated area of southeastern Wisconsin is, from one aspect, a series of ridges running north and south, with depressions between, which were apt to contain marshes, streams bordered by wet bottom land, or lakes with marshy fringes. All trails which ran toward the interior from Lake Michigan crossed such depressions every few miles. In very wet weather it required a long string of ox teams, from four to eight, to draw a respectable load over the roads opened along such trails. On the higher ground, especially through the woods, the case was little better, for the soft earth would quickly cut down to the axles of the wagons. Under such circumstances corduroy was the sole relief, and this was a cure which, to the drivers at least, was almost worse than the disease. Early road building, however, consisted in opening trails or widening Indian trails


10 Such a war, for example, took place over the Geneva mill site. See James Simmons, Annals of Lake Geneva, Wisconsin, 1835–1897 (Lake Geneva, Wis., 1897).
through the woods, then laying down corduroy across swamps and marshes, and either finding fordable places in the streams or throwing corduroy bridges across them. At the larger streams ferries were maintained.11

By good fortune, military policy required the United States government to build very early the so-called Military Road, which opened a line of communication from Fort Howard (Green Bay) to Fort Winnebago (Portage), and thence by the Military Ridge to Fort Crawford (Prairie du Chien). To this system the government added a road running near Lake Michigan from Chicago to Green Bay. So, at the beginning of rapid settlement by farmers southern Wisconsin had a main road, such as it was, all around the border of its territory except the south, and this was mostly prairie with comparatively easy trails across it into Wisconsin Territory. The people of the lead region, as pointed out in chapter two, had trails leading to the Mississippi, to Chicago, to the Wisconsin, and to Fort Winnebago. Their main highway ran north from Galena to Mineral Point. This was soon connected with the Military Road. It was not uncommon in the early years for persons wishing to reach Mineral Point from the lake ports to travel the long, circuitous route by Green Bay, Fort Winnebago, and Blue Mounds, instead of attempting the hazardous direct trip overland.

The settling up of the southeastern counties compelled the building of roads inland from the ports, and on this enterprise Milwaukee exerted a powerful influence. The result was a fairly complete system of roads from Milwaukee to the great settled areas of the state, as shown on the map (Fig. 15). The Janesville road, the Madison road (built promptly after the

11 At Beloit, as early as 1837, a current boat served for a ferry across Rock River. This was a type of ferry much used in early Wisconsin. The current boat was a flatboat which worked by two ropes ending in pulleys (one rope attached at each end of the boat) on a cable or hawser stretched across the stream and attached strongly to a tree on either bank. The boat’s ropes could be lengthened or shortened at will, and when the one was lengthened the pressure of the current drove it across in one direction; when the other was lengthened it moved across in the opposite direction. Such ferryboats were found on eastern streams just after the Revolution. They are still found today in the far West.
FIG. 15. LINES OF COMMUNICATION, 1844
location of the capital at that place), the Mineral Point road are famous in the annals of early Milwaukee trade, and as settlement spread north into Washington, Dodge, and Fond du Lac counties, other highways radiated from the commercial center on the lake to those regions, and each trunk road had many local feeders. Before 1850 the work of planking some of these roads was begun, the first determined effort to secure "good roads." Other roads were built from Racine and Kenosha into Walworth, Rock, and Green counties. At least one of these, the road from Racine to Burlington, was planked as early as 1846. ⑫

Farmers found the plank roads a comfort, but disliked to pay the tolls charged for their use. Though the dirt roads were public and free, they were compelled to pay enormous tolls in time and in draft stock when they hauled their crops to market. The climate, however, was in this respect merciful. When the ground was frozen solid and covered deeply with snow and ice, a condition was created which usually rendered transportation cheap and easy during a number of weeks in winter. Then was the time for getting saw-logs to the mill, splitting and hauling rails for fencing, bringing home the year's supply of wood, assembling building material and, in a word, doing all the heavy draying which by any means could be deferred to the winter season.

The winter also was the approved time for clearing land. The cold days were favorable for chopping. So the timber was felled, the best logs taken to mill, and other heavy logs sawed into proper lengths for rolling into log heaps. Small stuff was piled into brush heaps. When warm, dry days came in spring, great log and brush fires quickly cleared the land, leaving a depth of ashes which might be hauled off to be converted into potash and pearlash for the market. The larger stumps, of course, remained either until they rotted out or until the settler was able to "stump" his land by artificial

means. The smaller stumps and "grubs" were removed either before breaking the land or during the breaking process.

The rapidity of the clearing operation depended on the density of the timber growth. In heavy timber a farmer would do remarkably well to chop from three to five acres in a winter and clear it in spring. In openings the area might be three or four times as much. Some thinly timbered valley land in southwestern Wisconsin was cleared about as fast as a breaking team could break up the land. On the prairies a large farm could be opened in a single season. Frederick Starin measured the season's breaking of one Whitewater settler and found it amounted to "81 acres, 2 rods, and 11½ poles."

Suppose that some Timothy Dwight of a later time, instead of Travels in New England, had written Travels in Wisconsin, what rural pictures would he have seen? Starting northward by the Chicago-Green Bay road, through the towns of Kenosha and Racine counties, he would have found the prairies and openings well settled with farmsteads about every half-mile on the average. The houses and other buildings were nearly all frame structures. The pioneer log houses which remained were used as stables or storerooms, or occasionally for giving temporary shelter to some immigrant family. Near the homes were gardens, fruit trees, and groves. The cultivated fields were ample, and all were enclosed, usually with rail fences though in some cases neat board fences had been run around the nearer fields as well as around house and garden. Sod fences were used in some new prairie districts. The scene was not unlike that which Dwight witnessed in the Connecticut valley in Massachusetts, save that the farms were generally larger and the houses were not clustered in villages. All unenclosed lands—and these were still plentiful—made up of

13 One way was to use ox power to draw the stumps out, a moderate amount of digging and chopping of holding roots being done by hand. Another was to employ laborers to grub them out. Hardwood stumps rotted so rapidly that a few years saw a field cleared by the natural process.
swamps, dry prairies, woodlands, the highways, and school sections, were "commons" for the livestock of the settlers.

On striking the heavy timber in Milwaukee County the aspect of things changed for our traveler. The farms for a time were quite as numerous as before, but hewed log houses took the place of frame, the fields were much smaller, the commons—mostly woods and swales—more extensive. Everything betokened a more primitive stage of farming, due not to difference in years of settlement but to the external obstacle of heavily timbered lands and to the circumstance that these were taken up, or purchased, mainly by an economically weaker class of settlers than those who occupied the southern counties.

Swinging westward after traversing the big bend to Green Bay and south to Lake Winnebago, the traveler found himself in the fertile prairies and openings of Fond du Lac and Columbia counties. Here once more the prospect brightened. Farms multiplied and prosperity, if not fully achieved, was approaching, as testified not merely by the demeanor of the farmers but by the condition of their homes and their farms. For they were living within possible hauling distance of the lake ports; their lands, easily cleared and bountiful, had produced much grain for the market; and was not the Fox River Canal about to open a cheap transportation line to Green Bay, and the railroad another to Milwaukee and Chicago? Americans from New York and Vermont had settled in that region in considerable numbers, and added to these were Germans of the '48 immigration and other foreigners. This region, as well as parts of Dodge, Columbia, and Dane counties, was beginning to emerge from the hewed-log stage of rurality into that of the frame house. But the change had been only partially accomplished. It would not be completed for a few years yet, till the railway line, already lengthening westward from Milwaukee, should reach far enough west and north to serve these extensive areas.
The railway was also to awaken to full life the vast agricultural possibilities of the old lead region, with the big prairie which lay like a huge blanket over the Military Ridge, and the scenic valleys intercepted by the Wisconsin where as yet the deer had been rarely startled by the ring of the settler’s ax. The lead region was still a world of its own, due to its mining history, but with the new immigration it was settling into its true character as an agricultural region. The outlying populations, north of the Wisconsin in Crawford, Richland, and Sauk counties, were still prevailingly in the round log, girdled tree, corduroy stage.

If, however, without penetrating into the wilderness, entering the lead region, or traversing the big prairie by the Military Road, our traveler drove east from Madison on the Milwaukee road, his route lay partly through an extensive settlement of Norwegians living on prairie and opening, who though deficient in capital had been making a gallant fight against odds in establishing and improving their farms so as to take advantage of the new transportation facilities then about to be realized. The log house, in both the round and the hewed, was the symbol of that struggle. Farther east, in Jefferson and Waukesha counties, he found the social landscape variegated. One hour his course would lie through a settlement which, judged from its architecture rather than from its farming improvements, was primitive to the verge of crudeness. The next hour his eye rested upon the tidy frame cottages, with groves, gardens, and neatly enclosed fields be-tokening the most advanced cultivation to be found in the new state. The latter signalized older settlement, more adequate capital, and a less obdurate problem of clearing, quite as much as an ideal of rural life brought from the East. The foreign immigrant usually found himself restricted in choice of land to what American pioneers had shunned, especially the heavily timbered tracts.

By driving south from Milwaukee to Racine, then west on the plank road to Rochester, thence to Whitewater, Janesville,
and down the Rock River valley, our traveler might have seen the very heart of Wisconsin's farming area as it was in 1850. Here was a region which socially promised to be a second western New York, whose cultivation already suggested that of the New England of sixty years earlier. With a long and heavy haul to market, farming had yet gone forward rapidly, and already millions of wheat was finding its way from these generous fields to the warehouses and docks along Lake Michigan.

Our supposititious observer, as a valiant traveler, requiring rest and refreshment from time to time, would be sure to take special note of the taverns which stood at intervals of a few miles along all the main highways. Also, as a man of social intelligence, he would be interested in the country schoolhouses, which were even more numerous and more widely distributed. The first would be, in almost all cases, good frame structures; the last, save in the more advanced neighborhoods, would be inferior buildings either of round or of hewed logs. Our traveler would be sure to encounter, on all main roads, the "stages" that carried the mail to all the farming communities, in addition to conveying passengers from place to place.14

14 J. H. A. Lacher, in Wis. Hist. Soc., Proc., 1914, gives an interesting account of early taverns and stages. In Pickard's report as state school superintendent, for 1860, we find that at that time Wisconsin had 1405 log schoolhouses, doubtless all in the rural districts. There were 2297 frame houses, 177 brick, and 166 stone.

15 For a good brief summary of the stage routes in 1848, see Louise Phelps Kellogg, "The Story of Wisconsin," in Wis. Mag. of Hist., iii, 199ff.