CHAPTER XIV.

TOWN OF LOWVILLE—TOWN OF MARCELLON—TOWN OF NEWPORT—VILLAGE OF NEWPORT—VILLAGE OF KILBOURN CITY.

TOWN OF LOWVILLE.

On the organization of the county, in 1846, the north half of Township 11, Range 10, together with Townships 13 and 12, same range, was made an election precinct and named Wyocena, while the south half of Township 11, Range 10, together with Township 10, Range 10, and east half of Township 10, Range 9, was formed into another precinct under the name of Lowville, after Jacob Low. The name was afterward given to the town. At a meeting of the Board of County Commissioners, held in January, 1849, Townships 10 and 11, Range 10, and the east half of Township 10, Range 9, was formed into a town and the name of Lowville given to it. The house of Jacob Low was designated as the place for holding the first election. At a meeting of the County Board of Supervisors, held January 8, 1850, the town of Lowville was made to comprise only all of Township 11, Range 10,

The first settlement made in this town was in 1843. During that and the following year, Jacob Stone, Jacob Low, Edward Clark and Jonathan Gilbert selected and built upon their claims. In 1845, Silas W. Herring, Henry Herring, John Barmore, Orin Rogers, S. J. Scott and Jefferson Waters came in. S. P. Webb, Claudius Evarts, Justice Worden and Joseph Snell came in 1846.

Thomas McDonough Richards and Julia A. Webb were united in marriage on the 15th day of July, 1847, being the first couple married in the town.

Emma, daughter of Claudius and Betsy Evarts, was born in May, 1847—the first white child born in the town.

The first death was that of Joseph Snell, who died July 30, 1848.

In the summer of 1848, Julia Stevens taught a three-months term of school in a frame shanty, near the house of Jacob Low, on Section 32. At the same time, B. M. Webb taught a term on Section 5. These were the first schools in the town. In the fall of 1879, there were eight good schoolhouses, four of which were owned by the town and the remainder were held by joint districts with other towns.

Elder William Cornell, in 1848, began the proclamation of the Word, his first discourse being at the house of Theodore Northrup, on Section 8. In September, 1849, he organized a Baptist Church, near where he first preached, with sixteen members. The first meetings were held in private houses, and, on completion of a schoolhouse on Section 5, the services were there held. For more than twenty years, the society met in this schoolhouse, when the place of meeting was changed to Edmister's Schoolhouse, on Section 17. Elder Cornell was the first Pastor of the church, followed by Elder Evan Meredith, who for twenty years broke the bread of life to the congregation. Mr. Meredith was succeeded by Elder Enoch Pickering. About 1855, the Presbyterians began services in the town, meeting in different schoolhouses until 1862, when they erected a small but neat church edifice on Section 32. The society has been ministered to from time to time by Revs. Lewis Strong, Lawrie, Gates, Gordon, Hutchinson, Bushnell, Barnes and Wall.

In 1846, a post office was established on Section 32, with Jacob Low as first Postmaster. Mr. Low was succeeded, in order named, by Stephen Brayton, De Witt C. Strong, James Hall and William Ridgeway. The first mail route by which this office was supplied was from Madison to Portage. Prior to the completion of the Northern Division of the Chicago, Milwaukee & St. Paul Railroad, this route was extensively patronized by traveling men. Jacob Low converted his house into a hotel in 1846, continuing the same until 1853. Stephen Brayton, who

lived but a short distance from Mr. Low and who succeeded him as Postmaster, then entertained man and beast until 1856, when the stage line was discontinued and travel thus cut off. In 1852, a store was started at the corners, near the post office, by Dr. C. Strong, and it was thought a village would here eventually grow up. But the bright anticipations of the Doctor and land-holders thereabouts had not been realized, up to March, 1880.

The early settlers were occasionally troubled with claim jumpers, and the Claim Club was brought into requisition more than once. At a very early day, one Devendorf made a claim to a certain quarter, remained on it for a time, and then left, no one knew where. Being gone a considerable length of time it was considered he had abandoned his claim, and it was taken by another party. In the course of time Mr. Devendorf returned, erected a shanty on the claim and proceeded to make himself at home. He was ordered off by the Club, but refused to go; therefore one night he received a visit from a dozen men, and was taken out to the marsh in a state almost similar to that in which he came into the world, and as the night was quite cool he soon agreed to do the bidding of the Club.

There are two post offices in the town—Lowville and Rocky Run. This last office was established in 1851, with J. F. Hand as Postmaster. He was succeeded by Ella C. Curtiss, who is the present incumbent.

The following comprise the town officers from 1849 to 1880 inclusive:

1849—Stephen Brayton, Chairman; S. P. Webb, James Hinman, Supervisors; Lemuel Page, Clerk; Clark M. Young, Treasurer; Jonathan Hibbard, Assessor; William T. Bradley, School Superintendent.

1850—Oliver C. Howe, Chairman; John A. Bannon, John J. Lewis, Supervisors; J. F. Hand, Clerk; Silas W. Herring, Treasurer; Jacob Townsend, Assessor; Walter A. Northrup, School Superintendent.

1851—F. C. Curtis, Chairman; J. A. Bannon, Henry Lane, Supervisors; J. C. Jay, Clerk; Samuel Dunn, Treasurer; O. C. Howe, Assessor; C. M. Curtis, School Superintendent.

1852—F. C. Curtis, Chairman; J. Brady, S. P. Webb, Supervisors; P. L. Carman, Clerk; J. Gilbert, Treasurer; J. Townsend, Assessor; William C. Bonstel, School Superintendent.

1853—J. F. Hand, Chairman; Giles Easton, L. G. Folsom, Supervisors; Samuel Dunn, Clerk; L. G. Folsom, Treasurer; F. C. Curtis, Assessor; William C. Bonstel, School Superintendent.

1854—F. C. Curtis, Chairman; Orin Rogers, Birdsell Wheeler, Supervisors; Samuel Dunn, Clerk; Samuel Wheeler, Treasurer; William C. Bonstel, Assessor; William C. Bonstel, School Superintendent.

1855—F. C. Curtis, Chairman; Birdsell Wheeler, O. F. Rogers, Supervisors; Samuel Dunn, Clerk; William C. Bonstel, Assessor and School Superintendent.

1856—F. C. Curtis, Chairman; Michael Gallagher, Delos Bundy, Supervisors; William C. Bonstel, Clerk; N. W. Bennett, Treasurer; J. W. Curtis, Assessor; J. F. Hand, School Superintendent.

1857—Samuel Dunn, Chairman; H. M. Delaney, R. Johnson, Supervisors; F. S. Henry, Clerk; N. W. Bennett, Treasurer; F. C. Curtis, Assessor; J. F. Hand, School Superintendent.

1858—Samuel Dunn, Chairman; Delos Bundy, H. M. Delaney, Supervisors; F. S. Henry, Clerk; S. R. Lane, Treasurer; F. C. Curtis, Assessor; J. F. Hand, School Superintendent.

1859—J. F. Hand, Chairman; Ole Wilson, Birdsell Wheeler, Supervisors; Samuel Dunn, Clerk; H. Lane, Treasurer; F. C. Curtis, Asse-sor; F. L. Henry, School Superintendent.

1860—Delos Bundy, Chairman; William H. Young, Nelson Wilson, Supervisors; D. C. Strong, Clerk; W. W. Curtis, Treasurer; F. C. Curtis, Assessor; F. L. Henry, School Superintendent.

1861—Delos Bundy, Chairman; H. Lane, O. C. Scovell, Supervisors; D. C. Strong, Clerk; W. W. Curtis, Treasurer; F. C. Curtis, Assessor; M. T. Alverson, School Superintendent.

1862—Samuel Dunn, Chairman; S. W. Herring, Henry Lane, Supervisors; M. T. Alverson, Clerk; W. W. Curtis, Treasurer; S. P. Webb, Assessor.

1863—William H. Young, Chairman; Adam Hall, Matthew Trout, Supervisors; Samuel Dunn, Clerk; W. W. Curtis, Treasurer; F. C. Curtis, Assessor.

1864—William H. Young, Chairman; Warren Gilbert, John Halpin, Supervisors; Samuel Dunn, Clerk; W. W. Curtis, Treasurer; F. C. Curtis, Assessor.

1865—William H. Young, Chairman; Adam Hale, John Halpin, Supervisors; Samuel Dunn, Clerk; W. W. Curtis, Treasurer; F. C. Curtis, Arsessor.

1866—I. N. Brown, Chairman; John Budd, Lewis Edmister, Supervisors; Samuel Dunn, Clerk; John Halpin, Treasurer; F. C. Curtis, Assessor.

1867—J. W. Henry, Chairman; Elbridge Curtis, John Halpin, Supervisors; Samuel Dunn, Clerk; W. W. Curtis, Treasurer; F. C. Curtis, Assessor.

1868—S. W. Herring, Chairman; Elbridge Curtis, Matthew Trout, Supervisors; Samuel Dunn, Clerk; William W. Curtis, Treasurer; F. C. Curtis, Assessor.

1869—F. C. Curtis, Chairman; Matthias Trout, James Price, Supervisors; Samuel Dunn, Clerk; Thomas Smith, Treasurer; W. W. Curtis, Assessor.

1870—William F. Young, Chairman; Matthew Trout, Charles Woodford, Supervisors; Samuel Dunn, Clerk; Thomas Smith, Treasurer; F. C. Curtis, Assessor.

1871—Samuel Dunn, Chairman; F. M. Delaney, Eli Rosabaugh, Supervisors; James Price, Clerk; Thomas Smith, Treasurer; F. C. Curtis, Assessor.

1872—Samuel Dunn, Chairman; William McNerney, Eli Rosabaugh, Supervisors; James Price, Clerk; Thomas Smith, Treasurer; F. C. Curtis, Assessor.

1873—Samuel Dunn, Chairman; Eli Rosabaugh, Daniel Scofield, Supervisors; James Price, Clerk; Thomas Smith, Treasurer; F. C. Curtis, Assessor.

1874—Samuel Dunn, Chairman; John Kearney, Daniel Scofield, Supervisors; James Price, Clerk; Thomas Smith, Treasurer; S. W. Herring, Assessor.

1875—Samuel Dunn, Chairman; M. Trout, Isaac Rosabaugh, Supervisors; James Price, Clerk; Thomas Smith, Treasurer; S. W. Herring, Assessor.

1876—F. C. Curtis, Chairman; M. Trout, L. C. Brown, Supervisors; Joseph Townsend, Clerk; Thomas Smith, Treasurer; E. Curtis, Assessor.

1877—F. C. Curtis, Chairman; M. Trout, Nels. Wilson, Supervisors; Samuel Dunn, Clerk; Joseph Edmister, Treasurer; William Young, Assessor.

1878—F. C. Curtis, Chairman; M. Trout, John Kearney, Supervisors; Samuel Dunn, Clerk; Thomas Smith, Treasurer; William H. Young, Assessor.

1879—John Palmer, Chairman; I. L. Curtis, Thomas Austin, Supervisors; Joseph Townsend, Clerk; Joseph Edmister, Treasurer; William Evart, Assessor.

1880—James Price, Chairman; Matthias Trout, Nils Wilson, Supervisors; Samuel Dunn, Clerk; Thomas Smith, Treasurer.

TOWN OF MARCELLON.

On the 9th day of January, 1849, all of Township 13, Ranges 10 and 11, was organized into a town, and the name of Marcellon given to it, and McDonald's Hotel designated as the place for holding the first election. At the annual meeting of the Board of Supervisors in December following, Township 13, Range 11, was taken from the town leaving, as the territory of Marcellon, all of Township 13, Range 10.

The first settler in the town was Francis B. Langdon, who located on Section 24, in November, 1845. Case and Powell came soon after. P. Peckham came in March, in 1846, and E. Herod, William J. Ensign, Gilman H. Hoyt, came that same year, while, previous to 1849, quite a large number made here their homes, among whom were Samuel Seavy, John Seavy, Thomas D. Wallace, William H. Cahoon, George Brinkerhoff, William Bonny, Lawrence Van Duesan and Hiram Albee.

The first marriage in the town was that of P. Peckham and Miss Austin, in October, 1847.

Death claimed the first victim in the person of Harriet Ensign. She was the daughter of William J. Ensign. Her remains were deposited on the farm and afterward removed to the cemetery at Marcellon, being the first burial therein.

The first school in the town was taught by Leona Ensign in the summer of 1847, on Section 36. In 1879, there were four whole and eight joint districts, with seven school buildings, valued at $1,835, with accommodations for 367 pupils. The number in attendance during that year was 362, and the total amount paid in the districts, where there are school buildings, for the same period, was $1,148.

The first religious services in the town were held on Section 1, at the house of Mr. Powell in June, 1846. Elder Wedge, a Baptist minister, was the pioneer preacher of the Gospel, and addressed the audience on this occasion.

The first church organized was the Protestant Methodist at Marcellon Post Office, in 1849. Rev. Mr. Cassell was the organizer, and meetings were held in the schoolhouse. No church edifice was ever erected. The congregation disbanded in a short time, the greater portion of the members afterward uniting with the Methodist Episcopal Church at Pardeeville.

In 1879, there were two churches in the town, the Methodist Episcopal brethren having one on Section 7, and the Baptists one on Section 5.

The first winter Francis B. Langdon was here he lived in a small log house in which there was no window, and but one door. To obtain flour and meal for the use of the family, he had to go either to Beaver Dam, Columbus or Waupun, it requiring several days to make the journey, and, when arriving at his destination, there was no certainty of obtaining a supply.

On the 20th day of November, 1850, was organized the Marcellon Cemetery Association, with Nathan Beach, George Babcock, James D. Carr, Gilman H. Hoyt, A. L. Crippin and William J. Ensign, Trustees. The association purchased of Thomas D. Wallace two acres off the southwest quarter of the southwest quarter of Section 36, for cemetery purposes. In 1872, another acre was added to the original plat. The daughter of William J. Ensign, whose death has been previously mentioned, was the first here buried.

Marcellon Post Office was located on Section 36, on the main thoroughfare between Milwaukee and Portage, and around the office grew up, between the years 1849 and 1857, quite a little village, the greater part of which was located on the lands of William J. Ensign and Andrew Lipe. During this time there were here three general stores, with other kinds of business sufficiently represented to meet the wants of the community. On the completion of the Chicago, Milwaukee & St. Paul Railroad, which was run three miles south, the place ceased to exist. The first house built in the village was by Gilman Hoyt, the second by William J. Ensign, the third by S. G. McDowell. A. P. Lipe built the first hotel, and provided "entertainment for man and beast," for a number of years. The post office was established in 1849, with William Wallace as the first Postmaster. Mr. Wallace was succeeded successively by William Greens, George Janes, A. P. Lipe, T. Wade, J. W. Campbell, G. Hoyt, P. C. Heath, William Herreman and Mrs. M. I. Lockwood; the latter of whom was in possession of the office in February, 1880, at which time mail was received twice a week from Pardeeville.

Marcellon is bounded on the east by Scott, on the west by Fort Winnebago, on the south by Wyocena, and on the north by Marquette County.

The town has a rolling surface, is in some parts very heavily drift-covered, is almost without marsh or prairie, and, lying almost wholly within the area of the Potsdam sandstone, presents a generally low and sandy soil. The Fox River crosses the southeast corner of the town, and two small head-streams of French Creek, a tributary of the Fox, traverse the western section.

Bellefountain Post Office was established in 1850, some two miles north of its present location, on Section 14, with James H. Bonney as Postmaster. Between 1850 and 1859, the office was moved three times, with Horace Carpenter and Mr. Kelly as Postmasters. In 1859, James Aldrich was appointed, and the office was removed within a half-mile of its present location. In 1863, Henry Neef succeeded Mr. Aldrich, and, in turn, was succeeded by E. C. West in 1869.

On the 18th day of February, 1859, Rev. D. C. Miller organized the Scott and Marcellon Free-Will Baptist Church. Services have been held alternately in the Barden Schoolhouse, in the town of Scott, and Comstock Schoolhouse, in this town. In the spring of 1880, a church house was erected on the line dividing the two towns, but in the town of Scott.

Midland Post Office is located upon Section 3, and was established in 1847, with Robert McKay as Postmaster. William Meacher was appointed in 1867, and is the present Postmaster.

The first entry of land was by L. Foote and Charles McDougal October 11, 1836; patent issued November 7, 1837, for the southwest quarter of Section 31, containing 144 acres.

In 1864, a Methodist Episcopal class was formed at the stone schoolhouse, on Section 5, but the first preaching by a minister of that denomination was by Rev. Joseph Bolton, at a schoolhouse on Section 18. Mr. Bolton organized the class mentioned, and ministered unto them during his stay on the circuit. He was succeeded, in the order named, by Revs. T. M. Ross, M. Peck, Edward Bronson, Jabez B. Cole, O. B. Clark, William Jones, William Cook, John Varty and W. F. Stright. The Methodist Episcopal Church on Section 7, known as the Goodman Church, was built in 1869. The building committee were Farnsworth, Morrison, Dunbar, Goodman and D. S. Woodworth. The Baptists have a church on the southwest quarter of Section 5, which was built in 1869. Mitchell, Rounds, Cocker, Loomer, Dates and Woodworth were active in its construction.

Hiram Albee, of whom mention has been made as an early settler, died on the 8th day of May, 1878. The Portage *Register* thus speaks of him: "The late Hiram Albee was one of Marcellon's oldest and most valued citizens. He was born at Wardsboro, Windham Co. Vt., February 13, 1812; although he was one of ten children and his parents were very poor, he managed by means of his natural abilities and industry to acquire considerable education, as is shown by his teaching during his life twenty terms of district school; a large number of men and women can testify to his faithfulness and efficacy as a teacher. In 1828, he emigrated to New York and then married May J. Barrett, of Broad Albion, in that State.

"He remained in New York until 1846, when he removed to Wisconsin, and in 1847, he settled at Marcellon, where he spent the remainder of his days. He was identified with the organization of this town and was its second town Superintendent, which office he held for three terms. He was also Deputy Provost Marshal during the late war, and was Justice of the Peace for more than twelve years. He died as he had lived for many years, a member in good and regular standing of the Close Communion Baptist Church, and to this church, as well as to the community and his sorrowing family his death is a great loss. He leaves an aged wife and eight children: W. C. Albee, of Marcellon; Emily A. Ross, wife of Henry Ross, Barron County; Euretta McDonald, wife of Marion McDonald, Furnass County, Neb.; George W. Albee, of Benton County, Iowa; Morette Dean, wife of Charles Dean, Barron County, Wis.; D. J. Albee, Portage, Wis.; Gurdetta Herreman, wife of Ivin Herreman, of Marcellon, and Fagette Albee, of Marcellon. The funeral was held at the late residence of deceased in Marcellon, and was conducted by Elder Thomas Yule of this city, and the singing was led by David G. Muir, in pursuance of a request of Mr. Albee previous to his death."

The following is a list of town officers from the organization of the town to the present time:

1849—Mathew W. Patton, Chairman; John Meddaugh, Samuel Seavey, Supervisors; Thomas D. Wallace, Clerk; Gilman H. Hoyt, Assessor; John Seavy, Treasurer; James M. Hoyt, School Superintendent.

1850—John Seavy, Chairman; Thomas D. Wallace, William H. Cahoon, Supervisors; George Brinkerhoff, Clerk; William Bonny, Treasurer; Lawrence Van Dueson, Assessor; Hiram Albee, School Superintendent.

1851—Moses F. Case, Chairman; Samuel Hovey, James M. Hoyt, Supervisors; William H. Cahoon, Clerk; Martin M. Williams, Treasurer; James D. Cann, E. A. McDowell, Assessors; O. D. Coleman, School Superintendent.

1852—Jacob Rood, Chairman; Elmon Barker, Gilman H. Hoyt, Supervisors; S. G. McDowell, Clerk; James D. Carr, Treasurer; Nathan Beach, Assessor; O. D. Coleman, School Superintendent.

1853—Ebenezer Williams, Chairman; David Wyman, E. A. McDowell, Supervisors; Morris S. Williams, Clerk; E. A. McDowell, Jacob Rood, Assessors; John Seavy, Treasurer; P. C. Heath, School Superintendent.

1854—E. A. McDowell, Chairman; Darius Pierce, Ovid French, Supervisors; S. A. Knapp, Clerk; Ovid French, J. S. Blodgett, Elmon Barker, Assessors; Elam McDowell, Treasurer; O. D. Coleman, School Superintendent.

1855—John Seavy, Chairman; Simon Hoyt, H. J. Prescott, Supervisors; S. A. Knapp, Clerk; William Meacher, Nathan Beach, Assessors; E. McDowell, Treasurer; J. M. Hoyt, School Superintendent.

1856—M. F. Cass, Chairman; E. G. Chase, H. J. Prescott, Supervisors; S. A. Knapp, Clerk; William Meacher, Nathan Beach, Assessors; E. M. McDowell, Treasurer; O. D. Coleman, School Superintendent.

1857—James H. Bonney, Chairman; Martin M. Williams, Edward Leighton, Supervisors; Rufus Comstock, Clerk; Elam McDowell, Treasurer; Josiah Pierce, S. A. Knapp, Assessors; J. C. Blodgett, School Superintendent.

1858—James H. Bonney, Chairman; James H. Blodgett, P. C. Heath, Supervisors; Rufus Comstock, Clerk; Martin M. Williams, Treasurer; William Meacher, Merrell H. Smith, Assessors; J. C. Blodgett, School Superintendent.

1859—M. M. Williams, Chairman; Edward Leighton, W. W. Comstock, Supervisors; C. C. Chapple, Clerk; F. B. Langdon, Treasurer; M. F. Cass, Assessor; Hiram Allen, School Superintendent.

1860—S. A. Knapp, Chairman; N. Beech, R. D. Tasker, Supervisors; F. McGuire, Clerk; A. Smith, Treasurer; William Meacher, School Superintendent.

1861—S. A. Knapp, Chairman; R. D. Tasker, G. W. Allen, Supervisors; E. G. Chase, Clerk; S. Herreman, Treasurer; M. H. Smith, Assessor; Hiram Albee, School Superintendent.

1862—Nathan Beach, Chairman; William Meacher, G. C. Hopkins, Supervisors; M. S. Williams, Clerk; S. A. Knapp, Treasurer; William Meacher, Assessor.

1863—James M. Hoyt, Chairman; W. W. Comstock, H. H. Chapman, Supervisors; E. G. Chase, Clerk; Samuel Herriman, Treasurer; P. C. Heath, Assessor.

1864—Phillip Loomis, Chairman; O. S. Ensign, W. W. Comstock, Supervisors; E. G. Chase, Clerk; Jackson Kohler, Treasurer; Hiram Albee, Assessor.

1865—William Meacher, Chairman; G. H. Hoyt, James C. Morrison, Supervisors; H. Albee, Clerk; William Woodford, Treasurer; William Meacher, Assessor.

1866—L. A. Bliss, Chairman; L. H. Cass, G. W. Allen, Supervisors; Henry Neef, Clerk; Edward Leighton, Treasurer; Henry Preston, Assessor.

1867—L. A. Bliss, Chairman; R. D. Tasker, G. W. Allen, Supervisors; Henry Neef, Clerk; Rufus Comstock, Treasurer and Assessor.

1868—C. W. Beach, Chairman; G. S. Dunbar, W. W. Comstock, Supervisors; Henry Neef, Clerk; L. A. Bliss, Treasurer and Assessor.

1869—George S. Dunbar, Chairman; W. W. Comstock, R. D. Tasker, Supervisors; Henry Neef, Clerk; H. H. Preston, Treasurer; M. H. Smith, Assessor.

1870—Hiram Albee, Chairman; E. C. West, Frank Fuller, Supervisors; Henry Neef, Clerk; William Herriman, Treasurer; William Meacher, Assessor.

1871—Hiram Albee, Chairman; John Moran, Frank Fuller, Supervisors; Henry Neef, Clerk; William Herriman, Treasurer; William Meacher, Assessor.

1872—Hiram Albee, Chairman; John Moran, D. B. Herreman, Supervisors; Henry Neef, Clerk; William Herriman, Treasurer; William Meacher, Assessor.

1873—Hiram Albee, Chairman; John Moran, D. B. Herreman, Supervisors; Henry Neef, Clerk; Asa Smith, Treasurer; William Meacher, Assessor.

1874—Hiram Albee, Chairman; John Moran, D. B. Herreman, Supervisors; Henry Neef, Clerk; William Herreman, Treasurer; William Meacher, Assessor.

1875—Hiram Albee, Chairman; John Moran, D. B. Herreman, Supervisors; Henry Neef, Clerk; William Herreman, Treasurer; William Meacher, Assessor.

1876—O. D. Coleman, Chairman; Isaac Beach, Zadoc Waite, Supervisors; Henry Neef, Clerk; Asa Smith, Treasurer; William Meacher, Assessor.

1877—O. D. Coleman, Chairman; C. Cole, Z. Waite, Supervisors; Amos Cannon, Clerk; Asa Smith, Treasurer; Stephen Woodard, Assessor.

1878.—Asa Smith, Chairman; Levi Reeves, John Moran, Supervisors; A. A. Cannon, Clerk; Christopher Cole, Treasurer; Elon Woodard, Assessor.

1879—Asa Smith, Chairman; William Barry, John Moran, Supervisors; A. A. Cannon, Clerk; H. M. Preston, Treasurer; William Meacher, Assessor.

1880—Asa Smith, Chairman; William Carry, Henry Cuff, Supervisors; A. A. Cannon, Clerk; Christopher Cole, Treasurer; William Meacher, Assessor.

TOWN OF NEWPORT.

This town includes all of the west half of Township 13 north, of Range 7 east, lying north of the Wisconsin, and so much of the east half of Township 13 north, of Range 6 east, as lies north and east of that river.

The first settler was Alonzo B. Stearns, who came here in March, 1849, and located on Section 17. Mr. Stearns erected a small log cabin, and commenced to clear the land for a farm. The second person to settle in the town was Marvin Mason, followed by E. A. Toles, E. A. Toles, Jr., and Mr. Abbott. These all came in the spring of 1849.

The first child born in the town was Lena Oleson, daughter of Mary and Ole Arenson, December 26, 1849, at the house of J. Thompson.

The first marriage was that of "Big" Swain Tollison and Tony Gunder. The happy couple were poor in this world's goods, and there being no one in the neighborhood authorized to perform the marriage ceremony, they went on foot in search of a priest. Crossing the river, where the village of Newport was afterward located, the lady was left in the care of Mr. Gilson and family, and the gentleman proceeded to Delton and secured the services of Elder Topping to unite them in wedlock. Not having any money to satisfy the Elder, Mr. Tollison agreed to pay him in hay some time during the next season; but it required a gentle reminder from the good man before he secured his dues.

The town did not fill up very rapidly with settlers, and it was not until the winter of 1853–54 that a schoolhouse was built. In the spring of 1854, Miss Frances M. Howard taught the first school, at a salary of $2.25 per week. The schoolhouse was located on Section 7.

The first sermon preached in the town was at the house of A. B. Stearns, July 5, 1852, the occasion being the death of L. W. Stearns. Elder Dickens, a Wesleyan Methodist, was the officiating clergyman. The first sermon preached in the English language, where people assembled for religious purposes, was at the house of E. A. Toles, Jr., in March, 1853, and was delivered by Elder Anderson, of the Methodist Episcopal Church.

Hospitality was a distinguishing trait of almost every early settler. Marvin Mason, with his wife, two children, and a brother of Mrs. Mason, William Pixley, lived together in a cabin 14x16 feet. A. B. Stearns and Mr. Abbott boarded with them, and when E. A. Toles and wife, E. A. Toles, Jr., wife and two children, came out, they also stopped with Mr. Mason, and all lodged in that cabin until the Toles' could erect themselves a house.

There were several Norwegians who were early settlers of this town. Some of them located there in the fall of 1849, among whom were Peter Juleson and family, Swain Tollison, J. Thompson, Paul Anderson, Swain Thompson, Iver Inglebretson, Hans Peterson, George Peterson, Kittle Kittleson and Osman Jensen. They are a thrifty class of people, and are generally held in high esteem by their American neighbors. The first religious services in the town were

held by them in 1852. At this time they organized a society, to which was given the name of Norwegian Evangelical Lutheran Church. In April, 1857, a lot was selected on the northwest quarter of Section 20, and the erection of a church was begun, and soon after completed and opened for worship. The entire work was accomplished by volunteer labor. Rev. H. A. Preus was the first Pastor, and labored with the congregation for fifteen years. The Rev. E. J. Peterson has served since December, 1879.

Newport was taken from the town of Fort Winnebago, and organized as a new town, on the 15th of November, 1852, by the County Board of Supervisors. At the time the town was set off, the Wisconsin River was quite high, and occasionally boats would run up and effect a landing on the site of the village that was then being surveyed, and the old settlers were asked to select a name. The name of Newport was suggested, as here a new port was being made by the boatmen. The name was accepted, and the village and town were called by it.

The first election was held at the house of James Christie, the first Monday in April, 1853.

The following are the names of the officers elected since the organization of the town:

1853—James Christie, Chairman; Andrew Washburn, Perry Woodworth, Supervisors; Joseph Bailey, Town Clerk; E. W. Bradley,[1] Treasurer; Charles Bowen, Assessor.

1854—Edward A. Tolls, Jr., Chairman; John Cone, Herman Bradway, Supervisors; Thomas Laffan, Town Clerk; Alonzo B. Stearns, Treasurer; H. H. Beardsley, Assessor.

1855—Samuel H. Baker,[2] Chairman; Peter Rafferty, David Cone, Supervisors; Thomas Laffan, Town Clerk; Isaac Andrews,[3] Treasurer; Elbridge Walker, Assessor.

1856—Edward Dawes, Chairman; David Cone, Paul Anderson, Supervisors; Thomas Laffan, Town Clerk; Alonzo B. Stearns, Treasurer; Thomas Laffan, Assessor.

1857—Edward Dawes, Chairman; David Cone, Paul Anderson, Supervisors; Thomas Laffan, Town Clerk; Thomas Laffan, Treasurer; Jacob Sterenberger, Assessor.

1858—Edward T. Hooker, Chairman; Stewart Blood, John Stuvell, Supervisors; J. H. Foote,[4] Town Clerk; H. H. Beardsley, Treasurer; H. McDonald, Jacob Frey, Elbridge Walker, Assessors.

1859—Jonathan Bowman, Chairman; William Porter, David Stillwell, Supervisors; Clinton D. Woodruff, Town Clerk; H. H. Beardsley, Treasurer; Daniel B. Kuney, Jacob Sterenberger, Stewart Blood, Assessors

1860—John W. King, Chairman; John Tanner, Osmond Jenson, Supervisors; William A. Gardner,[5] Town Clerk; Halvor Severson, Treasurer; Emory W. Wait, Assessor.

1861—John W. King, Chairman; John Tanner, Osmond Jenson, Supervisors; J. Jackson Brown, Town Clerk; Halvor Severson, Treasurer; Jacob Sterenberger, Rockwell M. Thompson, Amplius Chamberlin, Assessors.

1862—Robert Herren, Chairman; Nathaniel Van Alstine, Osmond Jenson, Supervisors; Abram R. Dixon, Town Clerk; Seth Knowles, Treasurer; Perry G. Stroud, Irving W. York, Halvor Severson, Assessors.

1863—Robert Herren, Chairman; Hans Petersen, Anfend Nelson, Supervisors; G. A. Corning, Town Clerk; A. L. Proescher, Treasurer; F. Heberlein, Alonzo B. Stearns, Osmond Jenson,[6] Assessors.

1864—George H. Daniels, Chairman; Hans Peterson, John Lynch, Supervisors; Edwin R. Herren, Town Clerk; A. L. Proescher, Treasurer; Henry M. Whitney,[7] Martin Nelson, George F. Noble, Assessors.

1865—Irving W. York, Chairman; Anfend Nelson, Charles Teshner, Supervisors; Charles A. Noyes,[8] Town Clerk; Charles Mœller, Treasurer; Amplias Chamberlin, Martin Nelson, Assessors.

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1. E. W. Bradley failed to qualify and Charles K. Gile was duly appointed and qualified.
2. Mr. Baker qualified, and afterward, during his term, removed from the town, and Edward Dawes was duly elected to the office in his place.
3. Mr. Andrews failed to qualify and Thomas Laffan was appointed in his stead.
4. C. D. Woodruff, Deputy Town Clerk, appears to have performed the duties of Town Clerk, during the term.
5. Mr. Gardner acted as Clerk during part of the term; J. Jackson Brown (appointee) during the remainder.
6. Mr. Jenson failed to qualify, and D. B. Kuney was appointed in his stead.
7. Mr. Whitney failed to qualify, and E. A. King was appointed in his stead.
8. Mr. Noyes resigned December 13, 1865, and Thomas B. Coon was appointed in his stead.

1866—Irving W. York,[1] Chairman; Benjamin D. Dawes, Anfend Nelson, Supervisors; Thomas B. Coon, Town Clerk; Charles Mœller, Treasurer; Amplias Chamberlin, Alonzo B. Stearns, Assessors.

1867—Robert Herren, Chairman; Charles Teshner, Osmond Jenson, Supervisors; Thomas B. Coon, Town Clerk; Charles Mœller, Treasurer; Amplias Chamberlin, Frank Hill, Halvor Severson, Assessors.

1868—Robert Herren, Chairman; Charles Teshner, Hans Peterson, Supervisors; Thomas B. Coon, Town Clerk; Charles Mœller, Treasurer; Amplias Chamberlin, Alonzo B. Stearns, Henry Howard, Assessors.

1869—George H. Daniels, Chairman; George Ribenack, Anfend Nelson,[2] Supervisors; Michael Griffin, Town Clerk; Henry M. Whitney, Treasurer; Amplias Chamberlin, Assessor.

1870—George Smith, Chairman; George Ribenack, Anfend Nelson,[3] Supervisors; Michael Griffin, Town Clerk; Henry M. Whitney, Treasurer; George H. Daniels,[4] Assessor.

1871—George Smith, Chairman; John N. Schmitz, John Mylrea, Supervisors; Thomas B. Coon, Town Clerk; Henry M. Whitney, Treasurer; William A. Ramsey, Assessor.

1872—George Smith,[5] Chairman; John Mylrea, John N. Schmitz, Supervisors; Thomas B. Coon, Town Clerk; Amplias Chamberlin, Treasurer; William A. Ramsey, Assessor.

1873—Irving W. York, Chairman; John N. Schmitz, Anfend Nelson, Supervisors; Thomas B. Coon, Town Clerk; Amplias Chamberlin, Treasurer; William A. Ramsey, Assessor.

1874—Amplias Chamberlin, Chairman; Anfend Nelson, George Ribenack, Supervisors; Thomas B. Coon, Town Clerk; John R. Snider, Treasurer; William A. Ramsey, Assessor.

1875—Irving W. York, Chairman; George Ribenack, Anfend Nelson, Supervisors; Michael Griffin, Town Clerk; John R. Snider, Treasurer; William A. Ramsey, Assessor.

1876—Irving W. York, Chairman: John N. Schmitz, Martin Nelson, Supervisors; Thomas B. Coon, Town Clerk; Marcius A. Rublee, Treasurer; Frank Hill, Halvor Seversen,[6] J. Henry Guyer,[7] Assessors.

1877—Irving W. York, Chairman; John N. Schmitz, Thomas Hanson, Supervisors; Thomas B. Coon, Town Clerk; Marcius A. Rublee, Treasurer; Frank Hill, Assessor.

1878—Irving W. York, Chairman; John N. Schmitz, Thomas Hanson, Supervisors; Thomas B. Coon, Town Clerk; Marcius A. Rublee, Treasurer; William A. Ramsey, Assessor.

1879—Irving W. York, Chairman; John N. Schmitz, Thomas Hanson, Supervisors; Thomas B. Coon, Town Clerk; Marcius A. Rublee, Treasurer; Frank Hill, Assessor.

1880—Irving W. York, Chairman; Thomas Hanson, R. B. Rose, Supervisors; Thomas B. Coon, Town Clerk; George A. Boyd, Treasurer; Frank Hill, Assessor.

From the organization of the town until 1858, it was Democratic in politics, since which time it has gone Republican at every annual election.

The town of Newport, like Fort Winnebago and Lewiston, presents the usual sandy soil. In Township 13, Range 6, and Township 13, Range 7, the ground raises rapidly towards the north and west, so that on the north side of the town it attains elevations considerably over 400 feet, being well upon the high ground which encircles the plain of Adams and Juneau Counties. The eastern portion of the town, extending into the town of Lewiston, is occupied by a large tamarack marsh, four miles across, from north to south, and three from east to west. Along the west side of the town are the walls of the lower part of the "Dalles of the Wisconsin."

VILLAGE OF NEWPORT.

In 1850, Joseph Bailey made claim to a quarter-section of land on Section 15, Township 13 north, Range 6 east, lying upon the east bank of the Wisconsin River, in the present

1. Mr. York failed to qualify, and Mr. Benjamin D. Dawes, Supervisor, performed the duties of Chairman during the term.
2. Mr. Nelson failed to qualify, and George Smith was appointed in his place.
3. Mr. Nelson failed to qualify, and John Mylrea was appointed in his stead.
4. Mr. Daniels failed to qualify, and Daniel B. Kuney was appointed in his stead.
5. Mr. Smith removed from the town during the term, and Irving W. York was appointed in his stead March 25, 1873.
6. Mr. Seversen failed to qualify.
7. Mr. Guyer failed to qualify.

town of Newport. In 1851, Jonathan Bowman, then a young lawyer, just graduated from the law school at Balston Springs, in company with Dr. George W. Jenkins, who had just received his diploma from the medical college at the University of New York, came to the place. Mr. Bowman suggested that here would be a fine site for a village. The river would afford good water-power for all the mills that could be erected upon its bank, and should a railroad ever be run between Milwaukee and La Crosse, coming upon a direct line, it would cross the river at this point. Mr. Bailey, at this time, was a young man with considerable energy but little money, and he proposed to Mr. Bowman that if he would advance the cash to build a small warehouse, and pay for the land he had selected, when it came into market he should have conveyed to him the undivided half and the two would have it surveyed and platted for a village. The proposition was accepted.

About the same time that Mr. Bailey located upon the east side of the river, Edward Norris, John Marshall, Joseph Kendrick and William Steele, secured the title of the land upon the west side, in Sauk County. The proposition of Mr. Bowman was also viewed favorably by these gentlemen, and all afterward joined in building up the village.

In 1852, a charter was obtained from the Legislature, authorizing the construction here, of a bridge across the river, which was to serve as a highway for commerce and travel. During that year, the La Crosse & Milwaukee (now the Chicago, Milwaukee & St. Paul) Railroad was chartered. Byron Kilbourn became its President. Steps were at once taken, by the proprietors of the prospective village, to secure the crossing of the road at this place, and to their propositions the President gave a satisfactory reply.

The Legislature of the State, in 1853, passed an act authorizing John Marshall, Joseph Bailey, Edward Norris, Jonathan Bowman, Joseph Kendrick, Charles Bowen and James Christie to construct a dam across the river on the north half of Sections 15, Township 13, Range 6 east. The act further authorized them to erect and use mills and other machinery; to construct and use wharves and other buildings; to make and use races and other water-courses on such lands as it might be necessary thus to use, or in any manner to make use of the water for hydraulic purposes.

By entry and private purchase, Bailey & Bowman had obtained 400 acres of land, and on the passage of this act, they proceeded to survey and plat a portion of it. They gave their village the name of Newport. Then the owners of the land on the west side of the river also laid out a village which they called Dell Creek. Lots in Newport were no sooner placed in market than purchasers were found at really exorbitant prices, and the summer of 1854 witnessed the erection of a number of dwellings and business houses. The population rapidly increased until the summer of 1855, when the village contained about 1,500 inhabitants, with thirteen large stores, three hotels and other business houses.

As a further inducement to secure the crossing of the railroad at this place, Bailey & Bowman agreed to make a transfer of the undivided half of the 400 acres owned by them to Byron Kilbourn, President of the company. The incorporators of the dam also agreed to assign to him their charter. Kilbourn sent Garret Vliet, to perfect this arrangement in the name of the latter, which was faithfully carried out on the part of Bailey & Bowman and the incorporators of the dam, the only consideration being that they required Mr. Vliet to give two bonds, in the sum of $100,000 each, providing that in case the road should not cross the river at this point, that amount should be forfeited by him to cover damages sustained by the parties executing the deed and transfer. Kilbourn, through his representative, Mr. Vliet, was also bound to build the dam as provided by the charter.

Bailey, Bowman and Vliet now proceeded to survey and plat the remainder of the 400 acres, extending the limits to the village from Section 15 to Section 4, in the present town of Newport, a distance of a mile and a half along the east bank of the river and one half-mile back, overlapping a portion of present village of Kilbourn City.

When it became known that additional territory was being platted, it gave a new impetus to every kind of business, especially in the sale of lots, which changed hands rapidly at advanced

rates. In some cases parties would double their money in twenty-four hours' time, and holders of lots did not know whether or not to dispose of them. The name of Newport was considered too tame, and it was changed to Wisconsin City. This it retained but a short time, when, by act of the Legislature, it was changed back to Newport.

Shortly after the transfers previously mentioned, Vliet, acting in behalf of the parties in whose interest it was made, began the construction of the dam, but accomplished very little in the matter, as it was thought best, in order to avoid individual responsibility for any damage that might arise from overflow or other causes, that the work should be done by a company; therefore, on petition, the Legislature passed an act authorizing Garret Vliet, Andrew Dunn, Anson Eldred, John Anderson and John B. Vliet, and all who should become associated with them, to become a body corporate under the name of the "Wisconsin River Hydraulic Company," and as such corporation to have perpetual succession, to be capable of suing and being sued, pleading and being impleaded, answering and being answered unto, both in law and equity, in all courts, and of making and entering into contracts with all parties; of purchasing, holding and conveying real, personal and mixed estates; of having a common seal and making and changing the same at pleasure; of appointing all such officers, agents and servants as to them might seem necessary and proper for conducting the business and protecting the interests of the corporation, and prescribe the compensation to be paid for all services rendered by the persons so appointed; and generally to do all such acts and things as might be necessary for carrying out the objects of the corporation. The company was also authorized to erect a dam across the Wisconsin River on Sections 9, 10 and 15, or either of them, in Township 13 north, Range 6 east, in counties of Columbia and Sauk, but not so high as to interfere with the navigation of the river by rafts, logs or lumber, and to erect and use mills, manufactories and other machinery of whatever kind, to construct and use booms, wharves, storehouses and other buildings, to make and use races and other water-courses, and to make use of the water for hydraulic purposes, and to authorize the same to be done by other parties for a consideration to be agreed on by and between the corporation and such other parties as might desire to be interested therein. To this company, Mr. Vliet conveyed the real estate secured from Bailey & Bowman, as well as the charter for the building of the dam, and the company assumed in its name the bonds given to Bailey & Bowman and the originators of the dam.

A survey of the new railroad was made with Newport as a point upon the line, and it was said that every agreement made with Mr. Vliet was to be carried out in good faith, therefore village lots continued to advance in price. Holders of real estate in proximity to the village also held the same at high figures, and some, whose lands would be overflowed by the construction of the dam, gave notice they should expect quite large sums for "flowage." This proceeding alarmed the members of the hydraulic company, who feared their profits would thus be cut short. As they were under bonds to complete the dam, and also to cause the railroad to cross the river at this place, they feared they were at the mercy of those who might make claims for damages. In this extremity, they proposed to those to whom they had given bonds to surrender the same, assuring them that the railroad would undoubtedly cross at this point, that it was to their interest it should do so, and that their only reason for making the request was that they could make better terms with those who should lay claim for damages arising from the overflow of their lands. If it should be known by these parties that the hydraulic company was under no pecuniary obligation to have the road constructed through the village, they would not be so exorbitant in their demands. As Bailey & Bowman, together with the incorporators of the dam, were only desirous the road should cross here, and believing the work so far advanced that the company would not readily change its plans, and having such strong faith in their new and enterprising village that the railroad company could not ignore its claims, they consented to the request, and the bonds were surrendered. While these operations were taking place, the members of the hydraulic company were engaged in a trade for other land. They purchased the tract upon which Kilbourn City was afterward located.

During the summer of 1855, the citizens of Newport began to fear there was yet some danger of losing the road, and when it became known that, in the month of August, a survey

of another line had been made, with the object of crossing the river about two miles above, their fears and anger were unbounded. The further growth of the village was at once checked.

While it was said by those in authority that the road would, in all probability, cross at Newport, all confidence in their assurances was lost. Communication was entered into between the citizens and the railroad company and with the hydraulic company, but no satisfaction was given. The latter company were asked to again enter into bonds or to restore the land and dam privileges, to all of which they turned a deaf ear. As will readily be seen, neither the original owners of the land, the first incorporators of the dam or the citizens of the village who had made investments therein, with the understanding that the railroad should cross the river here, had any recourse in law.

When these facts were fully impressed upon the minds of all, and when known to a certainty that the railroad would cross the river about two miles above, on Section 4, a panic ensued among the holders of real estate. Nearly every one wished to sell and few desired to buy. Property began to depreciate very rapidly, and, in the spring of 1857, when the railroad was completed through the village of Kilbourn City, lots that, two years previous, were held at $1,000, could readily be purchased for $100. Every day, there were some leaving for other and more favorable localities. Good dwelling-houses, on which there were small mortgages, were abandoned or willingly surrendered to the mortgagees. Notwithstanding all this, there were still a few who were determined not to give up without a further struggle for life.

In the winter of 1857, a petition, numerously signed by the citizens of Newport, was presented to the railroad company, praying for the location of a depot at a point on the road nearest their village. As an inducement to the company to grant their request, the citizens obligated themselves to build and keep in good order a ferry across the river, and to carry free all freight intended for the village of Delton, Baraboo or other point on the west side. As the Chicago & Northwestern Railroad was not built at this time, this would be a favorable arrangement for citizens of the places mentioned, as well as for the railroad company. A favorable response to their appeal was made on condition that Newport would erect a suitable station-house and pay the expense of such additional track as might be necessary for the convenient transaction of all business. This the citizens willingly agreed to do.

When the depot was built and an agent placed in charge, Newport held a large mass-meeting, to celebrate its "resurrection." Speeches were made, toasts drank and a general season of rejoicing indulged in. It was now believed that the village would again become as prosperous as formerly, and all their fond anticipations realized.

A year passed, and these bright visions faded away. It was now clearly seen that they were fighting against the inevitable—the village was doomed to die. At this time, the population had lessened fully one-half, and those remaining endeavored to make a change as quickly and quietly as possible. A number of buildings were removed bodily; others were torn down and the material taken away for erection elsewhere. Merchants that had been doing a business of $20,000 to $100,000 a year could not sell enough goods to pay expenses, and, one by one, they boxed up their effects and sent them to other parts, until, in the summer of 1860, but one firm remained. In October following, Freeman Longley quietly followed the example of others, and the village of Newport was—dead.

VILLAGE OF KILBOURN CITY.

It has already been stated that the Wisconsin River Hydraulic Company, in the summer of 1855, purchased the land on which the village of Kilbourn City was afterward located. At this point the table-land lies about eighty feet above the Wisconsin River, the perpendicular, rocky banks of which are occasionally broken by easy ravines running thirty, forty or fifty rods back. These table-lands extend northeast, east, and southeast, to an indefinite extent, and to the south about three-quarters of a mile, where they become more broken by bluffs and hills. Some

of this land is level, and some gently rolling. In a state of nature it was generally covered with scattering oaks of middling size, the river and some of the ravines being fringed with rich-appearing yellow pines. This ground for nearly a mile in length and half a mile in breadth, was, in the month of June, 1856, laid out in village lots, with two main streets, one hundred feet wide, corresponding with the principal points of the compass, crossing at right angles half a mile from the river, and all the other streets running parallel with these two, eighty feet wide, and dividing the whole plat into convenient squares and lots for residences and business.

The first settler at this place was Alanson Holly, who arrived here in November, 1855. He at once proceeded to the erection of a dwelling-house, also of an office wherein he was to print the *Wisconsin Mirror*. "When we came here about the 20th of November," writes Mr. Holly, "there was scarcely a beginning made in the woods at this point. Part of the frame of our office, and part of the frame for a dwelling, were on the ground, that was all. It was cold weather, and a dwelling for our family and a printing office were to be prepared in time to open our press and materials, and issue the first number of the *Mirror* on the 1st day of January. By unavoidable delays this work of preparation was hardly commenced before the 1st of December. Then we had but four weeks to do all the work, of which time we needed three weeks to open type, fit up the inside of the office, and set up and print the first number. On the 22d of December, we had a dwelling so far prepared that we moved into it, and that night the extreme cold weather commenced. About this time the shingling of the office was finished, and the "boys" commenced opening type before the floor was completed, and while the plastering was going on. On the 25th, the plastering was finished and frozen solid, but the office was still minus half the windows. In this situation, with the thermometer ranging from ten to twenty-five degrees below zero, the compositors set up the type for the first paper—huddling their stands around the stove, heating boards to stand upon, holding their fingers in warm water every ten minutes to keep them limber, and working until 11 and 12 o'clock nights! But the *Wisconsin Mirror* made its appearance on the morning of January 1, 1856, and we submit to those who saw it if its appearance wasn't respectable considering the circumstances? And that was the way it was done." As the editor well remarks, he was doing what was probably never done in the United States before—printing a paper in the woods! Not a dwelling except his own was within half a mile, and only one within a mile!

On the afternoon on which the paper was to make its appearance, rather an exciting and pleasant affair transpired in the office. A number of the friends of the paper gathered in the office to witness the operation of printing in the woods. Feeling sentimentally inclined, before the press was started, short speeches were made by Hon. S. H. Baker, of Dane County, Jason Weaver, of Ohio, Hon. Jonathan Bowman, Dr. Jenkins, Gen. Joseph Bailey, Dr. Hooker, and others, and it was proposed that the first copy struck from the press should be sold at auction. M. A. Holly, the editor's son, then struck off a copy, and G. F. Noble was called upon to act as auctioneer. The first bid received was from Mr. Bowman, who named $15, and from that it ran up rapidly to $40, $50, $60, and, finally, $65, and passed into the hands of Mr. Weaver. The second copy was then sold to Abram Vliet, for $10, and the third to Joseph Bailey, for $5.

As illustrative of life in the woods, and especially in this embryo village, in the issue of the *Mirror* for February 5, 1856, the editor says: "We have just moved into our new house, which has been hastily prepared within the last few weeks. It is 20x25 feet, a story and a half high, battened three-fourths of the way round; bricked below next to the outside boarding; lathed on a part of the partitions, and carpeted and blanketed on the rest; a hole dug in the ground 10x14 feet, and 6 feet deep, for a cellar; some rough boards, some smooth ones, and some dry-goods boxes, for a buttery; beautiful frost curtains, and two stoves, smoking hot all the time, to keep the whole warm—no danger of burning the curtains though. We rise early in the morning—fly about awhile to make fires. Mrs. Holly and the girls bake pototoes and pancakes, which we eat for breakfast, and look out of the window at the quails for meat; lug dry limbs on our back for wood, because green oak don't burn good; girls washing dishes, sweeping and making beds; boys working in the office; we snatching five minutes now and then, between

chopping wood, bringing water, and calking house, to select copy and write editorials; cold potatoes and pancakes, and thoughts of deer for dinner, and, on special occasions, a talk about apples, lemons, etc , for dessert; biscuit and a little butter, and partridge drumming for supper; twenty-three degrees below zero, and baby crying for sleep—all to be repeated the next day, and so on. But our location is beautiful, and our home will be as neat as a pin when we get it fixed. Four oak-trees hang their branches over our house like the arms of power for our protection; the majestic Wisconsin, catching ten thousand sunbeams, and throwing them joyously into our windows; the rocks and hills peering up in the distance, and the thin covering of snow sparkling in the sunlight, like ten million eyes looking out from the spirit world—is not such a place pleasant for a home? Live in the cities if you will, but give us the wild, wild woods, the rocks, the hills and the majestic river, with health and loving friends, and we are content."

In the winter of 1855–56, the hydraulic company commenced the building of a dam at this place, their charter having been so amended as to authorize its construction. When completed it was 425 feet long, with a fall of eight feet. Considerable trouble was experienced by the lumbermen in running their rafts over, and a large party gathered here in the spring of 1859 and destroyed it.

Soon after Mr. Holly located here, J. B. Vliet, John Anderson, G. F. Noble, James Bailey and others came in, and the place began to assume a business-like appearance. A considerable number of men were employed in clearing away the trees for the streets of the village, and others were engaged in building houses and working on the dam.

One of the rules of the hydraulic company was, that those who purchased lots were to build on them within a reasonable time, or they were to be forfeited to the company. Although it was not until June 10, 1856, that the plat of the village was placed upon record, yet many lots were previously chosen by those who were ready to comply with the terms of sale. The new village in the woods was now christened Kilbourn City, so named in honor of Byron Kilbourn, President of the La Crosse & Milwaukee Railroad. With reference to the selection of this name, the *Mirror*, under date of June 17, 1856, says: "Under ordinary circumstances we should be opposed to naming a town after a person, but we think the circumstances in this place are such as to make it eminently proper. Hon. Byron Kilbourn, of Milwaukee, for public enterprise which tells on the prosperity of the State, undoubtedly stands first. This makes it proper that an important central town should be named after him. He is one of the early settlers of the State, having come to the metropolis in its infancy, and having been instrumental beyond any other individual in its growth and prosperity; hence there is a propriety in fixing his name to an enduring monument. He is the body and soul of the La Crosse Railroad. On that more than all other enterprises he has staked his reputation as a business man, to make it the great trunk line of the State. The present prosperity of the road shows that his success is almost certain. Under these circumstances it seems highly fitting that some place on the line of the road should bear his name. Our place is nearly central on the road, at the place where it crosses the largest river in the State, and we expect it to be the largest inland town in the State. Then what place could be named after the head man of the road with greater propriety than this? In the name itself there can be no objections. It has but two syllables and is euphonious, consequently is easily spoken and agreeable to the ear. These reasons we think are abundantly sufficient for naming our place as we have. And as the place is honored by the name, it is expected that the name will be honored by the place."

The first public sale of lots was advertised to commence Monday, August 18, 1856, to be continued through the week. At the time specified a large number of persons from Milwaukee, Madison, Portage City, and other points in this State, together with a few from Illinois, Ohio, New York and other States, gathered in the "city" and just before noon the sale began. The conditions of the sale were, one-quarter down, and the balance in three equal annual payments, at 7 per cent interest. Twenty per cent on the price for which the lots sold were deducted for payment all down. The stock of the hydraulic company was taken in payment at par. The sale was closed on Thursday, up to which time lots were disposed of amounting to $76,235, ranging

in value from $50 to $1,450 each, ten of which brought upward of $1,000 each, and many others ranging from $500 to $1,000.

Just after the sale was closed, and as night drew on, a party were standing in front of the *Mirror* office, when an Irishman came running up and hastily inquired: "And is this Kilbourn?" When answered in the affirmative, he replied, "And glad I am, for I could not see it all, for trees, till I was just here, and I was afraid it was a great ways off in the woods, and it would be dark, *and the bears would catch me!* so I have been running down the strate, with all me might, and just see how wet it is that I am!" and with that he drew out his shirt bosom dripping with sweat. The crowd laughed, and reasoned, though their might be some sense in running from bears in Wall Street, New York, the idea of being caught by them on Broadway, Kilbourn City, was ridiculous.

The second public sale of lots occurred on the 14th, 15th and 16th days of October, 1856, and was conducted by Caleb Wall, of Milwaukee. Mr. Wall was very enthusiastic in his views of Kilbourn, and in an advertisement of a sale that was to take place at his rooms in Milwaukee he says: "There is no new city which holds out such great inducements for all classes of mechanics as Kilbourn City; and I would call upon all mechanics who have families, and who want to better their condition, and secure themselves home and property, not to let this opportunity slip. Many who are now rolling in wealth in Milwaukee, and other cities of our State, owe it to the rise of property; and the chances in Kilbourn City are as great as in any city that has been started in the last ten years. I have no doubt in my own mind, taking the central position of Kilbourn City, *that the seat of Government of our State will be located there!* A more beautiful site is not to be found for a city." At this second sale, lots were disposed of amounting to $34,447. As at the first sale, many were in attendance from abroad and a large number of lots were sold for speculative purposes.

The first year's growth of Kilbourn City cannot be said to have been very rapid, notwithstanding a large number of lots were sold. Still quite a number of houses were built, and its population gradually increased. Many who doubtless desired to locate here were deterred from the fear that its future might be similar to that of the village of Newport. Still the fact of its being backed by the President of the railroad company, and that the owners of the land here were identified with the railroad was much in its favor. According to the *Mirror* of this place, considerable jealousy was entertained against it by citizens of neighboring cities and villages. Says the *Mirror*, under date of December 9, 1856: "Of all the bumpers that ever were invented, we will give some of the people of Newport, Baraboo and Portage City, the credit of capping the climax. Not a man can get through either place, headed toward Kilbourn City, without hearing some of the greatest yarns ever spun. At first, these wiseacres of our neighboring towns pretend to be ignorant that any such place as Kilbourn City exists; afterward they do recollect that there is a place of some such name up there in the woods, but it will never amount to anything; and finally they come fully to their recollection, and declare that though there is such a place, the railroad is not located and will never be built there; the grading is all for sham; the bridge is not let; and the dam will never be put in, and a string of similar falsehoods too lengthy to report. Well, it is and always will be true, that the best fruit trees may be known by the number of clubs about them! There are other towns starting about here, but our neighbors of the towns named seem to have no clubs for them. They are all hurled against Kilbourn City. Really, we hope the poor souls who hurl them will keep on. It gives the world ocular demonstration that ours is the most important town in this part of the State, and the only one to be feared by them as an overshadowing rival. Besides, while Kilbourn City is constantly going ahead, and making sure the foundation of her future greatness, these revilers have nothing else to do but to roll their spite like a sweet morsel under their tongues. Surely we would not deprive them of that pleasure."

The first citizens of Kilbourn City appreciated the advantages of the public school, and about the 1st of February, 1856, appointed a building committee, who at once selected a site and gave orders for the necessary material for the house, which was to be "26x36 feet in size,

Geo W. Jenkins M.D.

KILBOURN, CITY.

well finished and conveniently seated." In May following, the building was ready for occupancy, and Miss Julia Seville was engaged to teach a three-months' term, at a salary of $10 per month. There were twenty-seven children of school age in the district, No. 6, of whom fourteen attended the school. Miss Saville was engaged the following fall, at an advanced salary of $24 per month. At the expiration of three months, Miss Lucy A. Swain took charge, at a salary of $22 per month. At the first annual meeting, a tax of $900 was voted to pay for the schoolhouse, and, during Miss Seville's first term, a bell was purchased for it, at a cost of $125. The first to fill the office of School Director of the district was Emory Wall, with John B. Vliet, Treasurer, and George F. McAlister, Clerk.

In 1857, there were eighty-five persons of school age in the district, of whom fifty attended school. The number of school age was increased to 180 in 1858. In 1861, Dell Prairie was united with this district, and it was then, and is now, known as Joint District No. 6. On account of the increase of pupils, it became necessary to enlarge the school building, which was accordingly done, at an expense of $400. But the village of Kilbourn continued to grow, and a larger and better building was demanded. At a school meeting held in September, 1867, it was voted to appropriate $1,450 to purchase, of Thomas B. Coons Block 78 of the village, on which it was designed, in the near future, to erect a building that would be sufficiently large to accommodate all the pupils of the district. At this same meeting, a communication was received from Kilbourn Institute, proposing to furnish instruction to the pupils of the high school for the sum of $800 per year, which proposition was accepted. This arrangement continued for the school year, when a room was rented in which the higher branches were taught by a teacher employed by the district, in the year 1868–69, and also the following year, or until the completion of the new building.

After the purchase of the block of ground of Mr. Coon, arrangements were at once made to build, and, in the summer of 1870, was completed the present fine structure, at a cost of $12,287. The building is of cream-colored brick, 40x60 feet, three stories high. There are five main schoolrooms, three recitation and one furnace room. It cost $1,400 to furnish. When first occupied, the present graded system was adopted, and the whole placed in charge of a Principal. On account of the incompetency of the Principal, the schools did not flourish for awhile, and it was not until 1877 that that efficiency was attained that the expenditures warranted. In this year, Prof. A. L. Burnham was employed by the board as Principal, and his selection has been approved by the people. A fine scholar and good disciplinarian, the schools have flourished under his charge. For the session of 1879–80, there were employed: A. L. Burnham, Principal; Lizzie M. Pendleton, Assistant; Hester J. Teare, Emma Darling, Ada Douglass, Bina Loughney. The Principal receives a salary of $1,000 per year, his assistant $315, and the others from $225 to $270.

Kilbourn Institute.—In 1857, through the liberality of A. Bronson, of Prairie du Chien, an academy was started at Point Bluffs, some fourteen miles north of Kilbourn City. For several years, the school was continued with varying fortune, until 1865, when it ceased to be profitable, and was discontinued. In 1863, a charter was secured from the Legislature incorporating the "Kilbourn City Seminary," and when the academy at Point Bluffs was discontinued, the incorporators of the seminary proposed the school should be removed to this place and operated under that charter. The proposition was accepted, the building at the Bluffs moved here, and the Kilbourn Institute opened to the public, with Rev. G. W. Case as Principal. Fine success attended the efforts of those interested in the school, and, in the fall of 1867, there were 140 pupils enrolled.

About 1 o'clock, Sunday, January 30, 1868, while dedicatory services were being held in the new Methodist Episcopal Church, the congregation was startled with the announcement that the institute was on fire. It being some distance off, the building was not reached until the fire had so far advanced that it was impossible to save it. A few articles of furniture were taken from the lower rooms, and all else destroyed. Loss, about $5000.

It does not often occur that a newspaper has the privilege of announcing, at the time, the first birth in a place, but the *Wisconsin Mirror*, under date December 2, 1856, thus breaks forth: "*First Birth in Kilbourn City.*—Little Nettie Kilbourn Munger (daughter of C. D. & M. E. Munger, late of Warsaw, N. Y.). was no doubt greatly astonished, last Thursday morning, November 28, on opening her eyes and finding herself the first child born in Kilbourn City—a matter she will probably have occasion to speak of a number of times in the next seventy years." The editor's prediction was not to be, as the little babe lived only until the next August.

The first male child was Victor Stillwell, who was born about two weeks later.

The first lawyer in Kilbourn was named Perry, who came early in 1856, but did no business. Chamberlain & Southgate came in the fall of 1856, and remained about twelve months, but the business not being remunerative, they, too, departed. In the spring of 1857, L. B. Noyes opened an office, and, in the fall, he and P. G. Stroud formed a copartnership, which lasted until September, 1859, Mr. Stroud succeeding to the business. Jonathan Bowman came up from Newport in 1862.

The first death in the village was Morton A. Holly, son of Alanson Holly, of the *Wisconsin Mirror*, the young man who struck the first paper from the press. On the night of March 13, 1857, young Holly was disturbed by a cat, near his sleeping apartment, and taking a gun he went out of the house and shot it. The next morning he arose early, went out, and taking up the animal, started to the river for the purpose of throwing it in. A slight snow was upon the ground, which was also very slippery. It appears, from the marks made, that when he arrived near the river, in throwing the animal in, his feet slipped from under him and he fell a distance of forty feet, upon the rock and ice below, meeting instantaneous death.

When the dam was torn away by the lumbermen, in 1859, the hydraulic company had become hopelessly involved. The building of the dam had cost them a very large sum of money, which, together with improvements made in the village, had compelled them to borrow largely, their heaviest creditor being Hon. Byron Kilbourn, who had taken judgment notes for all that he advanced. When the loss of the dam occurred, Mr. Kilbourn entered up his judgments, and in due course of time the property all passed into his hands.

No attempt was made to repair the dam until the year 1866. In that year was incorporated the Kilbourn Manufacturing Company, with John Tanner, Edward T. Hooker, M. Griffin, Ulmer F. Hinds and Guido J. Hansen as incorporators. This company was organized for the special purpose of utilizing the immense water-power at this place, and were further authorized to construct and provide such shops, factories, stores and other buildings, works, machinery and fixtures, as may be necessary and convenient for the purposes of milling and manufacturing any and all kinds of implements and fabrics, whether composed of wood, iron, wool, cotton or other materials, and all kinds of machinery; to construct, provide and use water, steam or other power to propel machinery, and to sell, lease or let to any person or persons, or body corporate and politic, the whole or any part of the real estate, water, steam or other power, shops, factories, stores or other buildings, machinery or fixtures, for such price and on such terms as may be agreed on by the contracting parties, and to make and execute such deeds, leases and other writings therefor as may be necessary to protect the rights of the respective parties thereto. The company was also authorized to complete the water-power on Sections 3, 4, 9 and 10, in Township 13 north, of Range 6 east, in the counties of Columbia and Sauk, by raising the dam a sufficient height for that purpose, not exceeding three feet above the usual low-water mark in the Wisconsin River, and so forming the same that rafts of lumber can pass safely and conveniently without hindrance or delay.

Pursuant to this act, the incorporators repaired the dam during the summer of 1866, raising it about two feet above low-water mark. It should be stated here that Kilbourn assigned all his right, title and interest in the dam on the east side of the river, acquired from purchase of the Wisconsin River Hydraulic Company, so as to enable the incorporators of the Kilbourn Manufacturing Company to proceed with the work without hindrance or delay. A temporary

injunction was obtained restraining them in that work, and suit was brought in the United States Court at Milwaukee to declare the dam a nuisance. The trial was had before Judge Miller, who decided it was not a nuisance. Before the judgment was obtained, Byron Kilbourn died, and the company was obliged to abandon the work for a time. On the settlement of the estate of Mr. Kilbourn, Byron H. Kilbourn, his son, obtained possession of that portion of the dam owned by his father, as well as the real estate in Kilbourn City.

Before utilizing the water-power created by the erection of the dam, the Kilbourn Manufacturing Company thought best to give the lumbermen time to test the work in order to ascertain whether trouble or damage would be done in passing over. The test being satisfactory, it was intended to embark in some enterprise that would be satisfactory to the members of the company.

In 1871, Byron H. Kilbourn, Harry B. Shears, George Lintner and G. J. Hansen, under the general law, secured a charter for the formation of the Kilbourn Mill Company, and obtained a perpetual lease from the Kilbourn Manufacturing Company, to use the water-power on the east side of the river, at the same time the manufacturing company binding itself to keep the same in good repair.

In 1871, the company proceeded to the erection of a large mill, which was completed and duly "dedicated" February 22, 1872, by a number of citizens of the place, who assembled at the mill, witnessed its works put in motion, and from the first flour ground, partook of biscuits, made by Mrs. Purcell and Mrs. Ramsay. Toasts were given and responded to, and Kilbourn was happy.

In the spring of 1872, some damage was experienced by the lumbermen in taking their rafts over the dam. Instead of appealing to the courts for redress, they called upon the Legislature to repeal the charter of the manufacturing company, on the ground the dam was dangerous to their interests. This repeal was resisted by the company and the citizens of Kilbourn City. The latter issued a circular, in which, after quoting the charter of the company, they say: "By this charter the company is authorized to construct such a dam as that rafts of lumber can pass *safely* and *conveniently*, without hindrance or delay. If the company have done so, certainly no one can complain; and if they have not, then they are not protected by this charter, and are subject to the same liability as though they had no charter. If the company have complied with the provisions of their charter, then to repeal it would manifestly work a great injustice, not only to the company, but to the people of Kilbourn City and vicinity. On the other hand, if they have not complied with its provisions, then the charter affords them no protection, and its repeal will not in the least aid those who claim to have been damaged thereby.

"The company claim that they have complied with the charter; those opposed to them say they have not. Who shall determine the question, the Legislature or the courts?—an impartial jury, or a committee, composed, in part at least, of those who openly claim to be the parties interested? The company say, the courts and jury; the lumbermen say, the Legislature, with themselves composing a part of it.

"Which is right?

"The dam was constructed during the summer of 1871, in exact accordance with, and fulfillment of, the provisions of the charter; and there was no difficulty in running the dam in the fall of 1871. But in the spring of 1872, the water cut away the west bank of the river, below the dam, and thereby an eddy was formed. This was an unforeseen difficulty, and there was no practical way to remedy it until winter, when work could be done on the ice. The company immediately called to their aid experienced lumbermen and engineers, to determine the best mode of remedying the difficulty, and acting upon the advice given them by the latter, determined to construct a gunwale below the dam, and during the present winter, the company have had a large force at work, at heavy expense, constructing such gunwale.

"The company have acted in good faith. They built their dam in accordance with the provisions of their charter. And, as soon as a difficulty, which no human foresight could have anticipated, occurs, and their dam becomes in the least detrimental to any other interest, they immediately go to work to remove the difficulty.

"And they only ask reasonable time, to remedy not only the present, but any future accident, not happening through their neglect or the want of a proper regard for the right of others.

"Shall they have it?".

The efforts of the lumbermen to secure the repeal were in vain, and, therefore, they appealed to the courts. In the name of Bradford, McCoy & Co., of Quincy, Ill., they brought two suits in the United States Court, at Madison—one against the Kilbourn Manufacturing Company and G. J. Hansen, H. B. Shears, George Lintner and George Ribenack; the other against the Kilbourn Mill Company and G. J. Hansen, H. B. Shears, George Lintner and George Ribenack. The gentlemen named composed the Kilbourn Mill Company, and the object of the lumbermen in making them parties to the suit was to prove their individual liability for the damages sustained. At the same time, suits were brought against the same parties by Weston & Co., in the Circuit Court of Sauk County. All these suits were brought with the avowed object of having the dam abated as a nuisance, and to recover damages sustained in running lumber over it.

In April, 1874, the cases were called in the United States Court, and the verdict of the jury was that the Kilbourn Manufacturing Company should pay damages amounting to $500, while the mill company should pay $1,000. A special verdict was rendered in both cases that the dam was not a nuisance, and that Hansen, Shears, Lintner and Ribenack were not individually liable.

Under these judgments, the dam upon the east side of the river was sold June, 1876, and purchased by John T. Kingston, representing the lumbermen. In consequence of these verdicts in the United States Court, the suits in the State Courts were abandoned.

From that time, nothing has been done to utilize the water-power. The dam remains as constructed, and, although one-half is owned by the lumbermen (Jonathan Bowman owning, by purchase from Kilbourn, that upon the west side of the river), it is well known they have been willing to dispose of their interest or unite in the erection of such manufactories as may seem profitable. The mill from which so much was expected, after a two-years successful run, was burned in the fall of 1874.

Saturday, November 15, 1856, at a meeting of the Board of Directors of the La Crosse & Milwaukee Railroad, held in Milwaukee, the contract for the bridge across the Wisconsin River, at this place, was let to Stone, Boomer & Boughton, of Chicago, to be completed the 1st day of September, 1857, and by that firm was completed by the time specified. The bridge was that of the "Howe's Patent Truss," and constructed at an expense of $100,000. It was 450 feet long and 30 feet wide, and had an abutment of solid stone, 60 feet high in the water. Its height was 20 feet, making a distance of 80 feet between the railroad track and the river. Under this track was a carriage-way. The span between the eastern shore and the river abutment was 200 feet. The bridge had three large arches, parallel to each other, and was well inclosed, painted and covered with tin. At that time, it was the finest structure of the kind in the State.

In May, 1866, just after a train of cars had passed over, it was discovered to be on fire. A large crowd of people gathered on the river-bank, but were powerless to prevent its destruction.

While the bridge was burning, a telegram was sent to the firm that built it, and one of the members arrived on the ground before the fire had died out. A contract was immediately entered into for the rebuilding, and, in time, another bridge of the same pattern was constructed. It consisted of four spans, two of 56 feet each, one of 91, and one of 247, giving a total length of 450 feet. The height of the track above the water's surface was ninety feet. The bridge was composed of 2,345 pieces of timber, 5,912 pieces of wrought, and 3,460 pieces of cast, iron, making a total of 10,717 pieces of wood and iron. The lineal dimensions of the timber portion of the structure amounts to 29,450 feet, or over five and one-half miles, and that of iron 15,850 feet, or about three miles, making a total length of iron and timber of 45,300, or more than eight and one-half miles. All the timber of the main span, 247 feet in length, was burnettized, or submitted to a process by which the natural sap was extracted, and certain kinds of liquids

infused, by which the durability of the timber was increased nearly 100 per cent. The weight and size of the span was not equaled by that of any span in any bridge, in proportion to its length, in the United States. Although not so large and fine-looking as the first, it was thought to be a more powerful and durable structure, and the longest, finest and most costly one in the State, and even in the West, except three across the Mississippi—one at St. Paul, one at Clinton, and the other at Rock Island. It was erected, as stated, by the same firm that built the first, and under the general superintendency of J. B. Kupers.

This second bridge did not prove to be as strong and durable as its builders and the public predicted. After a time, it began to weaken, so much so that the company determined to replace it with an iron one of the most improved pattern. We are indebted to Le Roy Gates, of Kilbourn City, for the description here given. The bridge consists of one span 56 feet, one of $243\frac{1}{10}$ feet, and two of $68\frac{1}{2}$ feet each, a total of $436\frac{1}{10}$ lineal feet, and is furnished for both railway and highway uses.

"The railway is carried on four iron stringers, with ends riveted to floor beams, which in turn are riveted to the posts of the bridge near the upper chord. Commencing at the east end of the bridge, the highway passes under the 56-feet span, and then is carried on the lower chord of the 243-feet span, passing the two $68\frac{1}{2}$-feet spans, from the first of which it is suspended.

"The 243-feet span is what is known as the whipple, or double intersection truss, and the small spans the single intersection trusses. The tension members of the bridge are made from the best quality of iron, capable of sustaining an ultimate tensile strain of 55,000 pounds per square inch, and having a limit of elasticity of from 28,000 to 30,000 pounds per square inch. Notwithstanding the great strength of the iron, it possesses remarkable ductility. In testing specimens to destruction, they were required to elongate at the least 15 per cent, and show a reduction of area at breaking point of 25 per cent. All tensile members, when manufactured, ready to place in the bridge, were tested to 18,000 pounds per square inch, without showing any defector signs of permanent elongation. The compression members are composed of built sections of channel plate and angle iron, and were all proportioned from the latest modifications of Gordon's and Rankin's formula, derived from recent experiments with posts of similar sections. All the material is wrought iron, with the exception of the massive bedplates upon the piers, and a few unimportant washers, whose office is simply to fill certain places without being subject to any strain.

"The bridge is proportioned to sustain, in addition to its own weight, a train weighing 4,000 pounds per lineal foot, headed by an engine weighing 72,000 pounds, on a wheel base of twelve feet, and the train moving at the rate of thirty miles an hour. Additional strength is provided to sustain a wind pressure sufficient to overturn a train of loaded freight cars. Under the worst possible condition of loading, no portion of the structure will be required to sustain a load greater than one-sixth of its ultimate strength.

"The railway floor is composed of cross-ties, 5x8 inches, placed four inches apart, and, on each side of the steel rail is placed a heavy wooden guard rail, having its corners protected by angle iron, and clasped and bolted to each cross tie, so that in case of a train ever leaving the track, it could not possibly get off the bridge. In addition to a substantial oak floor, the bridge is provided with guard rails and handsome railing.

This bridge possesses many points of special merit, some of which have never been embodied in any other structure. Every detail has been designed upon scientific principles, and the closest attention paid to the manufacture of even the smallest pieces. The work has been supervised by a competent inspector, who has seen the manufacture of the bridge from the condition of the pig-iron all through the different processes to the magnificent structure.

D. J. Whittemore, Chief Engineer of the Chicago, Milwaukee & St. Paul Railroad, gave the work his personal attention, and spared no pains to attain the highest perfection in its every detail. The bridge was designed by C. Shaler Smith, President and Chief Engineer of the Baltimore Bridge Company, who is also the contractor. The shopwork was done by the Edgemoor Iron Company, of Wilmington, Del. It is proper to state in this connection that the

heavy pieces of iron in the bridge having a play of only one-hundredth of an inch in the joints, when placed in position fit with the accuracy of clockwork. To save time, the manufacture of the rough iron was done simultaneously in six different rolling-mills in Pensylvania and New Jersey.

The erection of the structure was commenced by Charles J. Houser, Assistant Superintendent of the Baltimore Bridge Company, who unfortunately lost a leg in the early stage of the work.

When Mr. Houser was displaced, James Baldwin was placed in charge as foreman, with Onward Bates, General Superintendent.

But a little over a month was required in the construction of the bridge, and, while being built, and the old one torn away there was not a moment's delay to any train of cars passing over the road.

The village was under town government until 1868, when the Legislature of the State passed an act of incorporation, which was approved February 29, 1868, and which is very liberal in its provisions. The officers of the corporation consist of a president, six trustees, clerk, treasurer, police justice, marshal. The charter provides that the trustees shall have power to grant licenses for the sale of intoxicating liquors, wine, beer or cider, to organize fire companies, restrain gambling, and to pass any ordinance for the good government of the village not contrary to the Constitution of this State or of the United States.

The first election, as provided by this charter, was held May 10, 1869. The following are the names of the officers elected from 1869 to 1879 inclusive:

1869—George Smith, President; G. J. Hansen, John Tanner, Henry H. Drinker, George H. Daniels, John N. Schmitz, A. Chamberlain, Trustees; H. H. Hurlbut, Police Justice; J. Jackson Brown, Clerk; George Ribenack, Treasurer; George A. Boyd, Marshal.

1870—George Smith, President; George H. Daniels, G. J. Hansen, H. Corning, R. Herren, J. N. Schmitz, Charles Teshner, Trustees; Hugh Murray, Clerk; Joseph Hainsworth, Treasurer; W. A. Ramsey, Street Commissioner; J. B. Sanderson, Marshal; Thomas B. Coon, Police Justice.

1871—George Smith, President; H. Corning, G. H. Daniels, G. J. Hansen, R. Herren, J. N. Schmitz, Charles Teshner, Trustees; Thomas B. Coon, Police Justice; Hugh Murray, Clerk; G. J. Hansen, Treasurer; J. B. Sanderson, Marshal; W. A. Ramsey, Street Commissoner.

1872—G. J. Hansen, President; I. W. York, George Ribenack, George W. Boyd, Amplius Chamberlain, Charles Buckminster, Charles Moeller, Trustees; Thomas B. Coon, Police Justice; J. Jackson Brown, Clerk; Oscar C. Hansen, Treasurer; W. A. Ramsey, Street Commissioner; William N. Barton, Marshal.

1873—I. W. York, President; George Ribenack, H. H. Drinker, Frank O. Wisner, O. C. Hansen, Frank Raddant, Charles Buckminster, Trustees; Thomas B. Coon, Police Justice; J. Jackson Brown, Clerk; I. H. Chickering, Marshal; W. A. Ramsey, Street Commissioner; G. J. Hansen, Treasurer.

1874—Charles A. Noyes, President; Robert Drinker, Carl Moeller, H. Corning, H. N. Whitney, A. Chamberlain, D. McMaumon, Trustees; Thomas B. Coon, Police Justice; J. Jackson Brown, Clerk; J. B. Sanderson, Marshal; W. A. Ramsey, Street Commissioner; D. E. Loomis, Treasurer.

1875—Charles A. Noyes, President; H. Corning, R. W. Drinker, Charles Moeller, D. McManmon, H. M. Whitney, George Oswald, Trustees; John Jackson Brown, Police Justice; John Jackson Brown, Clerk; Daniel E. Loomis, Treasurer; John R. Snider, Street Commissioner; J. B. Sanderson, Marshal.

1876—I. W. York, President; William F. Angell, Charles O. M. Buckminster, James H. McNeil, Aiken J. Sexton, John Mylrea, Charles W. Snider, Trustees; J. Jackson Brown, Police Justice and Clerk; Daniel E. Loomis, Treasurer; Gilson Van Alstine, Marshal; John Cowley, Street Commissioner.

1877—George Smith, President; Frank Hill, John N. Schmitz, Charles Schroeder, R. B. Rose, George Oswald, Bernard Krech, Trustees; George F. Noble, Police Justice; Thomas J. Conner, Clerk; Daniel O. Loomis, Treasurer; Gilson Van Alstine, Marshal.

1878—Charles A. Noyes, President; Frank Hill, R. B. Rose, J. P. Sœldner, J. N. Schmitz, Henry Snider, Charles Schroeder, Trustees; William Snoad, Police Justice; Charles E. Mylrea, Clerk; Daniel E. Loomis, Treasurer; Robert Sexton, Street Commissioner; George Oswalk, Marshal.

1879—I. W. York, President; P. J. Mechler, B. Krech, R. B. Rose, Charles Schroeder, M. A. Rublee, Frank Hill, Trustees: William Snoad, Police Justice; C. E. Mylrea, Clerk; J. Roemback, Street Commissioner; Daniel E. Loomis, Treasurer; N. A. Fedderly, Marshal.

In 1857, the village had three public houses—the Forest City House, the St. Nicholas and the Kilbourn City House. There were two dry-goods stores, one cigar manufactory, one hardware store, one printing office, one clothing store, one livery stable, one grocery and provision store, one blacksmith-shop, one drug and grocery store, one carpenter-shop, one book and variety store, one barber-shop, two millinery stores, one saloon, one boot and shoe store, one meat-market, one lawyer, one doctor, one music-teacher and one editor. There were in process of construction four store buildings, two steam saw-mills and a machine-shop.

In the year 1835, the steamboat Frontier, Capt. D. S. Harris, made a trip up the Wisconsin as high as the Dells, but did not attempt to pass through. Steamboats continued to make occasional trips as high as the Dells for some years afterward. In 1850, the Enterprise, Capt. Gilbert, reached the Dells, tied up in the eddy over night, and the next morning continued on through the Dells and as high up the river as Point Bass. The same boat afterward made two or three trips to the same point.

For several years before the railroad reached Kilbourn City, John B. Du Bay kept a keelboat on the river a considerable portion of the time, carrying freight from Portage City to Point Bass. Owing, however, to the swiftness of the current in the Dells in high water, and the numerous sandbars in the river above and below that point in low water, the navigation of the Wisconsin above Portage was always both uncertain and expensive, and the charges for freight 75 cents per hundred alone justified the expense of navigation.

Notwithstanding the existence of the Dells was known for many years, and a few venturous spirits, in frail skiffs, explored the river and admired the fine scenery, it was not until 1873 that any special effort was made to accommodate the sight-seers who desired to visit the wonderful scenes which they had heard described, but who were too timid to row the river. In the summer of that year, Capt. A. Wood brought the steamboat Modocawando down the river from Quincy, Wis., with the design of making regular trips through the Upper Dells. The season was tolerably successful. In 1874, she continued her trips through the Upper Dells until about the 1st of August, when she was transferred below the dam, and, during the rest of the season, made trips through the Lower Dells. In 1875, she passed into the hands of Capt. Walton McNeel, who continued to run through the Lower Dells during the season. In 1876, the boat was sold, taken to Portage and placed upon Fox River.

Dell Queen.—In the fall of 1874, Bergstresser & Bell brought the steamer Lake City from Madison, re-constructed and re-christened her the Dell Queen; but the boat was from inadequate to the requirements of a first-class pleasure-boat, and, during the winter following, was dismantled, and an elegant and commodious steamer, bearing the same name, was built to take her place. Under command of the genial and accommodating Capt. Bell, she plied the Upper Dells during the seasons of 1875, 1876 and 1877. On the 4th of June, 1878, the boat was burned. A large force of men were immediately put to work to rebuild her, and, July 4 following, her first trip was made, and, during the seasons of 1878 and 1879, regular trips were made, and many thousands of persons have had the opportunity to visit the wonderful scenes of the Dells of the Wisconsin. Regular trips are made each day, at 9 A. M. and 2 P. M. Other trips are made as required.

Champion.—In 1875, Capt. A. Jones came from Point Bluff with a small steamer called the Champion. She ran two seasons through the Upper Dells, and then went below the dam and ran the Lower Dells for one season. In 1879, the boat was taken to Mirror Lake, about three and a half miles from Kilbourn City.

Alexander Mitchell.—This steamer was built in 1878, by the Kilbourn Boat Company —George Smith, President. Under command of Capt. D. C. Van Wie, she made regular trips during the seasons of 1878 and 1879. Her regular hours of departure were 9 A. M. and 2 P. M. Her run is through the Upper Dells.

Hops.—The cultivation of hops for the general market commenced in this vicinity in 1859, the first load being brought here by King Thompson, in the fall, and sold to W. A. Ramsey, for 14½ cents per pound. Year by year, the quantity increased, and as the quality was good, fair prices were received. In 1865, Ramsey and Hansen commenced the manufacture of hop presses, in that year making 100 and finding a ready sale for them in this neighborhood. In 1866, the number was increased to 200, which was further increased to 300 in 1867, and the same number in 1868, since which time there has been no demand. The profits made by those engaged in the culture of hops being large, one after another of the farmers engaged in it, until, in 1867, the whole country in this vicinity became excited in a wonderful manner, and a very large area of land was devoted to this purpose. When the season came for picking and drying, considerable difficulty was experienced in securing a sufficient number of pickers, and this demand created a new industry. Leroy Gates, the celebrated Dell Pilot, conceived the idea of going to many of the cities and villages throughout the State, securing the service of as many girls as possible, and hiring them to the farmers at a certain sum per head. It required 15,000 pickers to gather the crop this year, 10,000 of whom were brought from abroad, the greater number through the influence of Mr. Gates. The editor of the Milwaukee *Sentinel* was on one of the trains bringing a delegation of pickers to this place, and thus expresses his thoughts: "Coming from Milwaukee, a few days ago, while comfortably enjoying a cigar in the smoking car, the train stopped at a little station—there they were, and in they came—a thousand, we thought, but the recruiting officer said there were but six hundred—a thousand were coming on the next train. The major general of this division of the army of hop pickers was Leroy Gates, who makes the unsuspecting public, who read the *Sentinel*, believe that he is a Dells pilot. Pilot he is, but not of logs or lumber—he pilots the wearers of calico and crinoline to the fields where the hops do grow. It broadens human feelings to know there are so many lively girls in the world, and beer will be none the worse for a view of the hands which pick the berries, that give it its bittersweet." The total yield for the year, shipped from this station, was 27,000 bales, of 200 pounds each, a total of 5,400,000, which, at 50 cents per pound, would yield a revenue of $2,700,000. This is a low estimate, as a large amount was sold at 65 cents a pound. The cost of picking this crop was $270,000, nearly all of which was earned by girls.

The circulation of nearly $3,000,000 among the farmers in this vicinity stimulated every branch of industry. Every one seemed to have all the money they cared for. The farmers were delighted with their experience, and each believed he had found the sure way to wealth. Therefore, in 1868, the number of hop-yards increased, and the older ones enlarged. When the season drew near for picking, the question arose as to where the pickers were to come from to gather this immense crop. Leroy Gates and Anson Rood endeavored to solve the problem and, in midsummer, advertised throughout nearly the whole State for pickers, and established agencies in almost every village. Contracts were made for the season with all who would go, their railroad fare being paid to and from their place of residence, and board guaranteed, with the highest market price paid for picking. Special trains were chartered to bring in the pickers, and, for several days, every freight and every passenger train was crowded with fair women, on their way to the hop-fields. It was the endeavor of Gates and Rood to keep those from a neighborhood together, if possible, and, when engaged, they were classified as A, B, C, and so on, and instructed, on their arrival at this place, to go with

the party who should call for their class. Farmers who had contracted for a certain number of pickers were given to understand they should receive their number from a specified class. This plan did not work as satisfactorily as expected. Unprincipled men took advantage of the circumstances, and, on arrival of the train, would call out, "Class A, take this wagon." "This way, all belonging to Class B." thus deceiving the ladies, and swindling the contractors out of their fees for obtaining the service of the pickers, and the contracting parties out of the number they were to obtain.

The heaviest loaded train arriving here contained about twelve hundred. It arrived in the night, but over three hundred teams were in readiness to convey the pickers to the hop-yards. The crop this year amounted to 30,000 bales, but instead of receiving fifty and sixty cents per pound, ten cents was all that could be obtained. Instead of $3,000,000, which it was confidently believed would be realized, $600,000 was about the sum total, half of which went to the pickers.

As may readily be imagined, the hop-yards of 1869 were few and far between, and the yield for the year was small indeed, and but little, comparatively, has since been done, though there are those who have never abandoned the business, and taking it year by year, there is nothing grown here that will yield a better profit.

Fires.—A fire of a magnitude never before witnessed in this section of the country occurred in this place about 10 o'clock, P. M., March 14, 1866, turning ten families out of doors and destroying the business of eleven men and firms—two of the families left without a change of wearing apparel. The Eastern mail, arriving here at 9 P. M., is distributed about 10, at which time most of the citizens receive their mail, and the leading places of business are not generally closed till some time after. So it was on this occasion, and while many were still in the post office, Mr. Kingsbury, on his way home, noticed a fire in a shed attached to the second story of J. E. Dixon & Son's store, at the back end of the main building, and extending over the roof of an extension to the store, in which shed the fire probably originated, but from what cause can be only a matter of speculation. The firm of J. E. Dixon & Sons were all in their office at the time, which was almost directly under the shed before mentioned. The first intimation they had of the fire, they saw it breaking through over their heads. It was then too late to impede its progress, and the only thing that could be done was to save such goods as they could, but the fire being in the center of the store, but a small portion could be saved. They had in their store between $90,000 and $100,000 worth of goods. They succeeded in securing, in a damaged state, somewhere about $25,000 worth.

The second story was occupied by Mr. E. R. Herren, a member of the firm, and by his father, Robert Herren, as dwellings. At the time the fire broke out, Mrs. Herren and servant-girl were absent from home. Mrs. Robert Herren and family had all retired. Mr. Herren had just returned from the post office, and hardly had time to get himself and family out, some of them without even a full suit of clothing.

The fire first extended east, and shortly after west, burning in its course the stores of Dr. G. W. Jenkins, druggist; T. Connor, dry goods; Mrs. Stevens, milliner; J. P. Dunlap, grocer, and N. Van Alstine's blacksmith-shop, in the east, and a store owned and occupied by F. Martin; store owned by Seth Knowles and occupied by C. D. Woodruff, druggist, and J. M. Weber, jeweler and Postmaster; store of J. E. Hansen, hardware merchant; store of Kuney & Bergstresser, occupied by J. E. Hansen with stoves and iron; two stores owned by E. F. Barker, one occupied by T. Baker as a butcher-shop, and the other by A. S. Barker as a furniture-shop on the west, in each of which buildings, except the store of Kuney & Bergstresser, there was a family.

The night was extremely still; there was no wind, and none, or scarcely none, was created by the fire, yet the flames extended very rapidly, consuming the entire row of stores in about two hours. The flames reached very high, and it is stated were seen at a distance of twenty-five miles. Most of the household goods, except those of the Herren's, were saved, but very much damaged. The other goods saved were also greatly damaged. Loss, $100,000.

The second fire of special consequence was on the 30th day of January, 1868, when the Kilbourn City Institute was destroyed, with a loss of $5,000.

On the 4th day of October, 1876, Kilbourn City was again visited with a destructive fire, in which eight buildings on the south side of Broadway, between Oak and Elm streets, were totally destroyed. George Oswald, Rev. Matthew Bennett, Jake Roth, G. Maultbetsch, A. Rost, S. H. Higgins, Mrs. Louisa Taylor, Mrs. Brown and Dr Hooker, were the principal losers. In this fire, the office of the *Wisconsin Mirror* was destroyed; total loss, $10,000. Says a writer in the Columbus *Democrat*, October 14, 1876:

"The fire at Kilbourn, last Wednesday morning, was a disastrous one for that village. At about 1 o'clock, the flame was discovered in the building wherein are located the *Mirror* office and the flour and feed store of John Soeldner; it was altogether beyond control, and very little was rescued at this point. The fire, first seen on the south side of Broadway and east of Oak street, soon spread to the buildings on either hand, and made rapid progress until every structure in the block east of Stroud & Coon's law office, including several frame buildings, were entirely consumed. An employe in the adjacent shoe-shop of George Oswald was at work there until midnight, and, if the fire did not originate there, it was undoubtedly an incendiarism. Oswald's loss was very slight, the contents of his shop being saved in great part. The presses of the *Mirror* were saved in a damaged condition, but everything else was burned. Soeldener's loss is $500. The building was owned by Mathew Bennett, of Baraboo, as was the *Mirror* building. Jacob Roth's family, in the next building, had close work to escape with their lives, and saved nothing but a sewing machine and the Sunday clothes of Mr. R.; his loss is $1,800. The next house east was owned by George Maultbetsch, but was unoccupied; a barn and ice house were on the lot, and the loss is $1,000. Next came the milliner-shop and dwelling of Mrs. G. Van Alstine, owned by Seth S. Higgins, of Randolph; this building was insured for $1,000 and was the only one so insured. In Wright's furniture and book store, much of the goods were saved, but a large amount of furniture, lumber and tools were burned; Wright's loss is estimated at $2,000. J. Jackson Brown's building was the last in the block, and was destroyed like the others; it was occupied as a meat-market, by Mr. Banker, who saved nothing but his ice-box."

In the formation of new villages, the usual order is first a blacksmith-shop, then a saw-mill and after that other enterprises demanded from the situation. In Kilbourn City, the first thing was a newspaper, second a carpenter-shop, and third a hotel. This latter was the third building erected in the place and was known as the Tanner House, but in 1875 changed to the *Finch House*.—Captain John Tanner had a small story and a half house in the village of Newport, which in December, 1855, he removed to this place, and fitted up for a hotel. Moving it up on runners, and before placing it upon the foundation prepared for it, Mrs. Tanner prepared therein an excellent dinner, and Byron Kilbourn, President of the LaCrosse & Milwaukee Railroad Company; Jonathan Bowman, afterward State Senator from this district, then of Newport; John Anderson, contractor for the building of the dam, and John B. Vliet, locating engineer of the L. & M. road, sat down to the table by invitation of Mr. and Mrs. Tanner. After eating, each of these gentlemen insisted on paying 50 cents for their dinner, in order to properly dedicate the house to hotel purposes. In 1860, the house was enlarged by adding an addition three stories in height, leaving the original house to serve the purpose of an L. In 1867, the house passed into the hands of George Ribenack, and by him was enlarged to its present dimensions in the summer of 1868. In 1875, W. H. Finch became the proprietor, and further improved the appearance by the addition of verandas on the south and east sides. The house has always borne a good reputation, but since it came in possession of Mr. Finch it has become more noted and its praise is spoken far and near. Mr. Finch refurnished the house in every particular; its rooms are large, nice and clean, and, assisted by A. W. Oxley, he does everything in his power to render his guests comfortable. The table is equal to any $2-a-day house in the west. During the summer season, it is continually crowded, and visitors to the Dells ever find the Finch House a pleasant place to stop after a day's ramble, and view the magnificent scenery. In 1878, during the season for the

summer excursions, 2,500 persons registered at this house, and in 1879, the number was increased to 3,500.

Commercial House.—This house was erected in 1857, by Col. Moeler, and named the Railroad House. Several changes were made in its ownership, and in 1875, it passed into the hands of John Bush, who removed it to its present location fronting the freight depot, and changed its name to the Commercial. Mr. Bush remained proprietor until 1868, but leased it one year to R. B. Rose. In 1878, Mrs. Ryan became proprietor.

Western House.—Erected in 1878 by John Bush. Is a large two-story frame and will accommodate about twenty guests.

Glen Cottage was opened in 1874, by J. Dunn, and continued in successful operation until fall of 1879, when Mr. Dunn retired and the house closed. It was a pleasant stopping-place with accommodations for about twenty persons.

Farmers' Home.—R. B. Rose commenced the erection of this house in March, 1877, and opened it to the public in the fall following. As its name indicates, it is a good farmers' home, and well patronized by that class. Accommodates about twenty.

American House.—Was built in 1860, and has had a varied fortune. In the fall of 1876, Charles F. Howard purchased the property. It is located opposite the Chicago, Milwaukee & St. Paul Railroad depot. Has accomodations for about twenty.

Medical and Surgical Institute.—As the traveler approaches Kilbourn City, no matter from what direction, the first object that attracts his attention is a large brick building situated on the summit of a hill about a mile from the depot. At an early day a man named Bronson, a resident of Prairie du Chien, endowed an institute for the higher education of young men and women, the location of which was to be decided by the Methodist Conference. In 1856, Point Bluff was selected as the site of the proposed seminary, and it was completed and opened in 1857. For a time, everything prospered and the school was full. Fine houses were built and the future of Point Bluff seemed assured, but in 1858 the Milwaukee & La Crosse Railroad was completed to Kilbourn City, and from that time the place began to decay, though the school was not closed until 1865. The next year the building was removed to this place, as Kilbourn was considered a much more eligible locality than Point Bluff. A large number of pupils were in attendance, and the school prospered finely, but on the 31st of January, 1868, it was burned to the ground. There was an insurance of $4,000 on the building, and with this money a fine brick structure was erected, but no school was ever held in the new building. In 1876, Frank C. Straw, Esq., bought the property for $800, with the condition that he should improve the property and run it, at least five years, as a water-cure and medical and surgical institute.

Before the property came into the possession of the present owner, $5,800 had been expended upon the building and grounds. Mr. Straw has invested about $6,000 more, making the total cost some $12,000.

The structure is situated on the hill at the head of Washington avenue, and the cupola is about one hundred and sixty feet above the passenger depot. The main part is 36x53 feet, two stories and a half in height, surmounted by a cupola, or dome, which is inclosed with glass doors and windows. The wing is built on the east end of the main building, and is 28x65 feet, three stories and attic. The entire building contains thirty rooms, besides numerous closets, bath-rooms and wardrobes. From the cupola a magnificent view can be obtained for miles around. Seventeen miles to the southward, a gap in the Baraboo Bluffs shows where Devil's Lake reposes. The Chicago, Milwaukee & St. Paul Railroad stretches away to the southeast, and occasional clouds of smoke show the position of the heavily laden trains as they are sweeping along their pathway of steel. To the southwest, a few scattering houses can be seen, showing where the once flourishing village of Newport stood, while the little village of Delton lies nestled among the hills just beyond. Turning toward the setting sun, we see Coon Bluff and Hay Stack, seemingly but a short distance away, but in reality many miles, while in the northwest the Elephant's Back rises far above the neighboring hills. At our feet, embowered in a forest of trees, lies

Kilbourn, while we trace the channel of the grand old Wisconsin until finally it is lost in the mazy distance.

The wing of the building has been fitted up for bedrooms, kitchen, dining-room, bathrooms, etc. On the lower floor is the Turkish bath room, which joins the shampooing-room and hot and cold water bathroom. The engine-room contains a five-horse-power engine which pumps water from a well 160 feet deep into the tanks in the attic. Steam and hot water from the boiler is used for heating the water in the tanks.

The institution was opened in the summer of 1878, by Dr. William Russell, who operated it until April, 1879, when it passed into the hands of Dr. J. S. Galloway and Dr. G. C. McElroy and wife, the latter also being a physician. In January, 1880, Dr. Galloway retired, and G. C. McElroy, M. D. and Mrs. A. McElroy, M. D., remained in charge.

The first settlers of Kilbourn City experienced considerable difficulty in their intercourse with the outer world by means of the mails. From the time Alanson Holly settled here in the woods till September, 1857, the citizens were dependent upon Newport. Strenuous efforts were made to have an office established here, but it was not until after the completion of the railroad that their efforts were crowned with success. J. Armstrong was the first Postmaster. Filing the required bonds, he then appointed Edward Palmer deputy, and the latter attended to all the duties of the office. Mr. Armstrong resigned soon after. Mr. Palmer was appointed to fill the vacancy, and served until the spring of 1859, when J. Jackson Brown was commissioned in his stead. Mr. Brown held the office until February, 1864, when J. M. Weber succeeded him, and continued in office until February, 1878, a period of fourteen years. W. H. Mylrea was Mr. Weber's successor. In 1867, it was made a money-order office. The first order drawn was to George A. Woodford in favor of R. M. Thompson, Unionville, Conn., and payable at Hartford, in same State. Mr. Woodford had also the second order drawn.

The Spring Grove Cemetery Association was organized December 11, 1859, having for its purpose the securing and holding in trust a place for the burial of the dead. George F. Noble, S. D. Hambleton, Charles Teshner, W. H. Peabody, I. W. York and H. McDonald were elected trustees. The trustees were instructed to procure from E. T. Hooker twenty acres of land, described as the west half of the northwest quarter of the southwest quarter of Section 1, in Township 13, north of Range 6 east. On account of the difficulty in securing a perfect title, and also because of the great distance from the village, this action was reconsidered, and, in the spring of 1862, Dr. Hooker deeded the association twelve acres off the northwest quarter of Section 11, Township 13 north, Range 6 east, which lies just east of the village. This land has been laid out in blocks and lots, with convenient roadways running through, and is also neatly inclosed. The first person to be buried there was a child of G. H. Daniels. The trustees in 1879 were J. N. Schmitz, George Oswald, W. A. Ramsay, A. Chamberlain, I. W. York and Frank Hill.

Saw Mill.—The first saw-mill in the place was put in operation in the fall of 1857, by Hines & Drinker, who continued to run the same until 1870, when it was purchased by the junior member, who formed a partnership with two brothers, under the firm name of Drinker Brothers. Steam power is used. The mill is capable of turning out 14,000 feet of lumber each day of ten hours' run. Drinker Brothers are extensive dealers in lumber and all material usually found in a yard of that kind.

Planing and Grist Mill.—As soon as lumber could be obtained from the new saw-mill of Hines & Drinker, Walker, Munger & Co. erected a large planing-mill and commenced the manufacture of sash, doors and blinds. In 1860, they added a grist-mill to their business, since which time the three departments have been in constant operation. A thirty-horse power engine drives the whole machinery. In ordinary times employment is given to about thirty men. The flour here manufactured is rated in the Chicago market as the very best, and generally the firm receive an advance on the highest quotations. In 1878, the manufacture of syrup from sorghum was also engaged in with success.

Foundry and Machine Shop.—In April, 1879, G. M. Marshall & Son established in the village a foundry and machine-shop, meeting with good success in the manufacture of Marshall's patent blacksmith shears, power corn shellers, and turbine water-wheels. Their foundry is well supplied with every modern invention for their work, and they turn out, on short notice, casting of all kinds.

Kilbourn City Brewery.—Erected in 1858, by Mechler & Leute, who continued the same until 1861, when, on the death of the junior partner, Andrew Leute, Julius, Charles and Thaddeus Leute, brothers of Andrew, purchased the institution from Mr. Mechler and the heirs of Andrew Leute. These brothers continued in partnership a short time, and then Julius Leute became sole proprietor. About eight hundred barrels of lager beer are manufactured yearly.

Union Horse Collar.—The invention of John N. Schmitz, of this village. It is a collar and hame combined, and is made so as to be easily fitted to the neck of the horse, having a swivel screw on top, by which it can be made wider or narrower by the hame-strap below. It can be lengthened and shortened by the bolt in the cap on the top. In 1876, a company was formed, under the name of Union Collar Company, for the manufacture of the article. They have succeeded in building up a large trade.

Bank of Kilbourn.—This institution was opened for business, August 26, 1867, by John P. McGregor. In February, 1868, Mr. McGregor disposed of the same to Jonathan Bowman. It is a private bank, with its entire business transacted upon its own capital, receiving no deposits, but otherwise doing a regular banking business, selling exchange upon Milwaukee, Chicago, New York, and all foreign countries. John W. Brown is the cashier, and has been with the bank since January, 1869.

Town Hall.—This is a large building upon Oak street, north of the Finch House, and was erected for theatrical, concert and lecture purposes. In size it is 30x80, 18-foot ceiling, with large stage in the rear. It was built by a stock company in 1868, and is rented for purposes named, on reasonable terms; W. H. Finch, agent.

Baptist Church.—Elders Keith and Sprague were the first missionaries of this church, and held a number of services in the winter of 1858. In May following, a number of the brethren met in the old schoolhouse, for the purpose of effecting an organization. Elder A. E. Green was present and acted as Moderator. Deacon John Hogoboom, Mary Hogoboom, Samuel S. Barker, Mary A. Barker, Augustus S. Barker, Edward F. Barker, Charles H. Barker and David Stillwell signed the articles of covenant. John Hogoboom was made Deacon, and David Stillwell, Clerk. Elder Green was invited to become their Pastor, and accepted the call, coming twice a month from his home in Delton to hold services here. He remained with them until August, 1864, when Elder Snider was called to the work. July 13, 1867, Elder George W. Freeman was invited to become their regular Pastor, and accepted the invitation. In August, 1867, the churches of Dell Prairie and Delton, which had become weakened by removals and other causes, came forward and united with this church, thus giving them an effective working strength of about sixty members. At this time, J. W. Wood was appointed Deacon, and A. S. Barker, Clerk. February, 1868, a committee was appointed to take into consideration the erection of a church edifice, and their report being satisfactory, the work was immediately undertaken. The flush times of the previous year made the community liberal in subscribing to the church fund, but the failure in the principal product of this region made collections slow, so that it was impossible to complete the building. As soon as inclosed and plastered, it was rented to the village for two years. It was not made ready for formal dedication until December, 1872. Elder J. W. Fisher preached the sermon. Elder Freeman remained with the church until November, 1869. Elder E. L. Schofield was the next to minister to the congregation, but only remained a few weeks, and was succeeded by Elder A. L. Seward, who remained six months. The church then remained without a pastor for several months. In August, 1871, Rev. H. C. Fuller engaged in the work, and continued for two years. Again, for a short time, the church was without a shepherd; but in April, 1874, Elder John C. Douglass was ordained to the ministry, and was then called to the pastorate; remained one year, and

was succeeded by Elder J. S. Cox, who served four months, when Rev. F. S. Witter came and remained one year. Rev. H. C. Fuller was then called for the second time, and continued to serve until September, 1879. The church is weak numerically and financially, but has some earnest Christian men and women connected with it. A Sunday school is maintained, with a membership of fifty, with A. S. Barker as Superintendent. Hours of service for the church: Sunday, 10:30 A. M., and 7:30 P. M. Sabbath school, 12 M.

Methodist Episcopal.—The first preaching by a minister of this denomination, in this village, was in the old schoolhouse, in the spring of 1857, by Rev. William Mullen. A congregation was soon afterward formed. John Kneen and wife, Silas Merrill and wife, Cook and wife and Harriet Peabody were in the first organization. Silas Merrill was the first Class Leader. After worshiping awhile in the old schoolhouse, a small dwelling-house was purchased and fitted up for religious purposes. Here they assembled from time to time until the house became too small, when they went back to the schoolhouse. An old store building was now purchased and used until it also became too small, when it was sold and the money applied on a new building. While this was in progress, the congregation worshiped in the old academy building. Sabbath, January 31, 1868, the new church was dedicated, with appropriate services. Among the Pastors who have served, were Revs. Mullen, Springer, Searles, Faucier, Smith, Yocum, Howe, Bennett, Case, Bishop, Allen, Buck, Gaskell, Steele, Hamilton, Duncan, Hazelton, Full and Webster. The church is weak numerically and financially.

Protestant Episcopal.—The first public service of the church in Kilbourn City was in the year 1858, the Rev. Hugh Miller Thompson, of Portage, officiating. Occasional services were thereafter given by the Rev. Mr. Thompson and his successor in St. John's Parish, Portage, the Rev. A. J. M. Hudson. From 1860 to 1863, services were given more or less regularly by the Revs. J. O. Barton, William Pray Ten Broeck and Mosely Morris, successively itinerants on the line of the La Crosse & Milwaukee, now Chicago, Milwaukee & St. Paul Railroad. Some church interest was developed and two lots were given by Mr. Edward Roddis, of Milwaukee, for the purpose of erecting thereon a church building. The missionary, however, being withdrawn and the services discontinued, several of the church families in the meanwhile removing, the lots were allowed to be sold for taxes, and all church interest died out. In the year 1867, the Missionary Board, adopting a new plan of missionary work, placed the Rev. George Vernor as its missionary on the line of the Chicago, Milwaukee & St. Paul Railroad; at which time services were once more commenced, and regularly maintained on the first Sunday of each month, together with occasional week-day services. Some of the old church families having returned and new ones having moved in, a new interest was developed, and a mission organized under the name of St. Paul's Mission, Kilbourn City. The lots sold for taxes were redeemed, and a deed for another lot was given by Byron Kilbourn. In the fall of 1868, the Rev. Chester Adams was associated in the missionary work, the headquarters of the mission being Beaver Dam, services being continued at Kilbourn City, the same as the year previous. In 1870, Rev. William B. Bolmer was placed in charge, and continued to serve until 1872, when he was succeeded by Rev. Peyton Gallagher, who only remained six months, and was followed by Rev. F. C. Eldred, who remained until March, 1875. At this time, Rev. J. B. Pedelupe was called to the pastorate, remaining in charge until June, 1878, since which time no regular services have been held. The parish was organized with nine communicants. Thirty-two have been added to this number, making a total of forty-one, of whom fourteen have removed, leaving twenty-seven. A. C. Dixon, Warden; John W. Brown, Secretary and Treasurer.

Presbyterian.—In the summer of 1855, a petition was drawn up, signed by nineteen persons, asking the Presbytery of Winnebago to organize a church at Newport and Delton. The petition was sent to Rev. William W. McNair, then of Portage City. Rev. Stewart Mitchell was stopping with Mr. McNair, and the two visited the new field. The Presbytery soon after sent Rev. H. M. Robertson to organize the church, should the way be clear. The church being organized by Mr. Robertson, Rev. Stewart Mitchell was called as its first Pastor. Great difficulty

was experienced in obtaining a room in which to hold divine service. Frequently the congregation would meet in private houses, in public halls, in store-rooms, in dining-rooms, any where that shelter could be had, and the people assembled to hear the Gospel. A church house was needed, but property in Newport was depreciating, and it was with the utmost difficulty a sufficient sum could be raised to erect a church edifice. But by persistent effort, it was done, and on the 23d of August, 1857, a small church building was dedicated to the service of Almighty God. The church meanwhile began to lose by removals, and soon after the church was built, it became apparent that it would have to be abandoned. On Sunday, June 29, 1856, Rev. Mr. Mitchell preached his first discourse in Kilbourn City, and soon after began to preach regularly in the place. But great difficulty was experienced in awakening an interest. Elder J. M. Weber removed here in the spring of 1858, and the minister in the fall. The first communion was held in April, 1858, and four persons were admitted to the church. R. M. Thompson was elected an additional Elder. The church now began to grow slowly. In 1861, the project of building a church was seriously talked of, and, in the beginning of 1862, the church at Newport was taken down, and the materials brought to this place for erection during the summer. Various circumstances delayed action until fall, and in the fall difficulties were greater than ever. Money was not easily obtained, and the work could not have commenced, but for the help of a benevolent lady in Milwaukee, Mrs. Harriet T. Smith, who furnished the means to buy the lumber necessary for erecting and inclosing the building. Alanson Holly gave the lot on which to build. In August, 1863, the church building was dedicated during a meeting of the Presbytery of Winnebago. At this time, Rev. Mr. Mitchell resigned the pastorate on account of the ill health of his wife, and was succeeded by Rev. Alexander Strain, who acted as supply for a year. An interim of a few months followed, when Rev. Willis B. Phelps supplied the church in part and, on the 25th of September, Mr. Phelps was invited by the church to become its Pastor. This relation continued until 1870, when Mr. Phelps retired, and was succeeded by Rev. George F. Hunting, who for two years supplied the church, and was then chosen its Pastor and continued as such until 1876. For two years, the church was without regular service, but in 1878, Rev. J. V. R. Hughes was called to the work and yet remains with the church. Those composing the church on its organization were Jacob Van Doren, Rachel Van Doren, Simeon Hunter, Eliza Jane Hunter, Abigail Britts, Elizabeth Van Vetcher, Caroline Dawes, Mary E. Holmes, Jacob Vanderburg. Charity Vanderburg, Maria Andrews, Everett Beardsley, Olive Beardsley, Thomas Murray and Isabella Murray. J. M. Weber and wife united shortly after. Everett Beardsley was the first Elder, and Jacob Van Doren, S. D. Hunter, J. M. Weber, the first Deacons. In 1856, Mr. Weber was made an Elder, and has since held that responsible position. Since the organization of the church there have been admitted to membership 195. Present membership, 66. The officers in 1880 were E. H. Parmlee, Timothy Temple, Harlan McDonald and J. M. Weber, Elders. Services held each Sabbath at 10½ A. M. and 7 P. M. Sunday school meets each Sabbath at 12 M. Dr. McElroy is Superintendent of the Sunday school.

German Evangelical Lutheran.—Organized in the fall of 1876, at which time a small church house was built, at a cost of $800. Rev. Zorn, of Portage, was the first Pastor. He was succeeded by the Rev. Hovde, and he, in turn, by Rev. Gesal. In the latter part of 1879, Rev. E. J. Peterson was called to the work. The church is weak, numerically, numbering but about twelve families.

Roman Catholic—In 1859, a church was erected in this place, at a cost of $600, since which time improvements have been made and the church enlarged, making the value of the property about $1,200. In addition, a parsonage was built in 1871, at a cost of $1,600. The church numbers eighty-five families. Fathers Montecue, Keenan, De Kalver, Ryan, Siner, Galweiler, Gohntyn and Hækler have each, in turn, served the congregation.

Columbia Lodge, No 124, A., F. & A. M.—Was organized by dispensation March 14, 1860, and by charter June 13, 1860, by A. B. Alden, Grand Lecturer. The first officers and charter members were: J. M. Weber, W. M.; J. H. Fort, S. W.; Robert Herren, J. W.;

J. E. Dixon, T.; L. R. Mitchell, S.; John Tanner, E. T. Hooker, W. S. Payne, William Gardner. From its organization till January 1, 1880, ninety persons have been initiated into the order. The membership at that time was thirty-eight. The lodge meets the first and third Tuesday evenings of each month. The officers for the term commencing the first meeting in January, 1880, were: H. R. Snider, W. M.; W. H. Mylrea, S. W.; C. E. Griffith, J. W.; J. Mylrea, T.; W. A. Ramsay, Sec.

Columbia Chapter, No. 31, A., F. & A. M.—Instituted March 8, 1866, by M. L. Young, H. P.; A. B. Alden, K., and E. F. Lewis, Scribe. Its first officers were: William C. Swain, H. P.; William Case, Scribe; Frank M. Stewart, K.; I. T. Murray, C. H.; G. H. Daniels, P. S.; G. W. Jenkins, R. A. C.; O. W. Dickinson, Third V.; Robert Herren, Second V.; Frank Hill, First V.; George Smith, T.; A. Chamberlain, Sec.; U. F. Hind, G. Present membership, twenty-eight. Meets second and fourth Tuesday evenings of each month. The officers for the term commencing the first meeting in January were: George Smith, H. P.; A. Chamberlain, K.; K. F. Hill, Scribe; Frank Hill, R. A. C.; G. W. Jenkins, C. H.; I. W. York, P. S.; G. B. Bacon, Third V.; C. A. Noyes, Second V.; A. C. Dixon, First V.; John Mylrea, T.; J. M. Weber, Sec.; O. W. Dickinson, G.

Dell Lodge, No. 175, I. O. O. F.—Was chartered January 20, 1870, with S. F. Smith, John Jellodd, Peter Emser, A. C. Dixon, J. H. Fosnot, A. F. Leonard, H. H. Tredwell, I. F. Friend, C. H. Stone, F. S. Meakler and J. Kingsland as charter members. Membership, January, 1880, 33.

The officers elected January 1, 1880, were: H. M. Whitney, N. G.; G. Guyer, V. G.; H. Corning, Sec.; Charles Schroeder, P. S.; N. Van Alstine, Treas. Lodge meets every Monday evening.

Alpha Encampment, No. 48, I. O. O. F.—Instituted December 6, 1871, with I. F. Friend, George Lintner, George Ribenack, George Smith, Allen Wright, H. R. Snider and Jonathan Bell as charter members. Now has 15 members, and meets the first and third Friday evenings of each month.

The temperance cause in this place has always had some very strong advocates—men and women who were willing to labor to "save the fallen and prevent others from falling." As individuals, they have toiled; and in organizations, under various names, they have endeavored to inculcate temperance principles in the community. The *Wisconsin Mirror*, under the management of A. Holly, and the Kilbourn City *Guard*, edited by Wesley Moran, did much to advance the cause.

The first organized effort was that of the

Minnehaha Lodge, No. 87, I. O. G. T.—A number of ladies and gentlemen of this place having petitioned the Grand Lodge of the Independent Order of Good Templars of the State of Wisconsin, with authority and assistance to open a lodge, G. W. C. T. Hawley, of Madison, accompanied by Mr. Wilder, of Delton, came and effected such organization. The charter members of the lodge were J. M. Weber, L. D. Combs, H. McDonald, S. N. Merrill, W. H. Peabody, C. D. Woodruff, L. B. Noyes, W. Recker, John Springer, H. Clark, Thomas Coon, Frank Tanner, Emma Elmer, Ada A. Wheeler, Adaline Weber, Adelia Weber, S. A. Merrill, H. M. Peabody, Sarah Cronk and Sarah Smith. As first officers, were elected and appointed J. M. Weber, W. C. T.; Sarah Smith, W. V. T.; H. Clark, W. R. S.; Frank Tanner, W. T.; L. B. Noyes, W. F. S.; L. D. Combs, W. M.; Thomas Coon, W. I. G.; W. H. Peabody, W. O. G.; Ada A. Wheeler, R. H. S.; Emma Elmer, L. H. S.; John Springer, Chaplain; H. McDonald, P. W. C. T.; Adelia Weber, W. A. S.; Sarah Cronk, W. A. M.

The lodge flourished until the breaking-out of the war, when a considerable number of the members went forth to battle for their country. During the existence of the rebellion, regular meetings were sustained, but the interest was not great. In 1865, the membership again increased, and interest was well sustained until 1866, when a number of the members became dissatisfied and withdrew, and, the spring following, the lodge ceased to exist.

L. A. Sgnire M. D.

POYNETTE

Evening Star Lodge, No. 512, I. O. G. T., was instituted April 15, 1867, with eighteen charter members. The organization of this lodge resulted from the withdrawal of some of the members of the Minnehaha Lodge, who had become dissatisfied, and who felt they could better labor in the temperance cause in another organized body. The charter members and first officers were George W. Case, W. C. T.; R. Dudgeon, T.; John B. Markham, W. F. S.; Orvis M. Burnhans, W. Sec.; Chancey Doughty, W. M.; I. H. Chickering, W. O. G.; William Snoad, P. W. C. T.; Anna Bliss, W. I. G.; Durand B. Peabody, Frank Kingsbury, I. M. Strong, H. Taylor, Samuel Kaler, Misses N. E. Case, D. H. Dudgeon, S. Bennett, A. Murray and Miss Doughty. The lodge had a prosperous career for some five years, when the interest began to decline, and in August, 1875, it ceased to exist. April 7, 1877, it was re-organized under its old name and number, and from that time has been quite prosperous. During the month of January, 1880, initiations occurred at every meeting, and its working membership was thirty-nine, with G. A. Ramsay, W. C. T.; Hester J. Teare, W. V. T.; James S. McNeel, W. R. S.; Harry G. Markham, W. F. S.; Emma V. Drinker, W. T.; Frank H. Marshall, W. M.; Mrs. Helen B. Stroud, W. C.; Harry E. Hinnan, W. I. G.; William Brew, W. O. G.; William Gillespie, P. W. C. T.; G. E. York, L. D.

Kilbourn City Temple, No. 148, I. O. G. T.—Connected with Evening Star Lodge is a degree temple, which was instituted June 20, 1867, which continued to work until August, 1875, when it ceased, and was re-organized April 7, 1877.

Dell Temple, Temple of Honor.—This institution was organized May 16, 1876, by Col. Watrous, G. W. C. T., of Fond du Lac. The charter members, as well as its first officers, were P. F. O'Hare, W. C. T.; A. D. Lincoln, W. V. T.; J. H. Dunn, W. R.; S. Cady, W. A. R.; J. H. McNeel, W. T.; W. C. Hicks, Chaplain; H. O. Darling, W. U.; Fred. Hinnan, W. D. U.; James Hinnan, W. G.; J. M. Bilby, W. S.; J. B. Markham, P. W. C. T.; George F. Noble, D. G. W. T. The temple has had its seasons of prosperity and seasons of adversity. But three of the original number were living in the village January 1, 1880. The removal of the others has tended to weaken the order, but their regular meetings are still kept up. For the term commencing January 1, 1880, the officers were James Clapper, W. Y. T.; A. E. Drinker, W. V. T.; C. A. Thompson, W. R.; N. Van Alstine, W. T.; Henry Rich, W. G.; I. H. Chickering, W. S.; J. B. Markham, P. W. C. T. The temple meets every Thursday night in Temple Hall.

A Reminiscence.—"I came to Kilbourn City," writes A. Holly, "the last of October, 1855, and hastily prepared a house in which my family could live, and an office in which to print my paper; and issued the first number of the *Wisconsin Mirror*, the 1st day of January, 1856. The day was very cold, for a peculiarly cold winter, and our office was very open. I wrote my editorials in the house, and picked up dry wood about where the village now is, and hired green wood cut when I could not get dry.

"The day on which we published the first number of the *Mirror*, the mercury was 17 degrees below zero, at noon. The office boys were obliged to heat planks to stand on, to keep their feet from freezing, and to keep a kettle of hot water to prevent their hands from freezing. There were several of the officers of the 'Wisconsin River Hydraulic Co.' and others, present, and when the first paper was struck off, Mr. Noble, of Newport, now a resident of Kilbourn City, took it and put it up at auction, for my benefit, and Mr. Weaver, of Ohio, bid it off at $65, and immediately paid for it! The next copy was sold to John B. Vleit, of Newport, for $10, and the third to a brother of J. B. Vleit, for $5. This, of course, was all done for my encouragement, but it was all kept a profound secret from me, till the sale began. It was to keep me 'printing in the woods' till things thawed out, and it was a good way to do it.

"The present Kilbourn City was then covered with woods, and not a dwelling-house within a mile. Our provisions and other things for use in the house had to be brought from Newport, or other places abroad, and much of them were brought on my back, or on the backs of my boys. There was, that winter, a considerable quantity of game seen where Kilbourn City now is—deer, sometimes bear, rabbits, squirrels, partridges and quail. But the larger of these

animals entirely disappeared on the appearance of the railroad, and considerable of the smaller ones. One winter, the northern bears got so hungry that they made us quite a long visit.

"The Dells of the Wisconsin River, when we came there, had scarcely been seen, except by raftsmen, and nothing was said about the canyons or gulches.

"The summer after we came there, we went frequently through the Dells in small boats, and to the canyons and gulches, in boats or on foot. But those canyons were so filled with brush and fallen logs that it was difficult to get through them. In 1856, I and the boy went to Cold Water Canyon, and it was so cold, in August, that I would not have our women try to go in. We afterward went to Witch's Gulch, not then named, and could not get through, because the water was so deep below the fall. Afterward I heard that some boys swam through; and because they imagined they saw something on the high wall at the lower end that looked like a witch, they named it 'Witch's Gulch.'"

It remains to point out a few of the advantages of Kilbourn City, geographically, for pleasure-seekers. It is situated about midway between Chicago and St. Paul, being one hundred and ninety-three miles from Chicago, and two hundred and sixteen miles from St. Paul, and is in the immediate vicinity of the Dells, which have already been described. It is seventy-seven miles from Oconomowoc, fifty-seven miles from Madison, and sixty-two miles from Sparta. By the run of trains, one can leave Kilbourn in the morning, go to Sparta and fish for trout all day, and return in the evening; or go to Oconomowoc and dine, and have some four or five hours' amusements on the lakes, and get back to supper at Kilbourn; or go over to Madison, arriving there at 10 A. M., and see the capital and public buildings, take a sail on the beautiful lakes by which it is environed, and return to Kilbourn to supper, the same night; or take a carriage and pair of horses and drive through to Baraboo and Devil's Lake, seventeen miles, and dine and "take in" all there is of scenery there, and back to Kilbourn the same night; or take short runs out by trains to Mauston, Lisbon or Camp Douglas, and view the wonderful rock formations all along the line; or over to Delton, and take a sail on Mirror Lake, and back to Kilbourn.

Mirror Lake, located three and a half miles from Kilbourn City station, and four miles from the Dells, has hitherto been kept from public notice by the few lovers of good fishing and the beauties of nature, who were acquainted with its attractions. But its wonderful reflections, magnificent canyons, and entire difference from other places of interest, have at length disclosed its beauties to the tourist, and in 1879, a steamer was put upon its waters. Its proximity to "Congress Hall," and the mineral springs, and the well-known healthy climate of Delton, where it is located—the average mortality being only two deaths per year, out of a population of about nine hundred—make it one of the most desirable resorts in the Northwest.

Lake Mason, the fisherman's paradise, is a spot comparatively unknown, though one of the finest of the numerous lakes scattered over Wisconsin. The lake proper is three miles in length, and two in breadth, with several large bayous. The lake is situated partly in Marquette County, and partly in Adams County, about ten miles north of east from Kilbourn City. The drive from Kilbourn City to the little city of Briggsville, so cozily nestled in the valley at the foot of the lake, is undoubtedly the finest drive for the tourist visiting the Dells. The fishing is among the finest in the West. The favorite sport is trolling for pickerel. The lake is filled with them, and the best time to troll is during the months of May, June, September and October. Pickerel have been caught here weighing as high as twenty-five pounds. Still-fishing for perch, rock bass, black bass, sunfish, and other varieties, is good at all seasons of the year, whenever the lake is clear from ice. In the spring and fall, large flocks of ducks and geese float upon its bosom, and feed upon the wild rice that grows in wild luxuriance in the different arms of the lake. The lake is situated in a valley, where, in the springtime, the waters of the Fox, which flow into the great lakes, mingle with those of the Wisconsin, which enter the Mississippi.

As the traveler reaches the eastern edge of the plateau, about half-way between Kilbourn and Lake Mason, he beholds a landscape of green fields, and waving woods, and silver lakes, and distant hilltops, veiled in blue, that makes him think he has caught a glimpse of fairyland. Now all these attractions around Kilbourn City are in addition to the unique—the wonderful Dells!