

**Results of a Phase I Archaeological Investigation and Land Use History  
of the Marquette Interchange and Associated Freeway System  
(I-94, I-43, and I-794)  
In the City of Milwaukee,  
Milwaukee County, Wisconsin**

Prepared for:

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## Executive Summary

In July and August of 2000, Archaeological Research, Inc. conducted a phase I archaeological survey for the Marquette Interchange project in the city of Milwaukee, Milwaukee County, Wisconsin. The purpose of this survey was to identify properties that may be eligible for the National Register of Historic Places.

Nine Native American archaeological sites have been previously reported within or very near the boundaries of the study corridor—the **Winnebago Street Mound Group, MI-132**, the **Kneeland Graves, MI-84, MI-193**, the **Lime Ridge Village**, the **Cherry Street Encampment** and **Onaugesa's Village**. Due to extensive urban construction it is extremely unlikely that any Native American sites remain intact within the boundaries of the study corridor. Historic construction, grading and filling activities have destroyed the majority of Milwaukee's Native American archaeological resources. **ARI therefore recommends that no further action be taken regarding the reported Native American sites within the Marquette Interchange Redesign Study Corridor.**

Thirty notable Euro-American sites or structure locations were discovered during the course of the literature search and survey. Depending on the way in which the buildings were demolished and the blocks cleared for freeway construction, it is highly likely that there will be a great many buried partial foundations throughout the footprint of construction. The question of significance must be evaluated not merely from the perspective of the presence of intact features below the surface, but on the nature of the business or business owner of the structure that was once above ground. In other words, the presence of an intact subsurface structure such as a basement does not necessarily constitute a significant property.

**While it is likely that the remains of numerous foundations, privies, cisterns and other subsurface features remain under the modern freeway system, literature search did not reveal the existence of properties in any portion of the study corridor requiring phase II evaluation. ARI does not recommend that any further action be taken regarding the Euro-American cultural resources noted within the boundaries of the Marquette Interchange Redesign Study Corridor.**

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# 1. Introduction

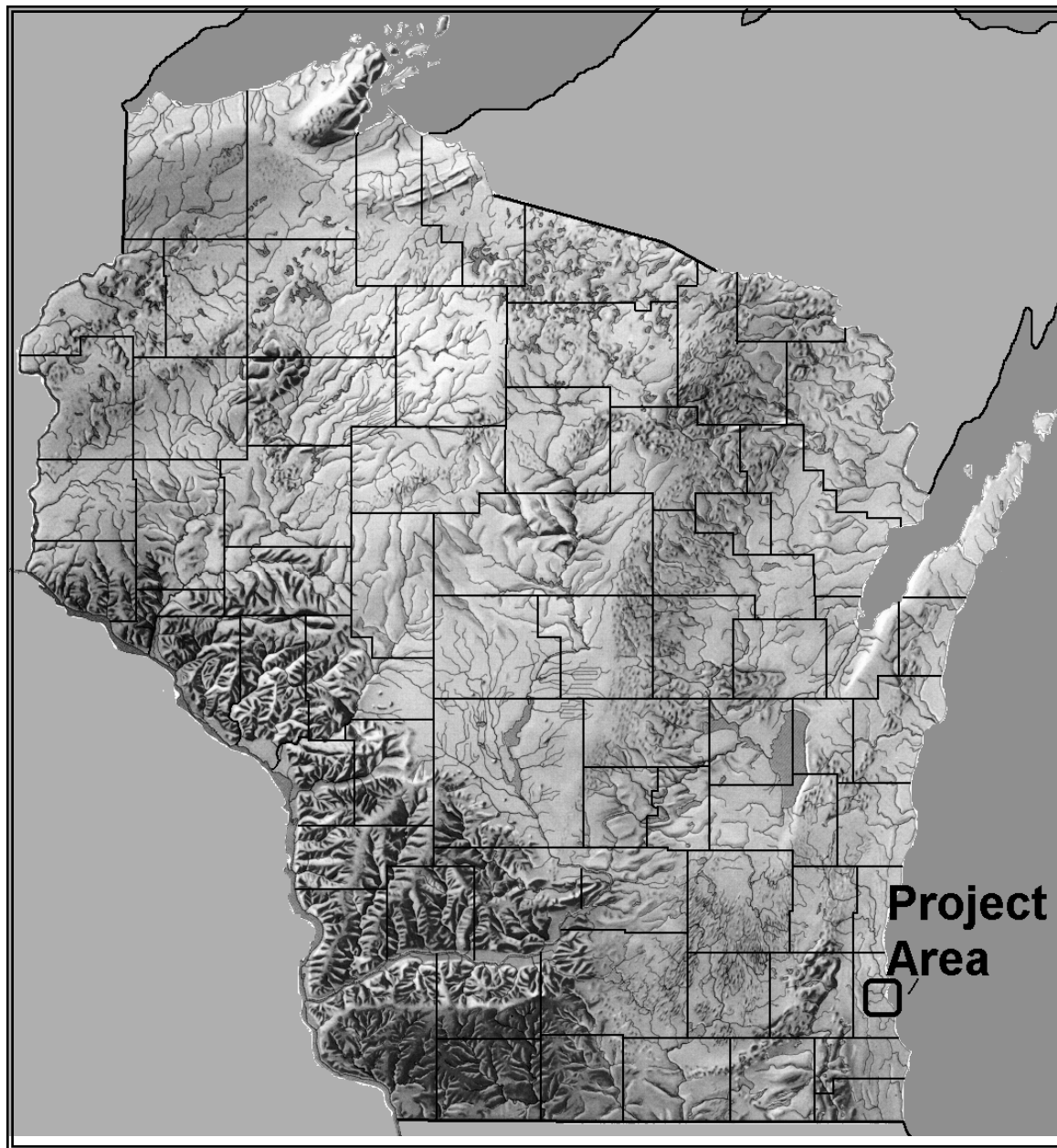
## 1.1 Purpose of Survey

Archaeological Research, Incorporated (ARI) was contacted in February of 1992 by Brad Heimlich of CH2M Hill who requested a proposal for a Phase I archaeological survey of the land currently occupied by portions of I-94, I-43 and I-794, centering on the Marquette Interchange in the City of Milwaukee in Milwaukee County, Wisconsin (Wisconsin Department of Transportation [WisDOT] Project ID # 1060-05-00) (Figure 1.1). CH2M Hill had been contracted by WisDOT to conduct a design study of the Marquette Interchange and significant sections of approaching roadways (I-94, I-43 and I-794) in downtown Milwaukee. The Marquette Interchange was (and still is) one of the most heavily traveled interchanges in the state of Wisconsin, linking a third of Wisconsin's interstate traffic to the rest of the interstate system. The interchange and adjacent sections of raised interstate were found to be deteriorating, necessitating reconstruction of some roadway sections. The majority of work planned in the project corridor was to involve reconfiguration of interchange and access ramps, with little to no expansion of existing roadways.

Following acceptance of a submitted budget, ARI preceded with phase I archaeological survey. ARI's initial report was completed and submitted to CH2M Hill in June of 1993. The report focused on prehistoric and historic archaeological sites previously reported within the defined project area. It was concluded that approximately 98% of the defined project area had suffered extreme disturbance, and that the presence of intact archaeological sites within the project area was unlikely. ARI recommended that no further archaeological investigations take place within the defined project corridor.

In early 1999 ARI was contacted by Charlie Webb, a representative of CH2M Hill. Mr. Webb notified ARI that work on the Marquette Interchange redesign project had been halted since 1993 and requested that ARI review its original report. ARI was to determine whether it still met Section 106 criteria since standards had changed substantially in the intervening years. ARI, in consultation with the Wisconsin State Historic Preservation Officer (SHPO), determined that further work was necessary to bring the report up to current Section 106 standards.

ARI accordingly submitted a second proposal in August of 1999. The revised scope of work submitted by ARI to CH2M Hill outlined five tasks: (1) determination of the nature of cultural resources that were once present within the project corridor, (2) identification of resources that might have left significant subsurface remains, (3) execution of fieldwork in portions of the project area that might contain intact resources, so that they might be identified and potentially evaluated for inclusion on the National Register of Historic Places (NRHP), (4) generation of a report outlining the results of our survey and (5) coordination between the various governmental agencies and private parties involved in the Marquette



*Figure 1.1: Location of the Marquette Interchange Redesign Project in Wisconsin.*

Interchange redesign project. ARI began fieldwork for the Marquette Interchange redesign project in August of 2000.

### ***1.2 Location/Legal Description***

The Marquette Interchange project corridor is located in the heart of downtown Milwaukee, in Milwaukee County, Wisconsin (Figure 1.2). The project area lies within Township 7 North, Range 21 East, section 25 and Township 7 North, Range 22 East, sections 20, 28, 29, 30 and 32. The project corridor extends west to east along I-94 from 35<sup>th</sup> Street to the Marquette Interchange and then along I-794 to the Lake Interchange, and north to south along I-43 from North Avenue to the Marquette Interchange and then along I-43 to the Burnham Canal.

### ***1.3 Project Information***

Literature Search Dates:

July and August 2000

Fieldwork Dates:

August and September 2000

CH2M Hill Liaison:

Charlie Webb

## **2.0 Environmental Setting**

### ***2.1 Geologic Setting***

The Marquette Interchange is located within what Martin (1965) has termed the Eastern Ridges and Lowland province of Wisconsin (Figure 2.1). The Eastern Ridges and Lowlands trend north to south from northeastern Illinois to the Michigan shore of Lake Superior. The province is underlain by a series of bedded dolomites and shales that dip gently eastward from the Niagara Cuesta. The Marquette Interchange project area is located on the back-slope of the cuesta, an area of folded and faulted dolomitic bedrock that extends across the Great Lakes. This geologic feature is buried by deep Pleistocene till in Milwaukee County. Till depths vary throughout the Eastern Ridges and Lowlands and local relief can vary as much as 150 feet in areas containing drumlins and moraines (Paull and Paull 1977). Till depths range between 50 and 200 feet in Milwaukee County and are generally shallower in the larger river valleys due to erosion and stream channel incision.

### ***2.2 Drainage and Topography***

Topography in the project area is controlled largely by glacial deposits and the local action of the Menomonee and Milwaukee Rivers. The Milwaukee flows north to south, paralleling the Lake Michigan shore for the majority of its length. This course is determined primarily by a series of lateral moraines deposited by the retreating Lake Michigan glacial lobe. The Menomonee also flows north and south for

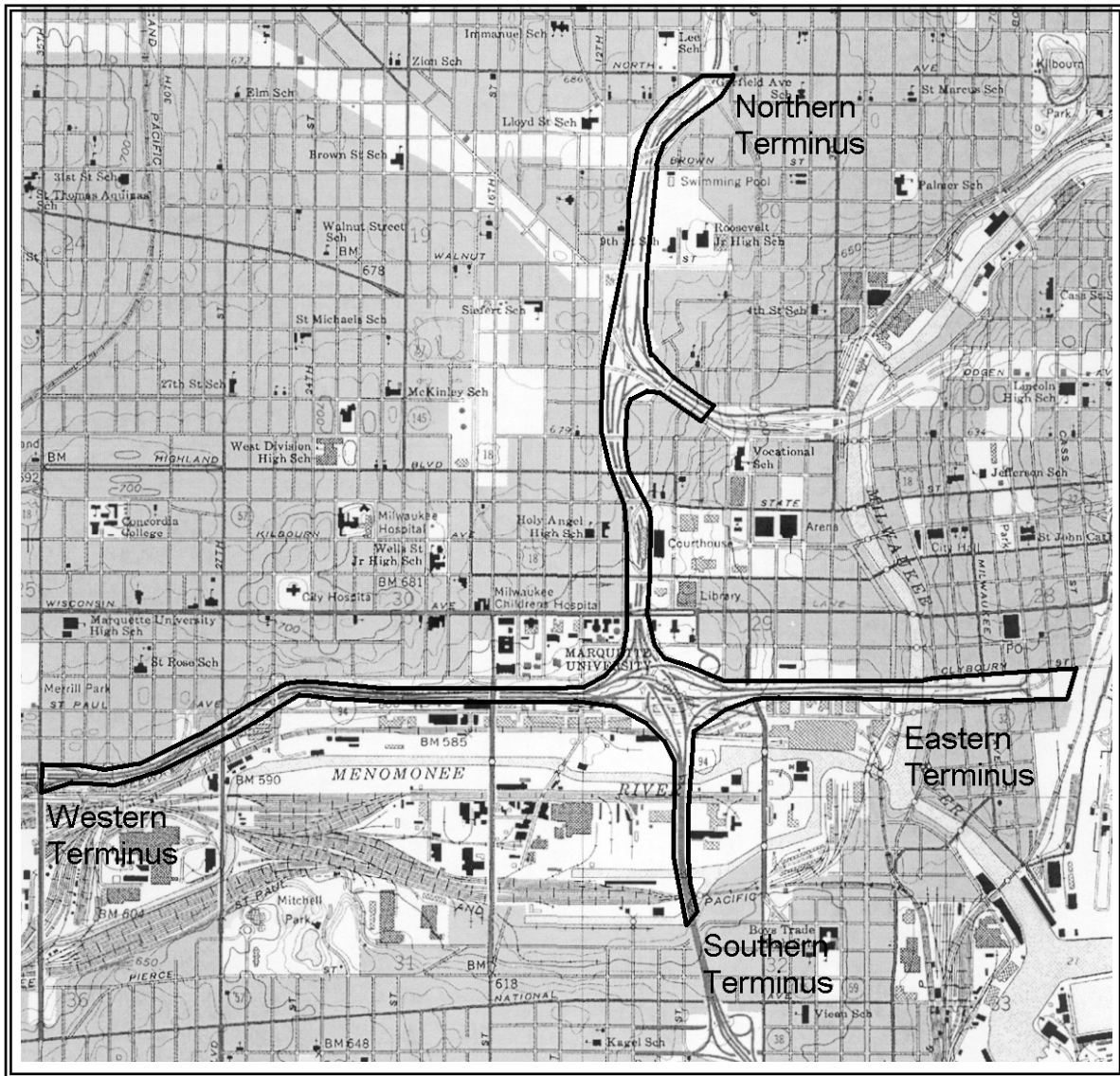


Figure 1.2: The Marquette Interchange Redesign Project Corridor (Milwaukee USGS 7.5').

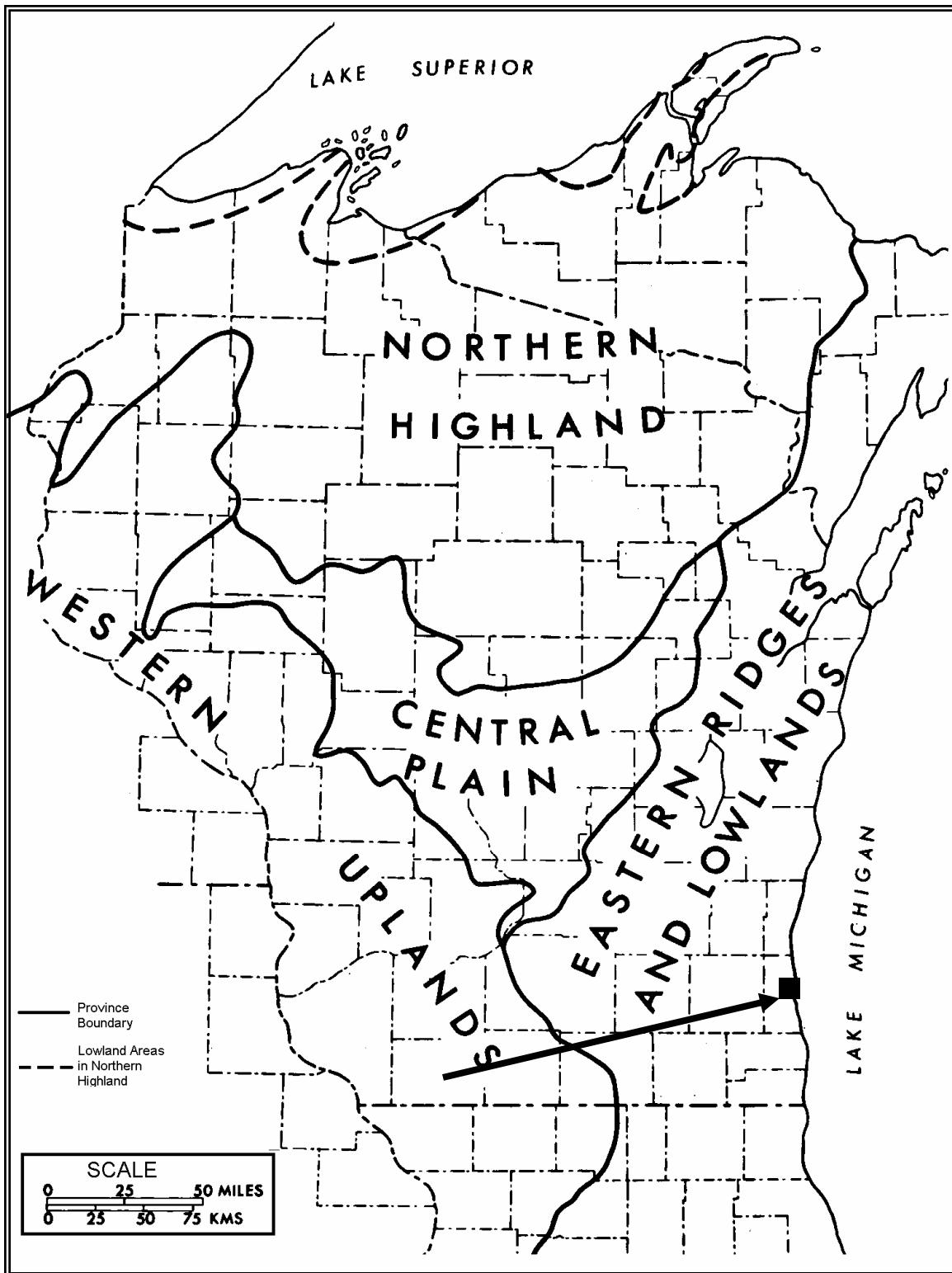


Figure 2.1: Geologic Provinces of Wisconsin, showing the location of the proposed project area (From Martin 1965).

the majority of its course, running to the west of the Milwaukee before turning eastward through a gap in the local moraine deposits to join the Milwaukee (Martin 1965). Both rivers formed during the late glacial period. Pulses of glacial melt water and fluctuating lake levels resulted in the creation of broad river valleys bordered by abrupt bluff lines and high terraces, now occupied by somewhat underfit streams. Drainage within the river bottoms is accordingly quite poor. The bottoms were formerly occupied by an extensive system of wetlands and tamarack swamps that confined initial Euro-American settlement to three discrete upland areas—Juneautown, Kilbourntown and Walker's Point (Bruce 1922, Wells 1970). The swamps dominated early Milwaukee, leading one settler to exclaim in 1836, "...a more miserable, God-forsaken place I never saw. The town, what there is of it, is right in the middle of a swamp. You can't go half a mile in any direction without getting into the water" (Wells 1970).

The northern segment of the project area is located within an area of rolling upland topography west of the Milwaukee River (Figure 2.2). The eastern segment crosses into the Milwaukee River valley and continues through an area of former wetlands before terminating in a high dune strand on the shore of Lake Michigan. The western segment runs along the margin of a high terrace, approximately fifty feet above the north margin of the Menomonee River bottoms. The southern segment extends across the former Menomonee River bottoms, an area once characterized by extensive wetlands, before terminating on the northern portion of the spit of high ground that would later be christened "Walker's Point."

### ***2.3 Pre-settlement Vegetation***

Regional vegetative cover prior to Euro-American settlement consisted of a mix of deciduous upland forest dominated by sugar maple, basswood and oak, and lowland marshes and swamps dominated by tamarack, cattail and wild rice (Curtis 1959). The close proximity of upland forest and lowland marsh vegetation proved a draw both to prehistoric and historic Native groups. Small patches of oak forest would have provided not only nut mass, but supported deer, squirrel, passenger pigeon and some smaller mammals and turkey. Groves of sugar maple would have been utilized both for sugaring and procurement of the inner bark of the trees for bread. In addition, the large marshes near the Menomonee River supported large numbers of migratory waterfowl, muskrat, fish and shellfish, as well as aquatic edible plants such as wild rice, cattail, arrowroot and duck potato (Western Historical Company 1881).

### ***2.4 Current Land Use***

At the time of survey, the project area was located in the heart of downtown Milwaukee. The southern and western segments (Figure 2.3) extend through the former Menomonee Valley industrial district. The industrial character of the district remains, but several areas (particularly along the southern segment) appear to be undergoing some revitalization and transformation to commercial use. The

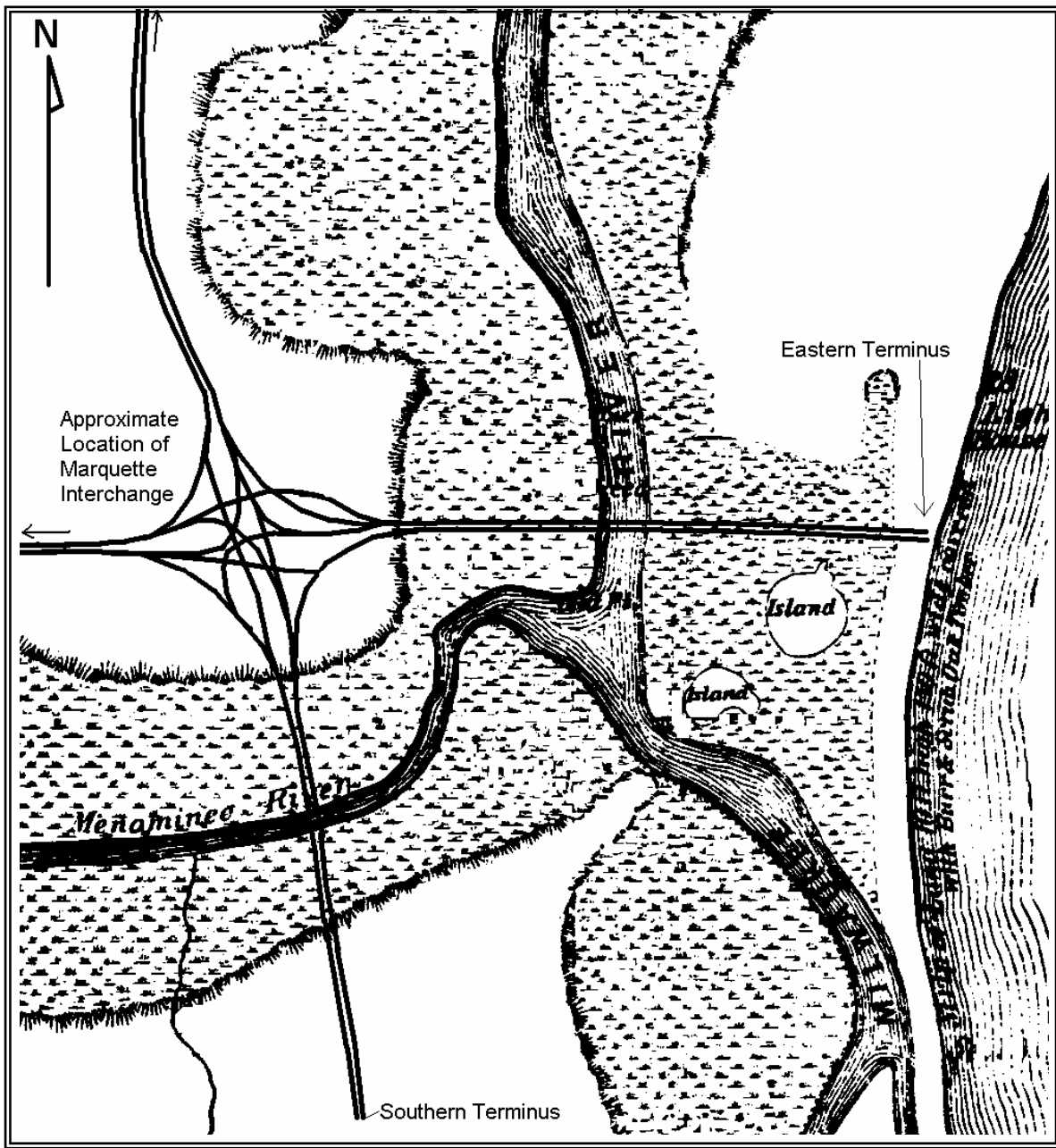


Figure 2.2: Approximate location of Marquette Interchange and approaches in relation to pre-settlement wetlands (adapted from Chase 1836).



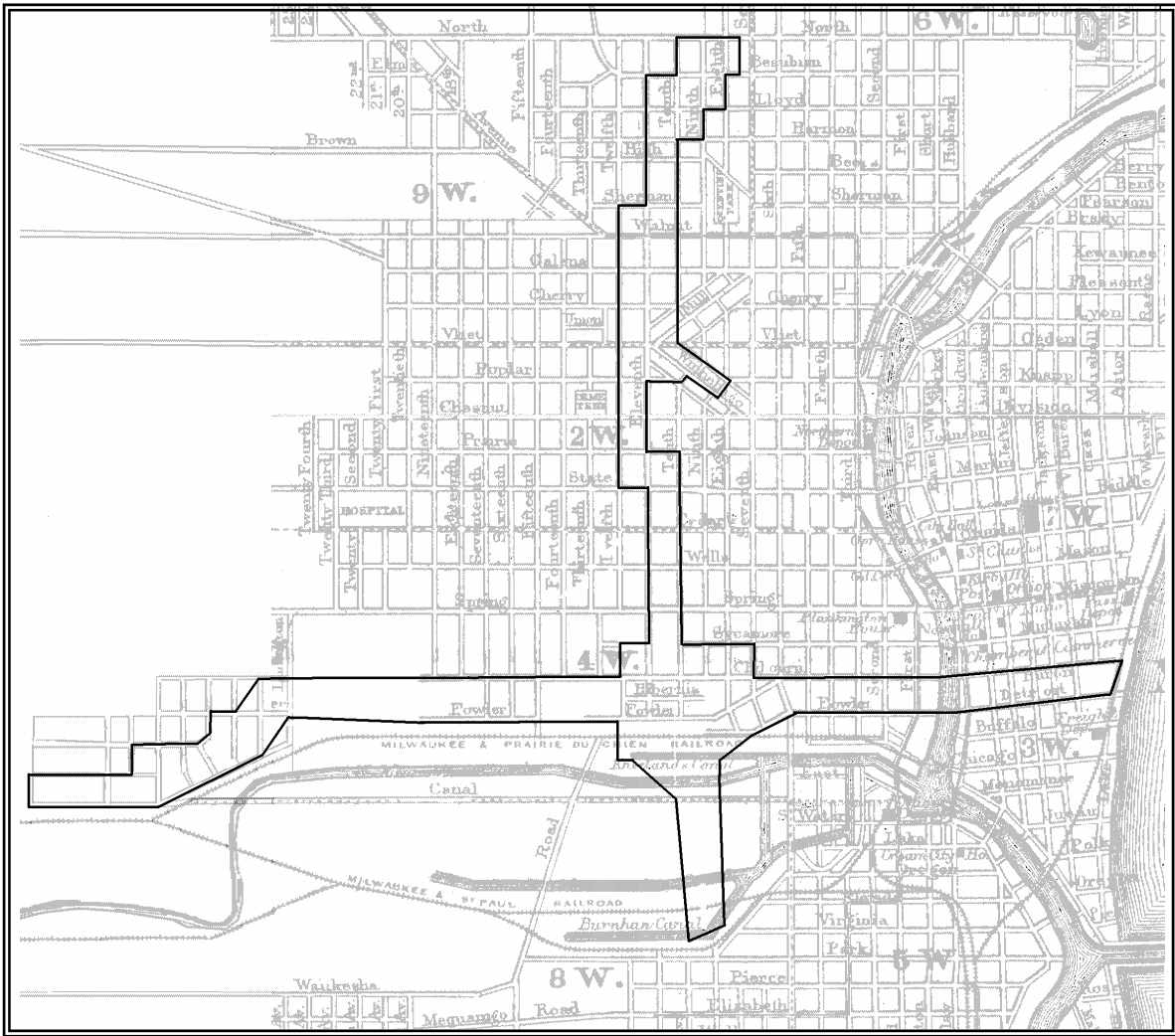


Figure 2.3: The Marquette Interchange Redesign Project Corridor (Adapted from Mitchell 1877).



*Figure 2.4: The Aldrich Chemical Company--the only standing structure remaining within the Marquette Interchange.*

eastern segment extends into the heart of the original central commercial district. The northern segment runs through an area of mixed commercial and residential use. The project corridor itself is currently occupied by the Marquette Interchange and associated freeway system (I-94, I-794 and I-43). The land below the elevated freeways has been paved over for use as parking space, and only small patches of green space remain. Most buildings in the project corridor were demolished prior to construction of the freeway, but a single multi-story brick building (occupied by the Aldrich Chemical Company) remains within the Marquette Interchange (Figure 2.4). Extant buildings also remain adjacent to the freeway system in portions of the western and eastern segments where only the north halves of city blocks were impacted by construction.

## 3.0 Cultural Context

### 3.1 Prehistoric Context

#### Paleo-Indian Tradition

Overstreet (1991, 1993) has suggested that the earliest occupation of southeastern Wisconsin may date as early as 13,000 BP. The **Chesrow Complex** was originally defined as falling late within the Early Paleo-Indian stage on the basis of excavations at the **Chesrow** site and surface collections at nearby sites in Kenosha County in southeastern Wisconsin. Though the complex has not been securely dated, Overstreet has argued for an early date based on the recovery of mammoth and mastodon remains bearing butchery marks, dated to 12,100-12,600 BP, on the same landforms and within the same geographic constraints as Chesrow complex material (Mason 1986a, Overstreet 1991, 1993).

The early Paleo-Indian fluted point complexes (**Clovis**, **Gainey** and **Folsom**) have been securely dated to the period between 11,500 BP and 10,000 BP. The fluted point complexes are distinguished by the presence of lanceolate projectile points, commonly manufactured of fine and exotic materials, which have been carefully thinned at the base by the removal of long, deep flakes which extend for varying lengths along the point and produce a distinctive, fluted appearance. Points belonging to the Clovis complex, dating 11,500-11,000 BP, have flute scars that extend less than one-third of their length. Folsom points (produced ca. 10,000 BP) have broad flute scars that extend nearly the entire length of the point. Gainey points fall between the two both morphologically and temporally (Stoltman 1991).

Early Paleo-Indian peoples have been stereotyped as big-game hunters specializing in mammoth and mastodon. While there is abundant evidence that these animals were hunted by humans in Wisconsin, the repeated use of lacustrine or marsh environments for occupation by early Paleo-Indian people suggests a concern for the availability of small game and aquatic resources.

The late Paleo-Indian stage is characterized by the use of long, slender, lanceolate and stemmed projectile points that were carefully fashioned of fine chert. The quality of flaking on some late Paleo-Indian points has been described by some researchers as high art. Most examples in southeastern Wisconsin were manufactured of orthoquartzite and fall within the **Agate Basin**, **Alberta**, **Eden** and **Scottsbluff** types. Basal grinding on those points is frequent and usually heavy (Mason 1997).

While late Paleo-Indian life ways have consistently been described as focused on a continuance of earlier big-game hunting strategies, evidence suggests that late Paleo-Indian peoples practiced a broad range of subsistence activities (Kuehn 1998). As in the early Paleo-Indian stage, social structure was probably based on small groups of related individuals, who moved frequently on the landscape and preferably occupied lakeshores and stream banks near the outlets of lakes (Mason 1997).

## Archaic Tradition

### Early and Middle Archaic Stages (9,000 BP to 3,500 BP)

The Early Archaic is characterized by the presence of formally diverse diagnostic projectile types such as **Hardin Barbed**, **St.Charles**, a variety of **Bifurcated Base** points and **Thebes**. Subsistence practices and social organization appear to have been similar to those during the Paleo-Indian period, and it appears likely that there is no clear line between the Early Archaic stage and the late Paleo-Indian stage other than that based on lithic typologies (Stoltman 1986, 1997).

The Middle Archaic stage in Wisconsin saw a number of technological innovations, including the first use of ground stone technology and copper metallurgy. The stage is primarily identified with cultural developments that culminated in the **Old Copper Complex**. The Old Copper Complex is known primarily from the excavation of several spectacular cemeteries (Freeman 1966, Ritzenthaler 1957). Identifying habitation sites contemporary with Old Copper Complex mortuary sites has depended mainly on projectile point morphology. A convincing argument has been made that the cluster of side-notched points diagnostic of the Middle Woodland stage (**Raddatz**, **Godar**, **Madison**, **Matanzas**, **Reigh**) are “everyday” variations on the ceremonial Osceola points accompanying Old Copper burials (Stoltman 1997).

Most Old Copper Complex artifacts have been recovered as surface finds in the east-central portion of the state, centering on Lake Winnebago (Wittry 1957). It was with the emergence of the Old Copper Complex that long-range trade networks between territorial groups were first established. The establishment of formal cemeteries hints that group mobility was at a fairly low level and cultural boundaries between groups were beginning to form. The eastern Old Copper burial assemblages contain goods that may have signaled individual status—copper headdresses and jewelry of exotic marine shell (Stoltman 1997). If so, Wisconsin was home to one of the earliest socially complex societies in the Upper Great Lakes.

### Late Archaic Stage (3,500 BP – 2,500 BP)

The arrival of the Late Archaic stage in southwestern Wisconsin is signaled by the appearance of new projectile point types, a decline in the use of copper and a lack of identifiable cemeteries (Stoltman 1997). Late Archaic projectile points are generally small, stemmed, side or corner-notched dart points. Few other artifacts diagnostic of this phase have been identified. The beginning of the stage seems to coincide with changes in the climate and environment. Starting around 3500 BP, oak savanna seems to have partially given way to closed oak forest as weather grew cooler and wetter. The impact of this environmental shift on Late Archaic populations is not well understood, as few well-stratified or single component Late Archaic sites have been scientifically excavated in Wisconsin.

The Late Archaic stage is the first to be well represented in southeastern Wisconsin. Sites have been located over a broad range of environmental and topographical zones. Based on excavations to date, it would appear that the Late Archaic stage represents a transition between the extremely mobile, small band strategies of the Paleo-Indian, Early Archaic and Middle Archaic stages and the less-mobile, seasonally dispersed populations of the Woodland tradition.

## Woodland Tradition

### Early Woodland Stage (5,000 - 2,300 BP)

The Early Woodland stage in southeastern Wisconsin encompasses two distinct cultural regimes. Residents of the area during the Early Woodland stage were participants in a variant of the Marion culture, a widespread phenomenon across the northern Eastern Woodlands (Esarey 1986, Green and Schermer 1988, Munson 1982). In many areas, the Marion culture is associated with Red Ochre ceremonialism. Red Ochre mortuary sites represent a leap in cultural complexity. The quantity and quality of grave goods is far greater than that found in Old Copper cemeteries. Burials were typically in-the-flesh internments placed in a flexed posture in pits in natural ridges, knolls and occasionally within artificially constructed mounds. Some bundle burials, cremations and extended in-the-flesh inhumations are known. Red ochre (powdered hematite), sometimes mixed with red sand, was liberally sprinkled over corpses and their associated grave goods during the course of burial ceremonies. Large caches of exotic and finely fashioned burial goods were placed with the remains of both adults and children—a pattern usually associated with the emergence of hereditary status differences (Stevenson et al 1997).

The Marion culture is responsible for the introduction of both ceramic technology and the practice of burial mound construction into southeastern Wisconsin. **Marion Thick** pottery was grit-tempered, cord-paddled inside and out, and took a distinctive conical or “flowerpot” form. Decoration was uncommon, but sometimes consisted of fingernail impressions on the exterior (Bozhardt et al. 1986). **Hilgen Spring Park Mounds** in Ozaukee County represents this early phase of the Early Woodland in southeastern Wisconsin (Bozhardt et al. 1986, Kehoe 1975, Van Langen and Kehoe 1971). Three conical mounds were excavated at this site, the largest of which was six feet high and 40 feet in diameter. These mounds were constructed using yellow and red soils to create a layered effect that likely had symbolic meaning for the builders. In addition to human burials, dog burials, hearths, fire pits and rock concentrations were uncovered. **Kramer Stemmed** projectile points complete the triad of diagnostic items for the Marion culture.

The latter part of the Early Woodland saw an evolution in pottery technology and a minor switch from square stemmed projectile points to **Waubesa Contracting Stem** points, diagnostic of the late Early Woodland stage in the Milwaukee area. Late Early Woodland ceramics are sand or grit-tempered, cord-

marked jars with relatively thin walls and slightly everted upper rim profiles. Decoration is applied directly over cord-marking in the form of bosses, incising, fingernail impressions and cord-wrapped-stick impressions. This material is closely related to that produced by the **Black Sand culture** in Illinois. This material has been included within the Prairie phase in southwestern Wisconsin (Stoltman 1990) and the Lakes Phase in south-central Wisconsin (Salkin 1986). Rusch (1988) has defined the **Onion River phase** based on excavations at the Bachman site in Sheboygan County. Sites belonging to the phase may be identified by the presence of **Onion River Incised** pottery and Kramer and Waubesa projectile points. The spatial extents of the Onion River phase have not been defined and no cognate phase has yet been adequately defined for southeastern Wisconsin.

Excavations of late Early Woodland sites in southeastern Wisconsin indicate that late Early Woodland peoples may have lived in large warm-season camps surrounded by specialized resource processing and extraction sites. The large camps would have broken up in the winter, as individual families spread out across the landscape. Though many late Early Woodland phase sites are located near shallow lakes and marshes, recovered faunal remains are curiously lacking in aquatic species (Stevenson et al 1997).

#### Middle Woodland Stage (2,300 B.P. – 1,500 B.P.)

The Middle Woodland Stage in southern Wisconsin is generally equated with the Hopewell Interaction Sphere, a widespread exchange system famous for its exotic raw materials, spectacular artwork, elaborate mortuary facilities and fine ceramics. The core areas of the Hopewell interaction were located to the south of Wisconsin, in Illinois and Ohio. The Middle Woodland Stage in southeastern Wisconsin has been incorporated into the **Waukesha phase**. Waukesha phase pottery is characterized by grit tempering and smooth exterior surfaces decorated using a wide variety of techniques. Ceramic types include **Kegonsa Stamped**, **Shorewood Cord Roughened**, **Havana Zoned**, **Naples Stamped**, **Neteler Crescent Stamped** and classic **Hopewell ware** (Goldstein 1992). Projectile point types dating to the Waukesha phase are commonly either corner notched or stemmed and include the **Snyders**, **Steuben**, **Monona Stemmed** and **Norton** types.

Waukesha phase peoples practiced mound burial, and interred their dead in rectangular pits covered by large conical mounds. Waukesha phase burials were extended, flexed or bundled. While this is common for most mounds, Waukesha phase burials are occasionally found in an upright, sitting position. This trait is uncommon among other Middle Woodland groups and appears to be unique to the Waukesha phase. Burials also rarely incorporate the elaborate Hopewellian grave goods found in contemporary mounds in southwestern Wisconsin and Illinois.

Waukesha phase habitation sites indicate a continued emphasis on hunting and gathering, with increased use of aquatic resources. Lippold (1973) has suggested that Waukesha phase peoples had begun to live in semi-sedentary communities supported in part by shellfish harvesting.

A later Middle Woodland phase, the Millville phase (AD 200-500) has been defined for the Driftless Area (Stoltman 1990), but a cognate phase has not yet been defined in southeastern Wisconsin, probably due to a lack of appropriate data, poor chronological control, lack of intensive research, or a combination of all three.

#### Late Woodland Stage (1,500 B.P.- 1,000 B.P.)

The Late Woodland stage in the eastern United States has often been viewed as a transitional phenomenon by a number of researchers. This, however, is not the case for Wisconsin where even the earliest archaeological researchers were aware of, and intrigued by, monumental earthworks that dotted the landscape (ex. Lapham 1855, McKern 1928, 1929, 1930, Peet 1890). As research on the Late Woodland has progressed, it has become clear that while the Late Woodland stage is transitional in some aspects, others indicate a unique and well-developed stage with a complexity that is expressed not in material goods, but in ceremonialism and ritual. In other words, it does not represent a decline between two climaxes, but rather reorganization and consolidation of regional and macroregional networks that laid the groundwork for larger sociopolitical units. The early portion of the Late Woodland was, in essence, a continuation of the lifeways that had been gradually developing over the last thousand years. People continued to hunt, gather and fish, live in small groups and practice a seasonal round (Arzigian 1987, Theler 1987, Storck 1974).

Some transitional aspects of the Late Woodland stage relate to changes in subsistence strategies, settlement patterns and technology. It has become increasingly clear in the last 10 years that sometime around AD 850 maize began to play a more significant role in the diet of some Late Woodland groups (Arzigian 1987). Certainly by 1000 BP, maize had become a mainstay for a number of contemporaneous peoples who occupied the Wisconsin landscape. The adoption of more intensive horticultural economies apparently had profound effects on settlement patterns as sedentism became more prevalent among prehistoric peoples (Dirst 1988, 1995, Richards 1992, Salkin 1987, 1993). The establishment of permanent villages at a number of locations in the eastern portion of Wisconsin confirms the impact that the rigors of maintaining a maize-based diet had. Population appears to have increased during the Late Woodland, presumably as a result of changes in diet and settlement patterns.

Several major changes in material culture and ceremonial practices mark the **Horicon phase**. Cord and fabric impressed ceramics (**Madison Cord-Impressed, Madison-Fabric-Impressed**) dominated Horicon phase ceramic assemblages. Madison ware ceramics are generally globular in form, grit-tempered and almost always in the form of large jars, although several smaller bowl-like vessels are

known from a number of sites. Exteriors are cord-marked with decoration being confined to the inner lip, outer lip, lip surface, and the exterior rim to the neck of the vessel. Rims may be incurving, flared or straight. When decoration is present, it is usually in the form of single or multiple cord impressions in linear bands or geometric patterns.

The primary technological innovation of the stage was the widespread adoption of the bow and arrow. The bow and arrow were introduced into Wisconsin circa 1,300 BP, and small arrow points are the most abundant projectile points found in archaeological sites occupied after that date. Lithics from Effigy Mound culture sites are often made from local Prairie du Chien and Galena cherts as well as any of the silicified sandstones found in northwestern Wisconsin. The lithic tool kit appears to be generalized with a high proportion of utilized and retouched flakes relative to more formal patterned tools. Drills, endscrapers and spokeshaves are known from rockshelter and open-air sites. Projectile points seem to be present in three forms: triangular, small corner-notched and small, stemmed points. It seems likely that the triangular points (**Madison Triangular points**) and small corner-notched points (**Klunk points**) are part of a bow and arrow delivery system, while the small stemmed points may represent spear or atlatl points.

Prior to 1987, the Late Woodland stage was synonymous with the **Effigy Mound culture**. As it is recognized today in Wisconsin, the Effigy Mound culture is used as an umbrella term that incorporates at least two phases, the Horicon phase in south-central Wisconsin (Salkin 1987, 1993), the Eastman phase in southwestern Wisconsin (Stoltman 1990), and several phases not yet completely defined in northwestern and north-central Wisconsin.

The distribution of Effigy Mound culture sites is predominantly in the southern three-quarters of Wisconsin with additional sites in northern Illinois, northeastern Iowa and southeastern Minnesota. Site types include rock shelters, caves, multi-seasonal open-air villages, short-term encampments, seasonal resource exploitation camps and the highly visible effigy mound mortuary complexes typically located on elevated terraces near waterways, marshes and lakes. Very little is known of Effigy Mound domestic architecture, although three shallow oval basins excavated at the Sanders site (47Wp26) (Hurley 1975) suggest that small oval wigwam type houses were utilized. In addition, several "keyhole" shaped structures with associated Madison ware ceramics were recently excavated at the **Statz** site in Dane County (Meinholz and Kolb 1997). Salkin has argued that Horicon phase peoples utilized large habitation sites for socializing and ceremonial purposes and then occupied small sites at other times of the year (Salkin 1993). The size and distribution of sites has been used as support for a band-level hunting and gathering lifestyle for the Effigy Mound peoples (Mallam 1976).

By definition, Effigy Mound culture mortuary sites contain one or more earthen, animal-shaped effigy mounds. Mound shapes include "panthers", birds, waterfowl, bears, canines, deer, buffalo, "turtles" and humans (Birmingham and Rosebrough 2000, Christiansen n.d, McKern and Ritzenthaler 1949, Rowe



1956; Stoltman and Christiansen 2000). Effigy Mound peoples also constructed long “linear” mounds and small conical mounds. Unlike earlier Red Ochre and Hopewellian mounds, these mounds were generally low, contained few, if any, grave goods and contained the remains of only a single individual, though some mounds with multiple interments, (and some with none at all), are known. Articulated and bundle burials, cremations, pit burials, primary mound floor and primary mound fill burials were all common. The only consistency in burial regime was the placement of the corpse near the “heart” of the effigy (Stevenson et. al. 1997). Though many excavated Late Woodland mounds contain burial features, not all do. This has led several researchers to suggest that the importance of the mounds lay in the process and ceremonies accompanying their construction, and not only in their use as burial markers (Mallam 1976).

#### Terminal Late Woodland (1,100 BP- 800 BP)

Sometime around 1,100 BP, significant changes took place on the landscape of southern Wisconsin. A few ceramic vessels in east central Wisconsin were produced with a distinctive folded rim, which produced the appearance of a “collar” around the pot. Though used in small amounts at first, collared pottery became more popular and replaced the earlier Madison ware entirely by 950 B.P. The resulting **Point Sauble** and **Aztalan Collared** types are the diagnostic hallmarks of the terminal Late Woodland stage. At the same time that this ceramic transition was taking place, maize was introduced into the Late Woodland diet in increasing amounts. By 1,000 B.P. fully horticultural societies had arisen and the first sedentary villages in Wisconsin were occupied (Stevenson et al 1997). Some of these early villages were fortified with post palisades (Salkin 1993). This set of changes signaled the onset of the terminal Late Woodland in southern Wisconsin. In the eastern part of the state (east of the Driftless Area), the terminal Woodland has been called the **Kekoskee Phase** (Salkin 1987, 1993).

There are strong indications that the socio-political dynamics of southern Wisconsin became more complicated as sedentism took hold and diverse cultural groups either developed within, or moved into, southern Wisconsin. By AD 1050, the terminal Late Woodland village of **Aztalan** was occupied by a group of Cahokian **Middle Mississippians** and **Oneota** settlements were springing up in northwestern, northeastern and southeastern Wisconsin.

### **Mississippian Tradition**

#### Middle Mississippian (1000 BP to 750 BP)

Evidence of a Middle Mississippian presence in southern Wisconsin is confined to only a handful of sites, which has led researchers to the conclusion that it is largely an intrusive presence. Middle Mississippian peoples were different from surrounding Late Woodland groups in a number of ways. First,

they were a fully sedentary agricultural people depending on maize, beans and squash. Second, they appear to have had a ranked society that was organized around chiefly authority. Third, they constructed monumental architecture that included platform temple mounds, large bastioned palisades and specialized public buildings. Fourth, they utilized a very specialized ceramic technology that included the use of crushed freshwater clamshell as a tempering agent. In addition to this new temper, they also made a wider variety of vessel forms that included jars, water bottles, plates, and bowls that were occasionally slipped with red, black, white or brown pigments. The diagnostic Middle Mississippian ceramic types are **Powell Plain** and **Ramey Incised**. Lithic technology was based around a generalized core reduction strategy and the typical projectile point was a small, thin, notched or multi-notched triangular point (Christiansen 2000).

Middle Mississippian peoples, or at the very least, ideas, were present in southern Wisconsin sometime between A.D. 1000 and A.D. 1050. It is thought that Middle Mississippian people took at least two routes north, one to the west along the Mississippi River trench and a second from Illinois via the Rock River. The eastern route brought Middle Mississippian peoples into contact with Late Woodland Kekoskee phase people who had already settled at several locations. It appears that some type of relationship was established with these people and the small village of **Aztalan** metamorphosed into a 22-acre mixed Kekoskee/Middle Mississippian village with three platform mounds. Middle Mississippian presence is seen at several other sites in the form of trade goods and locally made imitations of Powell Plain and/or Ramey Incised. Evidence for a Middle Mississippian presence in Wisconsin ceases shortly after A.D. 1250 when portions of Aztalan were apparently burnt (Barrett 1932, Christiansen 2000).

#### Oneota (1000 BP to 400 BP)

Some Late Woodland communities appear to have adopted elements of Mississippian material culture and ideology, and evolved into a group of related cultures termed the **Oneota**. Oneota peoples adopted many elements of Mississippian material culture, including the manufacture of smooth surfaced, shell-tempered pottery decorated with trailed geometric and curvilinear motifs, and a heavy reliance on maize horticulture. Like the terminal Late Woodland peoples of eastern Wisconsin, they inhabited large, sometimes fortified, sedentary villages. Oneota material culture was variable, due in part to the differing responses of local groups to Mississippian ideology and technology. The geographic distribution of Oneota villages was discontinuous, as not every Late Woodland stage group accepted new ideas (Christiansen 1999, Overstreet 1997).

The sudden pre-occupation with fortification systems that developed with the emergence of sedentary societies may be due in part to the close proximity that the culturally dissimilar terminal Late Woodland, emergent Oneota and Middle Mississippians found themselves in. However, while terminal

Late Woodland and Middle Mississippian sites in the area are frequently fortified, only a single fortified Emergent Oneota site has been noted to date.

Subsistence revolved around fishing, shellfish harvesting, hunting and trapping of aquatic mammals and a horticultural system involving corn, beans and squash. Shell middens, shellfish processing areas, garden beds and rock piles produced during field clearance are common both near and within habitation areas. Wild mast crops, such as hickory, walnut, butternut, acorn and hazelnut were collected, and there is evidence that deer and elk were hunted (Overstreet 1997).

### **3.2 Historic Context**

#### **Historic Native Americans (400 BP- present)**

Oneota culture appears to have persisted into the Historic period, based on excavations at the **Astor site** in modern Green Bay. Items of European manufacture were found there in association with Oneota shell-tempered ceramics. Fragments of brass kettles, a glass bead and a clasp knife were recovered from the site, along with a grit-tempered **Bell Type I** pot (Wittry 1963, Mason 1986b). Bell Type I pottery has been associated with the historic Potawatomi and Mesquakie. The ethnic affiliations of the Oneota communities have not yet been established, but their geographic location and material culture of the eastern Classic Oneota matches early European descriptions of the “**Ouinipigou**” (Winnebago/Ho-Chunk). It appears that Oneota populations had declined by historic contact (presumably due to epidemic disease and an increase in regional conflict) and contact had been established with the Mesquakie, Potawatomi and other groups being pushed westward by disturbances resulting from Euro-American colonization (Hall 1962, Overstreet 1997).

These disturbances, coupled with an increasing reliance on items of European manufacture, resulted in a cessation of pottery and stone tool manufacture. As a result, it is very difficult in most cases to link historic residents of Wisconsin to prehistoric cultural complexes. The association of the Ho-Chunk with the eastern Oneota, though tentative, still remains the strongest to date.

The early Historic period, in a formal sense, is traditionally said to have begun in 1634, when Jean Nicolet is believed to have landed at Red Banks on the shore of Green Bay (though Hall and other researchers have questioned whether this location is correct [Hall 1993]). Nicolet had been sent as an envoy to the **Ho-Chunk** nation with the intent of establishing a peace treaty between their nation and the Ottawa, in order to facilitate the flow of furs into French territory. As competition for those furs between native tribes and European groups increased, warfare and population movement accelerated. War parties from eastern fur-trading tribes began to attack the Ho-Chunk, whom Nicolet had failed to convince of the benefits of trade with the French. These parties carried epidemic diseases with them, and the resulting outbreaks killed nearly two-thirds of the Ho-Chunk (Lurie 1980).

In 1649 the Huron abandoned their traditional lands, opening a passage along the northern shore of Lake Huron and along the islands spanning the straits between Lakes Superior and Michigan and into Green Bay. Pressure supplied by Iroquois raiders pushed refugees from the eastern Great Lakes, Upper Peninsula of Michigan and Ohio Valley eastward into Wisconsin. These groups, including the Potawatomi, Ottawa, Ojibwa, Mesquakie, Sauk, Mascouten, Huron, Kickapoo and Miami, moved into lands that may have been formerly controlled by the Ho-Chunk. Out of this number, the Potawatomi would eventually gain control of the Milwaukee area.

Archaeological investigations seem to connect the **Potawatomi** to a number of prehistoric sites on the Lower Peninsula of Michigan (Quimby 1966). Nicolet reported that the Potawatomi were “neighbors” and trade partners of the Ho-Chunk at the time of his visit, and were recorded as living on islands at the mouth of Green Bay by AD 1640. Excavations on **Rock Island**, an early historic Potawatomi settlement, yielded Bell Type I pottery and small triangular projectile points identical to those used in the area since the early Late Woodland stage (Mason 1986b).

At historic contact the Potawatomi occupied a far-flung territory extending from the Upper Peninsula of Michigan to the Door Peninsula (Potawatomi). The Potawatomi, and their relatives the Ottawa and Ojibwa, established firm trade relations with the French shortly after first contact. The subsequent location of their villages was determined in large part by the presence of French trade posts or forts.

The Potawatomi, finding difficulty establishing a monopoly on French-Native trade in the Green Bay region, expanded southward down the Lake Michigan coastline. There are references to a mixed Potawatomi, Mascouten and Mesquakie settlement at the mouth of the Milwaukee River as early as the late 1600's. Competing villages were also established along the Milwaukee River by the **Mesquakie** and **Sauk**. The following decades saw a decline in the strength of the Sauk and Mesquakie, and the Potawatomi moved into southeastern Wisconsin in force in the early 1760's. From 1750 on, the Potawatomi maintained control of trade in the Milwaukee River basin, and maintained villages of varying ethnic makeup near the early French trading posts at the mouth of the river (Wyatt 1986).

The first named village was headed by **Siggenauk**, who presided over a mixed Ottawa, Potawatomi, Ojibwa and Sauk constituency. Siggenauk's village, established sometime around 1769, was located south of the junction of the Menomonee and Milwaukee Rivers, at what would become known as Walker's Point. A second Potawatomi village, under the leadership of the Menominee **Onaugesa** (who had married into the village), was established northwest of the intersection of the Menomonee and Milwaukee Rivers around 1785. Only ten years later **Jean Baptiste Mirandeu** and **Jacques Vieau, Sr.** arrived and erected a trading post south of the Menomonee River near the location of modern Mitchell Park. These villages, supplied by Vieau, thrived well into the 1800's, attracting Menominee and Ho-Chunk refugees from the Green Bay area (Tanner 1987). Onaugesa's Village was

described by contemporaries as composed of approximately 30 bark longhouses and lodges, surrounded by agricultural fields. Population in the village in 1800 was estimated at 75 families, each farming approximately 5 acres (Wheeler-Voegelin 1974). The villagers relied heavily on the surrounding marshlands for migratory waterfowl and muskrat and produced maple sugar for trade in the spring (Wyatt 1986).

Siggenauk and his people appear to have left the Milwaukee area around the time of Vieau's arrival, and their vacated lands were soon occupied by Potawatomi under the leadership of Pauschkenana. Native population in the future Milwaukee area quickly boomed. A second village formed for a short time in the early 1820's on Walker's Point under a sub-chief known only as "**The Runner**". By the period of Milwaukee's foundation in the early 1830's, Onaugesa's village had relocated east of the Milwaukee River to a strip of high ground overlooking Lake Michigan. Tanner places a Potawatomi village headed by **Kenozhaykum** in the former location of Onaugesa's village in 1830. The relationship of Kenozhaykum's village to Onaugesa's village and the two new Potawatomi villages is unknown. Settlers accounts state that the Kenozhaykum village had a population of about one-hundred people living in wattle and daub wigwams (Wells 1970).

**Pauschkena's village** was still located on Walker's Point, south of the junction of the Milwaukee and Menomonee Rivers. Vieau later recalled that this village was inhabited by a mix of Potawatomi, Sauk and Ho-Chunk by 1830, and its residents came into considerable conflict with the early settlers at Milwaukee. The "**Walker's Point Rogues**", as they came to be called, occupied the village primarily during the summer months, and dispersed into surrounding woodlands in the winter. Pauschkena was made up of a large number of bark lodges, and had a population of between 1000 and 1200 in the summer months. The village was surrounded by an extensive system of agricultural fields. The inhabitants of **Pohquaygeegun's village**, located at the base and crest of a limestone ridge to the west, were looked upon more favorably. Pohquaygeegun's village was of comparable size, and its residents produced large amounts of maize and potatoes to trade with the newly settled Euro-American residents of Milwaukee (Bruce 1922).

By 1832 increased Euro-American settlement and threat of hostile Sauk under the leadership of Black Hawk led the native population to relocate to a single village north of the Menomonee, near Vieau's post. The new village, **Cawosett**, was located at or near the former location of Pohquaygeegun's village (Figure 3.1). Cawosett was struck by a severe smallpox epidemic the following year, and one of Vieau's sons would later write of massive casualty figures and severe hardships suffered by the survivors (Tanner 1987, Wells 1970). Vieau and his family assisted with burial of the victims and allocated their resources to the relief effort, nearly bankrupting themselves in the process. Despite Vieau's efforts increased Euro-American settlement led to rising levels of resentment in Cawosett. A massacre of Milwaukee's few inhabitants was planned in 1835 when the male Euro-American population had set out on a trading

expedition to Green Bay. The “massacre” was foiled when Josette Juneau (daughter of Jacques Vieau, Sr. and wife to Solomon Juneau), was tipped off and spent the night patrolling Water Street (then the *only* street in Milwaukee) with a musket. As Wells would later put it “Some of the warriors were ready to call off the massacre then and there—they had no intention of tangling with Mrs. Juneau” (Wells 1970).

Treaties calling for cession of land in the Milwaukee area had been signed as early as 1831 (signed by the Menominee) and 1833 (signed by the Potawatomi). Walker’s point was supposed to remain in Potawatomi hands until 1836, but incoming white settlers paid little attention to Potawatomi title—a major factor in the abortive “massacre” of 1835. By 1838 Milwaukee was booming and the Potawatomi had had enough. Jacques Vieau, Jr. was hired to transport the inhabitants of Cawosett westward. Native control of Milwaukee effectively ended that year, though small groups periodically returned to the area for the next two decades (Wells 1970, Western Historical Company 1881, Wyatt 1986).

Settler’s accounts mention several small villages and camps in Milwaukee in the years following removal. A small camp (MI-0190) was supposedly located between Ogden and Knapp in Juneautown in the 1840’s, and some residents may have returned to Kenozhaykum’s village in 1841. A Menominee encampment was occupied on the northwestern limits of Milwaukee between 1849 and 1850, a party of Ho-Chunk resided nearby near Cannon’s Pond in 1850, Potawatomi are supposed to have lived and farmed along the east bank of the Milwaukee River in 1854, and visiting Potawatomi and Oneida are reported to have camped along Cherry Street near Tenth as late as the 1870’s (Brown 1916, OSA Site Files n.d.).

## **Historic Euro-Americans (400 BP- Present)**

The first Europeans to visit the Milwaukee area were French and it seems that many of the well-known missionaries stopped at least once at the mouth of the Milwaukee River. **Father Pierre Marquette** visited the region on October 26, 1674, and although he does not mention the name Milwaukee, his description matches what is known of the area. In 1676, **Father Claude Allouez** visited Milwaukee as a missionary at least once. On October 7, 1699, **John B. de St. Cosme** was storm-bound at “Melwarick,” a word that is believed to be an early derivation of Milwaukee. For the next 50 years, Milwaukee is not mentioned in any historical records, but it is not clear if that is a flaw in the historical record or whether Euro-Americans passed the area by (Bruce 1922, Western Historical Company 1881).

It is known that during the French and Indian war, or as early as 1757, there were traders in Milwaukee who sold a variety of goods and took furs in payment. Between 1760 and 1765, a number of French and English traders visited Milwaukee on a seasonal basis, but the first trader to leave any extensive record of himself was **Alexander La Framboise**. The date of his arrival in Milwaukee is uncertain, but it is thought that he was well established as early as 1784 at the mouth of the Milwaukee

River. His brother managed his trading post for a number of years starting sometime after 1786, but by 1800, the business had failed and the post had closed. Between 1789 and 1790, **Jean Baptiste Mirandeu** visited Milwaukee with **Jacques Vieau Sr.**, of Quebec and they established a post where Mirandeu lived on a semi-permanent basis. Vieau visited annually until 1805 when he became a full-time resident. **Solomon Juneau** joined Vieau in September of 1818 as his clerk, and soon after began business for himself. Around 1800, **John B. Beaubien** began trading in Milwaukee and he was followed by a number of traders including **Laurent Fily**, **James Kinzie** and **Hypolite Grignon** (Still 1948, Wells 1970, Western Historical Company 1881).

Vieau built his trading post about two miles up the Menomonee River near the present site of Mitchell Park (Figure 3.1). His post consisted of a substantial log house, a magazine for powder and goods and a warehouse for furs. In 1820 Juneau married Josette Vieau and shortly thereafter constructed a house made of tamarack poles that stood on the east side of the Milwaukee River at the corner of Wisconsin and East Water Streets (Bruce 1922, Western Historical Company 1881). By 1833, Juneau and his partner **Morgan L. Martin** laid claim to much of the east side of Milwaukee from the Milwaukee River to the shore of Lake Michigan. **Colonel George H. Walker** arrived in Milwaukee in the spring of 1834 as did **Byron Kilbourn**. Walker is credited as being the "founder" of the south side of Milwaukee and had a residence at Walker's Point near the corner of Water and Ferry Streets. Kilbourn arrived in Milwaukee with a government contract to survey portions of what would become the city of Milwaukee. In the process of doing so, he also staked claim to a considerable portion of the high ground west of the Milwaukee River upon which he set up a residence and a community (Western Historical Company 1881)

By 1835, Milwaukee was a booming American community with two sawmills, at least one warehouse, two-dozen dwellings, three stores and one tavern (Figure 3.2). The federal government ordered in 1839 that the land not owned by Juneau, Kilbourn or Walker should be sold, leading to the consolidation of three proto-Milwaukee communities "Juneautown", "Kilbourntown", and "Walker's Point". Walker soon ran into difficulty validating his land claims, and the early years of the community were dominated by strife between Juneau and Kilbourn. Juneau's settlement had the advantage of several years head start on Kilbourn, but was cut off from the rest of the state by the Milwaukee and Menomonee Rivers. While Walker struggled with obtaining title to the south side, Kilbourn constructed a bridge over the Menomonee River and a road through the swampy bottoms to intercept the flow of immigrants to the new community. After some heated competition between Kilbourntown and Juneautown that came to a head over the construction of bridges across the Milwaukee River (resulting in the infamous Milwaukee Bridge War), Milwaukee became a city in 1846 (Figure 3.3) (Wells 1970). The early competition between Juneau and Kilbourn is still evident today in the angled bridges crossing the Milwaukee, as Kilbourn deliberately laid out the streets of Kilbourntown so that they would *not* match those of Juneautown.

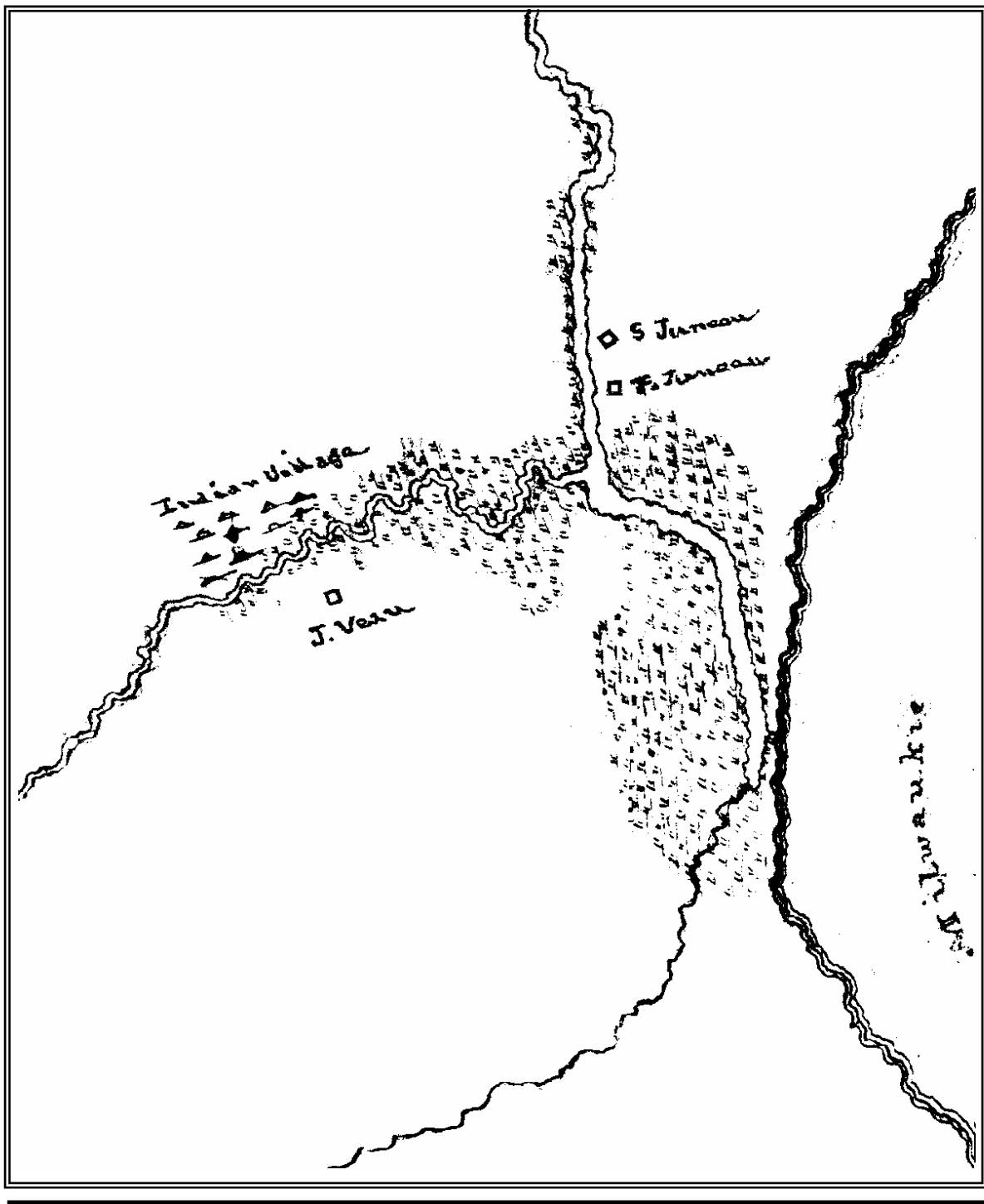


Figure 3.1: Milwaukee in 1833, showing location of early trading posts and the Casowett Village  
(From Chase 1833).





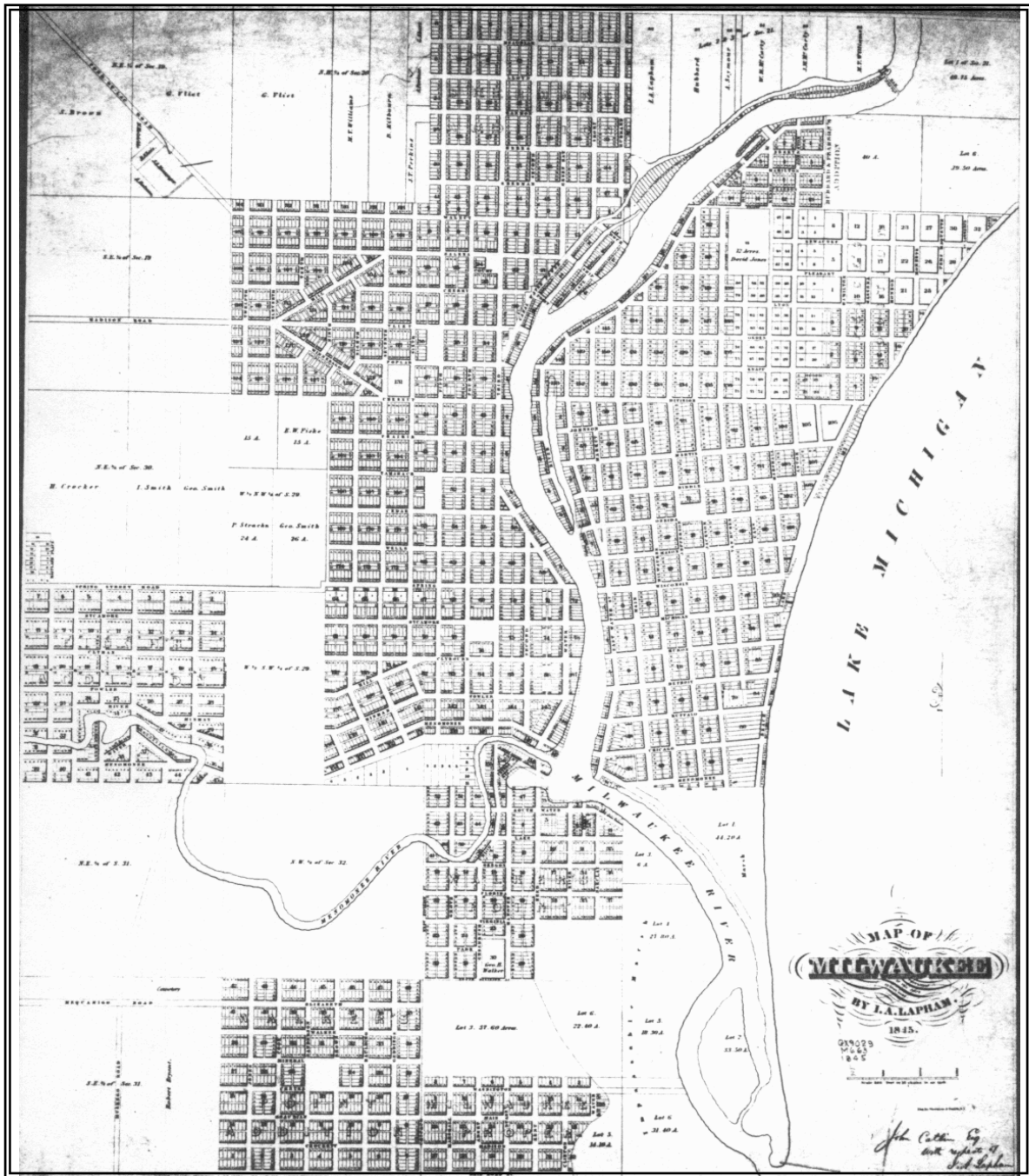


Figure 3.3: Milwaukee in 1845 (From Lapham 1845).

The following years saw an influx of Euro-American immigrants to the booming community. The period between 1840 and 1860 was one of rapid growth (Figures 3.4). Milwaukee grew faster than any other American city during the 1840's (Wells 1970). By the 1860's "Kilbourntown" and "Juneautown" were all but forgotten, as Milwaukee merged into a single community (Figures 3.5 and Figure 3.6). Street plans and addresses were reorganized in the early 1860's to reflect this new communal identity (Still 1948, Wells 1970). By 1900 the modern city plan of Milwaukee was essentially set, and would remain more or less unchanged until massive freeway and utility construction began in the late 1950's (Wells 1970) (Figure 3.7).

## **4.0 Methodology**

The requirements for the Marquette Interchange phase I archaeological survey were such that two general data sets were utilized in the generation of a complete land-use history for the project area. The first set of resources focused on potential prehistoric cultural resources while the second set focused on historic resources. As such, a description of the methodology has been divided into two sections and is presented below.

### **4.1 Prehistoric Cultural Resources Literature Search**

Initial searches were conducted using the Wisconsin Archaeological Sites Inventory (ASI) located in the office of the Wisconsin State Archaeologist at the State Historical Society of Wisconsin. Site locations and numbers were transcribed from Office of the State Archaeologist (OSA) topographic maps, and information concerning the location, cultural affiliation and prior fieldwork recorded in the ASI was then obtained for each site within a mile of the project area. An archival search was then conducted using a variety of sources. General Land Office (GLO) plat maps, archival maps dating from the early 1800's and county and city histories were consulted for information concerning historic trails, the location of early trading posts and Native American villages (See References Cited for a full list of archival sources).

The Charles E. Brown Manuscripts and Atlas were also consulted for information on prehistoric and early historic sites. Brown was born in Milwaukee on October 24, 1872 and lived there until 1908 when he moved to Madison to become the director of the Museum of the State Historical Society of Wisconsin (Gregory 1944). Brown's interest in the cultural resources of Milwaukee led to a long career in the service of archaeology within the state of Wisconsin and ultimately found many expressions, the most germane to this project being Brown's *Archaeological History of Milwaukee County* (Brown 1916). Brown had for years consulted with numerous historical and archaeological luminaries familiar with Milwaukee

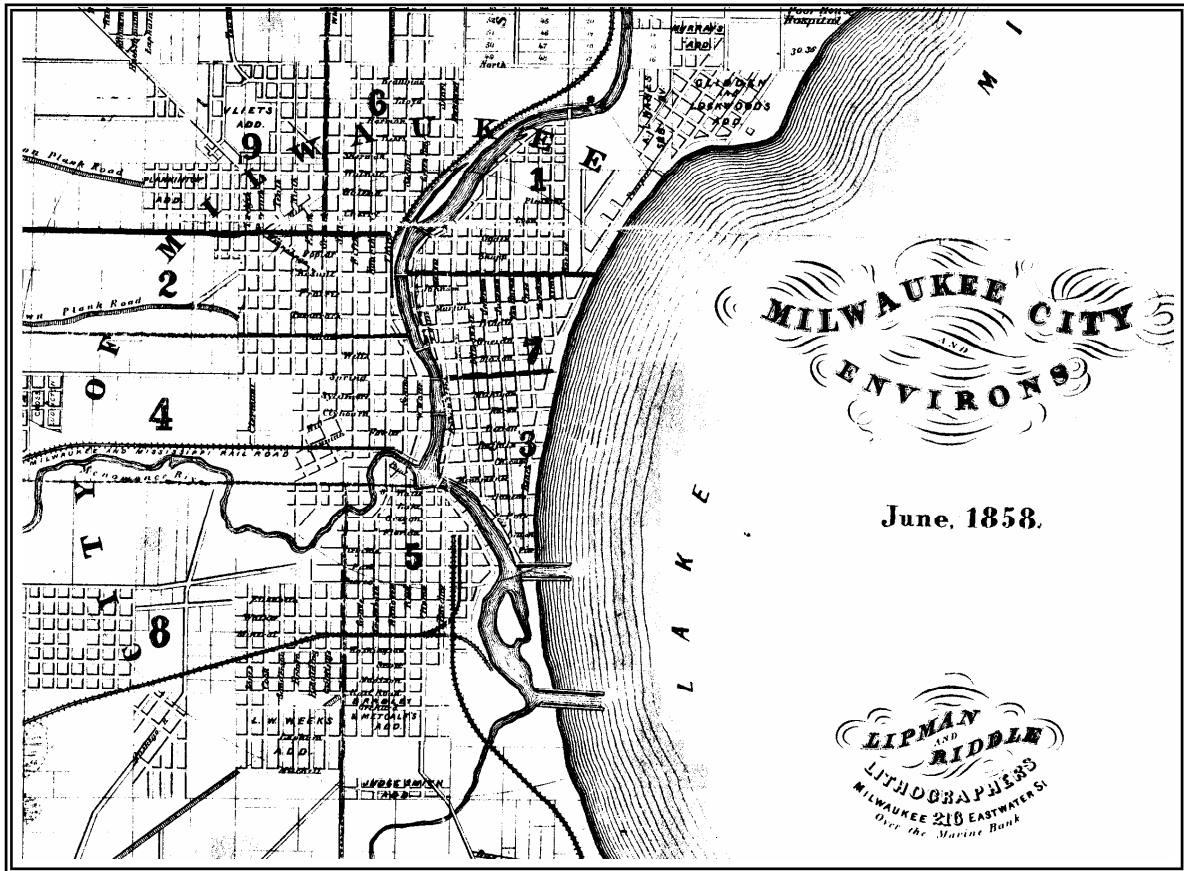


Figure 3.4: Milwaukee in 1858 (From Lipman and Riddle 1858).

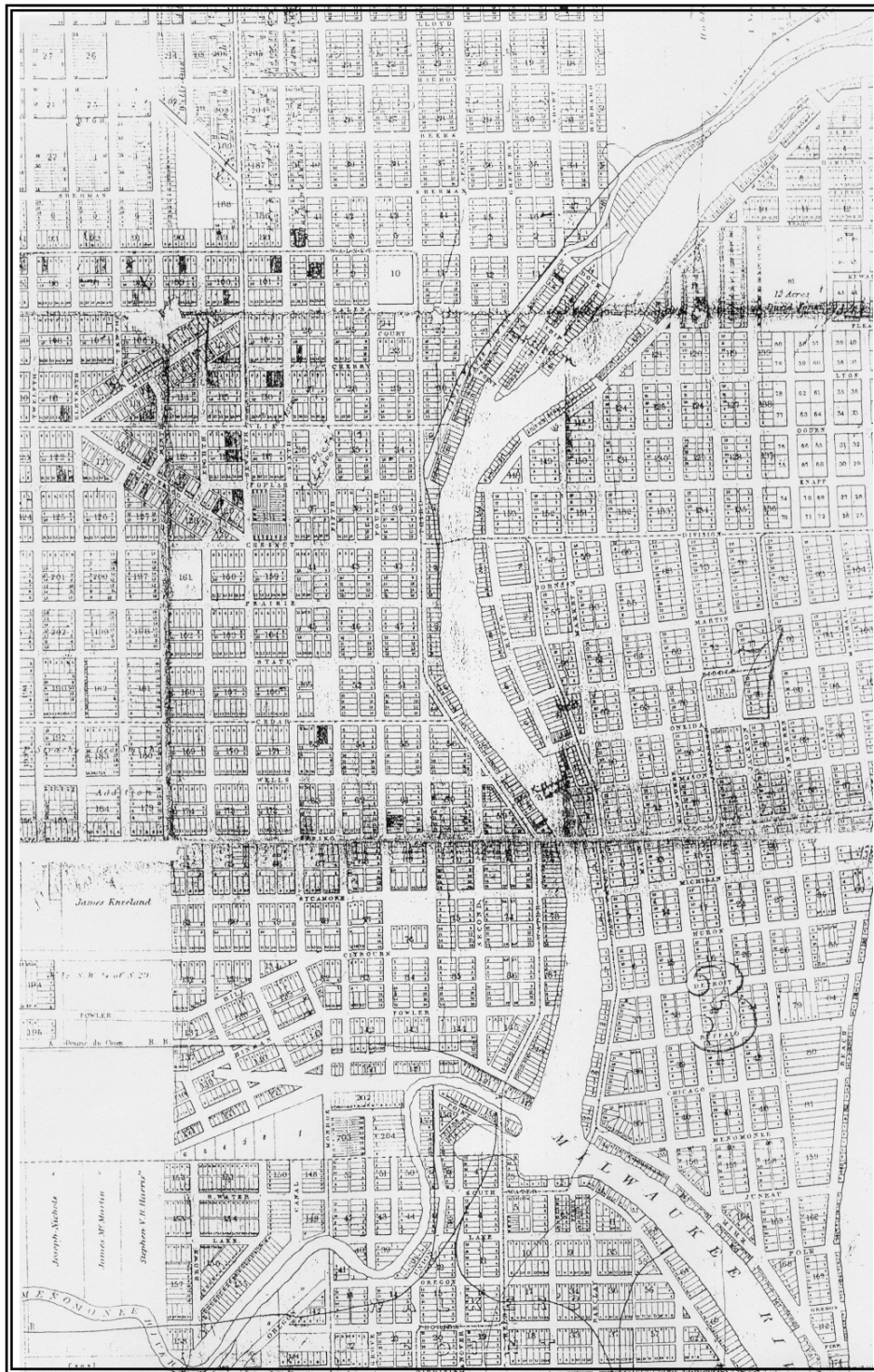


Figure 3.5: Central Milwaukee in 1868 (from Lapham 1868).

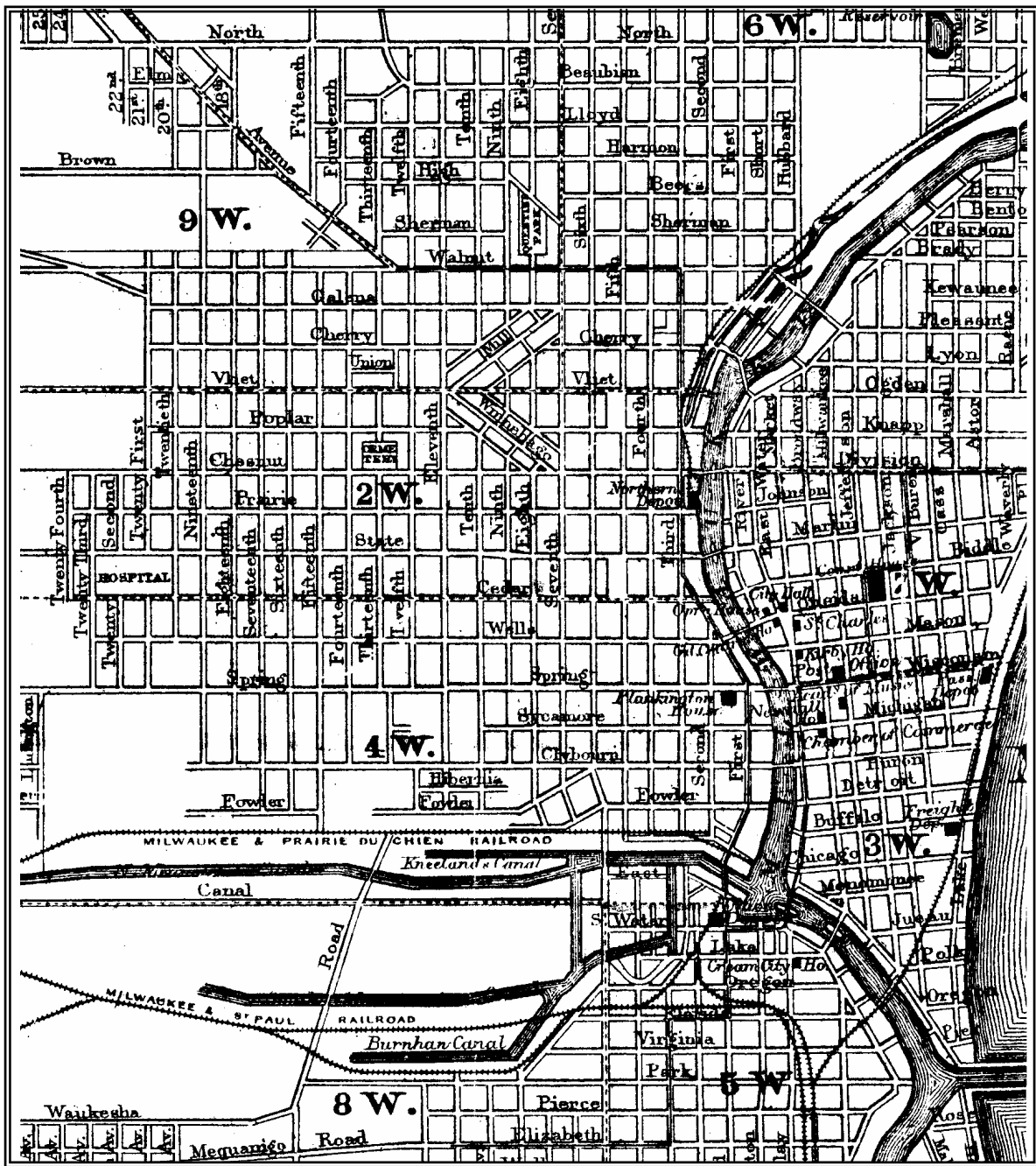


Figure 3.6: Downtown Milwaukee in 1877 (from Mitchell 1877).

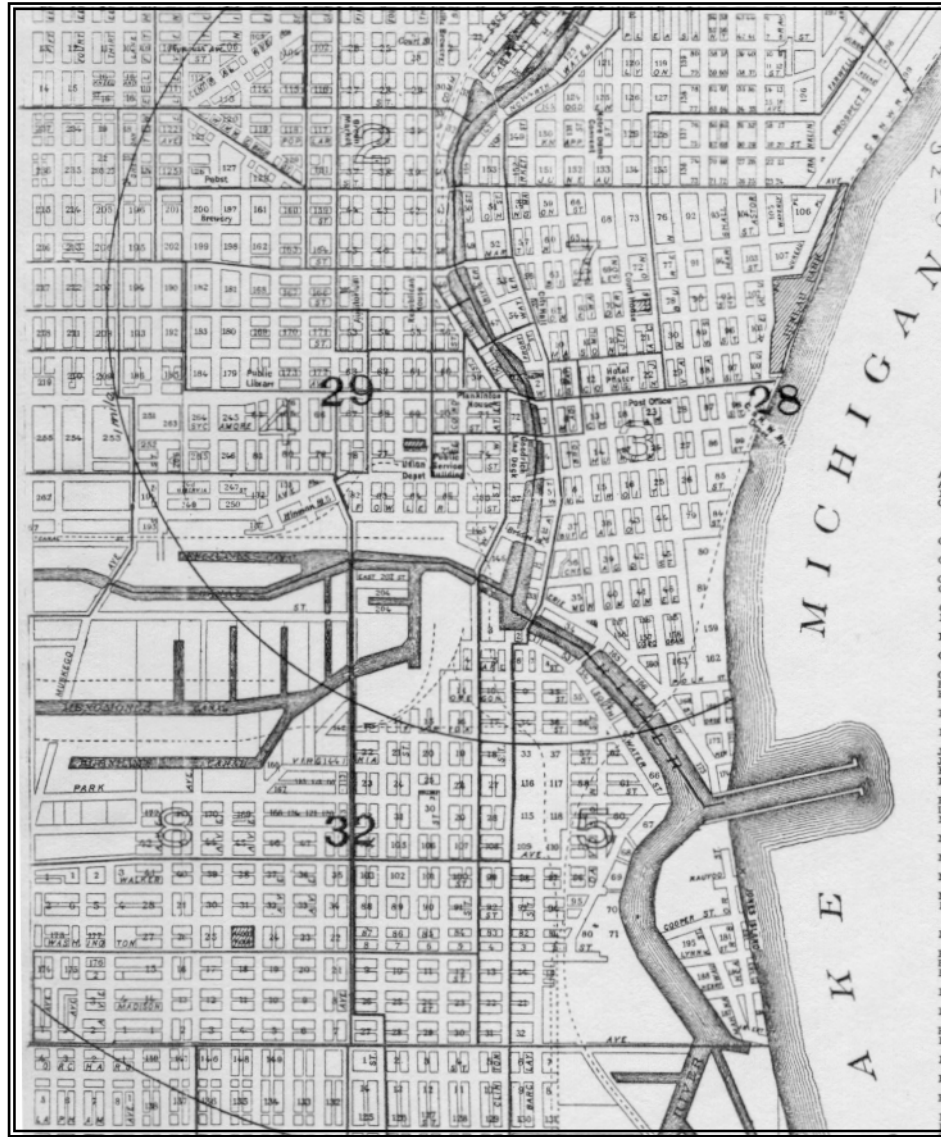


Figure 3.7: Central Milwaukee in 1911 (From Caspar 1911).

and the end product, along with the works of Increase A. Lapham, an early Milwaukee surveyor, form the basis for what is known about prehistoric and early historic Milwaukee.

#### ***4.2 Historic Cultural Resources Literature Search***

While a handful of historic Euro-American archaeological sites had previously been reported to the OSA, it was determined that an in-depth archival search to locate resources not likely to be reported to the OSA would better suit the needs of CH2M Hill and WisDOT. The main goals of the historic cultural resources literature search were to determine the former presence of locally or nationally important structures within the project corridor and the location of possibly extant subsurface features underneath the elevated freeway system. Data was compiled from a variety of sources, the most important of which were Milwaukee City Directories from the years 1865 to 1888, and Sanborn-Perris Fire Insurance maps compiled in 1894, 1909, 1937 and 1950.

The business listings in the city directories were dissected on an entry-by-entry basis and all businesses within the project area were entered into Excel data tables (See Appendix B). The resulting tables of addresses, business names and owners were compiled to help identify businesses that were owned by prominent individuals, or may have used machinery or had features that may still exist below the current ground surface. It should be noted that not every business would have purchased a listing in the directories, and it should not be assumed that the directories provide a comprehensive list of businesses in Milwaukee for their respective years.

Sanborn fire insurance maps were produced by the Sanborn Map Company to provide accurate, current and detailed information to the fire insurance industry for risk assessment purposes. Between 1880 and 1950, the Sanborn Company had mapped over 12,000 U.S. towns and the maps were revised periodically in order to be accurate and suitable for their intended use. The maps typically show a birds-eye view of a community at the scale of one inch to 50 feet. At that scale, it was possible to show each building in outline and code them with a complex set of symbols to describe a building's use, composition and appearance.

The Sanborn maps were invaluable to our literature search, but they were limited in their use by the fact that the final form of the map represents only the last year the map was updated. In addition, revisions were sometimes spotty, and active business districts were sometimes brought up to date while residential neighborhoods were ignored. While the Sanborn maps provide detailed information concerning the location of residential structures, but unfortunately do not list the functions of many commercial properties. Large companies were often named, and sellers of specialized goods and services were sometimes labeled, but the majority of commercial properties were simply given the label "store". Using the Sanborn maps in conjunction with the city directories allowed for an understanding of the growth of the project area from the earliest days of settlement until the construction of the freeway.



Archival plat maps, (one was obtained for each decade of Milwaukee's history), allowed for a baseline understanding of the changing nature of Milwaukee's streets, street names and boundaries. Plat maps produced after 1926 were found to be largely uninformative, as the city had grown to proportions not suitable for mapping in the plat map format. City and county histories provided a general framework into which more specific data could be added. Because the project area is in the heart of the oldest portions of Milwaukee, numerous events were recorded with direct bearing on the project area. Due to the reorganization of street addresses in the 1860's, the city and county histories were often the only records of the locations of early buildings and residences with reference to the modern street layout.

## **5.0 Native American Cultural Resources**

The results of the Phase I archaeological survey are presented below in two main sections. The first section presents the results of the Prehistoric cultural resources literature search and survey and portions of the Historic cultural resources search involving Native American occupation of Milwaukee, while the second focuses on the results of the Historic cultural resources literature search and survey involving Euro-American settlement and land use of the Marquette Interchange redesign project corridor.

### ***5.1 Previously Reported Native American Sites Within One Mile of the Project Corridor***

#### **Prehistoric Mortuary Sites**

Our knowledge of the location, form and size of many of Milwaukee's burial sites is derived from the work of several residents of Milwaukee (most notably Increase Lapham and Charles E. Brown), who were able to observe and record the mounds prior to their destruction. Their work, along with that of contemporary colleagues, would later form the core of today's Archaeological Site Inventory (ASI). The mound groups tended to be located on the bluffs and hilltops overlooking the Milwaukee and Menomonee Rivers, and were rarely placed in lowland areas or along the shore of Lake Michigan. Though Milwaukee was once home to a substantial cluster of Late Woodland effigy mound mortuary sites (Lapham 1855), few remain extant.

Twenty-five prehistoric mortuary sites have been reported within one mile of the proposed Marquette Interchange redesign project corridor (Figure 5.1 and Table 5.1). Late Woodland groups containing effigy mounds comprise the most numerous sub-set, with eight examples noted. One effigy mound (discussed below) was located within the boundaries of the project corridor. Five further sites contain conical or oval burial mounds and six sites are simply listed as containing "mounds". Six non-mounded mortuary areas, or cemeteries, are also located within one mile. Street grading or other modern construction activities destroyed the majority of these sites.

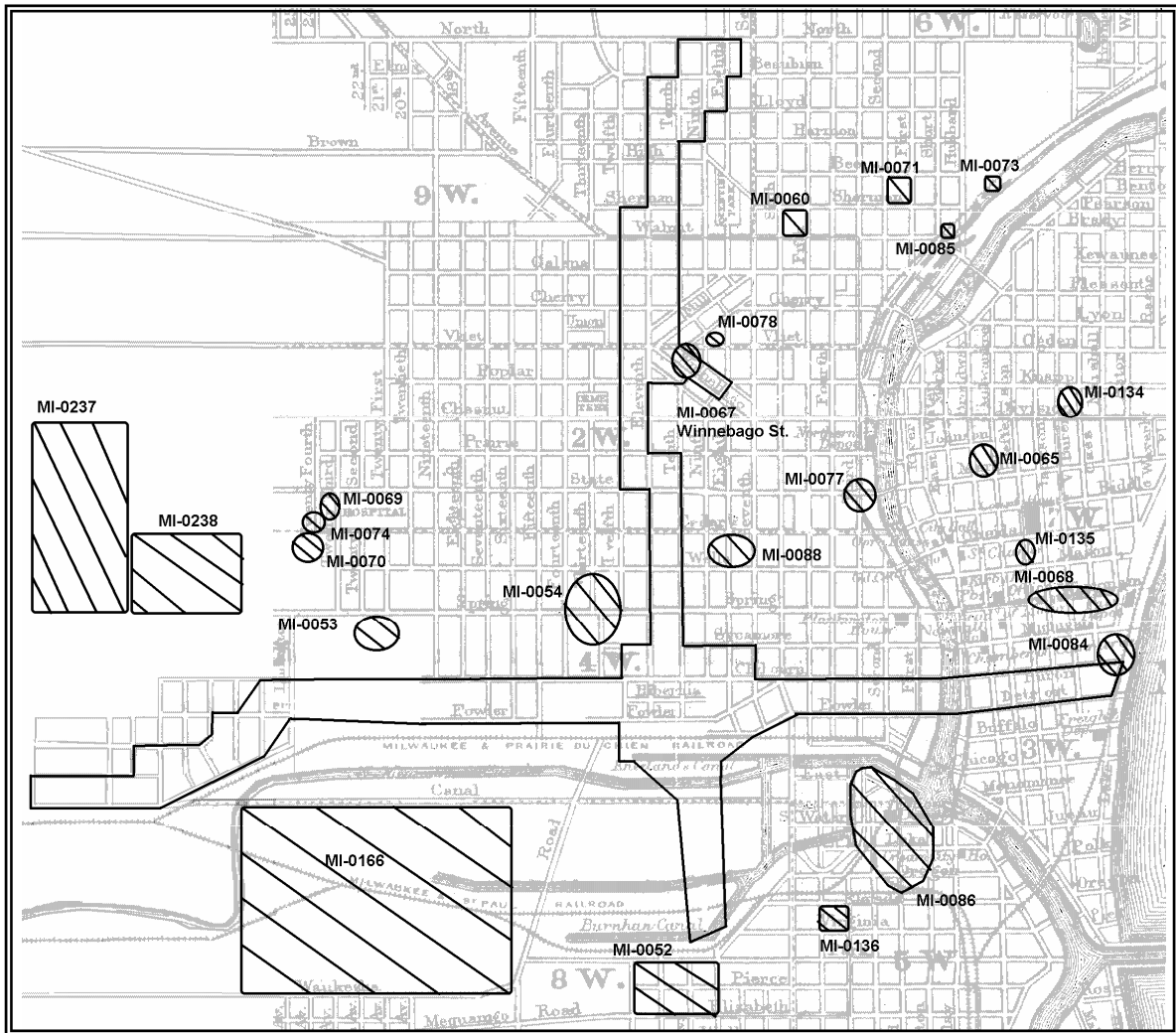


Figure 5.1: Previously reported prehistoric mortuary sites within one mile of the proposed Marquette Interchange redesign project corridor. The reported boundaries of two sites cross into the proposed project area: MI-0067 (the Winnebago Street Mound) and MI-0084 (an unnamed cemetery of unknown cultural affiliation).

## Prehistoric Habitation Sites

Mounded burial sites formed the focus of the earliest surveyor's efforts in Milwaukee. Prehistoric habitation sites tended to either be ignored or lumped with historic Native American campsites. As a result, few habitation sites in Milwaukee were adequately recorded prior to their destruction. The presence of a significant number of mound groups, and the fact that the locale was a favored habitation area by historic groups, would seem to indicate that substantial habitation sites should be present along

Table 5.1: Prehistoric Sites within One Mile of the Project Corridor.

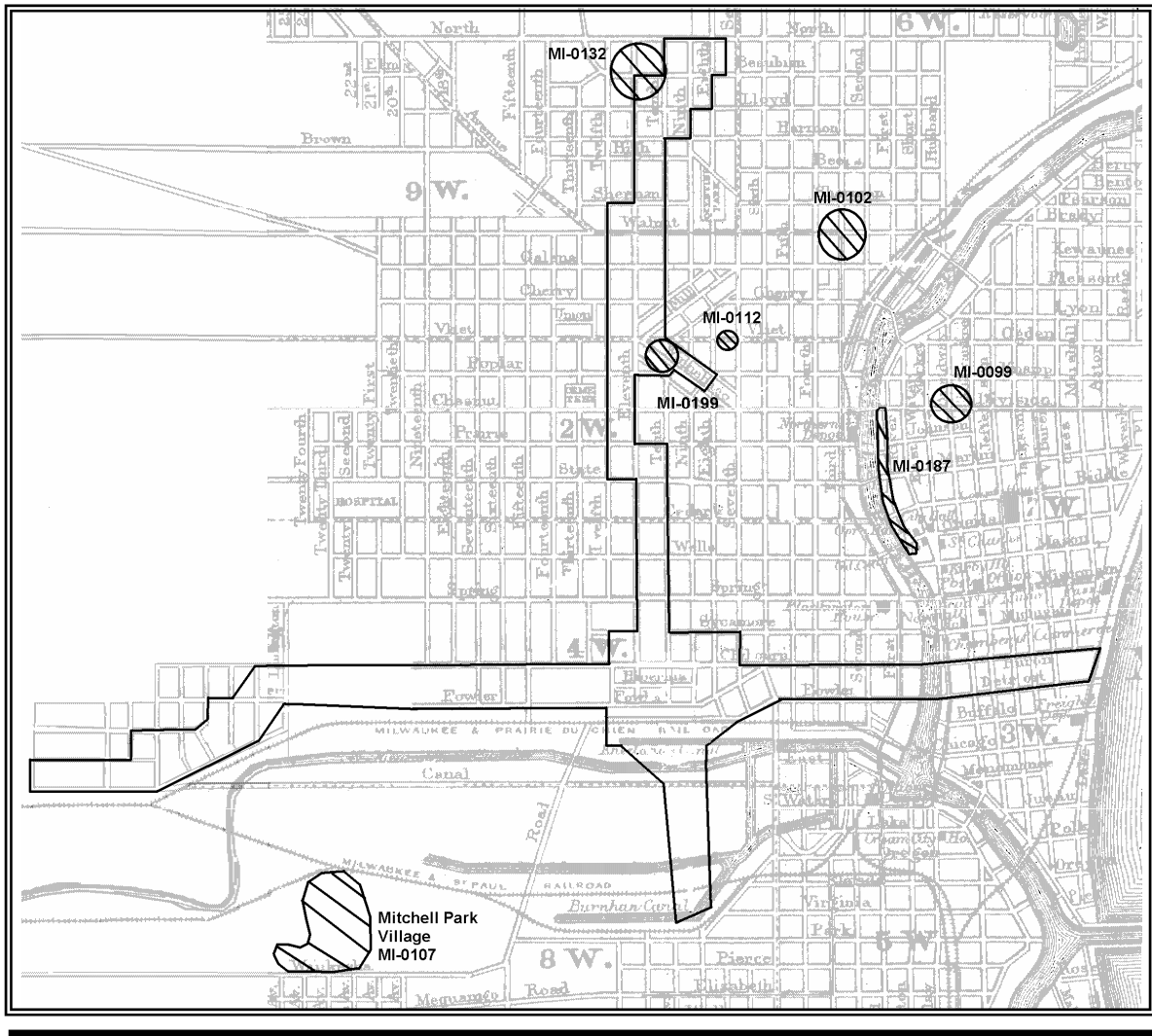
Site #	Name	TRS	1/4 Sect	Type	Cult. Aff
MI-0052	Buck Mounds	T07N R22E-32	C, W	Conical Mounds	Woodland
MI-0053	Rogers Mound	T07N R22E-30	NE, SW	Conical Mounds	Woodland
MI-0054	Dunlop Mound	T07N R22E-29	NW, SW	Conical Mounds	Woodland
MI-0060	Schlitz Park Group	T07N R22E-20	C	Effigy Mounds	Late Woodland
MI-0064	Richard Street	T07N R22E-16	SW, NW, SW	Effigy Mounds	Late Woodland
MI-0065	Juneau Group	T07N R22E-28	NW, NW, NW	Mounds/Enclosure	Late Woodland
MI-0067	Winnebago Street Mound	T07N R22E-20	NE, SW, SW	Effigy Mound	Late Woodland
MI-0068	Unnamed Group	T07N R22E-28	C	Effigy Mound	Late Woodland
MI-0069	Stanhope Mounds	T07N R22E-30	SW, NE, NW	Mounds/Enclosure	Woodland
MI-0070	Hawley Mound	T07N R22E-30	NE, SW, NW	Effigy Mound	Late Woodland
MI-0071	Reservoir Ave Mound	T07N R22E-20	W, SE, NE	Effigy Mound	Late Woodland
MI-0073	Shermans Addition Mnds	T07N R22E-21	W, SW, NW	Mounds/Cornhills	L. Woodland/Historic N.Am.
MI-0074	Unnamed Mound	T07N R22E-30	E, C, NW	Conical Mound	Woodland
MI-0077	Buttles Mound	T07N R22E-29	SE, NW, NE	Conical Mound	Woodland
MI-0078	Mill Street Mounds	T07N R22E-20	NW, SE, SW	Effigy Mounds	Late Woodland
MI-0084	Unnamed Site	T07N R22E-28	C, NE, SW	Village/Cemetery	Potawatomi
MI-0085	Unnamed Site	T07N R22E-20	NE, NE, SE	Cemetery	Unknown Prehistoric
MI-0086	Unnamed Site	T07N R22E-29	SE, SE	Cemetery	Unknown
MI-0088	Unnamed Site	T07N R22E-29	NW, SE, NW	Cemetery	Unknown
MI-0134	Unnamed Site	T07N R22E-21	SE, SW, SW	Mounds	Woodland
MI-0135	Unnamed Site	T07N R22E-28	W, SW, NW	Cemetery	Unknown
MI-0136	Walker's Point Mounds	T07N R22E-32	NW, SW, NE	Effigy Mounds	Late Woodland
MI-0166	Unnamed Site	T07N R21E-31	NW	Cemetery	Archaic?
MI-0237	Unnamed Site	T07N R21E-25	W, NE	Effigy Mounds	Late Woodland
MI-0238	Unnamed Site	T07N R21E-25	SE, NE	Mound	Woodland

the Milwaukee and Menomonee Rivers. Unfortunately, the early expansion of Milwaukee has destroyed all traces of many of these sites.

Seven prehistoric habitation sites have been reported within one mile of the proposed Marquette Interchange redesign project corridor (Table 5.2 and Figure 5.2). These sites are of unknown cultural affiliation and range from small scatters of lithic debitage to large concentrations of artifacts. Two sites are located either partly within or entirely within the study corridor and are discussed in detail below.

### Historic Native American Mortuary Sites

Six historic Native American mortuary sites have been reported within one mile of the proposed Marquette Interchange redesign project corridor (Table 5.3 and Figure 5.3). Two sites can be conclusively identified with known Native American villages—the Mitchell Park Village cemetery (MI-0107)



*Figure 5.2: Previously reported prehistoric habitation sites within one mile of the proposed Marquette Interchange redesign project corridor. One site, MI-0199, is located within the proposed corridor and the boundaries of a second site (MI-0132) cross the boundaries of the study area.*

and Kenozhaykum's Village Cemetery (MI-0203). The remaining sites are of uncertain ethnic affiliation. MI-0084 falls within the reported limits of Onaugesa's Village and may be related to the late Potawatomi occupation of the east side. Two sites, the Kneeland Graves (MI-0096 and MI-0084) fall in or partially within the study corridor and are discussed in detail below.

Table 5.2: Prehistoric Habitation Sites within One Mile of the Project Corridor

Site #	Name	TRS	1/4 Sect	Type	Cult. Aff
MI-0132	Unnamed Site	T07N R22E-20	N, NW, NW	Habitation Site	Unknown Prehistoric
MI-0112	Unnamed Site	T07N R22E-20	N, SE, SW	Habitation Site	Unknown Prehistoric
MI-0102	Unnamed Site	T07N R22E-20	SE	Habitation Site	Unknown Prehistoric
MI-0099	Unnamed Site	T07N R22E-29	NE, NE, NE	Enclosure	Unknown Prehistoric
MI-0199	Unnamed Site	T07N R22E-29	SW, SW, NW	Habitation Site	Unknown Prehistoric
MI-0187	Unnamed Site	T07N R22E-29	W, NE, NE	Corn Hills/Garden Beds	Unknown
MI-0107	Mitchell Park Village	T07N R22E-31	SW, NW	Habitation/Cemetery/Village	Prehistoric/Potawatomi

Table 5.3: Historic Native American Mortuary Sites within One Mile of the Project Corridor

Site #	Name	TRS	1/4 Sect	Type	Cult. Aff
MI-0084	Unnamed Site	T07N R22E-28	C, NE, SW	Village/Cemetery	Potawatomi
MI-0096	Kneeland Graves	T07N R22E-29	W	Cemetery	Historic Native American
MI-0107	Mitchell Park Village	T07N R22E-31	SW, NW	Habitation/Cemetery/Village	Prehistoric/Potawatomi
MI-0186	Unnamed Site	T07N R22E-31	E	Cemetery	Historic Native American
MI-0193	Unnamed Site	T07N R22E-30	SE, NW, SE	Cemetery/Mound	Historic Native American
MI-0203	Kenozhaykum's Village	T07N R22E-29	SW, SW, NE	Village/Cemetery	Potawatomi

## Historic Native American Habitation Sites

Fifteen historic Native American habitation sites have previously been reported within one mile of the proposed Marquette Interchange redesign project corridor (Table 5.4 and Figure 5.4). This listing does not account for the number of historic Native American sites reported in the Milwaukee area in the county and city histories or in settler's accounts. Several of the major villages are plotted on OSA maps, including Kenozhaykum's Village, Pauschkenana's Village, "The Runner's" Village and the Lime Ridge Village (Pohquaygeegun's Village/Cawosett). The locations of Siggenauk's Village and the pre-1780 Potawatomi, Mesquakie and Sauk villages are unknown.

Onaugesa's village is also listed on OSA maps, but in a location that does not correspond with the one given in the county and city histories. Wells places Onaugesa's cabin near the corner of Van Buren and Kilbourn, and notes that the village extended down to a point near the old mouth of the Milwaukee River where a race track was constructed on the beach. The Michigan Street village (MI-0105) and an unnamed cemetery (MI-0084) fall near or within these limits and may be portions of the larger Potawatomi village.

Given the length of time that Milwaukee was occupied by the Potawatomi, the spotty record of village locations available to current researchers and the tendency for Native Villages to periodically

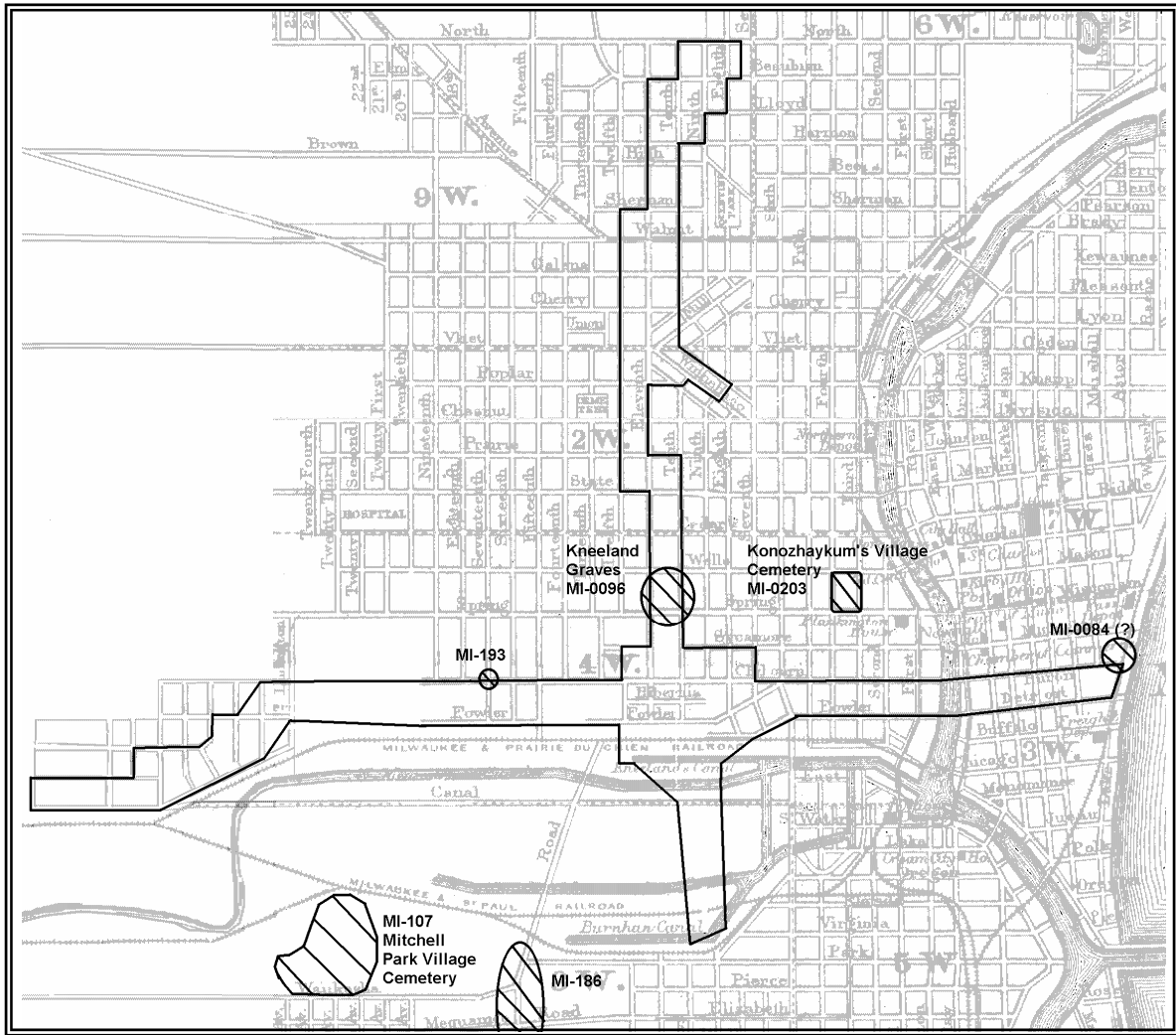


Figure 5.3: Previously reported historic Native American mortuary sites within one mile of the proposed Marquette Interchange redesign project corridor. One site, MI-0096 (the Kneeland Graves), is located within the proposed corridor and the boundaries of two other sites (MI-0084 and MI-0193) cross the boundaries of the study area.

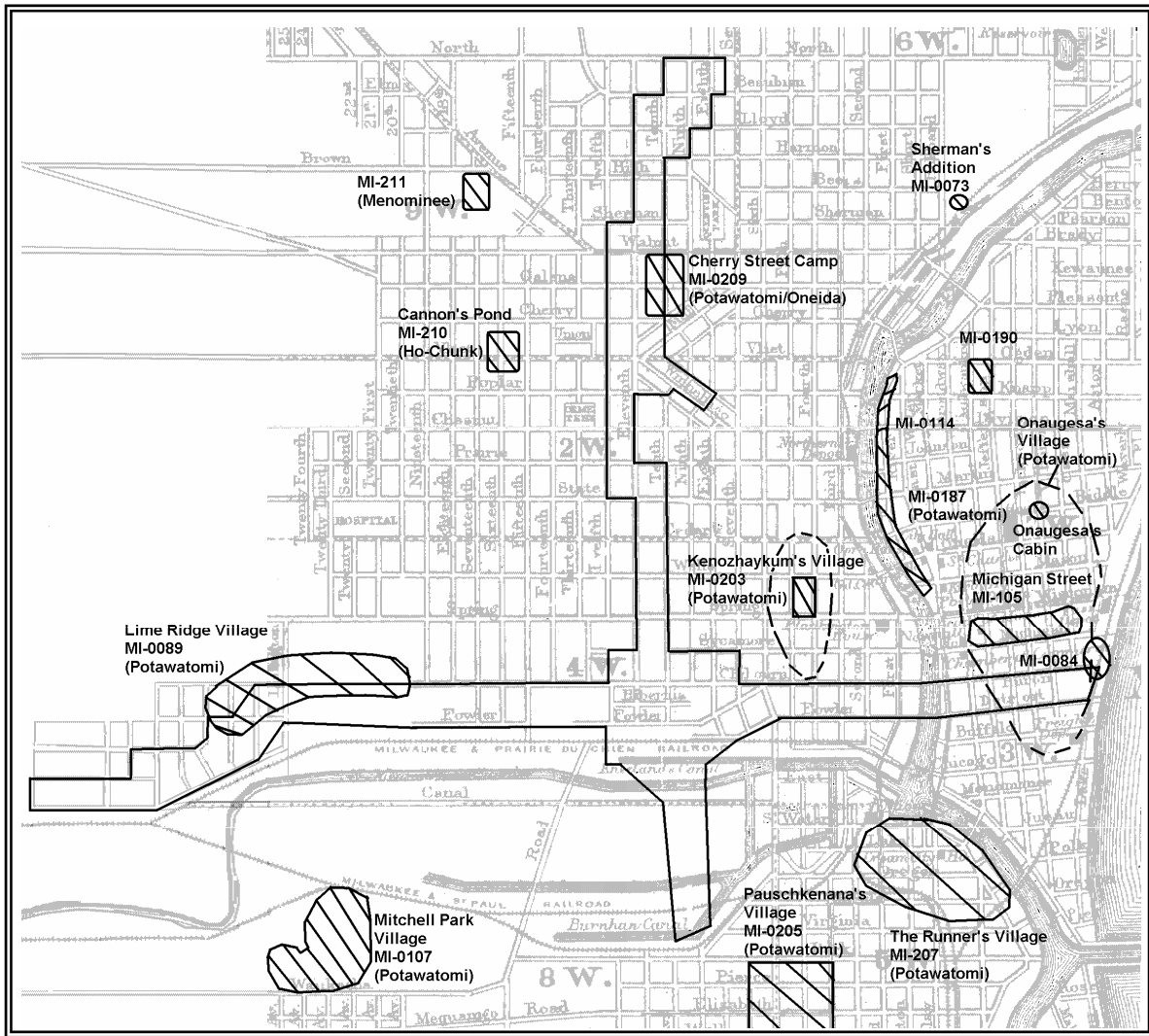


Figure 5.4: Previously reported historic Native American habitation sites within one mile of the proposed Marquette Interchange redesign project corridor. Two reported sites (Lime Ridge or Pohquaygeegun's Village/Cawosett and the Cherry Street Encampment) appear to be located partially within the study corridor. Their precise boundaries are not known. There is also some uncertainty about the limits of Kenozhaykum and Onaugesa's Villages.

Table 5.4: Location of Historic Native American Habitation Sites within One Mile of the Project Corridor.

Site #	Name	TRS	1/4 Sect	Type	Cult. Aff
MI-0073	Shermans Addition Mnds	T07N R22E-21	W, SW, NW	Mounds/Cornhills	L. Woodland/Historic N.Am.
MI-0084	Unnamed Site	T07N R22E-28	C, NE, SW	Village/Cemetery	Potawatomi
MI-0089	Lime Ridge Village	T07N R22E-30	N, SW	Village	Potawatomi
MI-0105	Michigan Street	T07N R22E-28	N, SW	Village	Historic Native American
MI-0107	Mitchell Park Village	T07N R22E-31	SW, NW	Habitation/Cemetery/Village	Prehistoric/Potawatomi
MI-0114	Unnamed Site	T07N R22E-20	SE, SW, SE	Corn Hills	Historic Native American
MI-0187	Unnamed Site	T07N R22E-29	E, NE	Village	Potawatomi
MI-0190	Unnamed Site	T07N R22E-21	W, SW, SW	Village	Historic Native American
MI-0203	Kenozhaykum's Village	T07N R22E-29	SW, SW, NE	Village/Cemetery	Potawatomi
MI-0205	Pauschenana's Village	T07N R22E-32	C	Village	Potawatomi
MI-0207	The Runners Village	T07N R22E-32	NW	Village	Potawatomi
MI-0209	Cherry Street Camp	T07N R22E-20	N, SW	Village	Potawatomi/Oneida
MI-0210	Cannon's Pond	T07N R22E-19	C, SE	Village	Ho-Chunk
MI-0211	Unnamed Site	T07N R22E-19	NE, SW, NE	Village	Menominee

relocate, it is likely that historic Native American habitation sites and agricultural fields were once widely scattered across what is now downtown Milwaukee.

## 5.2 Previously Reported Native American Sites Within the Project Corridor

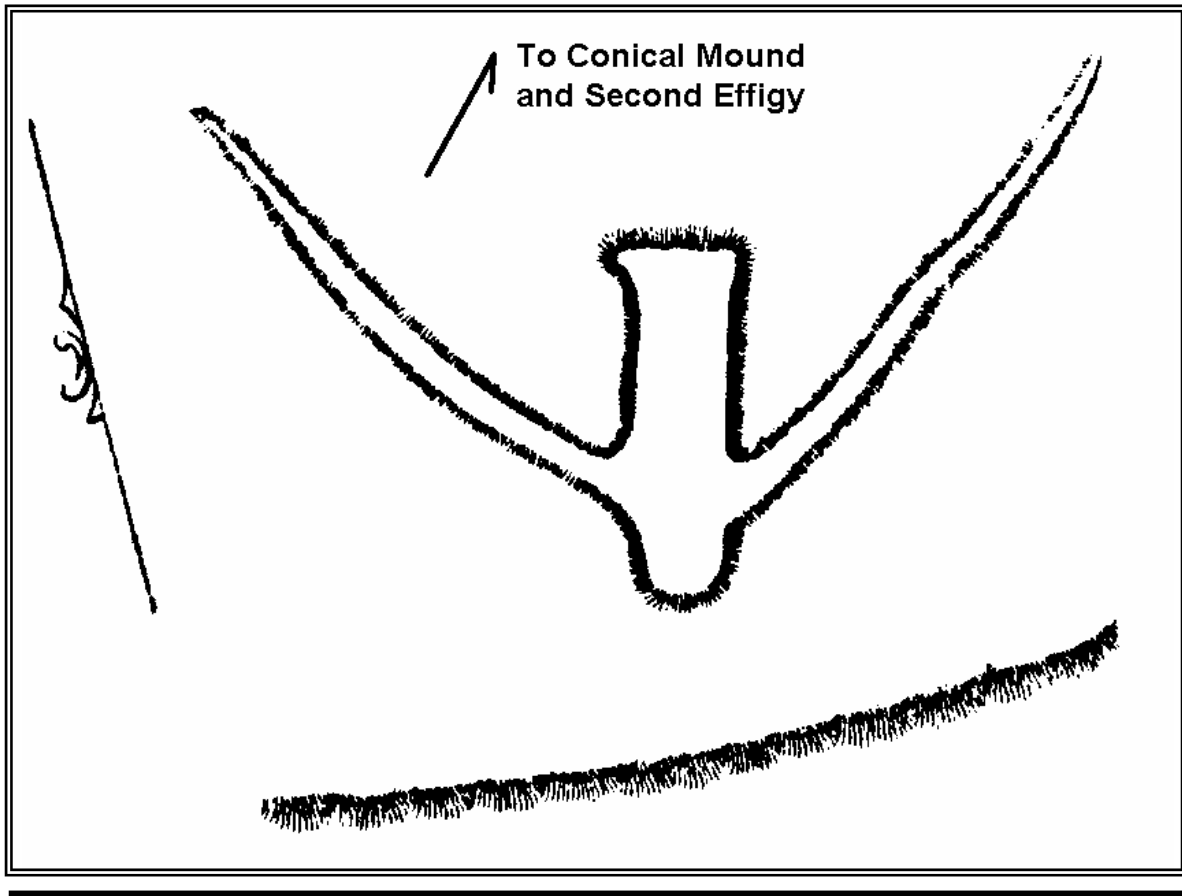
### Prehistoric Mortuary Sites

One prehistoric mortuary site, the **Winnebago Street Group**, appears to have been located within the proposed Marquette Interchange redesign project corridor (Figure 5.5). This site consisted of one bird effigy, a second effigy of unknown classification and a conical mound. The group was mapped and recorded by Increase Lapham in 1850, shortly before the mounds were destroyed. The bird mound, located on block 120, had an expanding tail, drooping wings and a wingspan of approximately 95 feet (Brown 1916, Lapham 1855).

### Prehistoric Habitation Sites

Two prehistoric habitation sites are listed in SHSW records as being within the boundaries of the study area. **MI-0132** is listed as a “workshop/campsite” found during grading and excavating activities at the corner of North Eleventh and Garfield (former Beaubien). Which corner the site was found on is not recorded and the extents of the site are not known. Brown’s notes indicate that he visited the site in 1907 and found artifact densities there to be rather sparse (Brown n.d.)





*Figure 5.5: The bird mound in the Winnebago Street Mound Group, (from Lapham 1855). The wingspan of the bird is about 95 feet.*

OSA USGS topographic maps indicate that a second habitation site (**MI-0199**) is located directly underneath the Marquette Interchange. The original ASI site sheet and references place this site at the location of the Winnebago Street Effigy, and the OSA maps appear to be in error. MI-0199 is listed as a workshop/campsite with “abundant” amounts of debitage. This site, like its associated mound group, has been destroyed.

### **Historic Native American Mortuary Sites**

Three historic Native American mortuary sites (**MI-0096**, **MI-0084** and **MI-0193**) have been reported in or very near the study corridor. MI-0096, the Kneeland Graves, is reported to have been located in the block bounded by Wisconsin, Wells, North Tenth and North Eleventh. A note in the Charles E. Brown manuscripts hints that at least one grave at the site dates to late Potawatomi

occupation of the area, as “. . .the friends of the deceased were accustomed to make annual pilgrimages [to the grave] after removing from Milwaukee” (Brown n.d.)

The limits of MI-0084 are not precisely known, and the unnamed cemetery may extend into the eastern end of the project area. MI-0084 is reported to be located along a bluff overlooking Lake Michigan, at the intersection of Huron (modern East Clybourn) and Cass. At least thirty graves are supposed to be located in this cemetery, and other sources simply state “graves all along the bluff”. At least some of the burials appear to date to the early 1840’s and others may be associated with Onaugesa’s village.

MI-0193 is reported to have been located at the “head of the Menomonee Valley ravine at the foot of Seventeenth Street. OSA topographic maps place the site at the intersection of Seventeenth Street and Clybourn. The precise location of the site remains unknown. A single grave placed in a conical mound was excavated at this location in 1877. The grave contained the remains of one individual buried in a sitting position accompanied by Euro-American trade goods. The ethnic affiliation of the burial is unknown.

## **Historic Habitation Sites**

Two historic Native American habitation sites have been previously reported to the SHSW as being within or partially within the boundaries of the study corridor. MI-0089, the **Lime Ridge Village**, appears to occupy the historic location of Pohquaygeegun’s Village and Cawosett. Brown’s notes place the site between 20<sup>th</sup> and 26<sup>th</sup> streets along Clybourn Street and mention the presence of “extensive gardens”. A historic trail and ford connected this village location with Vieau’s post and a small cluster of houses (the Mitchell Park Village) on the south side of the Menomonee River. Despite construction of Euro-American structures and roads across the village sites, artifacts were being collected as late as beginning of the 20<sup>th</sup> Century.

The limits of these substantial villages are not known, and it is possible that unreported cemetery areas may be located nearby. The 1833 smallpox epidemic struck during the occupation of Cawosett, and the disposition of the victim’s remains is not known. The dead are reported to have been transported to shallow graves by being dragged with hooked sticks inserted under their chins—a method that would not allow for effective long distance travel (Wells 1970).

The **Cherry Street Encampment** (MI-0209) is a Potawatomi/Oneida site that may date as late as 1875 (Brown 1916). The precise location of the site is not known, only that it was near the intersection of North Tenth and Cherry. The OSA maps the site as occupying most of the four blocks surrounding the intersection.

It seems likely that **Onaugesa's village** extended into the eastern segment of the project area. OSA maps place the village well to the south of the study corridor, but county and city histories state that the village extended from at least Kilbourn Street to a point near the mouth of the Milwaukee River.

## **6.0 Euro-American Cultural Resources**

### ***6.1 Euro-American Sites Previously Reported Within One Mile of the Project Area***

Twenty-seven Euro-American sites within one mile of the proposed Marquette Interchange redesign project corridor have been previously reported to the SHSW (Table 5.5 and Figure 5.6). Twenty of the reported sites are shipwrecks located off the Lake Michigan coastline or near the entrance to the Milwaukee River. The remaining seven include four cemeteries and three foundation-era trade posts (the Vieau post, the Juneau post and the Kinzie post).

### ***6.2 Euro-American Sites Previously Reported Within the Project Corridor***

The **John Kinzie trade post** is listed in OSA records as being near the intersection of Sycamore and North Twelfth, on the northwest side of the Marquette Interchange. The precise location of the post is not known. John Kinzie resided at the location for only a short period before being run out of the area in 1821 for selling liquor to local Native villagers.

### ***6.3 Introduction to the Marquette Interchange Redesign Project Land-Use History***

For the purposes of this report the Marquette Interchange redesign project study corridor will be broken into five segments (Figure 6.1). Division along segment lines kept block number repeats to a minimum and allowed a more detailed focus on changing land use in individual neighborhoods.

The West Segment runs from 35<sup>th</sup> street to North Thirteenth Street, and includes former city blocks 1, 2, 3, 5(a), 5(b), 7, 12, 13, 14, 15, 16, 17, 18, 261, 262, and "A" (Figure 6.2). The freeway system maintains a course through the northern halves of blocks 1, 2, 3, 5(b), 12, 13, 17, 18, 261, 262 and "A". Only the south half of block 5, the northwest quarter of block 7, the center of block 14 were affected by freeway construction. Only a small portion of the southeast corner of block 15 was impacted. Standing structures, green space and parking lots remain intact in unaffected portions of the blocks.

The East Segment runs from North Sixth Street to the Lake Michigan shoreline, incorporating former blocks 5, 6, 15, 16, 25, 26, 82, 83, 84, 85(a), 85(b), 86 and 87 (Figure 6.3). Construction of the freeway system impacted only the north halves of blocks 5, 82, 83, 84, 85(a) and 87, the northern two-thirds of block 6 and most (but not all) of block 15. Parking lots and standing structures continued to occupy unaffected portions of those blocks.

Table 5.5: Euro-American Sites Located within One Mile of the Project Area.

Site #	Name	TRS	1/4 Sect	Type	Cult. Aff
BMI-0029	Unnamed Cemetery	T07N R22E-31	SE, SE, NE	Cemetery	Euro-American
BMI-0072	Spring Hill Street Cem	T07N R22E-29	NW, NE, SW	Cemetery	Euro-American
BMI-0073	Unnamed Cemetery	T07N R22E-30	SW, SE, NW	Cemetery	Euro-American
BMI-0088	Second Ward Cemetery	T07N R22E-19	SE, SE, SE	Cemetery	Euro-American
MI-0185	Jacques Vieau, Sr	T07N R22E-31	SW, NW	Trade Post/Cabin	Euro-American
MI-0192	John Kinzie Post	T07N R22E-29	SW	Trade Post/Cabin	Euro-American
MI-0212	Solomon Juneau Post	T07N R22E-29	SE, SE, NE	Trade Post/Cabin	Euro-American
MI-0460	Barbarian	T07N R22E-27	N, NW, SW	Shipwreck	Euro-American
MI-0462	Buckeye State	T07N R22E-33	NE, SE, SW	Shipwreck	Euro-American
MI-0463	Buena Vista	T07N R22E-29	SE, SW, SE	Shipwreck	Euro-American
MI-0465	Contest	T07N R22E-33	NE, SE, SW	Shipwreck	Euro-American
MI-0466	Cumberland	T07N R22E-33	NE, SE, SW	Shipwreck	Euro-American
MI-0467	Elbe	T07N R22E-29	SE, SW, SE	Shipwreck	Euro-American
MI-0469	Free Mason	T07N R22E-33	NW, NE, SE	Shipwreck	Euro-American
MI-0470	Honest John	T07N R22E-29	SE, SW, SE	Shipwreck	Euro-American
MI-0471	J.P. Decoudres	T07N R22E-28	NE, NW, NE	Shipwreck	Euro-American
MI-0472	John V. Jones	T07N R22E-33	NE, SE, SW	Shipwreck	Euro-American
MI-0473	Kearsarge	T07N R22E-33	NE, SW, NE	Shipwreck	Euro-American
MI-0474	Laurina	T07N R22E-21	SE, SW, SE	Shipwreck	Euro-American
MI-0475	Liberty	T07N R22E-28	SW, SW, SE	Shipwreck	Euro-American
MI-0477	Muskegon	T07N R22E-33	NE, SW, SW	Shipwreck	Euro-American
MI-0479	Nile	T07N R22E-33	NE, SW, SW	Shipwreck	Euro-American
MI-0481	Scow No. 1	T07N R22E-28	SE, SE, NW	Shipwreck	Euro-American
MI-0483	Twin Brothers	T07N R22E-33	SW, SE, NW	Shipwreck	Euro-American
MI-0484	Emily A. Roelofson	T07N R22E-29	SE, NE	Shipwreck	Euro-American
MI-0486	Ida H. Lee	T07N R22E-28	C, E, SE	Shipwreck	Euro-American
MI-0487	Hurrah Boys	T07N R22E-28	S, NW, SE, SW, SE	Shipwreck	Euro-American

The North Segment extends from North Avenue to Wisconsin Avenue. Incorporated blocks include 1, 17, 18, 19, 25, 26, 33, 92, 93, 96, 67, 107, 108, 111, 112, 113, 119, 120, 121, 122, 125, 182, 183, 184, 199, 201, 202, 216, 217, and 218 (Figure 6.4). Most city blocks were fully impacted by construction of the freeway system, with a few exceptions. The northwest two-thirds of block 17, northwest half of block 19, southeast half of block 33, west half of block 93, northwest corner of block 96, the southeast quarter of block 107, northeast half of block 199, southwest half of block 202, northwest corner of block 218 and southwest corner of block 184 were not affected. Standing structures, green space and parking lots occupy unaffected portions of those blocks.



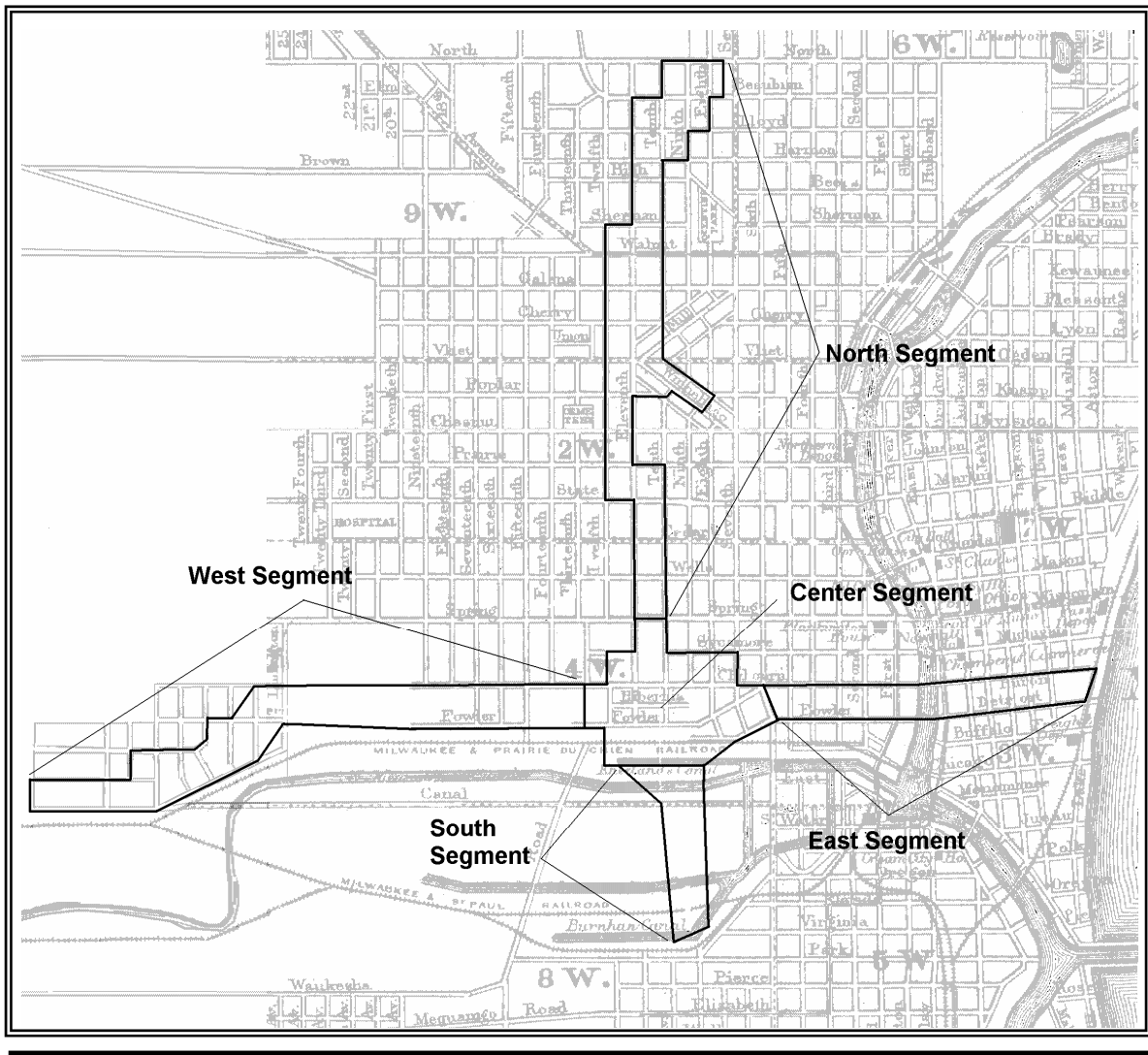
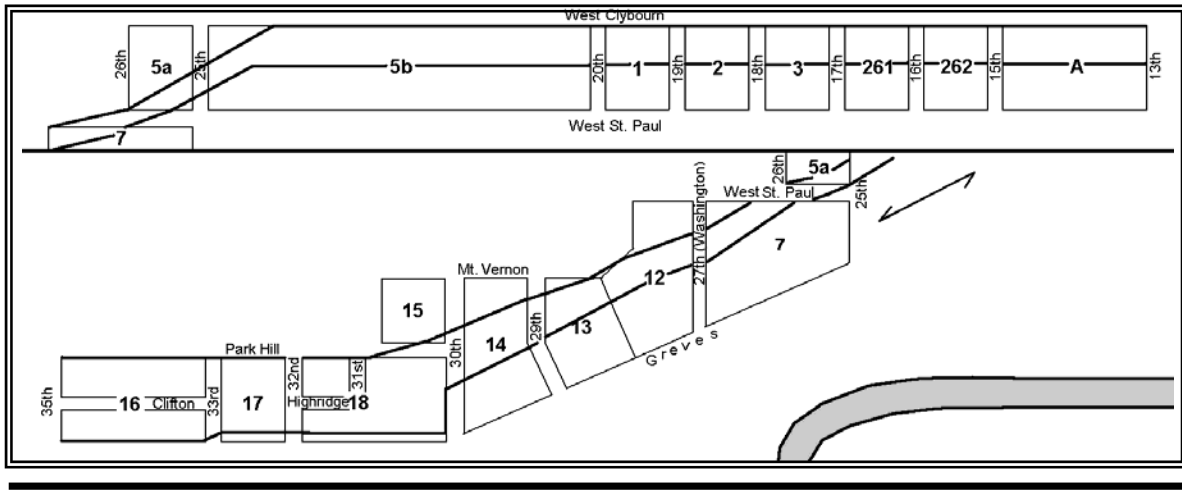
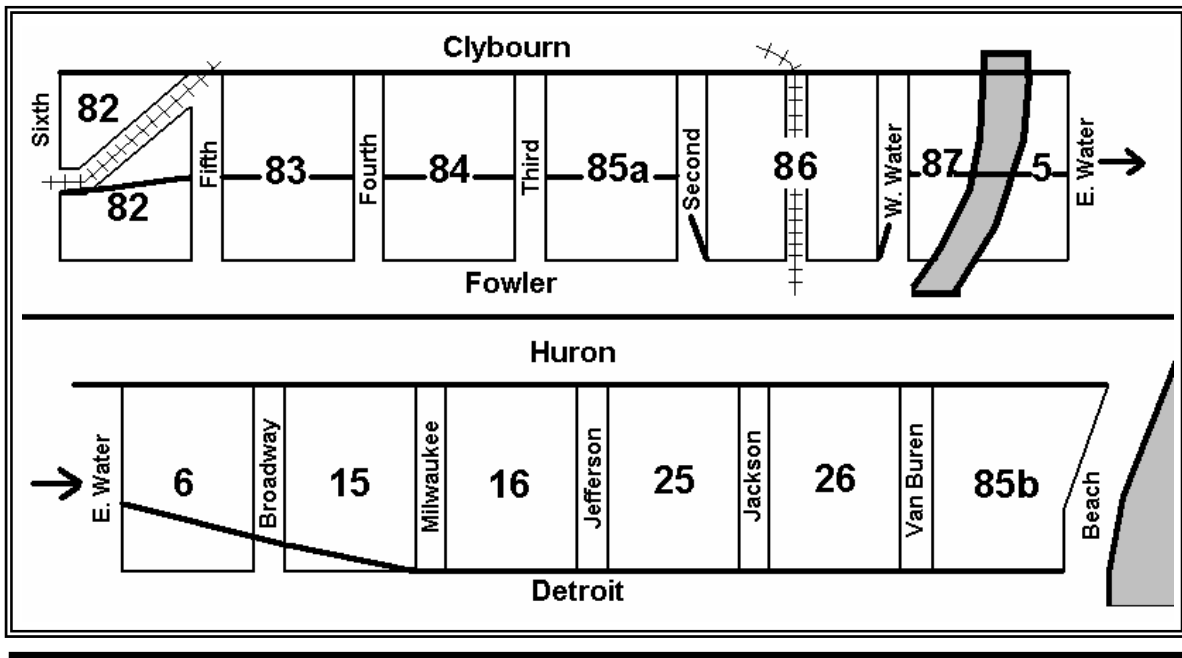


Figure 6.1: The Marquette Interchange redesign project area, showing division of the study corridor into segments.



*Figure 6.2: The West Segment of the Marquette Interchange Redesign Study Corridor.*



*Figure 6.3: The East Segment of the Marquette Interchange Redesign Study Corridor.*

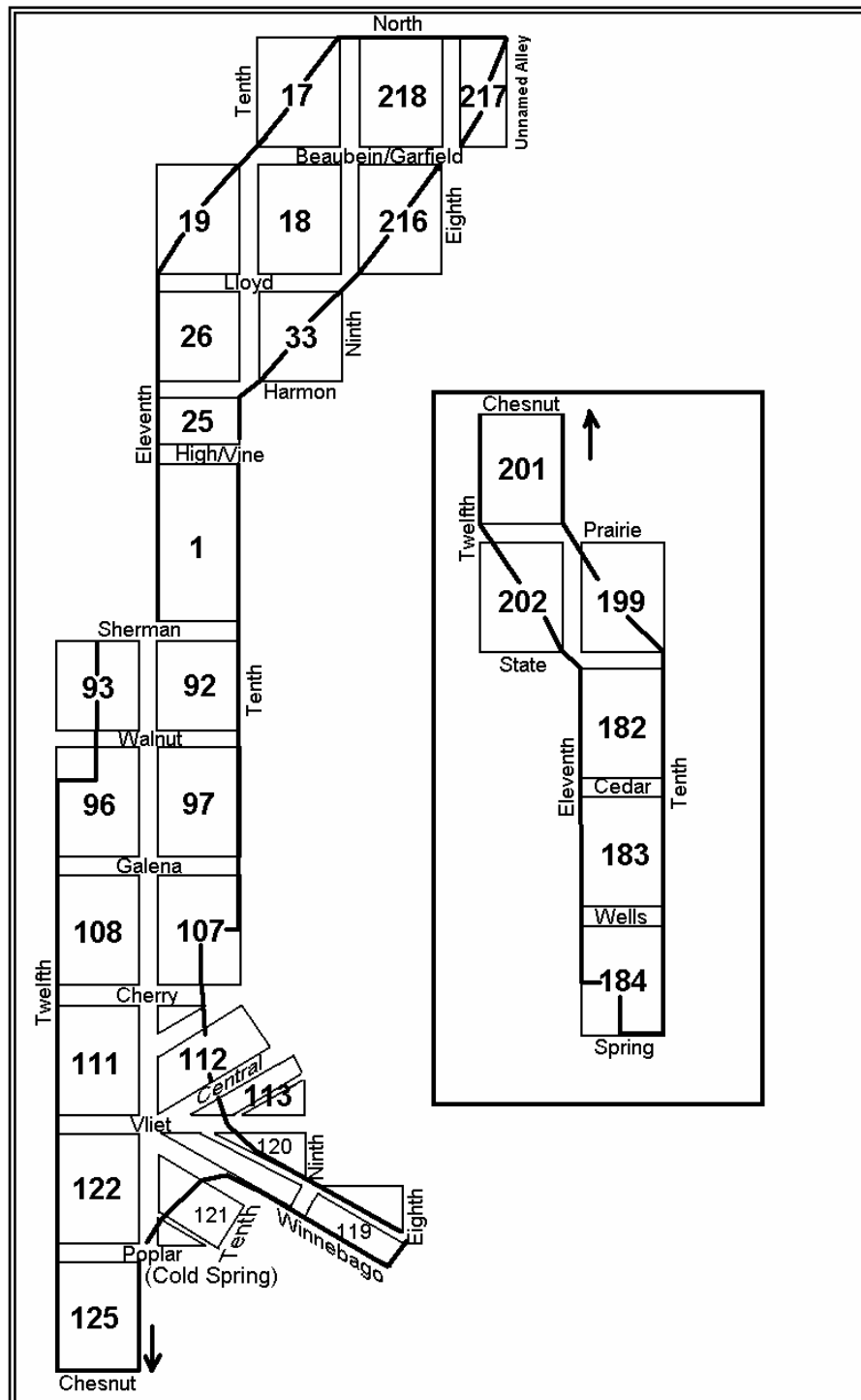


Figure 6.4: The North Segment of the Marquette Interchange Redesign Study Corridor.



The Central Segment includes the area covered by the Marquette Interchange. City blocks found within the Central Segment include 80, 81, 132, 133, 134, 135, 136, 137, 194, 246, 247, 248, 249, 250, 264, 265, 266, and “B” (Figure 6.5). Though most blocks were heavily impacted by interchange construction, standing structures and green space do still exist within the Central Segment. Freeway construction was limited to the north half of blocks 194 and 136. A single standing structure remains *within* the interchange itself. The multi-story Aldrich Chemical Building stands on the west half of former city block 250, at the corner of North Tenth and West St. Paul.

The south segment extends from the Kneeland Canal to the Burnham Canal (Figure 6.6). This area of the city was originally platted into city blocks, but canal and railroad construction destroyed the integrity of the intended block layout.

The following land-use history divides the project area into three further divisions—residential neighborhoods, commercial districts and industrial districts. Six residential neighborhoods will be discussed, the first five corresponding to a particular ethnic or socio-economic group. The geographic boundaries of the residential neighborhoods discussed in this report overlap to an extent, as areas dominated by one social group gave way to those of another. Two commercial districts will be discussed—the Central Business District (CBD) flanking the Milwaukee River in the East Segment and the Winnebago Street regional business district (RBD). The Menomonee Valley industrial district has been broken into two portions corresponding to the extent to which freeway construction impacted existing structures. A third district dominated by light industry has been defined on the east edge of the CBD.

It should be pointed out that few purely industrial, commercial or residential neighborhoods were encountered during the Historic Cultural Resources literature search. Many blocks dominated by small residential structures supported one or two corner stores or taverns, and even a small handful of businesses that catered to local residents. The distinction between residential and commercial was blurred even further in areas where impoverished residents produced piecework in their homes. Likewise, even heavily industrial areas sometimes contained a small number of residences that presumably represented remnants of a pre-existing residential neighborhood.

## **6.4 Residential Neighborhoods**

### **Introduction**

Residential areas are here defined as those dominated by residential structures. Businesses are not present in large numbers and tend to be geared towards the local population (taverns, groceries,

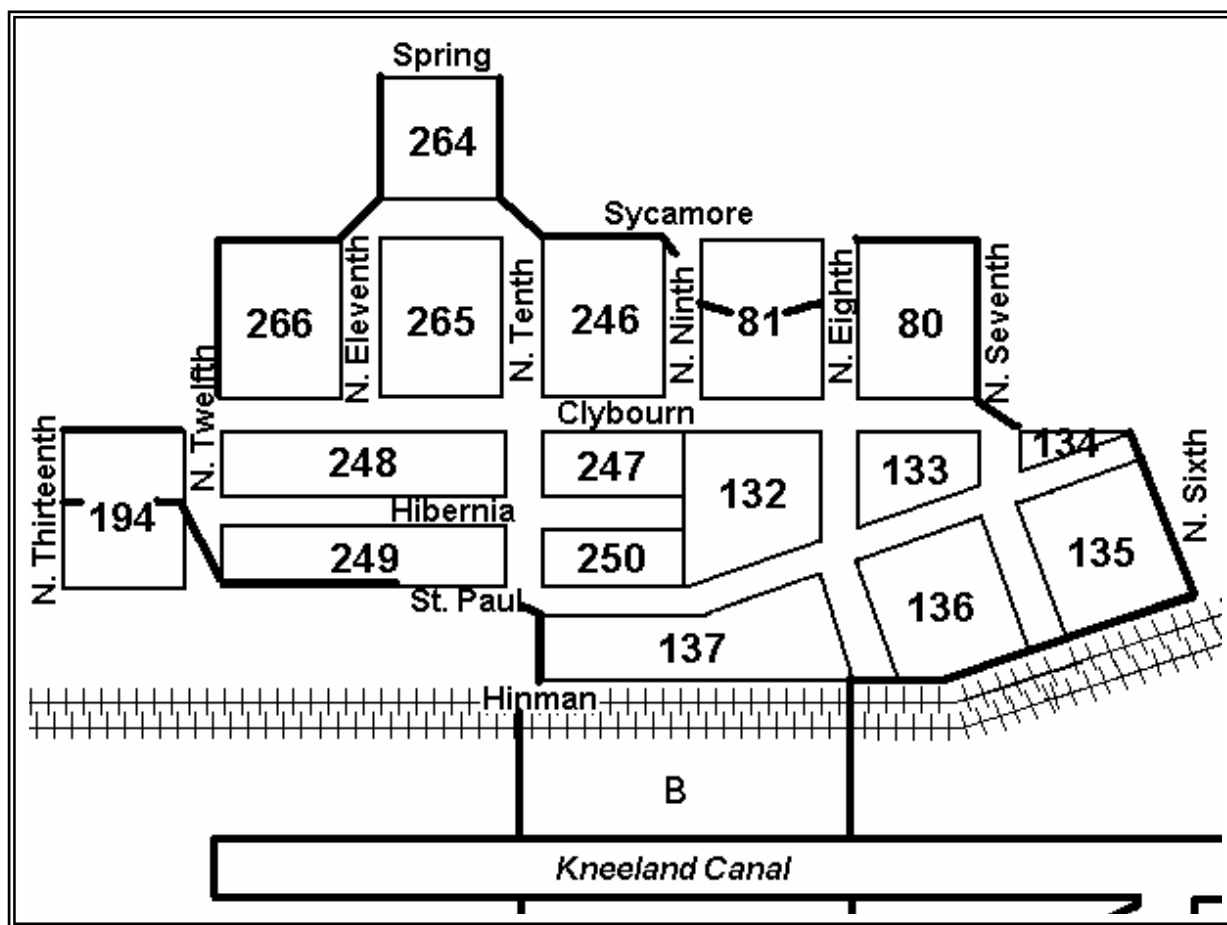


Figure 6.5: The Center Segment of the Marquette Interchange Redesign Study Corridor.

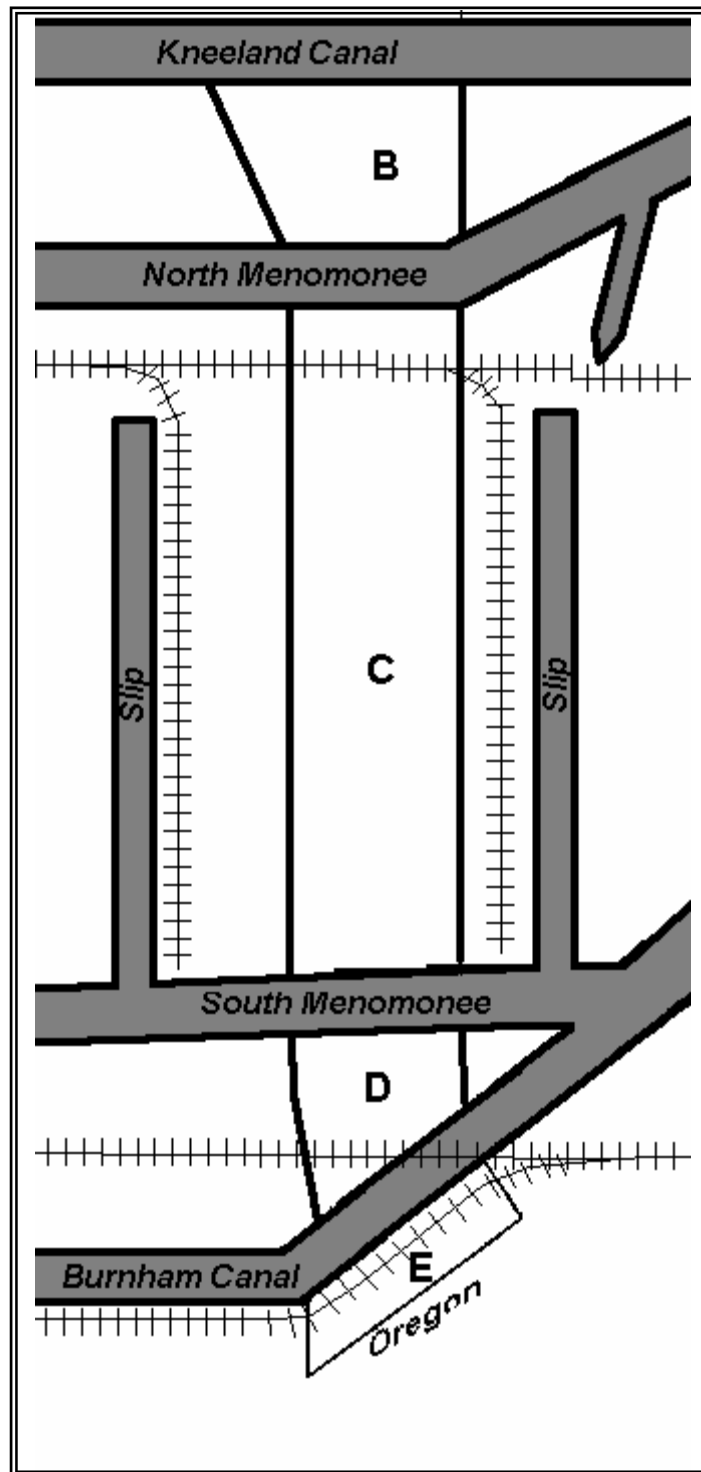


Figure 6.6: The South Segment of the Marquette Interchange Redesign Study Corridor.

drugstores, etc...). Where commerce and industry are well represented, they are dominated by home businesses such as dressmaking or midwifery.

The residential and small commercial structures found in the residential neighborhoods are unlikely to have left behind significant sub-surface remains. Most were frame structures, sometimes put up hurriedly to accommodate abrupt rises in Milwaukee's population. Only one residential district, the Grand Avenue district, is likely to have contained brick or stone structures. Archaeological remains likely to be encountered in the residential neighborhoods include filled privies and cisterns, and perhaps basement structures. Taverns, frequently encountered in residential areas, may have left behind beer cellars or sub-surface brewing facilities.

In areas where sub-surface remains are abundant determinations of significance may rely on the ability of the artifactual material to answer questions concerning ethnic identity and assimilation. The SHSW has published a set of guidelines geared towards the identification of significant standing structures that serves well in a historic archaeological context. These guidelines emphasize the importance of identifying sites associated with individuals, groups or activities that played significant roles in the establishment and evolution of ethnic communities (Wyatt 1986). In residential areas these sites may include churches, synagogues, community meeting halls and language schools.

Six residential neighborhoods will be discussed in the course of this report: the Irish/Italian Core, the west Germantown neighborhood, an area of Orthodox Jewish settlement north of Winnebago Street, the Black "Inner Core" (Wisconsin Cartographer's Guild 1998) and a nondescript residential community that extended the length of the West Segment.

## **The Irish/Italian Core**

### Introduction

The peak of Irish immigration into Milwaukee occurred between 1840 and 1860, as families followed railroad and canal construction westward from the east coast. As Wisconsin's main port, Milwaukee was able to "capture" many of the incoming Irish immigrants. Settling together in the Third Ward, and in a narrow finger extending westward into the Fourth Ward along West Clybourn and West St. Paul Avenues, the Irish population formed a tightly-knit ethnic neighborhood. The Irish Core centered along the east-west portion of the study corridor, from Lake Michigan to North Fifteenth Street and included the entirety of the Central Segment and all of the East Segment not incorporated into the Central Business District (Figure 6.7).

The Third Ward quickly gained a reputation for violence, and was known for a time as the "Bloody Third" (Still 1948, Wells 1970). The Irish were not well looked-upon by many of the other residents of

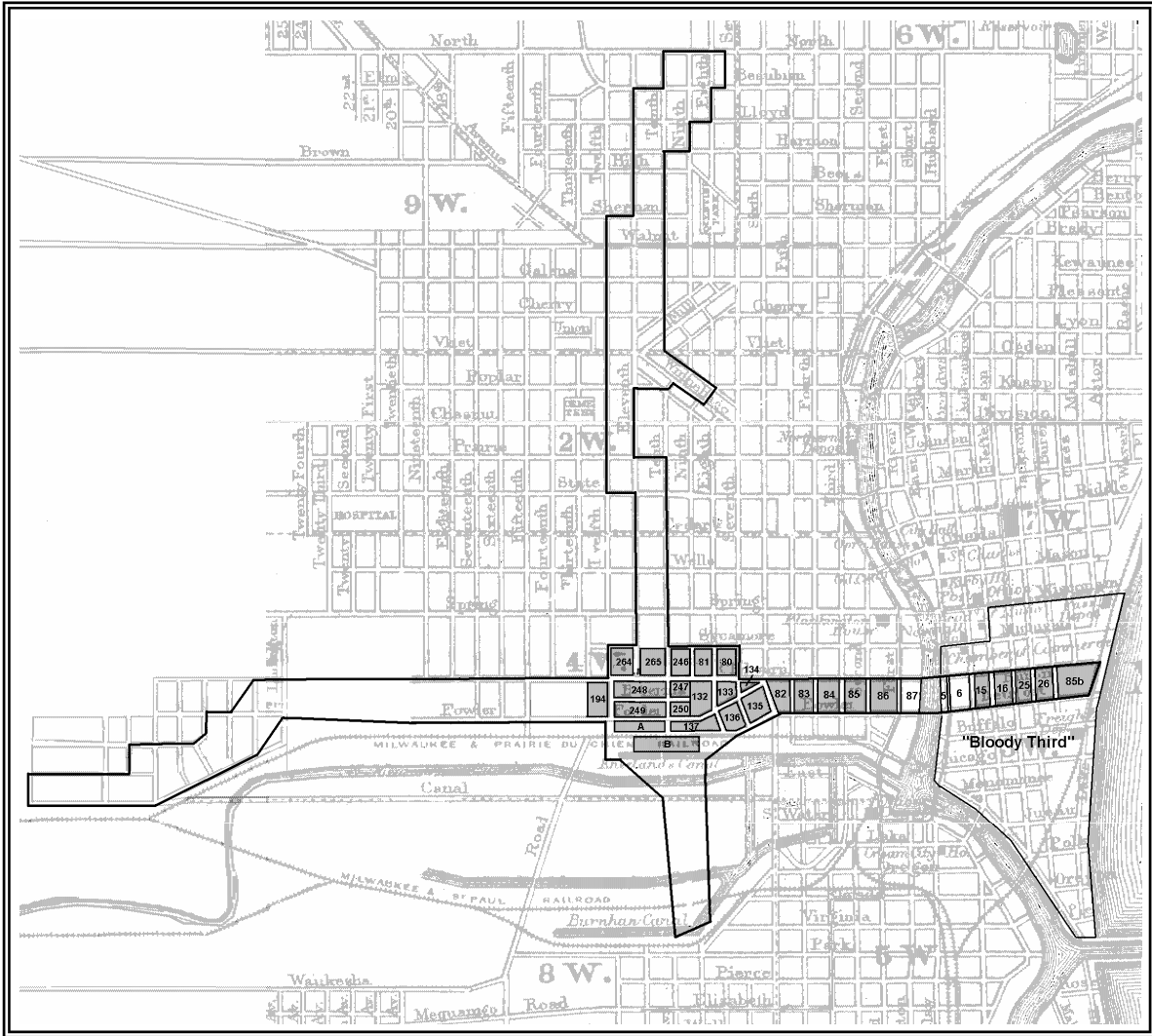


Figure 6.7: The Irish Core, showing its maximum extent in 1865. As industrialism and commerce boomed in Milwaukee the character of this neighborhood changed drastically.

Milwaukee. Anti-Irish prejudice was abundant and continued well into the 20<sup>th</sup> Century. Histories of Milwaukee compiled as late as the 1920's barely mention the Irish at all (Bruce 1922). The greatest animosity towards the Irish was felt by the Germans, then Milwaukee's most numerous ethnic group. The feeling was more than mutual. As Wells (1970) noted, "An Irishman who ventured into a German area was unwelcome, and a German who wandered into the Bloody Third Ward might go home on a stretcher".

As a defense against the increasing influence of the Germans in Milwaukee society, the Irish became active in city politics and formed several volunteer fire and military companies. The strategy worked well, on average, but led indirectly to one of the two greatest tragedies the Third Ward would experience. The Union Guards, an Irish volunteer military company, hired the steamer *Lady Elgin* to transport many of their number and their families to Chicago for fundraising. On its return the *Lady Elgin* was struck by a schooner and sunk with a loss of 200 souls. Nearly every family in the Third Ward was affected, and an estimated one thousand children were left behind to swell the population of Milwaukee's orphanages (Still 1949, Wells 1970).

On October 28, 1892 a fire broke out along East Water Street, between Buffalo and Detroit, and eventually spread to encompass sixteen city blocks. At its peak, it could be seen thirty miles away. Four hundred and forty buildings were destroyed, two thousand people were left homeless and five were dead. Most of the area had been residential, though a portion of the Central Business District burned as well. Many of the residents of the Third Ward moved away rather than rebuild. Italian immigrants repopulated the portion of the Irish Core east of the Milwaukee River and remained there until expansion of the Central Business District pushed them aside (Bruce 1922, Still 1949, Wells 1970).

#### Land-Use and Properties of Note

The Milwaukee City Directories contain only sparse listings for the Irish Core in the period 1865 to 1888. Residential blocks encompassed the entirety of the East and Central Segments, with the exception of three blocks near the Milwaukee River containing a portion of the fledgling Central Business District (blocks 5, 6 and 87) (Figure 6.8). The few entries in the 1865 directory pertain mainly to small businesses nestled into predominantly residential blocks. Grocery shops (N=10), saloons (N=6) and boarding houses (N=2) dominate the list. Other small businesses in the Irish Core in 1865 included one barbershop, one butcher shop, one stone yard, one manufacturer of bitters and the Davis Omnibus Line.

Little had changed by 1874. The Central Business District had expanded to encompass blocks 5, 6, 15, 86 and 87 in the East Segment, and residential sections were pushed back accordingly. Saloons (N=9) and Grocery shops (N=8) still dominated business in the Irish Core. Other listed business owners included a house mover, a music teacher, a well digger, a hay dealer, three dressmakers, two butchers, a



*Figure 6.8: Aerial view of the Irish Core (ca. 1870), looking north up the valley of the Milwaukee River. The study corridor runs east-west just south of the second bridge on the Milwaukee (arrows). Note cluster of substantial commercial and industrial buildings along the riverfront.*

bookseller, a rag dealer and a hay dealer. Manufacturers in the study corridor included a carriage maker, a box maker and a furniture maker.

By 1888 Irish settlement in the East Segment had been restricted to blocks 25, 26, 82, 83, 84 and 85b. Block 249, in the Central Segment, had begun the process of industrialization. The remaining residential blocks supported a higher number of commercial structures than had previously been the case. Saloons (N=12) and Groceries (N=9) continued to dominate businesses within the residential Irish neighborhood, but a greater variety of other services and goods had become available to local inhabitants. The 1888 city directory contains listings for dressmakers (N=6), boarding houses, music teachers, confectioners, nurses (N=3), painters (N=2), barbers, butchers, cobblers, bakers, carpenters, midwives, delivery men, and hardware stores (N=1). Two small manufacturers, one file maker and one boiler compound maker, were also located in residential blocks.

In the two years following the great Third Ward fire, a patchwork of residential, commercial and industrial structures sprang up along the East Segment. Residential structures, now housing Italians, remained confined to blocks 25, 26, 82, 85b and portions of blocks 83, 84 and 16. Industrialization in the Menomonee Valley proceeded apace, and by 1894 blocks A and B, and portions of blocks 248, 249 and

137 in the Central Segment were occupied by industrial structures. The only property of note to appear in a residential block in the East Segment in 1894 Sanborn maps is the **Third District School**, located in the southwest quarter of block 26. The east tip of fractional block 134 was occupied by the **Viaduct Hotel**, which would prove to be one of the most enduring commercial enterprises in the Central Segment.

The amount of space devoted to residential structures was diminished yet again by 1909. Only half of block 82, half of block 85b and portions of block 16, 25 and 26 were still being utilized for housing in the East Segment. As before, few structures of note were located in the residential blocks of the Irish/Italian Core. The southwest quarter of block 26 continued to host the Third District School, and the **Madonna dei Pompeii Church** was built in the center of the east side of block 25 in the East Segment (Figure 6.9). The church was established in 1892, the year of the fire, but does not appear on the 1894 Sanborn map. It was one of two parish churches established in Milwaukee to serve the resident Italian population (Wyatt 1986). The Center Segment changed very little. The Viaduct Hotel remained on the east tip of block 134.

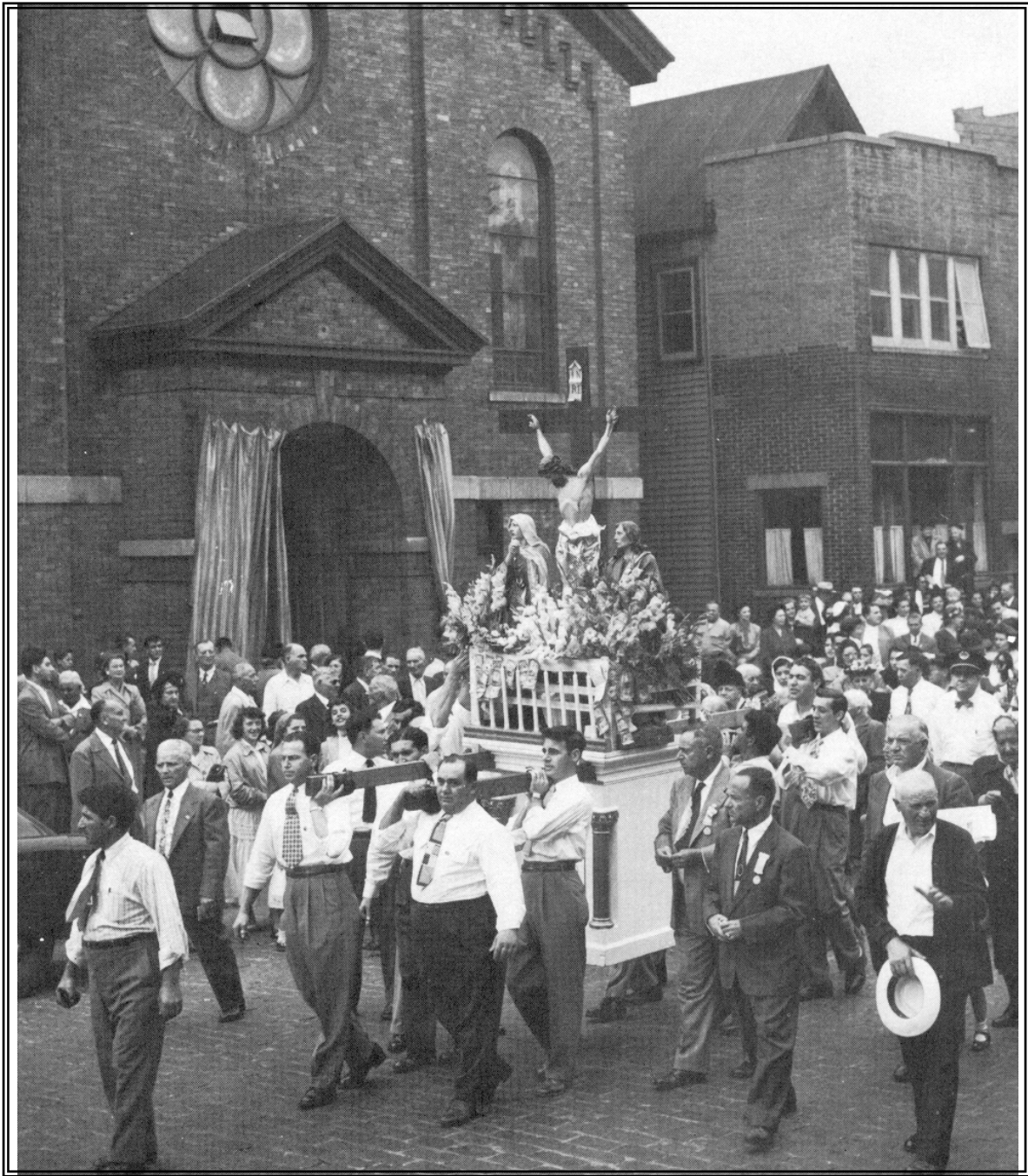
The amount of space devoted to urban housing remained somewhat stable into the 1930's. The 1937 Sanborn maps indicate that portions of blocks 25, 26 and 85b fronting East Clybourn and East St. Paul Avenues in the East Segment were taking on a mixed commercial/residential appearance. The Third District School and the Madonna dei Pompeii Church remained the only properties of note in the Italian Core. The Center Segment remained primarily residential, and the Industrial District did not make any further inroads into areas dominated by housing. The Viaduct Hotel still occupied the east tip of block 134.

By 1950 residential structures were limited to small patches on the south and east sides of block 25, the west side and southeast corner of block 26 and the east side of block 85b in the East segment. The Madonna dei Pompeii Church still stood, but the old Third District School had been demolished and replaced. The new Andrew Jackson Public School building was considerably larger and occupied the west half of block 26. Changes to the Central Segment were drastic. A sharp expansion of the Industrial District and commercial areas in the Center Segment reduced the area available for housing to blocks 246, 266, 265 and portions of blocks 80, 81, 132 and 248. The Viaduct Hotel, now called the Atlantic Hotel, still stood but was surrounded by other commercial structures.

### Summary

No structures of note relating to residential ethnic occupation of the Irish Core appear to have existed in the study corridor. Residential-oriented subsurface features in this area should be limited to filled privies, cisterns and perhaps some basements. Depending on the extent of efforts made to clean up the area following the great Third Ward fire, early sub-surface features may contain abundant domestic debris relating to the Irish occupation. The fire spread far too quickly for the inhabitants of the





*Figure 6.9: The Madonna Dei Pompeii Church in the Third Ward (419 N. Jackson, block 25). Once predominantly Irish, by the time of this photo the ward had become solidly Italian (From Wells 1976).*

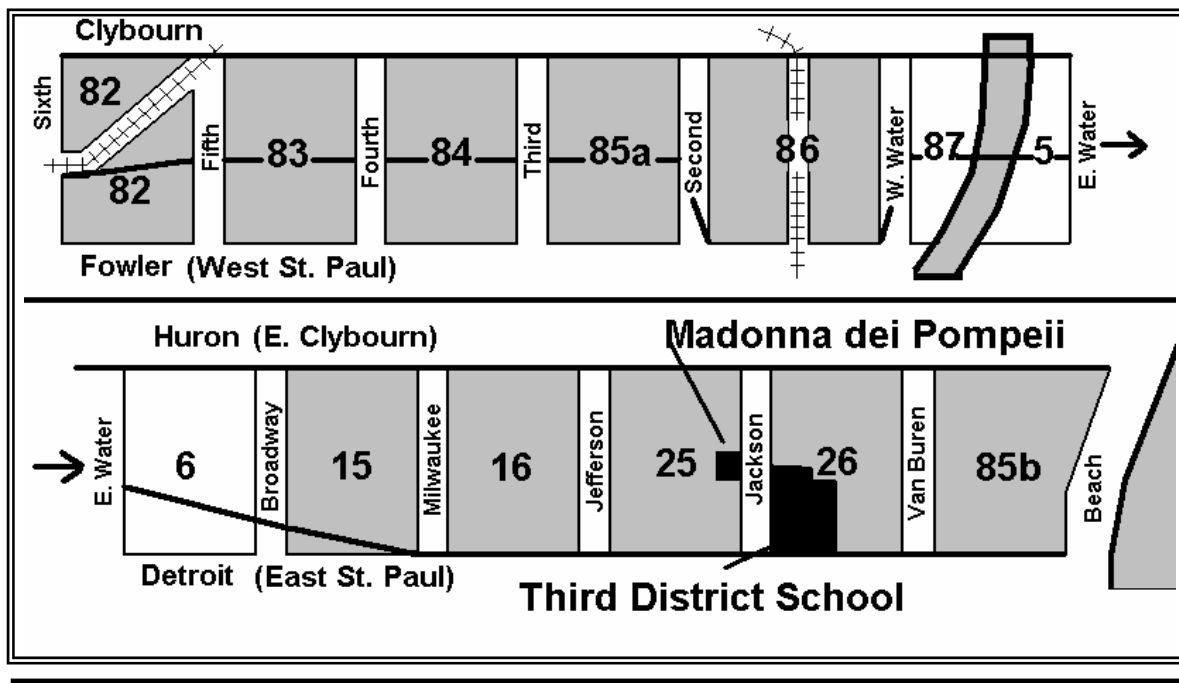


Figure 6.10: Location of the Madonna dei Pompeii Church and Third District School in the Italian East Segment.

Third Ward to gather their possessions, and most lost all they owned. Collapsing buildings would have dumped their contents into open basements or cellars, which may have then been covered over or capped with fill prior to rebuilding. Of note are the many early saloons in the Third Ward, many of which may have contained sub-surface cellars or storage facilities.

The later Italian occupation of the area produced two structures of note relating to the ethnic community—the **Third District School** and the **Madonna dei Pompeii Church** (Figure 6.10). The school was demolished between 1937 and 1950 to make way for a larger structure, and it is likely that any features related to the early school were destroyed. The Madonna dei Pompeii Church appears to have stood until it was demolished to make way for the current freeway system. Photographs of the church depict a substantial brick structure, and it is possible that remnants of the foundation may be intact under the modern pavement. The **Viaduct** (later Atlantic) **Hotel** in the Central Segment cannot be conclusively identified with any one ethnic group due to its long history of use (Figure 6.11). It is important to note that large portions of both the East and Central Segments underwent a switch from residential to commercial and industrial use between 1865 and 1950. The extent to which building demolition and new construction affected the survival of residential foundations and other sub-surface features is unknown.

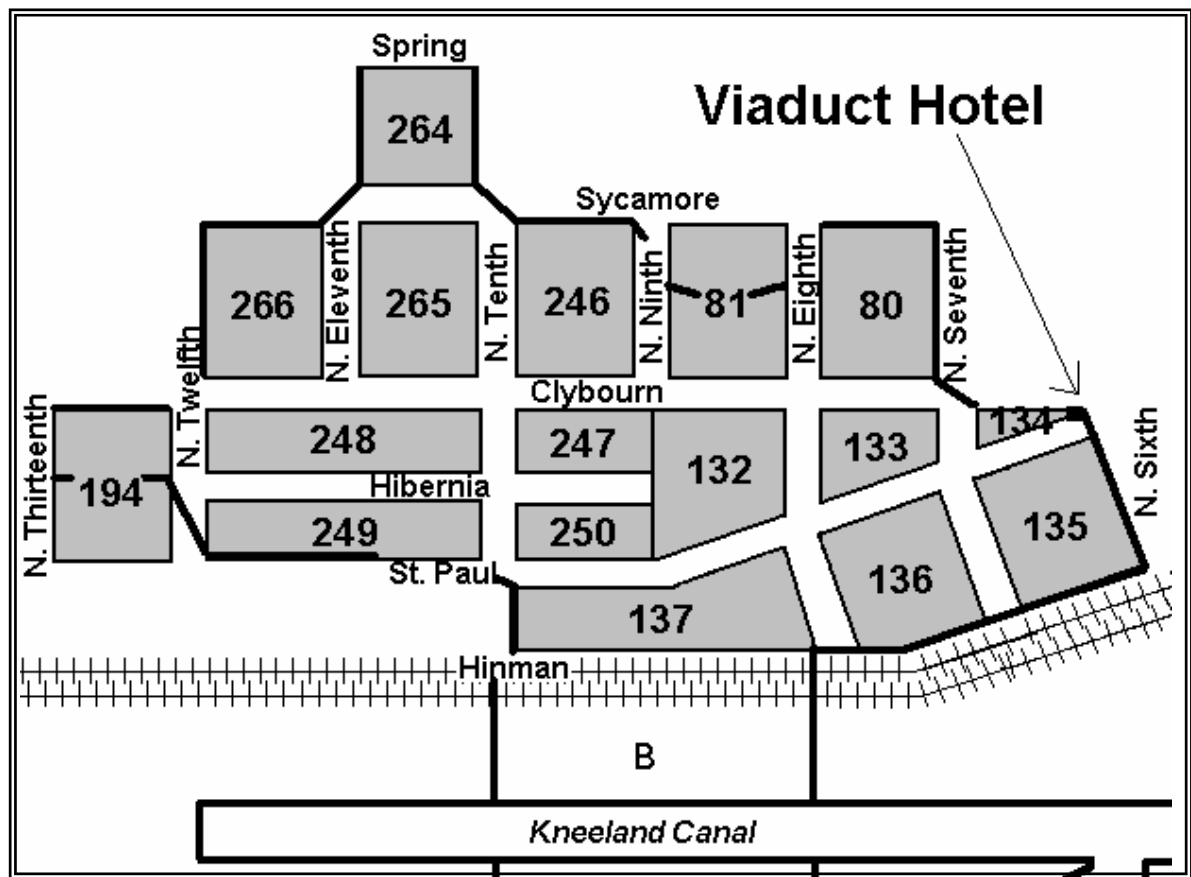


Figure 6.11: Location of the Viaduct Hotel in the Irish Central Segment.

Most of the study corridor within the Irish/Italian Core has been paved over for use as parking space and is not currently testable. A small green space within the Central Segment does exist. A sinkhole has opened on one side of the green space, exposing a soil profile indicative of deep historic fill. As a result of both paving and filling activities, the extent of sub-surface feature survival in this portion of the study area cannot be readily determined.

**While it is likely that the remains of numerous foundations, privies, cisterns and other sub-surface features remain under the modern freeway system, the literature search did not reveal the existence of properties in this portion of the study corridor that would require phase II evaluation.**

## **Germantown**

### Introduction

The first large group of German immigrants entered Milwaukee in the 1840's. They hailed, in the main, from southwestern Germany. Farmers, artisans and laborers found themselves forced off of their land during a period of political and economic unrest in their own country. They moved in great numbers to America and settled in the North Atlantic states and the Upper Midwest. The years between 1865 and 1874 saw a second pulse of immigration to Wisconsin from northwestern Germany. A third wave of immigration lasted from 1880 to 1890, bringing residents of the states of Prussia, Pomerania and Upper Silesia in Northeastern Germany (Wyatt 1986).

Many of the initial settlers moved on into the lead mining district of Southwestern Wisconsin, but a significant proportion stayed in Milwaukee. The growing city served as Wisconsin's port of entry, and the booming German community was able to "capture" the best and brightest in the incoming German tide. In the summer months between 1843 and 1844, 1000 to 1400 German immigrants passed through Milwaukee *each week* (Wyatt 1986). As many of the most talented and motivated individuals made the decision to stay in Milwaukee the German community flourished. The city soon found itself with a German population well out of proportion with the rest of the state and earned itself the nickname "the German Athens" (Still 1948, Wyatt 1986).

Germans comprised Milwaukee's most numerous ethnic group. Germans dominated the skilled trades and were very active in city and local government. The following decades saw the creation of numerous German community organizations and associations—social halls, beer halls, Turner halls, German newspapers, volunteer fire companies, military companies, schools and churches. The Germans (mostly, but not entirely, Catholic) formed a self-contained community in the heart of Milwaukee (Figure 6.12). Many of the residents of "Germantown" never learned English, or needed to, and rarely left its bounds (Still 1948).

The German population of Milwaukee would determine the city's course for decades to come. The introduction of German beer (ironically by three Welshmen) and the establishment of German meat packing plants and sausage shops provided the most famous components of Milwaukee's economy (Bruce 1922, Still 1948, Wyatt 1986). The German's success sparked considerable conflict with the second-most numerous ethnic group in the city. The Irish and Germans, despite a shared religion, became notorious adversaries (Wells 1970).

### Land-Use and Properties of Note

Germans occupied the portions of Germantown incorporated within the Northern Segment of the study corridor for a relatively short period. The expansion of the Inner core in the early 1900's drove

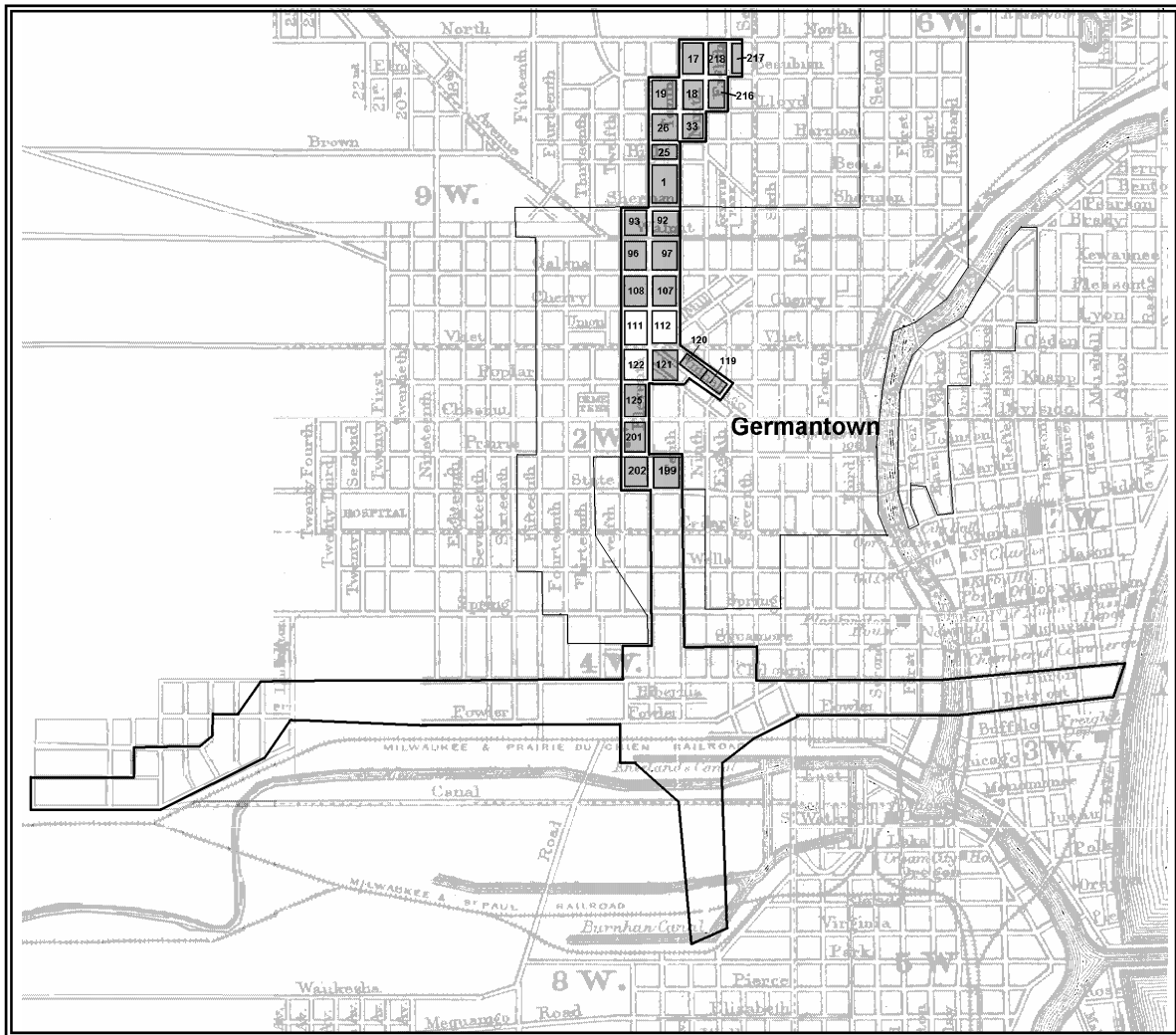


Figure 6.12: Germantown at its maximum extent (ca. 1890). The German character of the neighborhood changed during the 20<sup>th</sup> century as first Orthodox Jews, then Blacks, moved northwest with the expansion of the Inner Core.

many Germans to the western fringes of the city and eventually into Milwaukee's suburbs (Still 1948, Wyatt 1986). At maximum extent, residences identifiable with old Germantown in the Northern Segment occupied blocks 92, 93, 95, 97, 107, 108, 113, 119, 120, 121, 122, 125 and 201. Blocks 111, 112 and 122 were dominated by commercial structures as early as the 1860's, and formed a regional commercial district that served the German community.

The 1865 City Directory identifies a number of businesses within the German portions of the North Segment of the study corridor. Blocks 111, 112 and 122, destined to become the core of the Winnebago Street regional business district (RBD), contained the highest proportion of businesses to

residences. The remaining blocks generally contained one or two commercial structures intermixed with more numerous residential structures. The character of business in the area appears to have been influenced by the proximity of the Pabst Brewery. Cooperages (N=3) stand alongside dry goods stores (N=3) and saloons (N=3) as the most numerous businesses located within residential blocks. Other listed businesses include two cigar “factories”, a tailor shop, a doctor’s office, and a cobbler shop.

By 1875 the Winnebago Street RBD had grown to include blocks 108, 111, 112, 119, 120, 121, and 122. The remaining blocks remained solidly residential, with the usual scattering of small businesses. Grocery shops (N=7), and saloons (N=3) outnumbered all other residential-block businesses. The remaining businesses included butcher shops (N=3), cooperages (N=2), a doctor’s office, two cigar “factories”, and a midwife. Two manufacturers also operated from the residential blocks-- one rope maker (block 107), and one potash manufacturer (the Avnelink Bros & Co. Potash Factory, 630 Eleventh Street, block 1).

Expansion of the Winnebago Street RBD continued into the 1880’s, and blocks devoted primarily to housing were accordingly pushed back. In 1884 commercial structures dominated blocks 93, 96, 97, 107, 108, 111, 112, 119, 120, 121, 122 and portions of block 92. The density of commercial and small manufacturing concerns within the residential blocks increased dramatically, with an average of four to five businesses per block. The directory listings are dominated by saloons (N=12), grocers, carpenters and builders (N=6), dressmakers, and butcher shops (N=5). Other listings for residential blocks include ministers, cigar “factories” (N=3), delivery men, liverys, confectioners, barbers (N=2), coopers, cobblers, doctors, midwives, music teachers, painters, printers, bakers, undertakers and bowling alleys (N=1). One small manufacturing firm, J. Dunk Co. Cisterns and Tanks, was located on the south side of block 1.

The number of residential blocks within the Germantown portion of the North Segment remained stable into the 1890’s. The 1894 Sanborn maps for the blocks north of the neighborhood business district depict small frame residences, grouped into double rows. One row of homes faced outward towards a main street, while a second row faced an alley running through the interior of each block. The Sanborn maps for the southern residential blocks depict larger homes and duplexes faced with brick or stone. House sizes appear to have generally increased with growing proximity to Grand Avenue (modern West Wisconsin). The 1894 Sanborn maps depict a number of structures important to the local German community, including the **First Dutch Reformed Church** (northeast corner of block 25), the **Holy Name Roman Catholic Church** (block 199) and the **Holy Name Girls School** (northwest corner of block 182).

The Winnebago Street RBD remained stable through 1909, and the relative proportion of businesses to residences in the non-commercial portions of the North Segment appears to have remained relatively unchanged. The Holy Name Roman Catholic Church and associated schools were demolished and replaced by residential structures at some point after 1894, leaving only the First Dutch

Reformed Church standing. Several structures formerly listed as residences were reclassified as apartments or flats, indicating that population density in the study corridor was increasing.

The 1937 Sanborn maps do not seem to indicate that conditions within the study corridor had changed significantly. However, there are strong indications that the 1937 Sanborn maps were incompletely updated, and as a result their usefulness is limited. Maps of “ethnic Milwaukee” produced by the Wisconsin Cartographer’s Guild (1998) indicate that the Inner Core had expanded to encompass the northern segment of the Study Area as early as 1932. It is thus likely that by the late 1930’s the German residents of the North Segment had largely relocated to the western suburbs

### Summary

Only a handful of structures of note relating to the residential German occupation of the study corridor appear to have existed in the study corridor. Residential-oriented subsurface features in this area should be limited to filled privies, cisterns, and perhaps some basements and foundation remains in the southern blocks. Of some note are the early saloons, which may have contained sub-surface cellars or storage facilities.

The extent to which building demolition and new construction affected the survival of residential foundations and other sub-surface features is unknown. It is clear that many of the original residences constructed by the residents of west Germantown were later subdivided and used as apartments and flats by non-Germans. Features related to these structures would thus produce a mixed artifact assemblage unlikely to shed much light on questions of ethnicity, economic status and integration or cultural assimilation.

Three structures of note relating to the German occupation of the North Segment were encountered during the literature search-- the **First Dutch Reformed Church, Holy Name Roman Catholic Church**, and the **Holy Name Girls School** (Figure 6.13). **The possibility that sub-surface remains attributable to these structures remain extant in the project corridor is extremely low. The I-43 freeway corridor in the north section has been excavated well below the original ground level, destroying all features relating to the German occupation of the North Segment.**

## **The Orthodox Jewish Core**

### Introduction

The first Jewish residents of Milwaukee arrived as part of the pulse of immigration that washed Wisconsin’s shores between 1840 and 1860. Speaking mainly German, they were of largely liberal outlook and assimilated rapidly. Milwaukee’s German Jews worked mainly in the dry goods trades (cigar

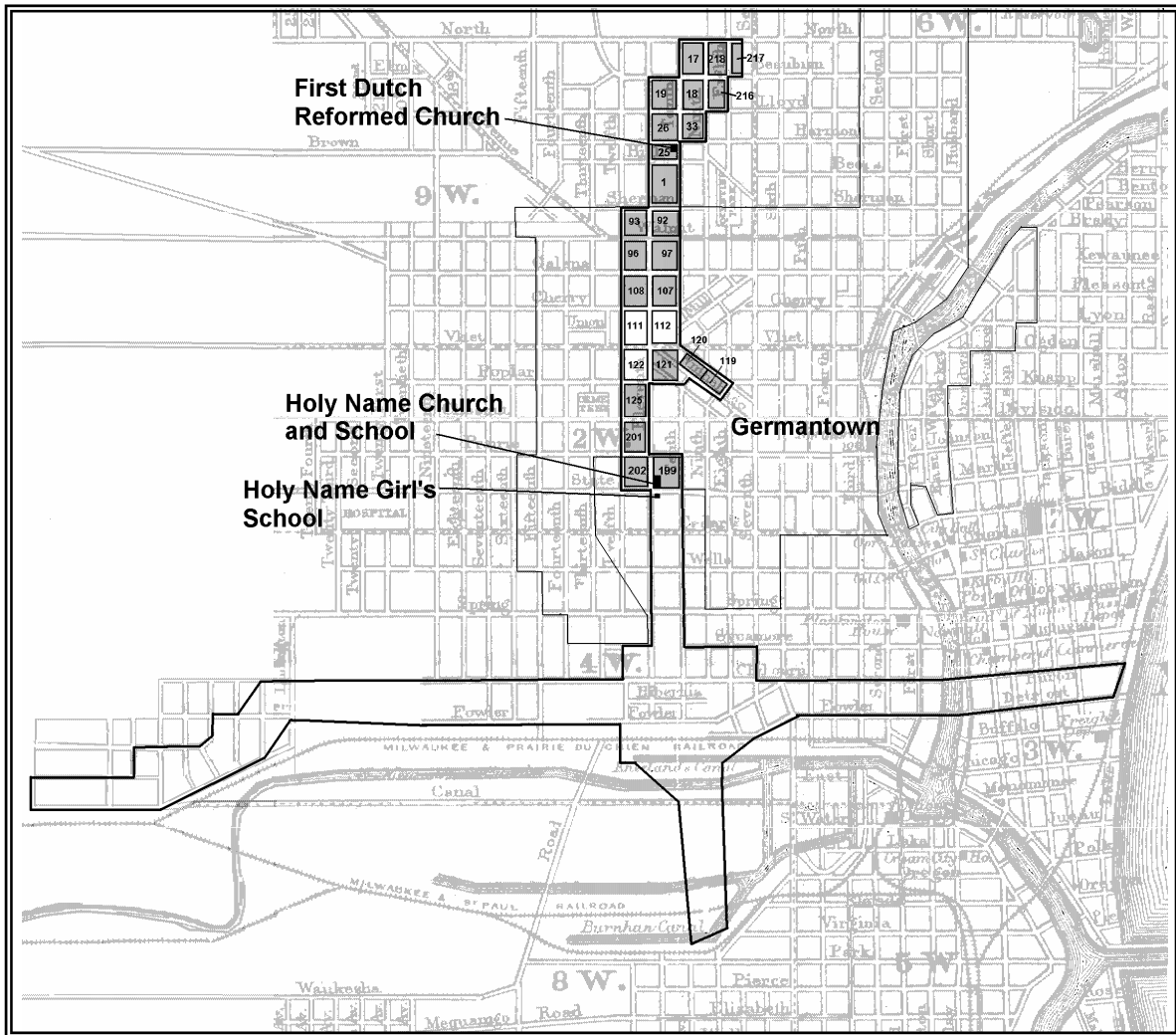


Figure 6.13: Location of the First Dutch Reformed Church and the Holy Name Church and School Complex in the German North Segment.

manufacture, millinery, shoe and boot manufacture, etc...) and quickly established a monopoly on clothing manufacture that lasted into the 1920's (Wyatt 1986).

The second wave of Jewish immigration to Milwaukee was sparked by increased anti-Semitic activity in Eastern Europe in the 1880's and 1890's. Many of the new immigrants had been forced out of their homes and arrived impoverished. Heavily Orthodox, they were not entirely welcomed by Milwaukee's liberal German Jews. The new immigrants settled in the Second Ward, just east of the northern segment of the Marquette Interchange study corridor. Overcrowding led quickly to unsanitary conditions, the erection of tenements and considerable protest from residents elsewhere in the city.



A third wave of Jews, also Orthodox, arrived between 1904 and 1906. They quickly found support in the older Orthodox community, and began to found congregations based initially on their country of origin. Conditions in the Orthodox community did not noticeably improve in the following years. In 1910 eight hundred Orthodox households supported themselves by peddling or performing manual labor. Only one hundred owned their own businesses and sixty families owned workshops (Stills 1948, Wyatt 1986).

The original Orthodox Jewish Core was located just to the north of the “Inner Core”, the heart of Black settlement in Milwaukee. As Black populations expanded, the Jews found themselves pushed northwestward into the Marquette Interchange study area (Figure 6.14) (Wisconsin Cartographer’s Guild 1998).

#### Land-Use and Properties of Note

Due to uncertainties concerning the accuracy of the 1937 Sanborn maps, the point at which Orthodox Jews began to move into the northern portions of the North Segment of the study corridor must remain unknown. It appears likely that many of the Jewish residents of the North Segment arrived in the third wave of Jewish immigration to Milwaukee, between 1904 and 1920.

The 1950 Sanborn maps indicate that a pocket of Jewish settlement existed north of Winnebago Street, incorporating (at a minimum) blocks 1, 25, 26, 33, and 92. Nearly all the residential structures had, by 1950, been transformed into crowded apartments and flats, and numerous new residences were built facing the interior alleys of each block. Most of the residential buildings were of frame construction.

Properties of importance to the local community figured on the 1950 Sanborn maps include the **Beth Medrash Hagodal Anshe Sfard synagogue** (northwest corner of block 26), the **Anshe Lubavich synagogue** (northwest corner of block 1), the **Agudath Achim synagogue** (west side of block 25) and a **Hebrew School** (southwest corner of block 1). It is probable that these structures were constructed well before 1937 and do not appear on the earlier Sanborn maps due to the problems cited above.

#### Summary

Four structures of note relating to the Orthodox Jewish occupation of the North Segment were encountered during the literature search-- **The Beth Medrash Hagodal Anshe Sfard synagogue**, the **Anshe Lubavich synagogue**, the **Agudath Achim synagogue** and a **Hebrew School** (Figure 6.15). **The possibility that sub-surface remains attributable to these structures remain extant in the project corridor is extremely low. The I-43 freeway corridor in the north section has been excavated well below the original ground level, destroying all features relating to the Orthodox Jewish occupation of the North Segment.**

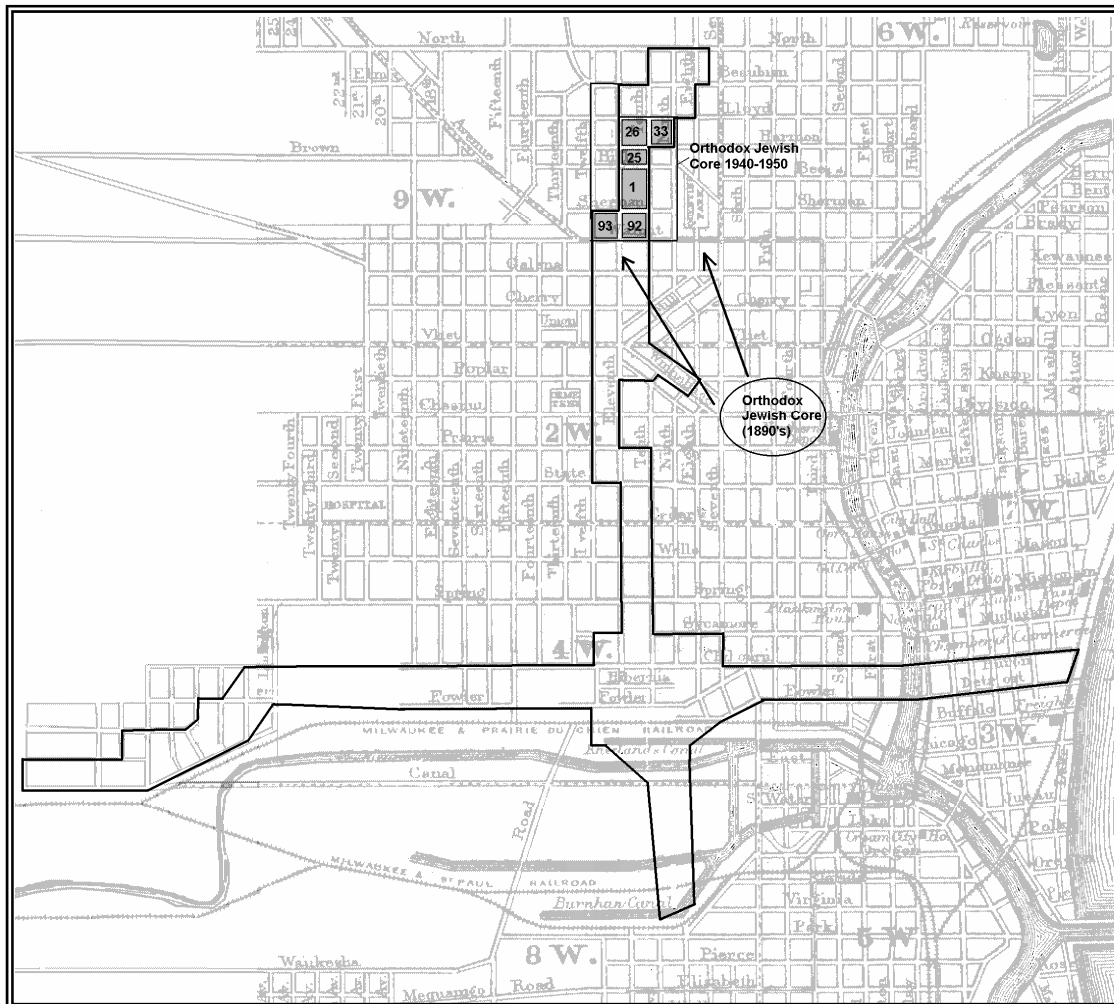


Figure 6.14: Orthodox Jewish neighborhoods in Milwaukee. The main area of settlement prior to the turn of the 20<sup>th</sup> century was located to the east of the north segment of the Marquette Interchange design project study corridor. By 1940 Orthodox Jewish residents of Milwaukee were relocating northwest into the project area (Wisconsin Cartographer's Guild 1998).

## The "Inner Core" and Black Settlement in Milwaukee

### Introduction

Black residents make up one of Milwaukee's oldest ethnic groups. Blacks have been present in Milwaukee since its foundation in the 1830's, though are rarely mentioned in its official histories (Still 1948, Wells 1970, Wyatt 1986). Black settlement was originally coincident with European settlement in

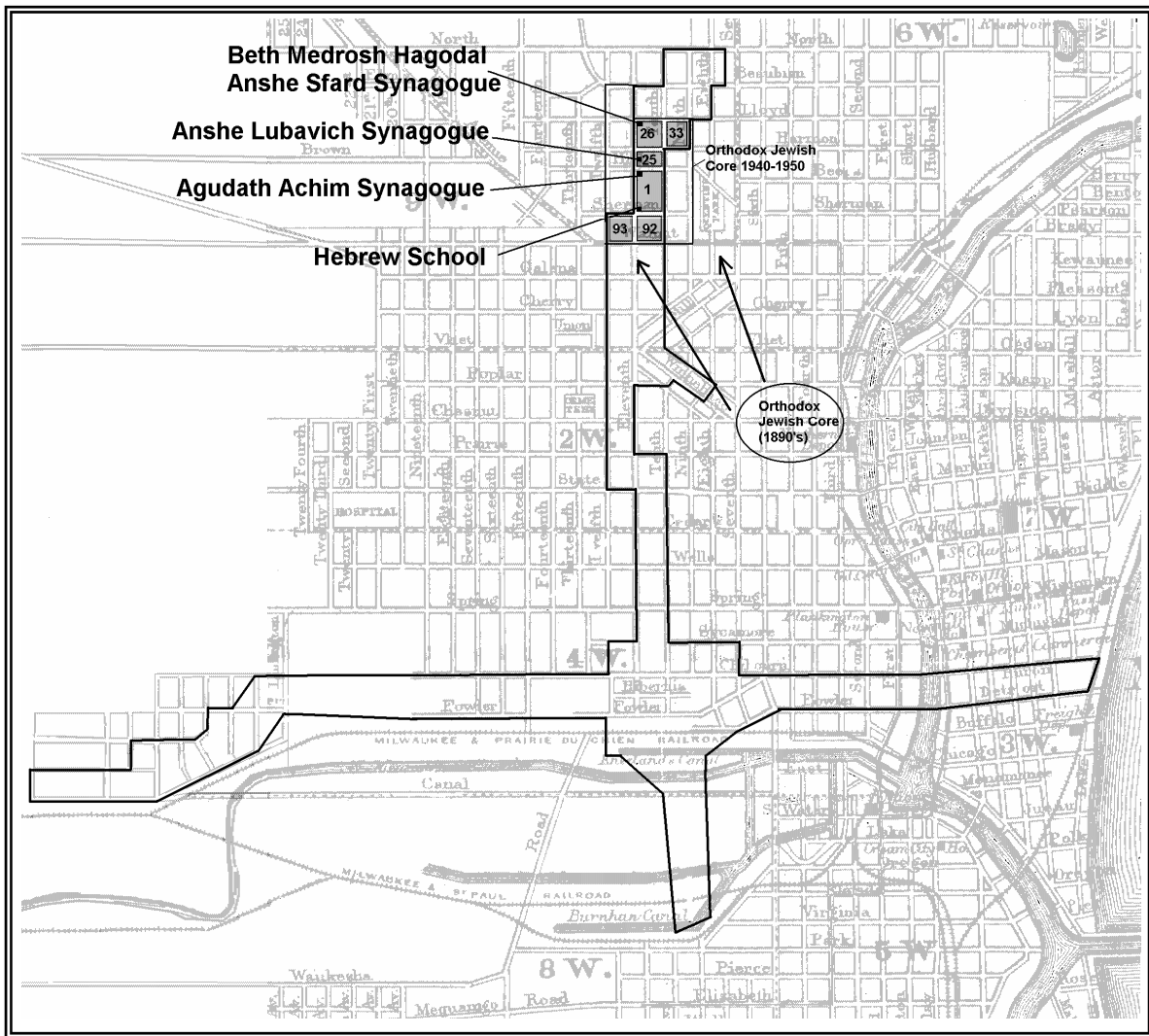


Figure 6.15: Location of the Beth Medrash Hagodal Anshe Sfard, Anshe Lubavich and Agudath Achim Synagogues and the Hebrew School in the North Segment.

Milwaukee, and was concentrated on either side of the Milwaukee River in old Kilbourntown and Juneautown. Segregation began in 1868, ironically in Milwaukee's churches. In 1890 fully one-quarter of Wisconsin's Black residents lived in Milwaukee, most within the confines of the Fourth Ward.

The heart of the Fourth Ward was a six square block area known as the "Badlands" (Figure 6.16) (The term "Badlands" is used in several historic references-- see Wells 1970, Wisconsin Cartographers Guild 1998). The Badlands were bounded by Third, Sixth, West Wisconsin and Kilbourn Streets and were said to be "full of saloons, dives, tenements, gambling houses, cheap cabarets and a few cut-rate whorehouses that couldn't make the grade on River Street" (Wells 1970), but also hosted a thriving Black business community. Segregation forced Black immigrants to the city to settle in a sharply defined area within the heart of Milwaukee. This area, termed the "Inner Core", was initially located on the north side of the Badlands. In the following years the Inner Core would expand to the north and west as Milwaukee's Black population continued to increase (Wisconsin Cartographer's Guild 1998).

By the 1930's the Inner Core encompassed most of the area formerly occupied by west Germantown. The expanded core remained a city within a city. The residents, stifled by the harshest system of segregation in the North (one on a par with that of Montgomery, Alabama) elected their own mayor annually. Poverty was extreme, particularly during the Depression years, and infant mortality rates in the Inner Core soared seventy-five percent above those of adjoining White neighborhoods (Wyatt 1986).

Despite the overall impoverishment of the Inner Core, some households prospered. Several households owned their own businesses. Fraternal organizations were numerous, and at least six Black Masonic lodges have been documented within the early Inner Core. Black-owned businesses and enterprises included the Peoples Cooperative Store (founded 1936), a newspaper, *The Wisconsin Enterprise Blade* (founded 1916), the Urban League (founded 1919), a local Chamber of Commerce and Business Men's League, a movie theater, drug stores, saloons, tailor shops, beauty parlors, and grocery stores. The Inner Core also hosted a number of Black doctors, dentists, and lawyers (Still 1948).

#### Land-Use and Properties of Note

Due to uncertainties concerning the accuracy of the 1937 Sanborn maps, the point at which the Inner Core expanded into the North Segment of the study corridor must remain unknown. There are indications that population within the North Segment had begun to rise prior to 1909, and the North Segment was definitively incorporated within the Inner Core by 1932. The point of transition occurred somewhere between those two dates. With the exception of a small pocket of Orthodox Jewish settlement north of Winnebago Street and the far southern blocks in the Grand Avenue neighborhood, the Inner Core incorporated the whole of the North Segment. The commercial district centered on the head

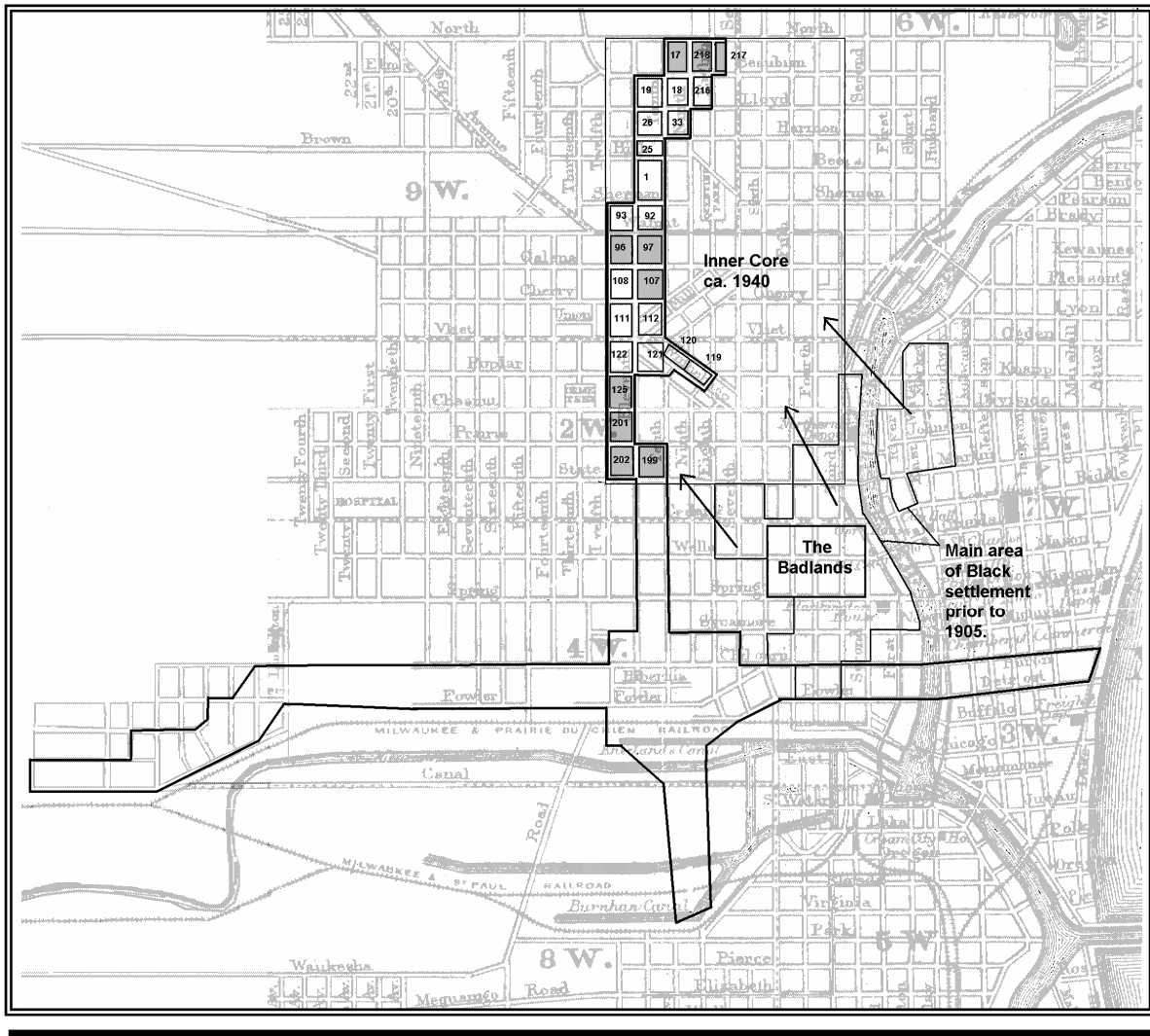


Figure 6.16: The Inner Core (1830 to 1940). Initial Black settlement in Milwaukee was not confined to any single portion of the city, but increasing segregation led to the creation of the Badlands and the Inner Core. By the time the Inner Core expanded into the North segment of the project area, expanding commercial areas and resident Jewish populations had limited available living space (Wisconsin Cartographer's Guild 1998).

of Winnebago Street remained, and expanded slightly northward into block 93 at some point prior to 1950.

Nearly all the residential structures had, by 1950, been transformed into crowded apartments and flats, and numerous new residences were built facing the interior alleys of each block. Most of the residential buildings were of frame construction. Only two properties of note are depicted on the 1950 Sanborn maps. The **First Reformed Church** (formerly the First Dutch Reformed Church) was still

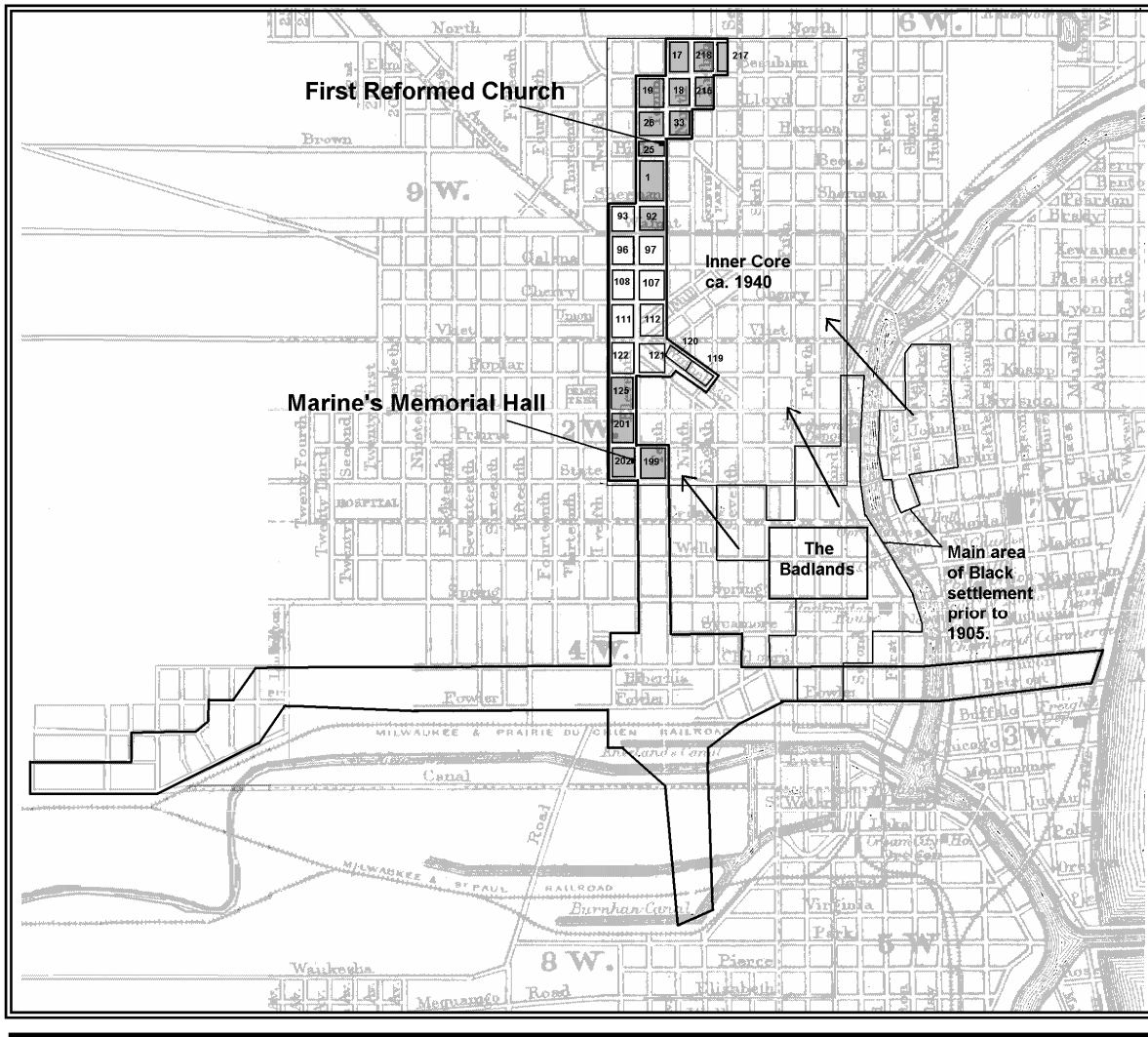


Figure 6.17: Location of the First Reformed Church and the Marine's Memorial Hall in the North Segment.

located on the northeast corner of block 25. A second property, the **Marine's Memorial Hall**, was located on the east side of block 202.

### Summary

Two structures of note relating to the Black occupation of the North Segment were encountered during the literature search—the **First Reformed Church** and the **Marine's Memorial Hall** (Figure 6.17). **The possibility that sub-surface features attributable to these structures remain extant in the project corridor is extremely low. The I-43 freeway corridor in the north section has been**

excavated well below the original ground level, destroying all features relating to the Black occupation of the North Segment.

## The Grand Avenue Neighborhood

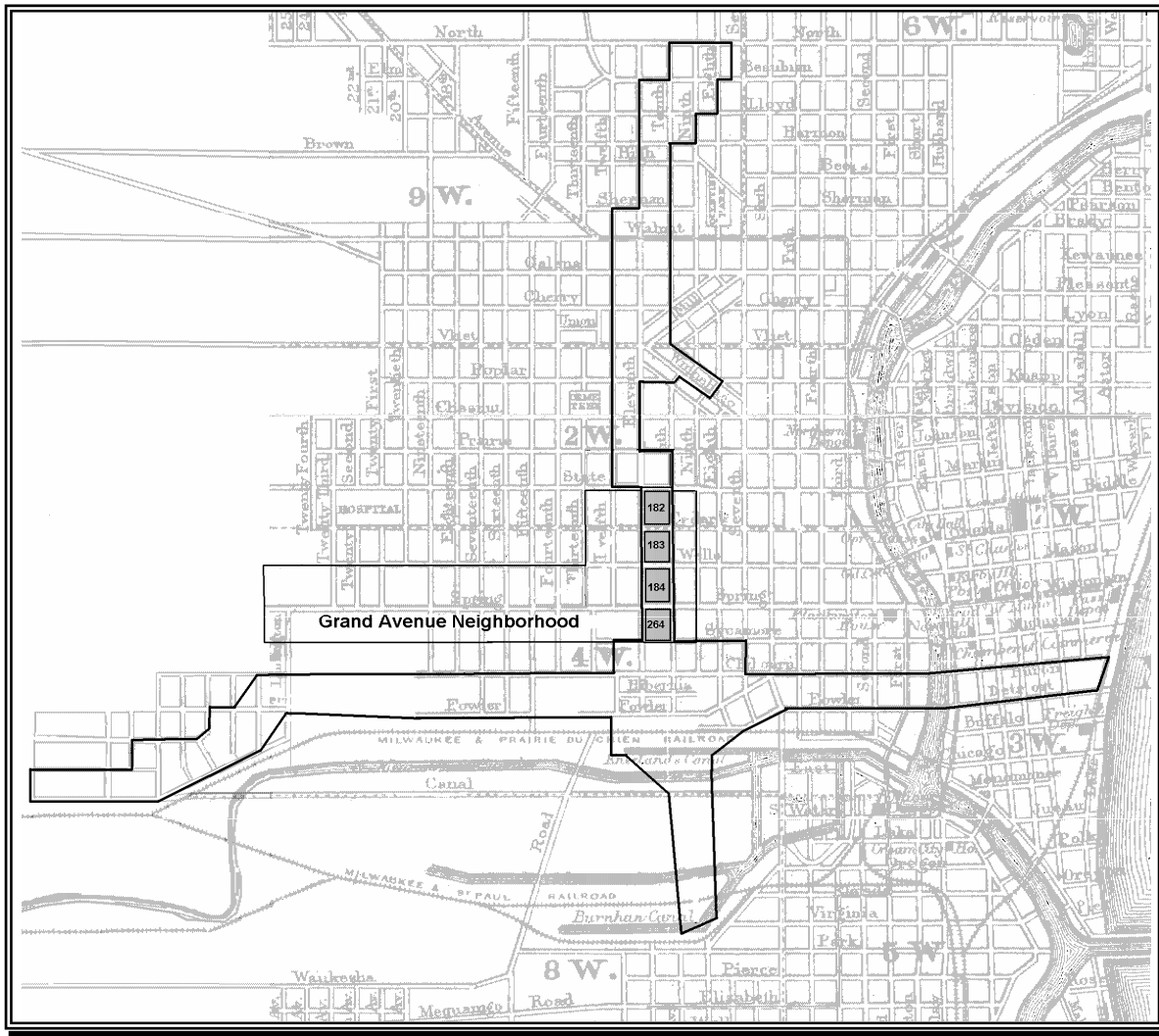
### Introduction

The Grand Avenue Neighborhood, as discussed here, incorporates blocks 182, 183 and 184 within the North Segment and block 264 in the Center Segment (Figure 6.18). As commerce and industry boomed in late 19<sup>th</sup> Century Milwaukee, a class of newly rich merchants and builders settled in a broad area northwest of the confluence of the Milwaukee and Menomonee Rivers. The plushest homes were located along Grand Avenue (former Spring Street, modern West Wisconsin Avenue) from North Ninth Street to North 35<sup>th</sup> Street. There is a fairly clear distinction on the Sanborn insurance maps between homes along Grand Avenue (modern West Wisconsin) and surrounding blocks and those to the north, east and west. Homes on or near Grand Avenue tended to be larger, be more widely spaced with larger lawns and be either faced with brick or stone or constructed of those materials. Several of the larger homes along Grand Avenue were the only homes on their respective blocks and easily deserved the appellation “mansion”.

### Land-Use and Properties of Note

The businesses located in other residential areas are notably absent from this neighborhood. One saloon is listed as being in block 183 in the 1874 City Directory. A barbershop (block 183, North Segment) and a carpenter/builder (block 184, North Segment) had joined the saloon by 1888. Due to this lack of commercial property, a clear picture of the neighborhood cannot be drawn before 1894 and the publication of the earliest Sanborn maps. The 1894 Sanborn maps depict an overwhelmingly residential area, dominated by brick or stone veneered homes. Block 264 (Center Segment) easily stands apart from the other residential blocks. The Sanborn maps of this block depict a single large brick residence with a small pond and separate carriage house. The house is labeled as having a tower and being several stories in height. The outline of the residence suggests Queen Anne architecture. The rest of the block was apparently devoted to green space (Figure 6.19).

The owner of this home is not known with certainty, but it seems likely that it was the residence of **James Kneeland**. Well's history of Milwaukee (1970) states that James Kneeland owned a home on Grand Avenue that was notable because it included a small lake, “complete with swans.” Wells also states that the property later became a park (Red Arrow Park) for a short time before being covered by the “north-south freeway.” The history of block 264 matches that of Kneeland's property in every detail. Kneeland was one of Milwaukee's first settlers, arriving in 1841. A former canal builder, he opened a



*Figure 6.18: The Grand Avenue Neighborhood. This area of high-income homes was host to some of Milwaukee's most famous (and richest) residents. The character of the homes in the project area changed dramatically with the expansion of the Inner Core, and mansions gave way to tenements.*

large general store and retired before many years were out to devote his time and money to investment opportunities (Wells 1970).

The 1909 Sanborn maps indicate that a small number of homes neighborhood had been transformed to boarding houses and apartments, the first signs of the neighborhood's eventual decline. A children's hospital had been constructed on the east side of block 183 (North Segment) and the large and fashionable **Grand Avenue Methodist Church** stood on the southeast corner of block 184 (North Segment) (Figure 6.20). The church was founded in 1871, but for some reason does not appear on the



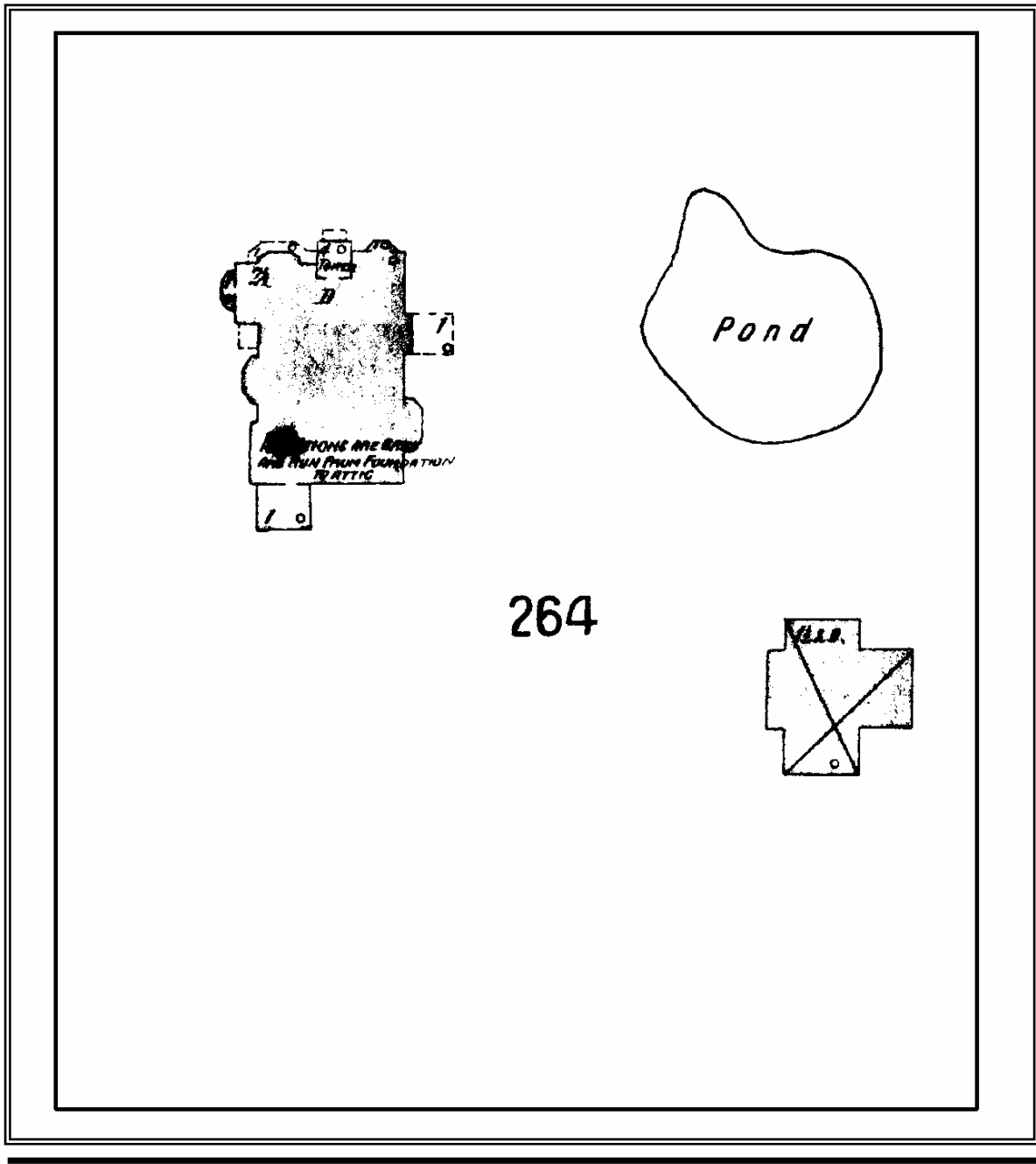
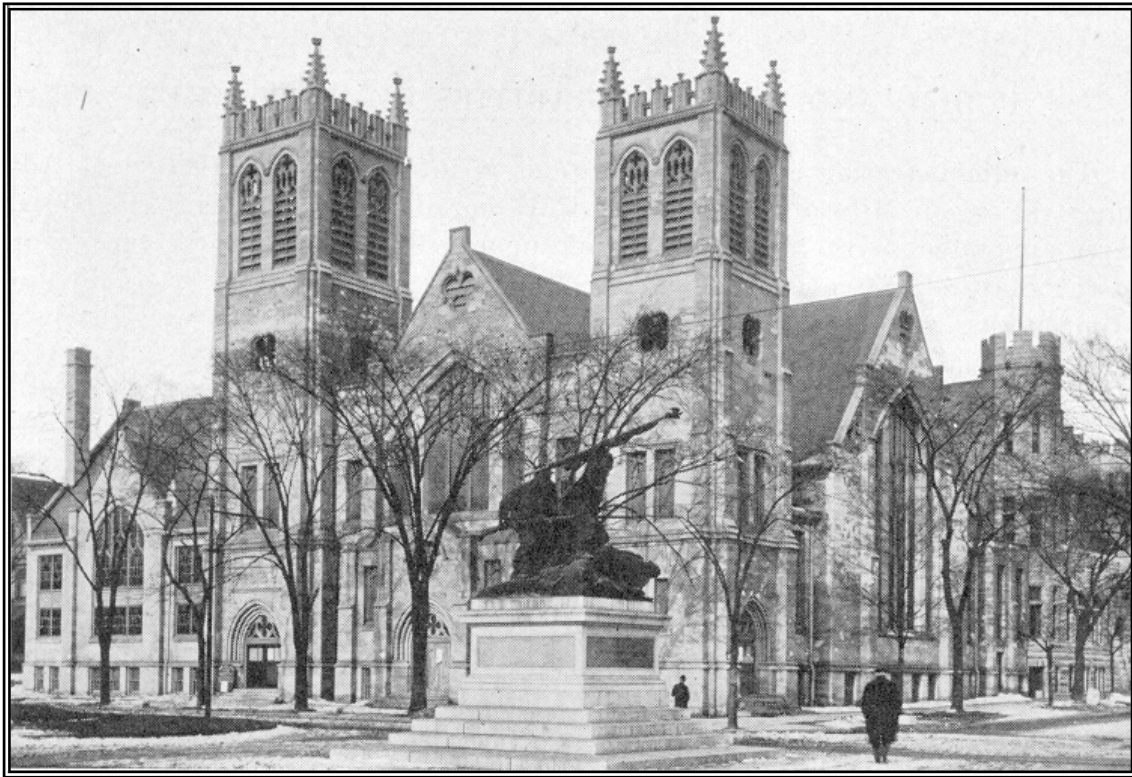


Figure 6.19: Block 264, location of the James Kneeland Residence, from the 1909 Sanborn-Perris Fire Insurance Maps of Milwaukee.



*Figure 6.20: The Grand Avenue Methodist Church and Soldier's Memorial. Portions of the Ivanhoe Masonic Temple can be seen to the far right, behind the church.*

1894 Sanborn maps. Behind the church stood the **Ivanhoe Temple**, one of Milwaukee's numerous Masonic lodges. The 1937 Sanborn maps are essentially identical to those of 1909, and it is unclear to what extent they were updated to reflect changes in the neighborhood. One noticeable change is the disappearance of the pond on the Kneeland property.

By 1950 the once fashionable neighborhood had declined. Commercial enterprises, including automotive repair shops, mattress renovating firms and the large Motion Picture Exchange had invaded the residential area. One quarter of block 183 (North Segment) stood empty, its homes demolished. An Odd Fellow's Temple was had been erected on block 184 (North Segment). The Ivanhoe Temple and the Grand Avenue Methodist Church still stood on the southeast corner of the same block (and do not appear to have been removed until the modern freeway was constructed). Kneeland's residence was gone, demolished to make way for Red Arrow Park. A recreation building was erected where his carriage house had stood.

### Summary

Three properties of note were noted in the Grand Avenue neighborhood during literature search. The **James Kneeland residence**, the **Grand Avenue Methodist Church** and the **Ivanhoe Temple** (Figure 6.21). **The possibility that sub-surface remains attributable to these structures remain extant in the project corridor is extremely low. The I-43 freeway corridor in the north section has been excavated well below the original ground level, destroying all features relating to the Grand Avenue neighborhood occupation of the North and Central Segments.**

## **West Side Residential Neighborhoods**

### Introduction

The Western Segment of the study corridor was not urbanized until relatively late in Milwaukee's history. Its first residents were of mixed ethnicity, pushed to the fringes of the city by increased immigration, expansion of the business and industrial districts, and expansion of residential neighborhoods dominated by competing ethnic groups. The first residences in the segment were constructed, as would be expected, on those blocks nearest downtown Milwaukee. Prior to incorporation within Milwaukee, most of the Western Segment was populated with a sparse scatter of farmsteads. Some of the remnant farmsteads stood into the 1890's, distinguishable by their scatter of outbuildings and orientation to natural features instead of an arbitrary city grid.

The freeway system in the Western Segment runs along the edge of a steep bluff overlooking the Menomonee Valley. The northern halves of most blocks within the segment are thus much higher than the southern halves. The area covered by the modern freeway was largely devoted to urban and suburban housing, from the time of first settlement to freeway construction in the 1960's. The Menomonee Valley Industrial District extended northward to the base of the bluffs, and by the 1950's had extended northward up onto the bluff line in a few isolated areas.

### Land Use and Properties of Note

There are no listings for properties within the Western Segment until 1888, and listings remain scanty after that date. The 1888 directory contains listings for a music teacher in block 2, and a horse shoer and boarding house in block "A". The geographic extent of the residential structures associated with the listed businesses is not known. By 1894 scattered residential structures were present in two discrete areas—an eastern residential neighborhood contained within blocks 1, 2, 3, 261, 262 and "A" and a western neighborhood within blocks 12, 13, 14, 15, 16, 17 and 18. Only one commercial structure, a warehouse, is depicted within the Western Segment in the 1894 Sanborns.

The residential neighborhoods do not appear to have extended their limits in the following few years. The 1909 Sanborns depict the same scatter of residential structures, but also indicate that development of the Menomonee Valley Industrial District was proceeding apace. A saloon was located

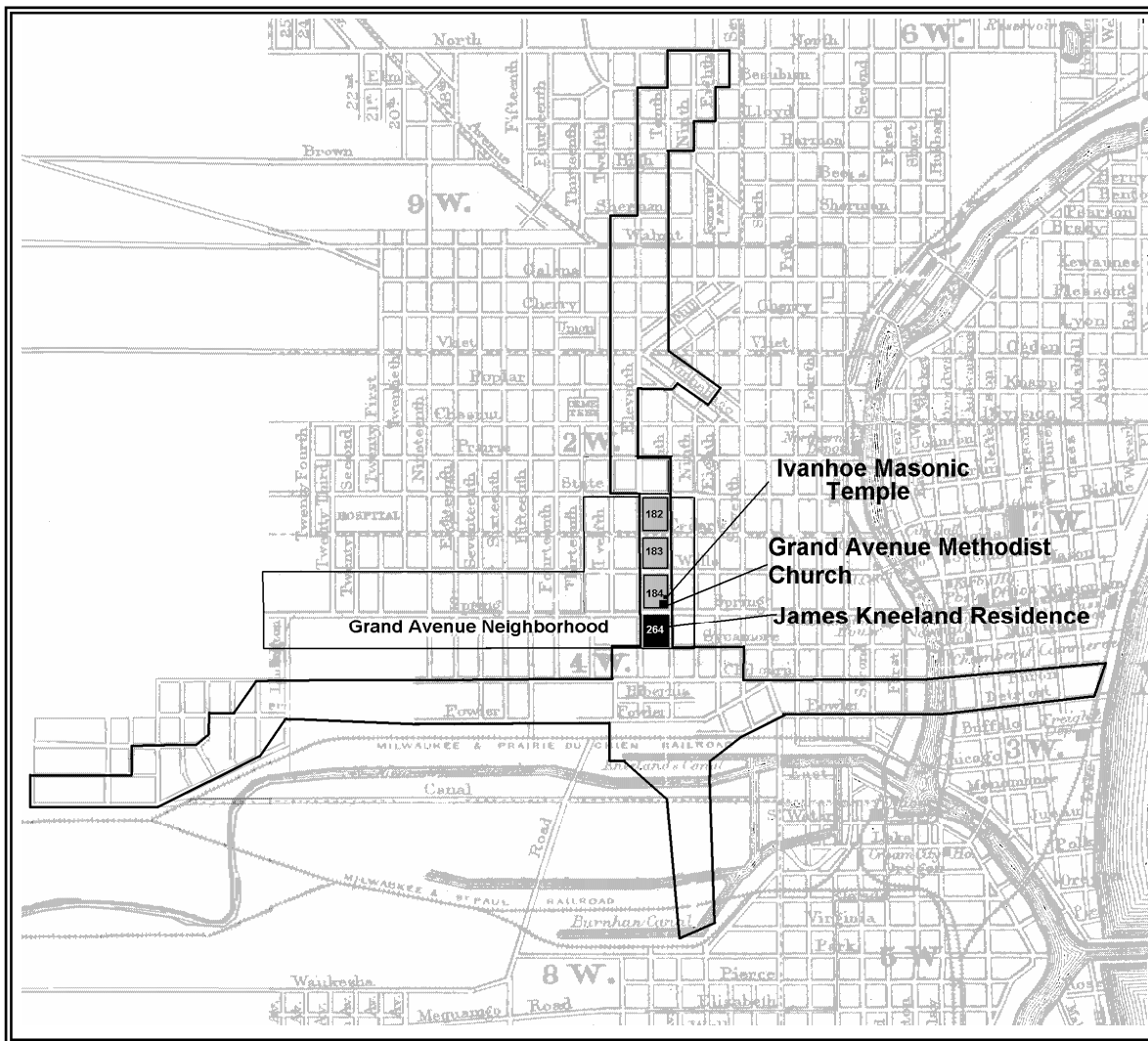


Figure 6.21: The location of the Ivanhoe Masonic Temple, Grand Avenue Methodist Church and James Kneeland Residence in Grand Avenue Neighborhood.

on the north half of block 5a, a barber shop and hotel (the Bayliss Hotel) were present on block 16, while the northwest corner of block "A" was occupied by the Northwestern Lithography Company.

The study corridor within block 12 overlooks the site of the **National Distilling Company**, one of Milwaukee's oldest businesses. The company is listed in the City Directories as early as 1888. By 1909 the distillery had expanded into a large complex of buildings located at the foot of the bluff within the south half of block 12. The distillery would continue to build and expand as the decades passed, until the Prohibition Era. After a quick re-evaluation of business priorities, the distillery went into the yeast business and changed its name to the **Red Star Yeast Company**. The facility still stands at the foot of the bluff, spared by freeway construction. The original distillery offices, and a set of "swill pumps", were located within the study corridor and are now buried under the freeway.

The 1937 Sanborns depict three stores within block 3, one store in block 5a, three stores in block 7, five stores in block 16 and a wagon shed in block 261. The Northwestern Lithography Company still stood on the northwest corner of block "A", joined by a blacksmith shop. Otherwise, the Western Segment remained devoted to residential housing.

The Menomonee Valley Industrial District pushed northward into the Western Segment in isolated locations between 1937 and 1950, and the density of businesses within the eastern residential blocks rose sharply. The 1950 Sanborns depict two stores within block 1, three stores and a blacksmith shop in block 2, six stores in block 3, one store in block 7, a gas station in block 16, a gas station in block 261, and a transformer station, store and gas station in block 262. Blocks 5b (formerly vacant), 12 and "A" were devoted entirely to industrial use.

### Summary

Only a single property of note was noted in the western residential neighborhood during the historic cultural resources literature search. Offices and pumping facilities forming part of the **National Distillery/Red Star Yeast Company** complex were located within block 12, and now lie underneath the freeway system.

**Due to the location of this property under the paved freeway, the area could not be tested. In any case, it is unlikely that any intact bluff-top sub-surface features attributable to the complex would shed light on either the role of the National Distilling Company/Red Star Yeast complex in Milwaukee's economy or the development of architectural or engineering techniques utilized in 19<sup>th</sup> century distilleries.**

## **6.5 Commercial Districts**

### **Introduction**

Commercial districts are here defined as those dominated by structures containing businesses geared towards the sale of raw materials, manufactured items or services. Residential structures or structures in which goods are manufactured are not present in large numbers. Where residential structures are represented, they are generally small and pre-date establishment of the commercial district. A few structures housing manufacturing facilities may be present.

Early commercial structures in Milwaukee, like most residential structures, were of frame construction (Figure 6.22). As Milwaukee's business districts expanded many of the original wooden buildings were replaced by multi-story structures faced with brick or stone. Archaeological remains likely to be encountered in the commercial districts include filled privies, cisterns, sub-surface storage facilities and stone or brick foundations.

In areas where sub-surface remains are abundant determinations of significance may rely on the ability of the artifactual material to answer questions concerning the role of the business in the neighborhood, city, state and national economy, or the ability of remnant architectural features to answer questions concerning the development of specialized commercial architecture.

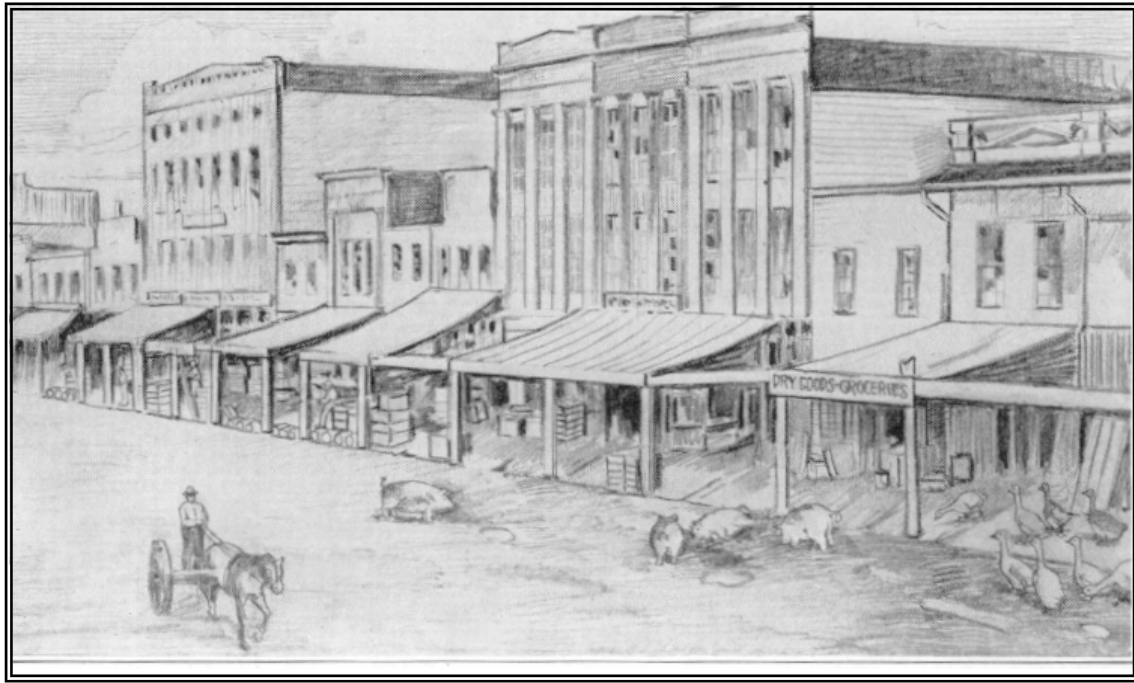
Two commercial districts will be discussed on the following pages: the Central Business District and the Winnebago Street regional business district.

### **The Central Business District**

#### **Introduction**

The East Segment of the study corridor crosses through a portion of Milwaukee's oldest business district. The original commercial core of Milwaukee centered on a portion of N. Water Street between East Clybourn (former Huron Street) and East Michigan, near the home of Solomon Juneau. By 1850 the newborn Central Business District (CBD) had expanded southward into blocks 5 and 6 (Figure 6.23). Expansion of the CBD to the south was originally driven by the construction of long piers out into Lake Michigan at the foot of Huron Street (modern East Clybourn). Arriving ships docked at the piers, and soon incoming goods and immigrants were being funneled up a Huron Street lined with "hotels, cheap lodgings and saloons". In 1854 the entrance to the Milwaukee River was dredged, and the center of Milwaukee's commerce shifted back to N. Water Street (Wells 1970).

The following decades witnessed minimal expansion of the CBD into the study corridor. The maximum number of blocks within the East Segment incorporated into the CBD never topped six (blocks 5, 6, 15, 16, 86 and 87). Of these, only five or fewer were devoted to commercial use at any one time.



*Figure 6.22: The Central Business District on North Water Street south of West Wisconsin Avenue, ca. 1850 (From Bruce 1922).*

Increasing use of the East Segment for manufacturing purposes effectively served to limit southward expansion of the CBD.

#### Land Use and Properties of Note

In 1865 the CBD in the East Segment was limited to blocks 5 and 6. Businesses ranged from those catering to the local Irish residents (grocery shops, boarding houses, saloons and a bowling alley) to mercantile agencies and commission merchants, whose concerns were geared towards the national level. The Milwaukee County Bank was located at this time on Block 6 and the Western Insurance Company had offices on block 5. Other structures housed warehouses, a stove foundry, an express company and an umbrella maker.

One major commercial firm was located within the early CBD—**John Nazro & Co. Hardware** (Block 5). One of Milwaukee's first businesses, Nazro & Co. was founded prior to 1854. John Nazro boasted that the two-story structure housing the company held “upwards of three acres of iron and hardware under one roof” (Milwaukee Daily Sentinel 1854). The store apparently did booming business, and by 1865 had helped Nazro to become one of the wealthiest people in Milwaukee (Still 1948).

By 1874, Nazro & Co. was no longer within the project area, having either folded or relocated. The CBD in the East Segment in 1874 incorporated blocks 5, 6, 15 and portions of block 86. Businesses

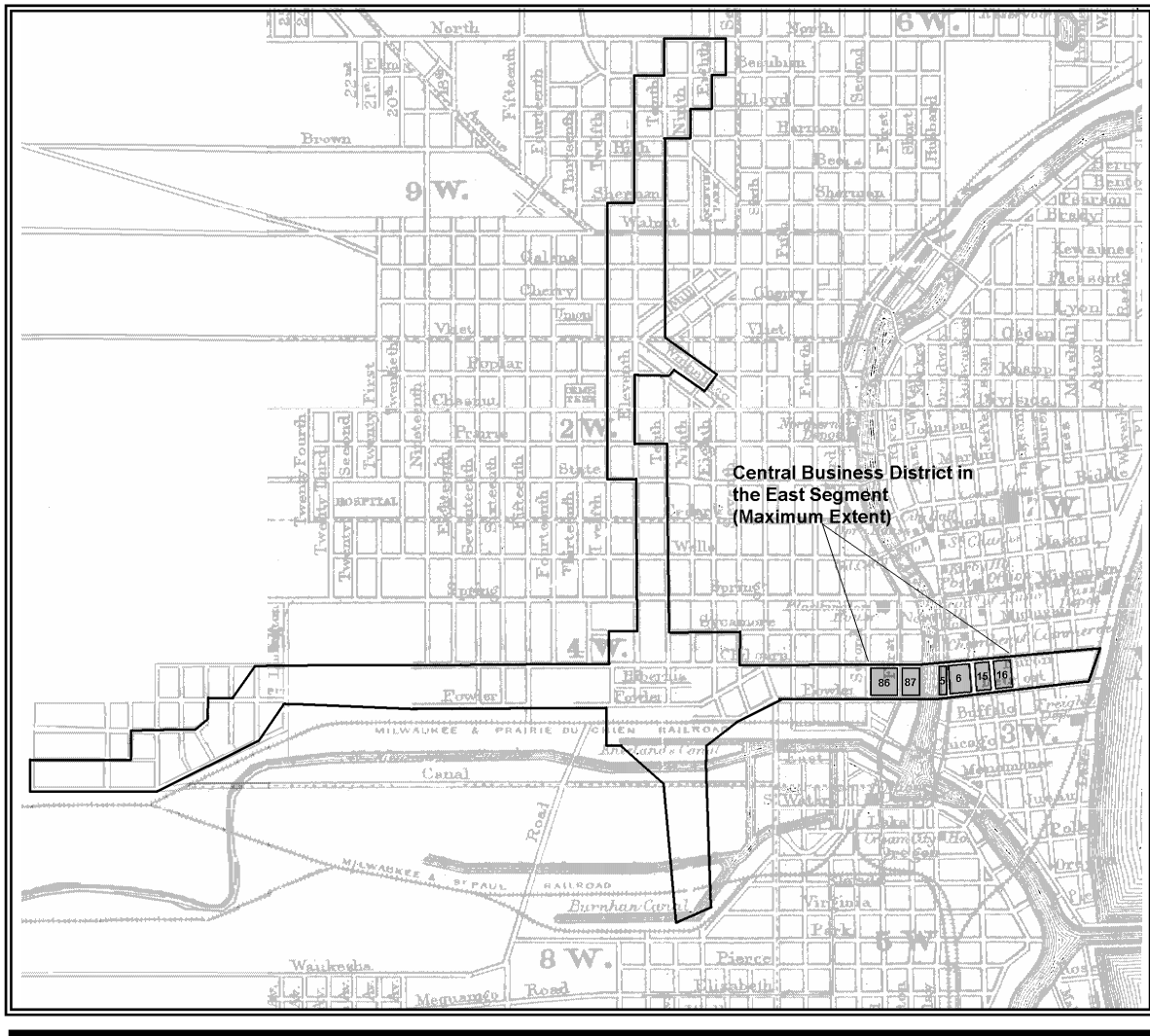


Figure 6.23: The Central Business District in the East Segment (at maximum extent.).

within those blocks included groceries (N=5), saloons (N=3), boot and shoe stores (N=2), farming supply shops (N=2), a print shop, a silver plating facility, a hat and cap shop, a dry good store, a mercantile agency, the offices of commission merchants, a boarding house, the Adler, Mendel & Co. clothing store, the offices of the Northwestern Iron Co., a stock brokerage, a flour and feed store, a hides and wool shop, a liquor store, and a machine shop. A small number of manufacturers (wash boards, carriages and boiler fluid) were located on block 86.

The offices of the **Davis Omnibus Line** were located on the east side of block 15 at 307 Milwaukee Street. The line, established in the mid-1850's, carried passengers from railroad depots and the waterfront to Milwaukee's hotels and homes, and served as the 19<sup>th</sup> Century equivalent of a taxi service (Land 1882). The business would endure until well into the 1900's.



The CBD expanded into block 16 between 1874 and 1888. The Davis Omnibus Line continued to occupy its offices on Milwaukee Street, surrounded by small commercial and manufacturing concerns. Businesses listed for the CBD within the East Segment in the 1888 city directories include grocery shops (N=4), butcher shops (N=3), saloons (N=2), the St. James Hotel, a boarding house, a candy store, a saddlery, a dealer of coal and wood, a horse shoer, a delivery service, an upholsterer, merchandise broker, sellers of cigars and tobacco, lime and cement, boots and shoes, liquor, furniture, carriage hardware, hides and wools, produce, machinery, and farming supplies. Small manufacturers produced clothing, boots and shoes, furniture, safes and woolen goods.

The 1894 and 1909 Sanborn maps indicate that the boundaries of the CBD in the East Segment remained more or less stable into the 20<sup>th</sup> Century. The number of businesses in block 5 had dropped somewhat by 1894, and by 1909 the block was dominated by manufacturing firms. The loss of block 5 was the only major change in the boundaries of the CBD in the East Segment during the eleven year period following publication of the 1888 directories.

The 1894 and 1909 Sanborn maps illustrate the usual run of clothing stores, saddle shops, grocery stores, print shops, tobacco shops, offices, saloons and “stores.” Manufacturers within the primarily commercial area included a type foundry, a paper box factory, and the facilities of the National Envelope Company.

The most prominent business located within the CBD in the East Segment in the period from 1894 to 1909 was the **Milwaukee Gas Light Co.** The company, located on the northeast corner of block 16, was incorporated in 1852, and led the effort to construct a gas works in the city. The company held a monopoly on Milwaukee’s gas lights for the next several decades, much to the dismay of Milwaukee’s citizens. The company’s lamplighters were notorious for their inattention to duty, and an 1871 survey revealed that a total of 395 lamps remained unlit through the dark month of January. When electric lamps were exhibited in Milwaukee in the late 1870’s, Milwaukee Gas Light lobbied furiously against them. Their efforts were doomed, and some stores on N. Water Street were electrically lit by 1881 (Still 1948). The company was far from ready to fold, however, and gas lights continued to be utilized on the east side for decades afterward. Milwaukee Gas Light was a going concern as late as the 1930’s, when it relocated out of the study corridor to new offices at 635 E. Wisconsin (Wells 1970).

The 1937 and 1950 Sanborn maps unfortunately show even less detail for commercial structures than the earlier Sanborn maps. The 1937 maps indicate that the CBD within the East Segment occupied blocks 5, 6, 15 and the east half of block 86. Most structures are simply labeled “store”, though one liquor store is specifically identified. Small manufacturers included makers of caps, coke, machinery and wooden goods. The 1950 Sanborn maps specifically identify one liquor store, two restaurants, a grocery store, a bakery supply store and a cheese outlet.

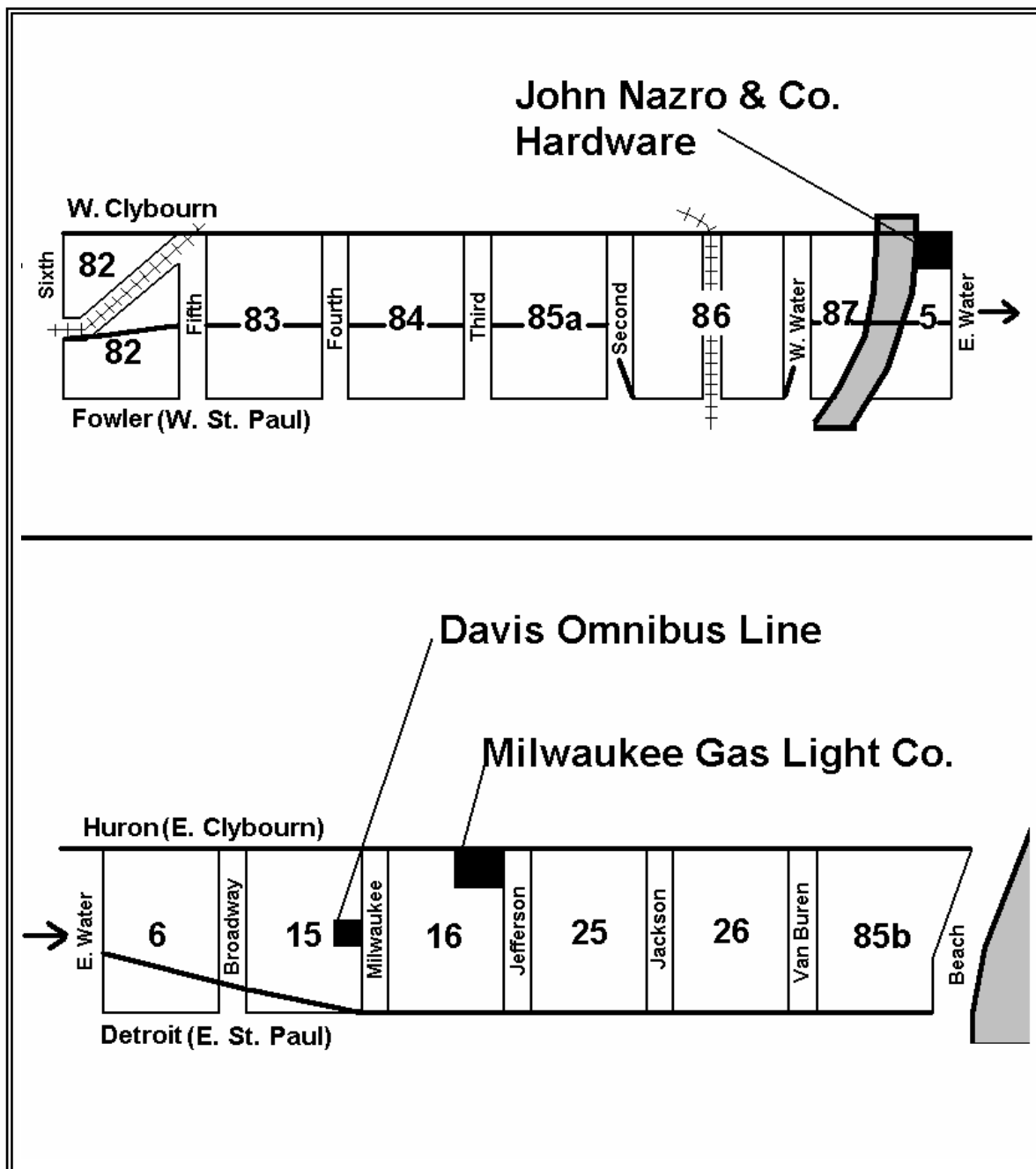


Figure 6.24: Location of John Nazro & Co. Hardware, the Davis Omnibus Line and the Milwaukee Gas Light Company in the East Segment.

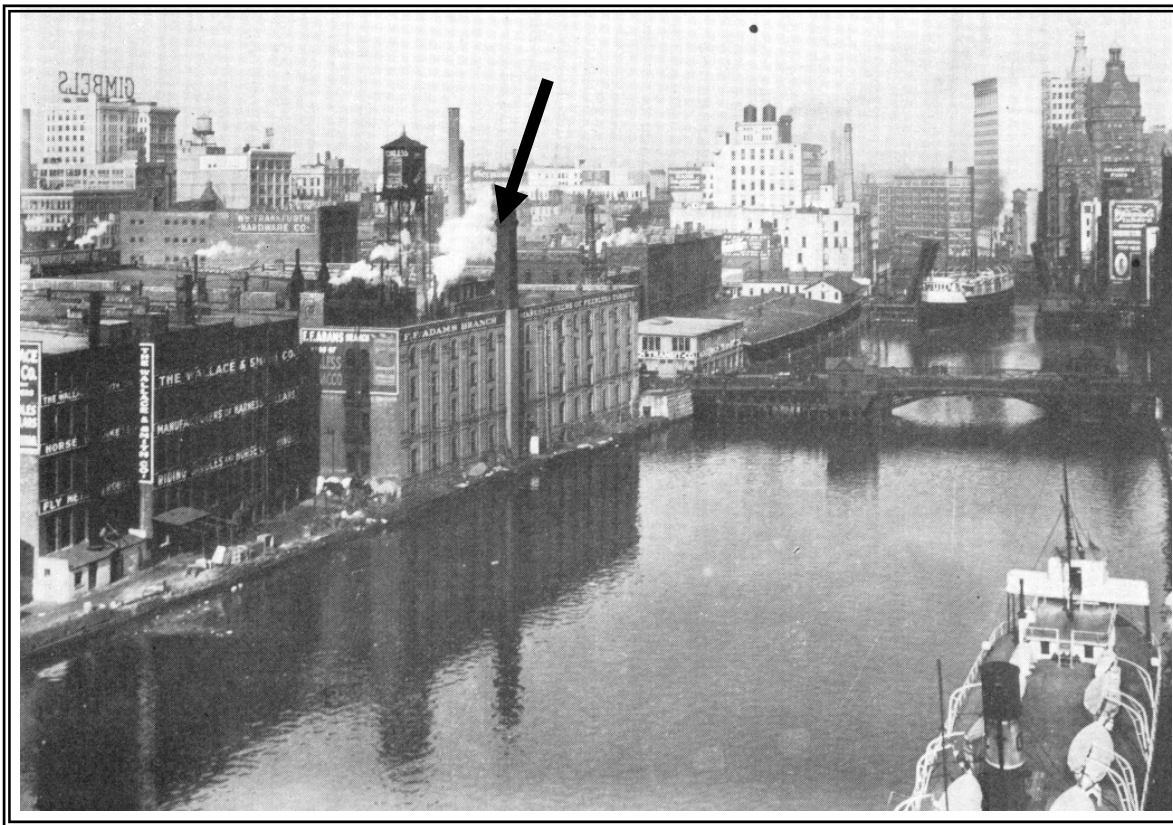


Figure 6.25: The Central Business District, ca. 1920, looking northwest. The Clybourn Street Bridge is at center-right and block 87 is at center-left. Note the F. F. Adams Tobacco Co. (arrow).

### Summary

Three properties of note were located in the CBD in the East Segment during the historic cultural resources literature search-- **John Nazro & Co. Hardware**, the **Davis Omnibus Line**, and the **Milwaukee Gas Light Company** (Figure 6.24). Depending on the extent of efforts made to clean up the area following the great Third Ward fire of 1892, sub-surface features may contain debris relating to at least the occupation of the Davis Line offices and stables. Many of the buildings within the CBD were of substantial size and were constructed of brick or stone (Figure 6.25).

**Most of the study corridor within the CBD in the East Segment has been paved over for use as parking space and is not currently testable. While it is likely that the remains of numerous foundations, privies, cisterns and other sub-surface features remain under the modern freeway system, literature search did not reveal the existence of properties in this portion of the study corridor requiring phase II evaluation. The Milwaukee Gas Light Company was probably the most important of the businesses within the CBD, but it is unlikely that excavation of associated sub-**

surface features (if present) would shed much light on the role of the company in Milwaukee's economy.

## The Winnebago Street Regional Business District

### Introduction

The Winnebago Street RBD first appeared around 1865 as a cluster of businesses at the head of Winnebago Street, in blocks 111, 112 and 122 of the Northern Segment (Figure 6.26). In the following years, the RBD expanded northward and down the length of Winnebago Street, eventually incorporating blocks 93, 96, 97, 107, 108, 111, 112, 119, 120, 121 and 122. Originally established to serve the western portions of Germantown, it has thrived and expanded despite incorporation into the relatively impoverished Inner Core (Wisconsin Cartographer's Guild 1998).

### Land Use and Properties of Note

The density of commercial businesses in the Winnebago Street RBD exceeds that of the CBD, as manufacturing facilities were never located in the area in large numbers. Most of the businesses were, as could be expected, geared towards providing goods and services in demand in the local community. The nucleus of the RBD was centered on the head of Winnebago Street, and appeared within a formerly residential area.

The 1865 city directories list a small number of businesses within blocks 111, 112 and 122, including three saloons, three cooperages, three bakeries, two butcher shops, two grocery shops, a milliner, a feed store and a blacksmith. The small cluster of businesses was located just to the northwest of the Best Brewery (now the Pabst Brewing Company) and the anomalous number of coopers in the area seems to reflect local demand (Figure 6.27).

The Winnebago Street RBD grew rapidly over the next two decades. By 1874 the regional district had expanded to include blocks 108, 111, 112, 119, 120 and 122 in the North Segment. Listed properties in the RBD included saloons (N=12), grocery shops (N=9), bookstores (N=4), butcher shops, clothing stores, bakeries, and cigar "factories" (N=3), cooperages, dry good stores, china shops, candy stores (N=2), a millinery, a feed store, a smithy, a real estate office, a dress shop, a furniture shop, a barber shop, a drugstore, a saddlery, a jewelry shop and a hardware shop. Individuals offering services in the RBD included a notary public, a painter, a midwife, a Justice of the Peace, a delivery man, a wool weaver and a carpenter.

One small, privately owned brewery was located at 936 Winnebago. The **John Berg Brewery** does not appear to have survived as an independent entity within the RBD for long, and the brewery is

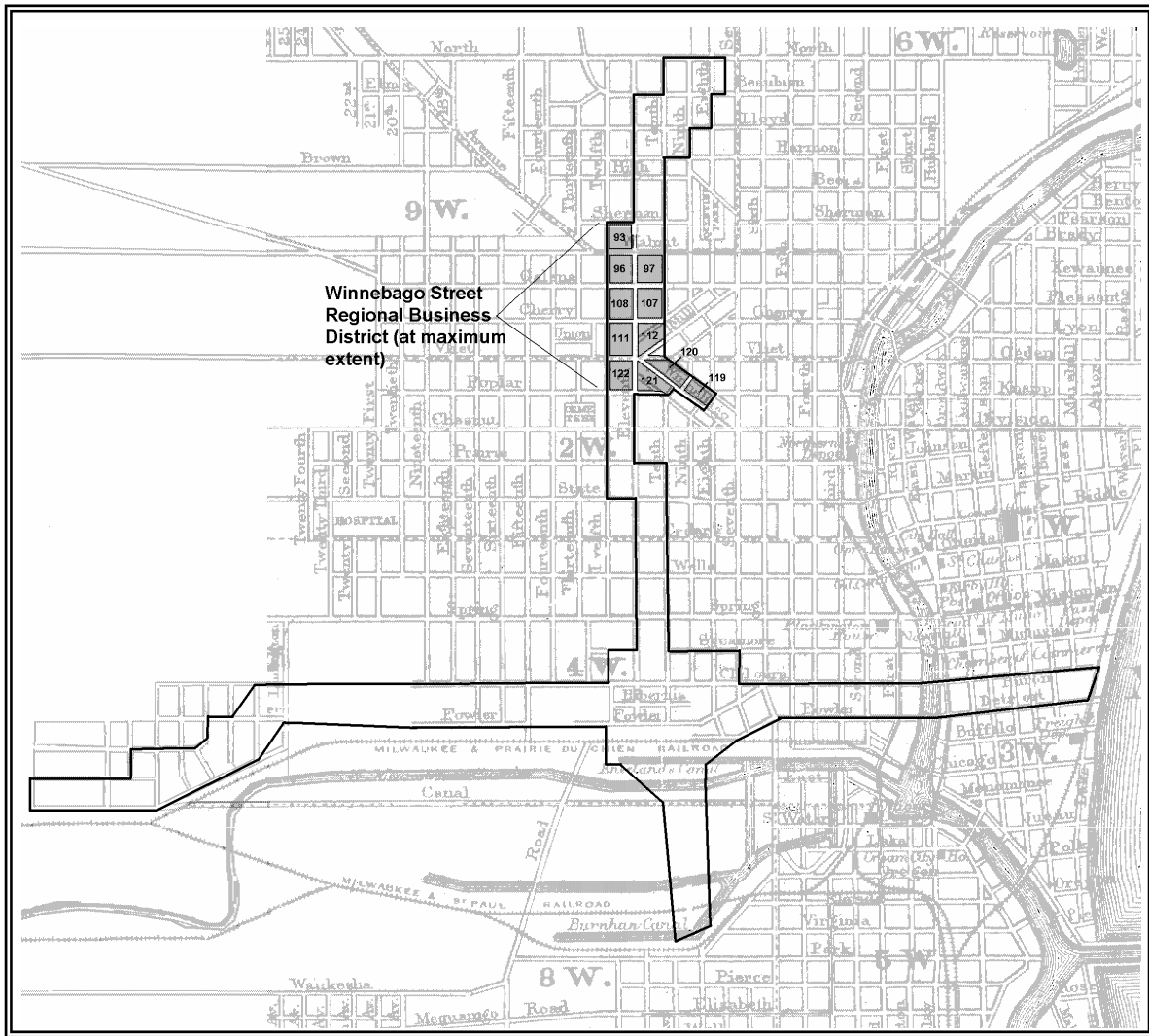


Figure 6.26: The Winnebago Street Regional Business District in the North Segment.

not listed in the 1888 city directory. Regardless, the property is the only German brewery known to have existed within the study corridor.

By 1888 the Winnebago Street RBD had mushroomed outward, incorporating blocks 93, 96, 97, 107, 108, 111, 112, 119, 120, 121, and 122. The boundaries of the RBD within the North Segment would remain stable for decades afterwards. The 1888 city directories list numerous local businesses. Commercial enterprises located within the RBD in 1888 were largely identical those present in 1874, with the exception of numbers. Saloons (N=21), dressmakers and tailors (N=17), butcher shops, boot and shoe shops, and grocery shops (N=9) dominate the listings. In addition, the residents of west



*Figure 6.27: Proximity of the Pabst Brewing Company complex to the study corridor. This picture looks southeast towards the complex from the Hillside Interchange.*

Germantown could shop for toys, picture frames, costumes, liquor, tea and coffee, solicit the services of doctors, nurses, dentists, veterinarians, insurance agents, and ministers, and visit the local Chinese Laundry (run by one Wah Kee, at 479 North Twelfth). A small number of manufacturers operated within the RBD in 1888, including one marble works, a maker of barber's chairs, and a manufacturer of "electric baths."

The 1894 Sanborn maps do not specify the nature of most commercial structures within the RBD. Named businesses present in 1894 included eight saloons, Natz General Merchandise, the Sterling & Blommer carriage shop, a livery, a hotel, a drugstore, a tailor shop, a machine shop, two print shops, a cutlery shop, and a photography studio. Small manufacturing firms included two cigar "factories", a snuff factory, a marble works, and a copper smithy. A fire house was located on the north side of block 108.

Two properties of note are depicted on the 1894 Sanborn maps—the **Borden-Mannercar Hall and Club** and the **St. Josephs Roman Catholic Church** complex. The Borden-Mannercar Hall and

Club was located on the east side of block 120 and saw use as a community hall into the 1950's. The St. Joseph's Roman Catholic Church complex, located on block 108, was made up of a church, school, priory and small convent. St. Joseph's was founded in 1855 to serve the booming population of Roman Catholics in Germantown (Wyatt 1986), and was undoubtedly present in some form in block 108 prior to at least 1865. The church continued to serve the community in the following decades, survived its incorporation into the Inner Core, and remained standing through 1950.

By 1909 the number of named businesses present in the Winnebago Street RBD had increased. Saloons still numerically outranked other businesses (N=6) but a wider array of goods and services were available. Named businesses present in the RBD in 1909 included laundries (N=3), plumbing shops, bicycle shops, drugstores, liveries and print shops (N=2), an ice cream parlor, a photo gallery, an upholstery shop, a florist, an office, a hotel, a cutlery shop, the Gram-Rischtag Piano store, a smithy and a veterinary office. Small manufacturing concerns in the RBD included the George Stehling carriage works and a creamery. A number of public facilities, including a school of engineering and the Columbia Theater hint that the RBD was beginning to draw business from outside of the local neighborhood.

Block 119 stands somewhat apart from its neighbors. The block, located directly across from the Pabst Brewery contained an anomalously high number of businesses suitable for servicing the brewery, including a lumber yard, a copper smithy, a sheet metal works, a tin shop and a black smithy. It is unclear to what extent the businesses were affiliated with the Pabst Brewing Company.

The 1937 Sanborn maps indicate that the nature of commerce in the Winnebago Street RBD had begun to change in response to incorporation into the Inner Core. Named businesses present in 1937 included photography studios, laundries, upholstery shops, plumbing shops, print shops, a florist, a drugstore, a piano store, furniture repair shops, a cutlery shop, a veterinary hospital, a large department store, a meat market, a drugstore and a smithy. Small manufacturing firms in the RBD in 1937 included an ice cream factory, the George Stehling Carriage Works, and a tin shop. A detention hall and juvenile court was built on the southeast corner of block 96.

Once again, many of the businesses on block 119 appear to have served the Pabst Brewery (located opposite the block across Winnebago Street). The block contained a print shop, a sheet metal works and a blacksmith shop (not listed as affiliated with Pabst) and the **Pabst Brewing Company stave yard and cooperage**.

In the years between 1937 and 1950 the Winnebago Street RBD businesses underwent an abrupt transition. Formerly dominated by saloons, grocery shops and clothing stores, by 1950 the regional district contained restaurants (N=4), gas stations (N=3), automotive repair shops, and machine shops (N=2). Other listed businesses included a paint and oil store, a truck rental shop, a junk yard, a bank, an office, a machine shop, a warehouse, an automotive yard, a butcher shop, and an undertaker.

Small manufacturing firms included a welding works, a carpet weaving factory, an iron works and an oxygen manufacturing plant.

### Summary

Four properties of note were located within the boundaries of the Winnebago Street RBD in the North Segment during the historic cultural resources literature search—The **John Berg Brewery**, the **Borden-Mannercar Hall and Club**, the **St. Joseph's Roman Catholic Church complex** and the **Pabst Brewing Company stave yard and cooperage** (Figure 6.28).

**The possibility that sub-surface remains attributable to the first three structures remain extant in the project corridor is extremely low. The I-43 freeway corridor in the north section has been excavated well below the original ground level, destroying all possibility of features remaining intact. The Pabst Brewing Company stave yard and cooperage is located within the Park East interchange, in an area that has not been down-cut. It is unlikely that this facility would have generated features that 1.) were subsurface and 2.) are likely to yield information regarding the Pabst Brewing Company.**

## **6.6 Industrial Districts**

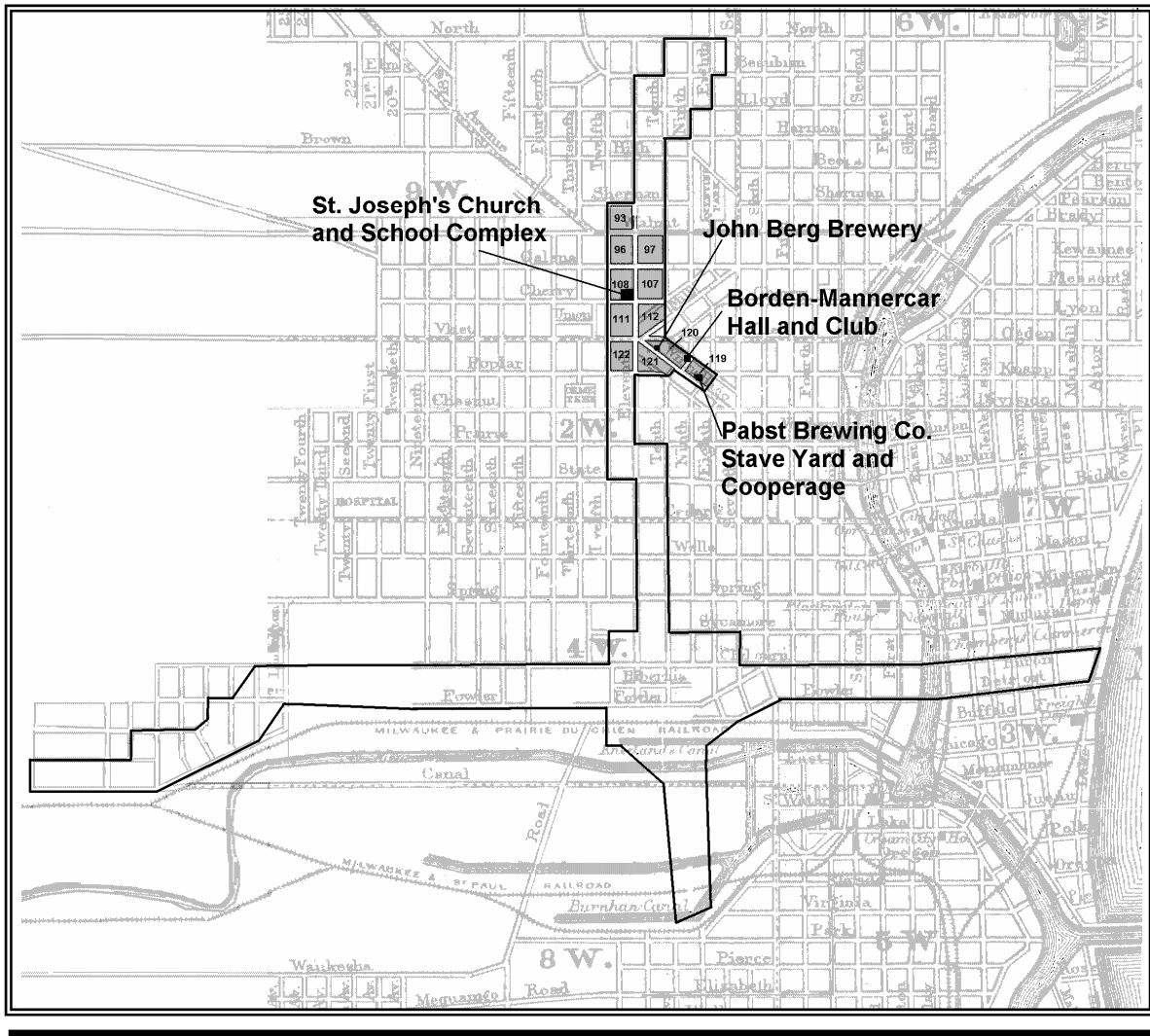
### **Introduction**

Industrial districts are here defined as those dominated by warehouses, storage yards and structures containing manufacturing facilities and equipment. Residential structures and structures housing commercial businesses may be present, but not in large numbers. Where residential structures and commercial structures are represented, they generally pre-date establishment of the industrial district.

Industrial structures have the highest probability of leaving behind substantial sub-surface features. Most were the latest buildings to be constructed in their respective areas and were built of durable materials. Some factories and plants may contain heavy equipment that may have been simply buried or incorporated into succeeding structures rather than carried away. Archaeological remains likely to be encountered in the industrial districts include filled privies, cisterns, sub-surface storage facilities, stone or brick foundations and heavy metal, concrete, stone or brick manufacturing tools or facilities. Industrial districts also require specialized transportation lines, including roads, tunnels, viaducts, railroad spurs, canals and slips that may leave sub-surface features behind. Finally, structures involved in heavy industry may be associated with buried deposits of potentially toxic waste, either in discrete dumps or within abandoned pipes and sub-surface storage features.

In areas where sub-surface remains are abundant, intact and identifiable with a particular structure or industry, determinations of significance may rely on either the ability of the artifactual material





*Figure 6.28: Location of the John Berg Brewery, Borden-Mannericar Hall and Club, Pabst Brewing Co. Stave Yard and Cooperage and St. Joseph's Church and School Complex in the Winnebago Street Regional Business District.*

to answer questions concerning the role of the industry in the local, state and national economy, or the ability of remnant architectural features to answer questions concerning the development of specialized industrial architecture.

Three industrial districts will be discussed in this report. The Western Menomonee Industrial District, the Central Menomonee Industrial District and the Milwaukee Valley Light Industrial District.



*Figure 6.29: The Menomonee Valley Industrial District, ca. 1920 (from Bruce 1922).*

## **Western Menomonee Industrial District**

### Introduction

As noted previously, the Western Segment of the study corridor was not urbanized until relatively late in Milwaukee's history. The Menomonee Valley Industrial District extended northward to the base of the bluffs, south of the Western Segment of the study corridor, and by the 1950's had extended northward up onto the bluff line in a few isolated areas. Blocks 5b (formerly vacant), 12 and "A" were devoted to industrial use at that time.

### Land Use History and Properties of Note

The 1950 Sanborn maps depict a small number of industrial facilities on three widely scattered blocks. The north half of block 5b contained a paper products factory, a sporting goods factory, a window factory, an automotive repair shop, a machine shop and four stores. The north and central portions of Block 12 were covered by a series of transformer and electrical yards operated by WEPCo. Facilities belonging to the Northwestern Lithographic Company and the Wisconsin Telephone Company were located on the north half of block "A" (Figure 6.30).

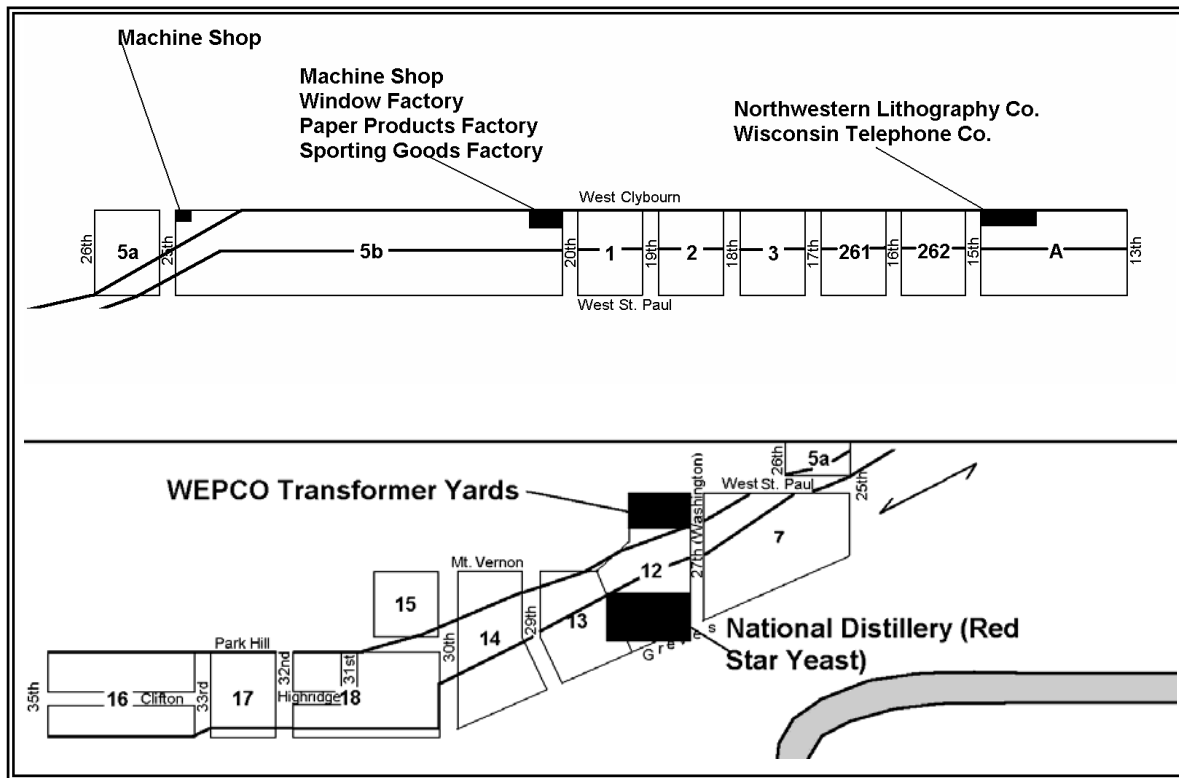


Figure 6.30: Industrial development in the West Segment.

### Summary

No properties of note were located within the industrial portions of the Western Segment during the historic cultural resources literature search.

## **Central Menomonee Industrial District**

### Introduction

The Central Menomonee Industrial (CMI) District represents the greatest extension of the Menomonee Industrial District into the study corridor. The CMI District incorporates the central and southern portions of the Central Segment (blocks 137, 247, 248, 249, 250 and "B" at maximum extent) and the entirety of the Southern Segment (Figure 6.31).

### Land Use History and Properties of Note

Industrial facilities did not locate into the CMI District until some point between 1874 and 1888. The 1865 and 1874 City Directories do not contain listings for manufacturing concerns or warehouses in either the Central or Southern Segments. The first industrial structures constructed in the CMI District

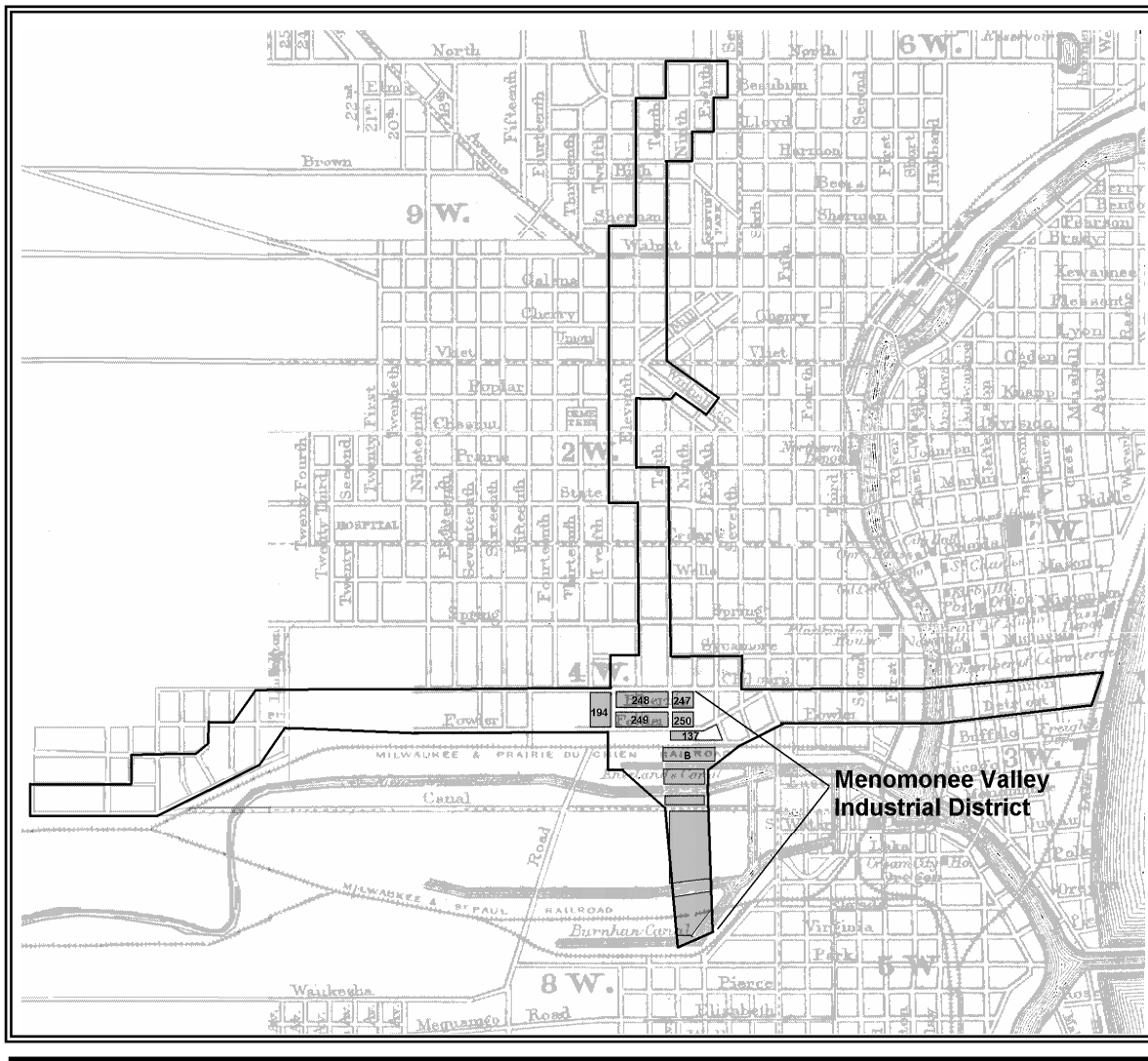


Figure 6.31: The Menomonee Valley Industrial District in the Central and South Segments.

appear to be those housing the Cream City Planing Mill and the **Abel, Bach and Fitzgerald Trunk Factory** on the east side of block 249 in the Central Segment.

By 1894 a number of industries and factories were located within the Central Segment portion of the CMI District. The City of Milwaukee sand and stone yard occupied the northwest corner of block 194. Structures were built to house the J.P. Lindeman & Sons Tinware and Sheet Iron factory and warehouse and the **Milwaukee Stamping Works (Kieckhefer Bros. Co.)** plant on blocks 137 and “B”, the next block to the south. The east half of Block 249 continued to be occupied by the Cream City Planing Mill and the (newly renamed) **Abel and Bach Trunk Factory**. Additional facilities were constructed on block 249 to

house the Northwestern Steam Boiler Works, two stores and three saloons. The Abel and Bach Co. purchased a tract of land to the north on block 248 to house their lumber yard, the first step towards expansion of their manufacturing facility to the north.

Industrial structures in the South Segment were scattered across filled ground in an area of former swampland. A series of large warehouses stood north of a railroad line on the south bank of the North Menomonee Canal. The center of the Southern Segment ran between two slips of the South Menomonee Canal, and was occupied by the Guetzkow Brothers Planing Mill, the Garbelli Chemical Company acid warehouse, a vacant warehouse, the C. H. Starke Dredge and Dock complex and a series of log yards. Two warehouses were located between the South Menomonee and Burnham canals (Figure 6.32).

Between 1894 and 1909 block 137 industrialized further, as the Schneck Machine Company was built to the east of the **National Enameling and Stamping Co. (Kieckhefer Bros. Branch)** (former Milwaukee Stamping Works). The J.P. Lindeman & Sons factory in block 137 was taken over by the Milwaukee Stamping Works while the company's former warehouse in block "B" was utilized as a freight house by the Chicago, Milwaukee and St. Paul railroad. The National Enameling and Stamping Co. facilities expanded northwestward onto block 249, as a box factory and lumber yard were constructed west of the Abel and Bach Trunk Factory. Abel and Bach, meanwhile, had converted their lumber yard in block 248 into an extension of their factory, accessible from the main facility by elevated walkways. A machine shop, offices and set of storage buildings owned by the A. Keickhefer Elevator Company (the relationship of this facility to the National Enameling and Stamping Co., Kieckhefer Branch, is not known) were erected on block 249 west of the National Enameling and Stamping Co. box factory.

Industrial structures in the South Segment remained relatively static between 1894 and 1909, with a few alterations. Warehouses still stood north of the railroad line on the south bank of the North Menomonee Canal. The Guetzkow Brothers Planing mill was replaced by the Curtis and Yale Co. Sash, Doors and Blinds manufacturing and warehouse complex. The Garbelli Chemical Company acid warehouse and adjacent warehouses were occupied by the Illinois Leather Company. The C. H. Starke Dredge and Dock complex and log yards remained, with the addition of a long storage shed extending down the center of the South Segment. The two warehouses were between the South Menomonee and Burnham canals remained unchanged, except for transfers of ownership (Figure 6.33).

The 1937 Sanborn maps indicate that few changes occurred in the Central Segment after 1909. All the industrial facilities previously discussed remained in place, and alterations were limited to expansion of the National Enameling and Stamping Co. plant to the east in blocks "B" and 137. Changes in the Southern Segment were also minor. The warehouse structures located on the south bank of the North Menomonee Canal were demolished, as was the northernmost warehouse south of the South Menomonee Canal. The Curtis and Yale complex was occupied by the Illinois Leather Company, and

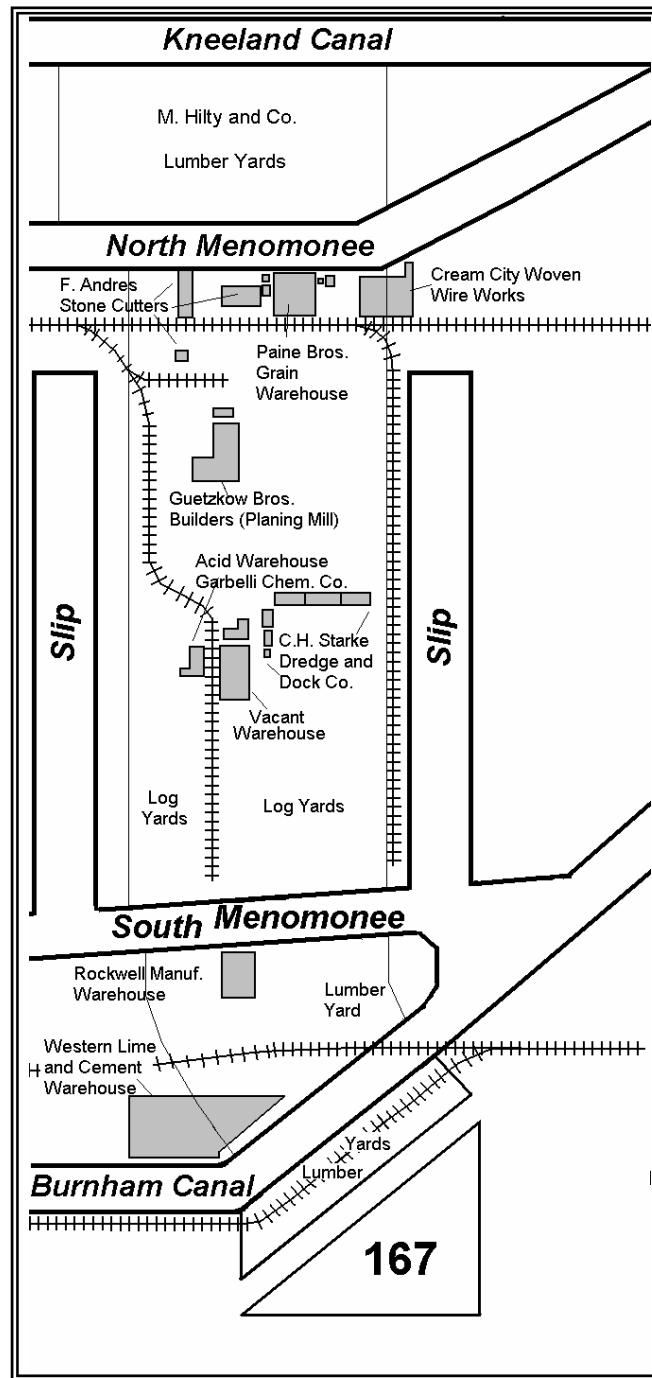


Figure 6.32: The Southern Segment in 1950.

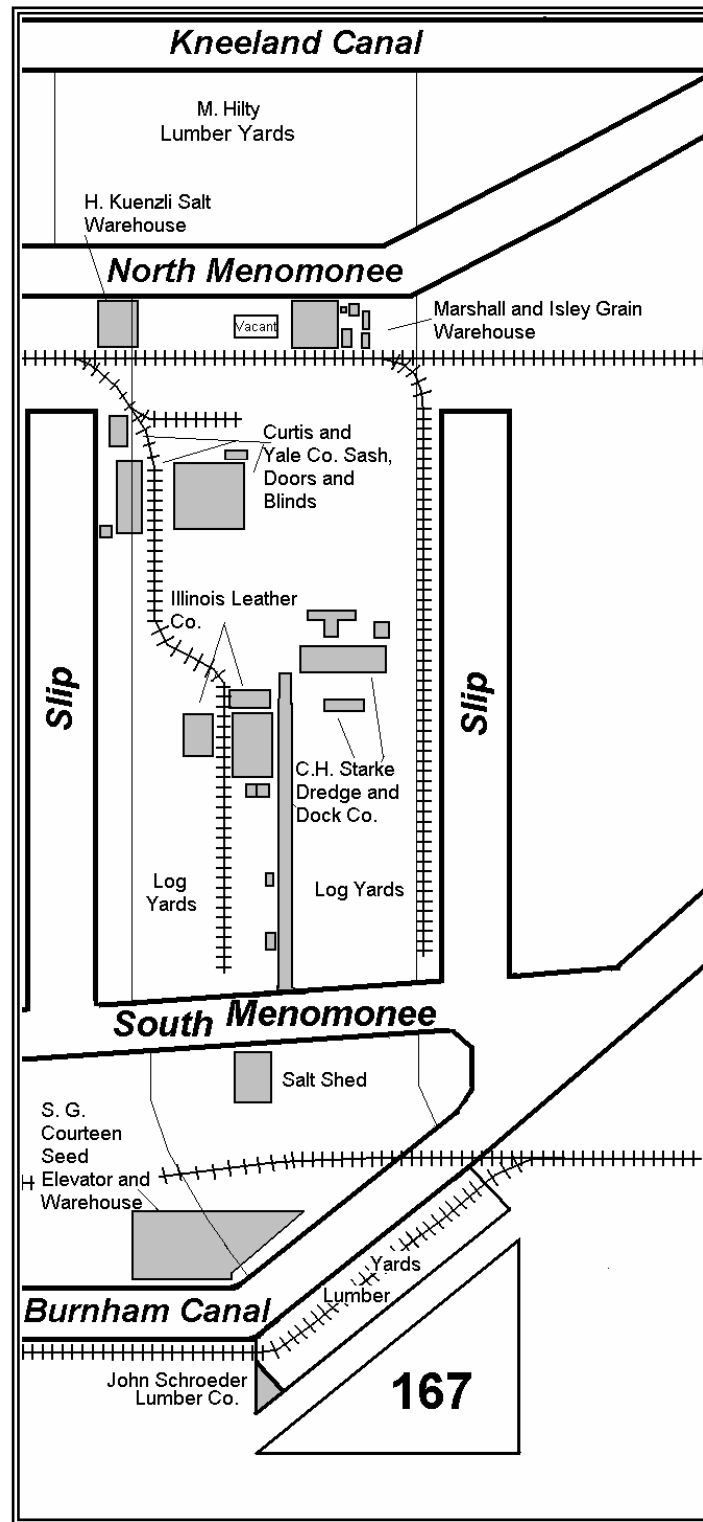


Figure 6.33: The Southern Segment in 1894.

portions of the Illinois Leather Co. complex were occupied by the R. H. Tapp barrel repair shop (Figure 6.34).

By 1950 the fortunes of Abel and Bach, National Enameling and Stamping Co. and the A. Kieckhefer Elevator Company were beginning to shift. The Kieckhefer Elevator Co. and National Enameling and Stamping Co. remained largely in place on their respective blocks. The National Enameling and Stamping Co. box factory on block 249 was demolished and replaced by a milk depot. The northern portion of the Abel and Bach complex in block 248 was purchased by the Cohen Brothers Co. for use as a garment factory. New industrial facilities were constructed on block 137 (a plating works and two warehouses), on block 247 (an iron works, a machine shop and the City of Milwaukee garage and offices), on block 248 (a United Parcel Service garage and an electrical equipment factory), and on block 250 (a large General Electric Company freight station).

Most buildings in the Southern Segment had been demolished by 1950. Two small buildings were located in the center of the segment, housing the Youghiogheny and Ohio Coal Company warehouse and garage, two small buildings were constructed on the south bank of the Kneeland Canal to house facilities for the Northwestern Fuel Co., and a small C. M. and St. P. railroad office was constructed between the South Menomonee and Burnham Canals (Figure 6.35).

### Summary

Two properties of note were located in the MVI District during the historic cultural resources literature search—the **Abel and Bach Trunk Factory** and the **National Enameling and Stamping Co. (Kieckhefer Brothers Branch)** (Figure 6.36). These complexes were quite extensive and extended across multiple city blocks underneath the Marquette Interchange. The impact of the Interchange on the city blocks below it is difficult to assess. Buildings were of course leveled, and sub-surface features were presumably filled in instead of being removed. Damage to sub-surface features should be limited to areas where support pylons have been placed (Figure 6.37).

The majority of the Central Segment has been paved over for use as parking facilities and is not currently testable. A small green space within the Central Segment does exist in the area of the east half of block 250. A sinkhole has opened on one side of the green space, exposing a soil profile indicative of deep historic fill. As a result of both paving and filling activities, the extent of sub-surface feature survival in this portion of the study area cannot be readily determined. The Southern Segment of the freeway system runs across a parcel that was reclaimed from swampland and extensively impacted by canal construction. No properties of note were located in the Southern Segment, and the segment's use to support storage facilities makes the presence of significant sub-surface features unlikely.



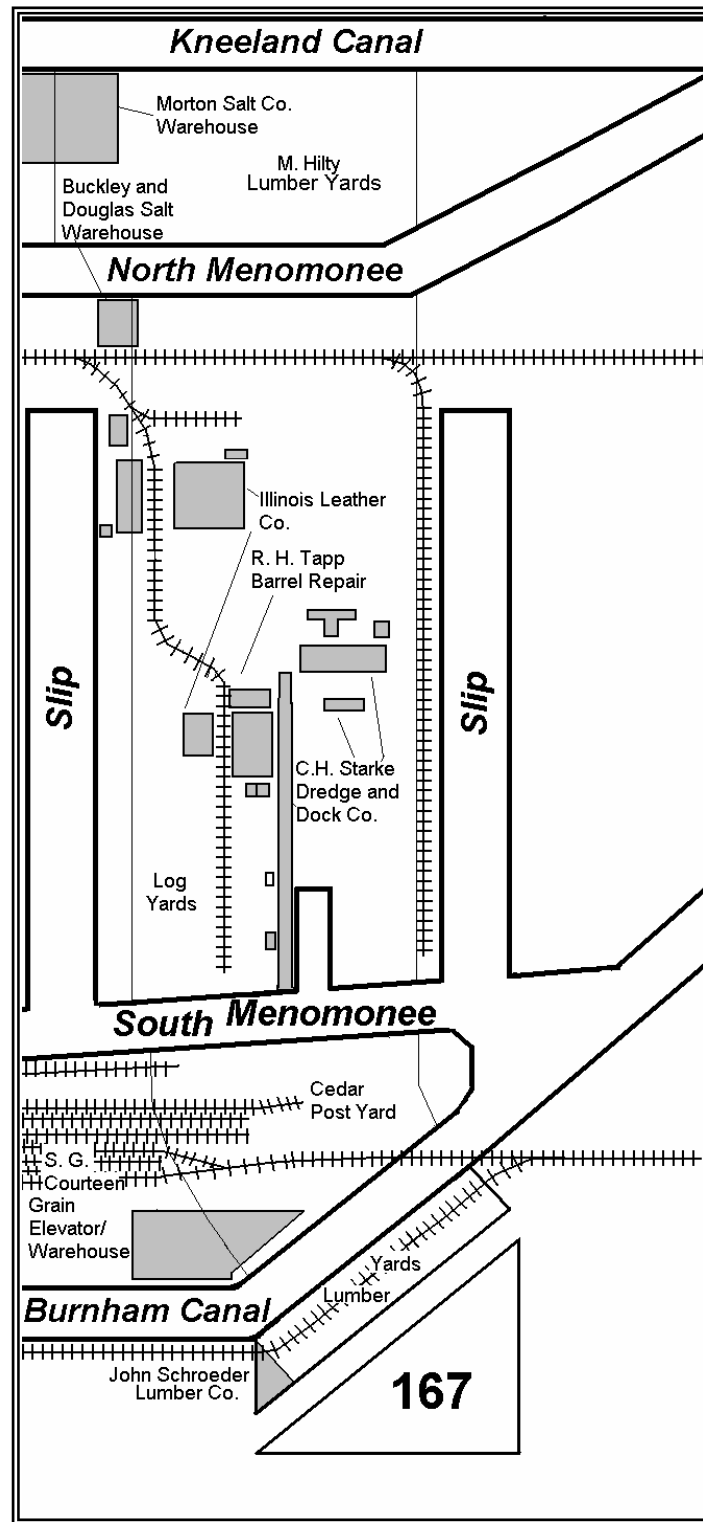


Figure 6.34: The Southern Segment in 1909.

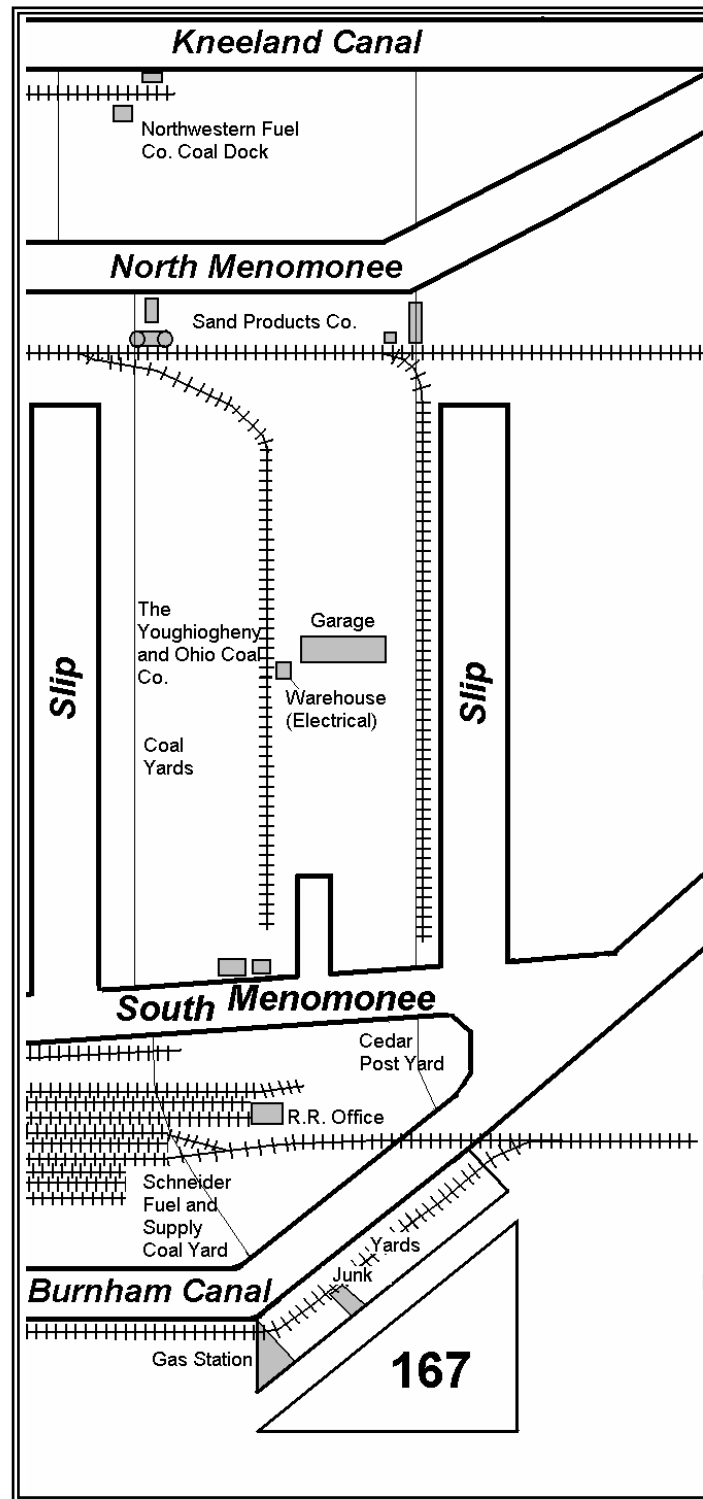


Figure 6.35: The Southern Segment in 1937.





*Figure 6.37: Pavement and Land Use underneath the elevated Marquette Interchange.*

## **Milwaukee Valley Light Industrial District**

### Introduction

The Milwaukee Valley Light Industrial (MVLI) District incorporates large portions of the Central Business District within the East Segment. The boundaries of the MVLI District fluctuated from decade to decade, eventually incorporating blocks 5, 6, 82, 83, 84, 85(a), 86, and 87 (Figure 6.38). No more than six of the listed blocks were ever industrialized at any one time. The proximity of the MVLI to the Central Business District and Milwaukee River appears to have fostered the growth of industries specializing in a diverse array of bulk goods suitable for both national and local consumption, shippable along the river and adjoining rail spurs. Industry within the district remained light, and the large, multi-block facilities located within the Central Menomonee Valley Industrial District never developed.

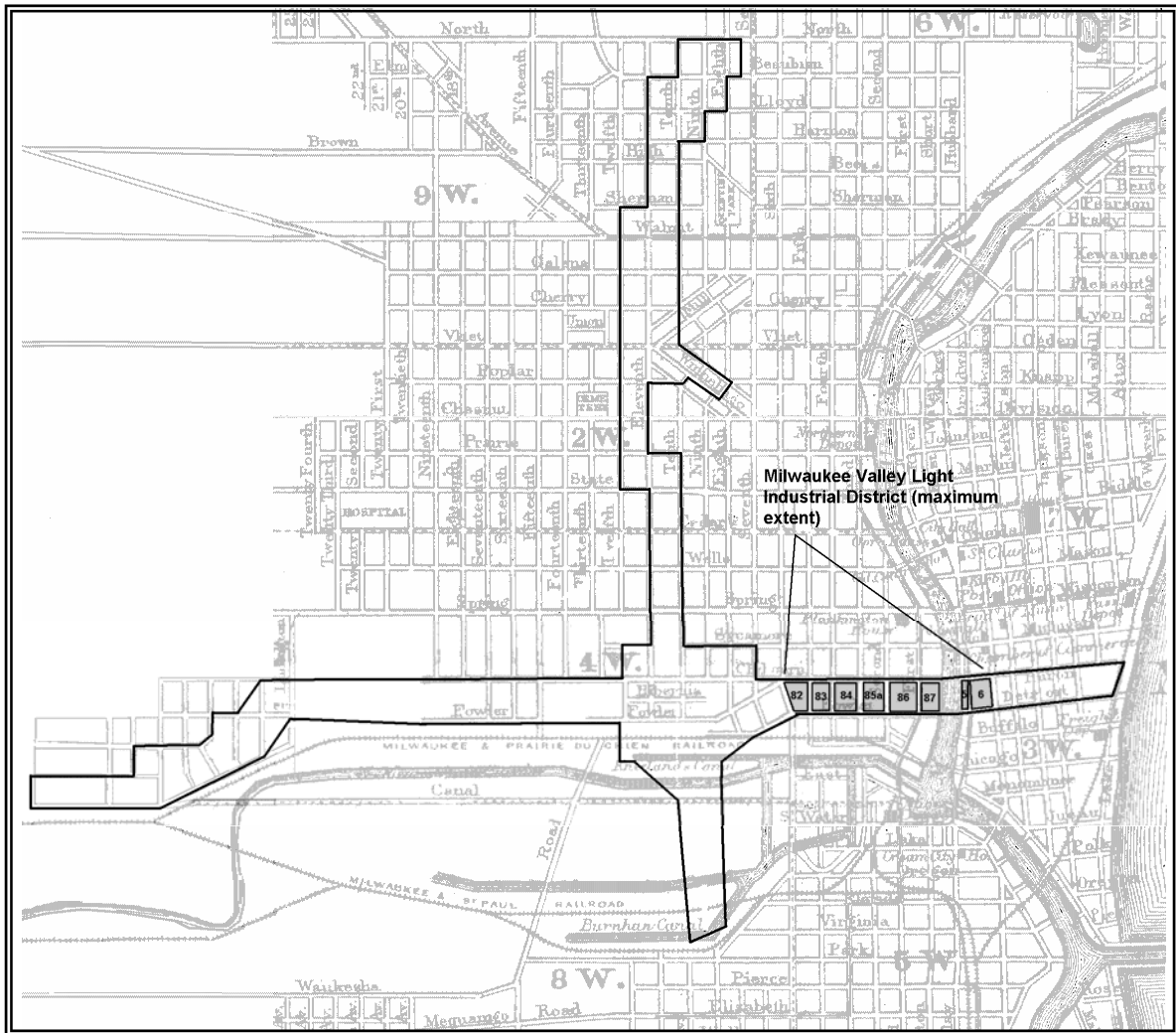


Figure 6.38: The Milwaukee Valley Light Industrial District in the East Segment.



Figure 6.39: The F. F. Adams Tobacco Co., ca. 1890 (from Milwaukee Real Estate Board 1892).

#### Land Use History and Properties of Note

The first blocks to be devoted to industrial use in the MVLI District were predictably those adjoining the Milwaukee River. Between 1864 and 1874, industrial facilities were limited to block 87, on the west bank of the river. The block was occupied by some of the more important early industries in Milwaukee, including the Layton & Co. and Armour Plankinton & Co. packing houses. The facilities housing both packing houses were located just to the south of the freeway corridor, in an area still occupied by standing structures. The north half of block 87 was occupied by the longest-lasting industry in the project area—the **F. F. Adams Tobacco Company** (Figure 6.39). F. F. Adams Tobacco would occupy the north half of block 87 until the 1940's.

F. F. Adams and the adjoining packing houses were joined by a number of other light industries in the next few years. By 1888 industrial facilities had been constructed on blocks 6, 85(a), 86 and 87. The commercial buildings in block 5 remained standing, temporarily blocking the east bank of the river. Block 6 housed a harness manufacturer, the Milwaukee Lithographic Company, the Isted and Halsted oil

dealership, a manufacturer of nuts and washers, the David Adler and Sons garment factory, the Marsh and Grasses Chemical Co., a type foundry, a maker of boots and shoes and four commercial businesses. Block 85(a) was occupied by Brock Elevator Manufacturing, E. A. Walsh and Co. Tin Can Manufacturing, Rundle and Spence (lead and brass pipes) and the **Manville Covering Company**. Kieckhefer Brothers Tin and Sheet Iron (undoubtedly related to the other Kieckhefer Bros. facilities in the Central Segment), Gem Hammock and Fly Net and the A. Hannan & Sons carriage factory were located on block 86. F. F. Adams remained on the north half of block 87, but was joined by several smaller manufacturing facilities, including Phenix Suspenders, a print shop and the offices of L. J. Petit & Co., salt dealers.

Several of these firms survived the next few years, and appear on the 1894 Sanborn. The Sanborn maps depict a host of brick or brick faced facilities. The largest factories occupied quarter-block segments. The MVLI District expanded further west, incorporating portions of blocks 83 and 84, and pulled back to the west bank of the Milwaukee as block 6 reverted to commercial use. The A. George Schulz & Co. box factory was located on the northeast corner of block 83, just to the north of the main facilities of the Mathews Bros. Manufacturing Co. furniture factory. Mathews Bros. also owned a parcel of land opposite on block 84, which it utilized as a lumber yard. Block 85(a) supported the Rickers & Co. soap factory, the Behls, Torrey & Co. shoe factory, the Milwaukee Publishing Company, Windsor Manufacturing (a lead pipe works) and the Menomonee Hotel, as well as Rundle and Spence and the Manville Covering Company. A small railroad spur was constructed northward through the center of block 86. The half of block 86 on the east side of the tracks was devoted to commercial use, but the west side housed a number of meat packing and rendering facilities, including **Swift Brothers Meats, Armour & Co.** and Wadham's Oil and Grease. F. F. Adams continued to occupy the north half of block 87.

The MVLI District appears to have peaked early in the 20<sup>th</sup> Century. The 1909 Sanborns depict a total of eighteen light industries within blocks 5, 83, 84, 85(a), 87, and the west half of block 86. A small number of manufacturing concerns occupied formerly commercial buildings in block 5, marking the only point at which industry dominated both banks of the Milwaukee River in the East Segment. Block 5 housed an envelope factory, a candy factory, a saddlery and a clothing factory. Block 83 continued to house Mathews Brothers and the A. George Schulz box factory, as well as the Reinhart Mitten Co. and the Marsh, Smith and Edmonds shoe factory. Mathews Brothers still operated a lumber yard opposite its main factory on block 84. Block 85a hosted the renamed H. W. Johns Manville Covering Co., the Waltham Piano Co., and the Frank Schaaf sausage factory, as well as Rundle and Spence. Swift Brother's Meats and Armour & Co. remained in their facilities on the west half of block 86, but Wadham's Oil and Grease gave way to S. Birkenwald & Co. (butcher's supplies). F. F. Adams continued to occupy the north half of block 87.

The number of industries present in the East Segment dropped sharply between 1909 and 1937. Several of the older businesses remained in place, including F. F. Adams, Rundle & Spence, Mathew

Brothers, the A. George Schulz box factory, the Reinhart Mitten Co., the H. W. Johns Manville Covering Co., Swift Brothers, Armour & Co. and the Frank Schaaf sausage factory. The remaining factories either closed down or relocated. New industries in 1909 included Burrow, Jones & Dyer shoes (block 83) and Chas Netzow Manufacturing (block 85[a]). Block 5 reverted to commercial use.

Only a few of the original industries survived in the East Corridor until 1950. The F. F. Adams was demolished and replaced by a newer structure, and the company itself either folded or relocated. Its place was taken by a series of nondescript stores. Rundle & Spence, A. George Schulz and the Reinhart Mitten Co. remained on block 83. Armour & Co. closed its facilities on block 86 and opened a poultry slaughterhouse on block 84. The other industries present in 1937 either relocated or went out of business. A small number of warehouse facilities were constructed, including a pipe warehouse on block 84, a plumbing supply warehouse and a warehouse owned by Gimbel Bros. on block 85(a). A small number of industrial facilities opened on blocks 15 and 16, including an ink factory, a bindery, a print shop, two automotive repair shops, and a liquor bottling plant.

### Summary

Four properties of note were discovered during the historic cultural resources literature search—**F. F. Adams Tobacco, Swift Brothers Meats (Swift & Co.), Armour & Co., and the H. W. Johns Manville Covering Co.** (Figure 6.40). F. F. Adams Tobacco survived in the study corridor longer than any other named business. Its large brick facility dominated views of the lower Milwaukee River. Tobacco was big business in Milwaukee, and the city could boast a total of 152 tobacco processing factories by 1880. F. F. Adams appears to have been the most prominent of these, earning inclusion in a survey of Milwaukee's notable buildings (Milwaukee Real Estate Board 1892, Wyatt 1986).

Between 1880 and 1890 meat packing was Milwaukee's most prominent industry. More than one million hogs were butchered within the city limits during those years. Stock yards, located along the Menomonee River, were connected to the slaughterhouses and meat packing plants in the MVLI District by railroad spurs. Armour & Co. and Swift Brothers Co. (along with the Plankinton Co., and earlier with Layton & Co.) were among Milwaukee's top meat-packing firms. Both would grow to national prominence, and would merge with the Eckrich Co. to form today's Armour Swift-Eckrich Co. Swift & Co. was originally founded as a Chicago business in 1875. The company expanded into several nearby cities in 1888, including Milwaukee ([www.ase-dsd.com](http://www.ase-dsd.com) 2000). Armour, a Milwaukee native, originally partnered with John Plankinton, forming the Armour & Plankinton Co. housed in the south half of block 87, south of F. F. Adams Tobacco. Following years of immense profit (gained in part by selling meat to the Union Army), Armour & Plankinton parted ways to form their own companies. Plankinton remained in the original facilities in block 87, while Armour moved his headquarters to Chicago (Wells 1970). By



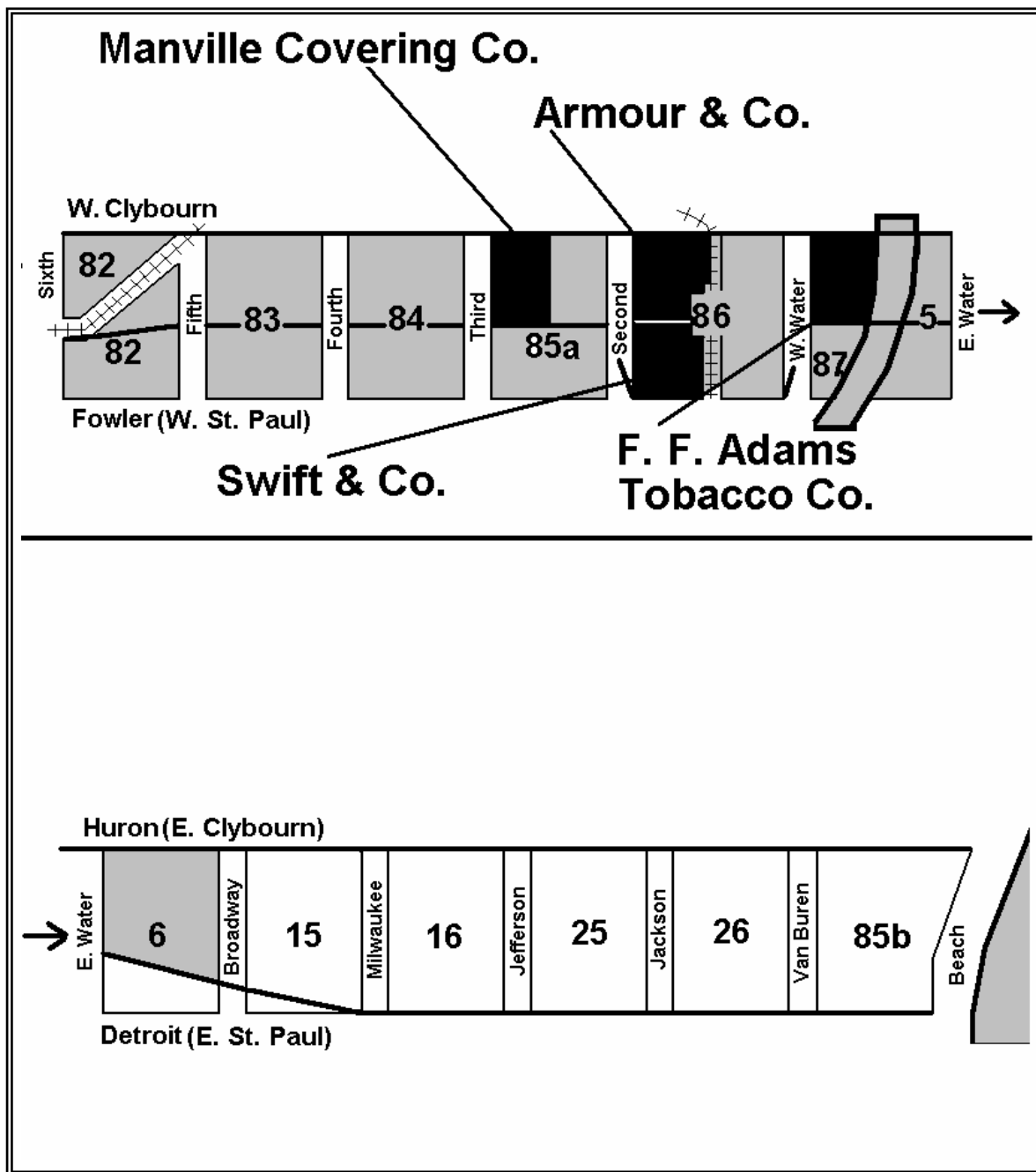


Figure 6.40: Location of the F. F. Adams Tobacco Co., Manville Covering Co., Armour & Co. and Swift & Co. facilities within the East Segment.

1894, Swift and Armour (ironically destined to merge nearly a century later) were utilizing adjoining facilities on block 86 and were fierce competitors for the Milwaukee market.

The Manville Co. was founded in Milwaukee in 1886, and manufactured asbestos coverings to insulate pipes. The company merged with the H. W. Johns corporation of New York in 1901 and was reincorporated as H. W. Johns Manville some years later. The company survives to this day as the Johns Manville Corporation, manufacturers of insulation and fireproofing products ([www.jm.com](http://www.jm.com) 2000).

Most of the study corridor within the MVLI District has been paved over for use as parking space and is not currently testable. A small green space in the area of blocks 86 and 87 does exist, but has been capped with a layer of fill and is not readily testable.

**While it is likely that the remains of numerous foundations, privies, cisterns and other sub-surface features remain under the modern freeway system, literature search did not reveal the existence of properties in this portion of the study corridor requiring phase II evaluation. The F. F. Adams, H. W. Johns Manville Covering Co. and early Armour & Co. facilities hold the most interest, but it is unlikely that substantial sub-surface features of archaeological significance were associated with these structures.**

## 7.0 Conclusions and Recommendations

The purpose of this Phase I archaeological survey was to evaluate the potential for identifying properties that might be considered eligible for nomination to the National Register of Historic Places within the current right-of-way of the Marquette Interchange Redesign Study.

### 7.1 Native American Cultural Resources

Nine Native American archaeological sites have been previously reported within or very near the boundaries of the study corridor—the Winnebago Street Mound Group, MI-132, the Kneeland Graves, MI-84, MI-193, the Lime Ridge Village, the Cherry Street Encampment and Onaugesa's Village.

#### North Segment

Four Native American sites have been reported within the boundaries of the North Segment. The **Winnebago Street Mound Group** and **MI-199 habitation site** were located on block 120 near the head of Winnebago Street (Brown 1916, Lapham 1855). The **MI-132 habitation site** was located at the corner of North Eleventh and Garfield (Brown n.d.). The Kneeland Graves, a late Historic Native American cemetery, was located in block 184. The **Cherry Street Encampment** (MI-0209) is a Potawatomi/Oneida site that may date as late as 1875 (Brown 1916). The precise location of the site is

not known, only that it was near the intersection of North Tenth and Cherry. The OSA maps the site as occupying most of the four blocks surrounding the intersection.

### **East Segment**

Two Native American sites have been reported within or near the boundaries of the East Segment. The limits of **MI-0084** are not precisely known, and the unnamed cemetery may extend into the eastern end of the project area. MI-0084 is reported to be located along a bluff overlooking Lake Michigan, at the intersection of Huron and Cass. At least thirty graves are supposed to be located in this cemetery, and other sources simply state “graves all along the bluff”. At least some of the burials appear to date to the early 1840’s and others may be associated with **Onaugesa’s village**. OSA maps place the village well to the south of the study corridor, but county and city histories state that the village extended from at least Kilbourn Street to a point near the mouth of the Milwaukee River.

### **West Segment**

Two Native Americans sites have been reported within or near the boundaries of the West Segment. **MI-0193** is reported to have been located at the “head of the Menomonee Valley ravine at the foot of Seventeenth Street. OSA topographic maps place the site at the intersection of Seventeenth Street and Clybourn. The precise location of the site remains unknown. A single grave placed in a conical mound was excavated at this location in 1877. The grave contained the remains of one individual buried in a sitting position accompanied by Euro-American trade goods. The ethnic affiliation of the burial is unknown. MI-0089, the **Lime Ridge Village** was located in the vicinity of the freeway, between 20<sup>th</sup> and 26<sup>th</sup> streets. The village was surrounded by “extensive gardens”. It is also possible that the village is associated with unreported cemeteries dating to the 1833 smallpox epidemic (Wells 1970). Artifacts were collected from the site as late as the 20<sup>th</sup> Century.

### **Recommendations for Native American Cultural Resources**

It is extremely unlikely that any of the reported Native American sites remain intact within the boundaries of the study corridor. Historic construction, grading and filling activities have destroyed the majority of Milwaukee’s Native American archaeological resources. **ARI therefore recommends that no further action be taken regarding the reported Native American sites within the Marquette Interchange Redesign Study Corridor.**

## **7.2 Euro-American Cultural Resources**

### **West Segment**

Only a single property of note was encountered in the Western Segment during the Euro-American cultural resources literature search. Offices and pumping facilities forming part of the **National Distillery/Red Star Yeast Company** complex were located within block 12, and now lie underneath the freeway system.

### **East Segment**

Ten properties of note were discovered within the East Segment during the Euro-American cultural resources literature search: the **Third District School**, **Madonna dei Pompeii Church** (Italian Core Residential Neighborhood), **John Nazro & Co. Hardware**, the **Davis Omnibus Line**, and the **Milwaukee Gas Light Company** (Central Business District) and **F. F. Adams Tobacco**, **Swift Brothers Meats (Swift & Co.)**, **Armour & Co.**, and the **H. W. Johns Manville Covering Co.** (MVLI District).

Depending on the extent of efforts made to clean up the area following the great Third Ward fire, early sub-surface residential and commercial features may contain abundant debris relating to the Irish and early commercial occupation of the east half of the East Segment. Collapsing buildings would have dumped their contents into open basements or cellars, which may have then been covered over or capped with fill prior to rebuilding.

It is important to note, however, that large portions of the East Segment underwent a switch from residential and small commercial to industrial use between 1865 and 1950. The extent to which building demolition and new construction affected the survival of residential foundations and other sub-surface features is unknown. Many of the buildings within the CBD and MVLI District were of substantial size and were constructed of brick or stone.

### **North Segment**

Fifteen structures of note were encountered in the North Segment during the Euro-American cultural resources literature search-- the **First (Dutch) Reformed Church**, **Holy Name Roman Catholic Church**, and **Holy Name Girls School** (Inner Core and Germantown residential neighborhood), the **Beth Medrash Hagodal Anshe Sfard synagogue**, **Anshe Lubavich synagogue**, **Agudath Achim synagogue** and a **Hebrew School** (Orthodox Jewish neighborhood), the **Marine's Memorial Hall** (Inner Core), the **James Kneeland residence**, **Grand Avenue Methodist Church** and **Ivanhoe Temple** (Grand Avenue neighborhood) and the **John Berg Brewery**, **Borden-Mannericar Hall and Club**, **St. Joseph's Roman Catholic Church complex** and **Pabst Brewing Company stave yard and cooperage** (Winnebago Street RBD).

Residential-oriented subsurface features in this area should be limited to filled privies, cisterns, and perhaps some basements and foundation remains in the southern blocks. Of some note are the early saloons, which may have contained sub-surface cellars or storage facilities. The extent to which building demolition and new construction affected the survival of structure foundations and other sub-surface features is unknown.

### **South Segment**

No properties of note were located in the South Segment.

### **Central Segment**

Four properties of note were encountered within the boundaries of the Central Segment during the Euro-American cultural resources literature search: the **John Kinzie trade post** (previously reported), the **Viaduct** (later Atlantic) **Hotel** (Irish residential neighborhood), the **Abel and Bach Trunk Factory** and the **National Enameling and Stamping Co. (Kieckhefer Brothers Branch)**.

The Abel and Bach and National Enameling and Stamping Co. complexes were quite extensive and extended across multiple city blocks underneath the Marquette Interchange. The impact of the Interchange on the city blocks below it is difficult to assess. Buildings were of course leveled, and sub-surface features were presumably filled in instead of being removed. Damage to sub-surface features should be limited to areas where support pylons have been placed.

### **Recommendations for Euro-American Cultural Resources**

Most of the study corridor within the Central and East Segments has been paved over for use as parking space and is not currently testable (Figures 6.41 and 6.42). A small green space in the area of blocks 86 and 87 in the East Segment does exist, but has been capped with a layer of fill and is not readily testable. A small green space within the Central Segment exists in the area of the east half of block 250. A sinkhole has opened on one side of the green space, exposing a soil profile indicative of deep historic fill (Figure 6.43). As a result of both paving and filling activities, the extent of sub-surface feature survival in this portion of the study area cannot be readily determined.

The possibility that sub-surface remains attributable to any structures remain extant in the North Segment of the project corridor is extremely low. The I-43 freeway corridor in the North Segment has been excavated well below the original ground level (Figure 6.44). I-94 runs along the ground surface or has been excavated into sloping ground through most the length of the West Segment and is also not testable. No properties of note have been encountered for the Southern Segment (Figure 6.45).

Depending on the way in which the buildings were demolished and the blocks cleared for freeway construction, it is highly likely that there will be a great many buried partial foundations



*Figure 6.41: Land use underneath the elevated Marquette Interchange in the Central Segment. Note mix of open ground, standing structures and pavement. Photograph was taken in the northeast quarter of the interchange, looking down the length of the South Segment.*

throughout the footprint of construction. The question of significance must be evaluated not merely from the perspective of the presence of intact features below the surface, but on the nature of the business or business owner of the structure that was once above ground. In other words, the presence of an intact subsurface structure such as a basement does not necessarily constitute a significant property.

**While it is likely that the remains of numerous foundations, privies, cisterns and other subsurface features remain under the modern freeway system, literature search did not reveal the existence of properties in any portion of the study corridor requiring phase II evaluation. ARI does not recommend that any further action be taken regarding the Euro-American cultural resources noted within the boundaries of the Marquette Interchange Redesign Study Corridor.**



*Figure 6.42: Land use within the East Segment of the study corridor. This photograph looks east over block 87 and the former location of the F. F. Adams Tobacco Company.*



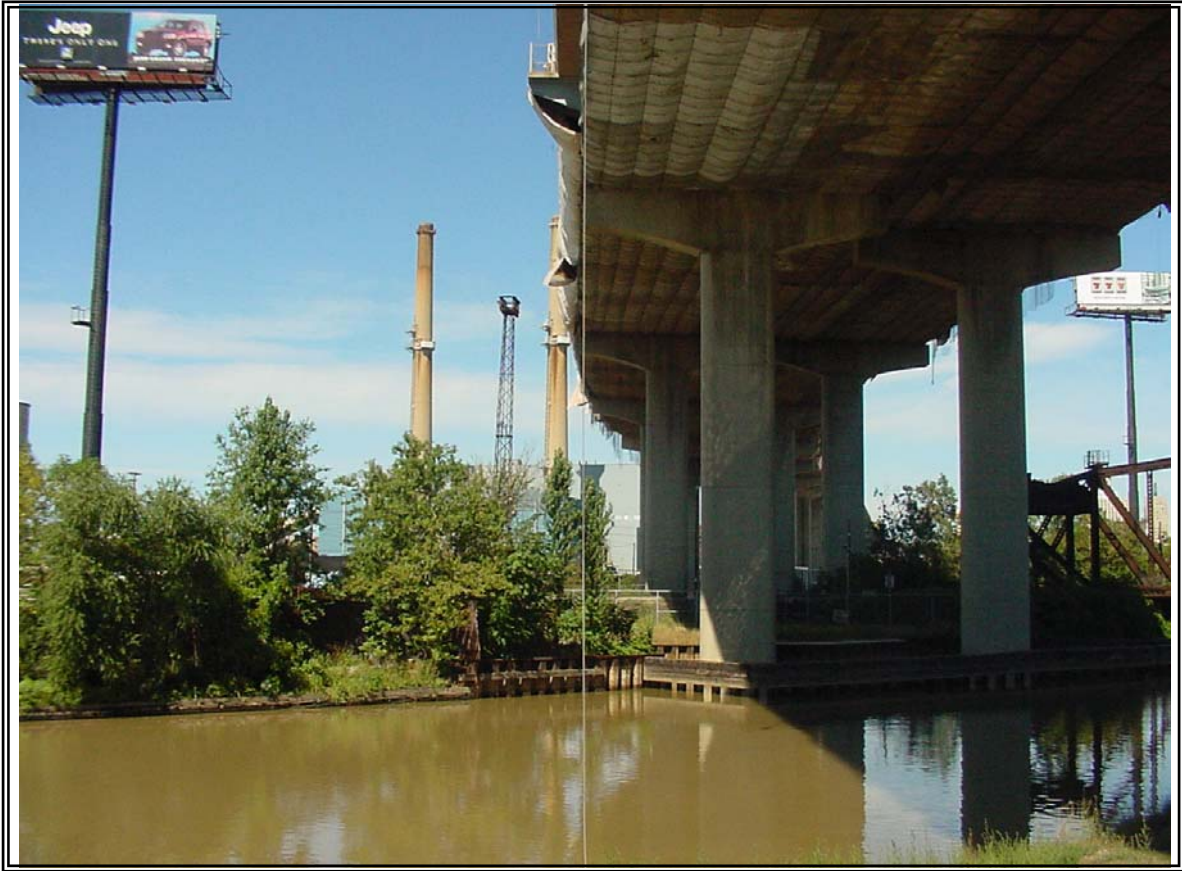


*Figure 6.43: Ground collapse underneath the Marquette Interchange in the Central Segment. Exposed soil profile is indicative of deep historic fill.*





*Figure 6.44: Land use within the Northern Segment. Note extent to which I-43 lies below the original ground level. Photograph looks south towards Milwaukee's business district.*



*Figure 6.45: Southern terminus of the South Segment, looking north over the Burhnam Canal.*

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