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AN HISTORICAL AND STANDING STRUCTURE STUDY OF THE
FLOOD CONTROL PROJECT AT
PORTAGE, COLUMBIA COUNTY, WISCONSIN
A Reconnaissance Survey

by
Joyce McKay

Contractor and Principal Investigator

Submitted on
December 2, 1981

A Report in Fulfillment of
Purchase Order No. DACW37-81-M-2676
for the
Department of the Army
St. Paul District, Corps of Engineers
U.S. Post Office & Custom House
St. Paul, Minnesota 55101
AN HISTORICAL AND STANDING STRUCTURE STUDY OF THE FLOOD CONTROL PROJECT AT PORTAGE, COLUMBIA COUNTY, WISCONSIN

Completed during October, 1981, the historical and standing structure study of the flood control project in Portage, Wisconsin, surveyed structures and sites in the First Ward and below the 800 foot contour level between Cook and the Portage Canal on the northwest; the Chicago, Milwaukee, St. Paul, and Pacific Railroad on the north; and MacFarland Road on the west. The level of investigation was a phase I or reconnaissance survey, intended to identify those structures and sites which might be potentially eligible for the National Register of Historic Places. At this stage of the investigation,
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ADMINISTRATIVE SUMMARY

Completed during October, 1981, the historical and standing structure study of the flood control project in Portage, Wisconsin surveyed structures and sites in the First Ward and below the 800 foot contour level between Cook and the Portage Canal on the northwest; the Chicago, Milwaukee, St. Paul, and Pacific Railroad on the north; and MacFarland Road on the west. The level of investigation was a phase I or reconnaissance survey, intended to identify those structures and sites which might be potentially eligible for the National Register of Historic Places. At this stage of the investigation, a fairly detailed literature search provided a local and regional context with which to judge site significance.

The St. Paul District of the U.S. Army Corps of Engineers initiated the project to determine the degree of impact which construction of flood control measures would produce on the survey area. The impact of the flood control project is overall a favorable one, the protection of structures within the project area.

To fulfill these goals, each of the 218 structures and sites dating prior to 1930 was briefly studied by a street by street pedestrian survey. Each residential structure was later formally typed to determine their variety. Industrial and commercial buildings, the Portage Canal, the Surgeon's Quarters, the Fort Winnebago site, and the Indian Agency House also occurred within the survey area.

The comparison of a series of historic maps roughly dated each site and structure. Also, by such a comparison, the percentage of building destruction since 1929, 1894, and 1873 could be estimated. This study revealed the historic integrity of Portage's landscape. The analysis found that large sections of the survey area bear little resemblance to any period in the past.

Those areas which did retain the density and types of structures constructed within a 20 or 30 year span were recommended for further study. Rather than pinpointing specific houses, areas were isolated. Further, more intensive historical research and field survey would be better
able to select the individual structures eligible for the National Register. Not only were these selected dwellings significant because they typified Ward I's historic building types, but because they housed the industrial workers of Portage. The growth of small industries in Portage proved to be one of the most significant aspects of its history in the second half of the 19th and early 20th century. In addition, it was recommended that the Portage Canal, Fort Winnebago site, the Surgeon's Quarters, the Indian Agency House, the Merrell house, and the Plank Road tollgate house, most of which are now on the National Register, form one thematic district. This district would portray the tremendous difficulties encountered by Wisconsin and other Midwestern states in developing their internal transportation network.

Because the overall flood control project would affect sites favorably, i.e., protect them from flood damage; it was concluded that any of the three project alternatives: the rebuilding of a levee, the construction of ring levees, or waterproofing individual structures; which ever gave more protection; should be selected. Each alternative could require some site mitigation. And, in fact, mitigation projects recommended in the report might, in the end, enhance the site involved.
CONTENTS

Administrative Summary

Introduction 1

Environmental Setting 4

Study Methods 7
  Literature and Records Search and Review 7
  Field Survey 18

The Historical Context 20
  Introduction: Approach to the Judgment of Significance 20
  Periods of Development 21
    The Portage Between the Fox and Wisconsin Rivers: 1671-1840 21
    Establishment of the City of Portage: 1840-1860 30
    The Establishment of the Railroad: 1860-1880 37
    Industrial Growth: 1880-1900 40
    Portage As a Small Industrial Center: 1900-1930 43

Investigation Results and Conclusions 44
  Insignificant areas 44
  Significant Resources 46
  Significant Areas 46
  Sites on the National Register and State Inventory 52
  Individually Significant Structures 54
  Interests of the Local Citizenry 55
  Recommendations for Site Nominations 56

Mitigation Recommendations 57
  Levee History 57
  Project Alternatives 57
  Time Estimates for a Phase II Study 60
  Conclusions 62

Bibliographies 63
  Bibliography of Written Sources 63
  Bibliography of Maps 71

Appendices after 73
  I. Scope of Work
  II. Proposal Budget and Resume of Contractor
  III. Interim Report
  IV. State Inventory Site Forms (also see pocket)
ILLUSTRATIONS

Table of Population Composition of Ward I

Maps
1. Location of Portage 3
2. Survey Boundaries and Site Locations in pocket

Photographs (figures) after p. 47
1. View of 208-214 Wisconsin Street near West Canal (#95-97).
2. View of 226-260 Wisconsin Street near Lock (#88-93)
3. Epstein Brewery at 401 Edgewater and Jefferson (#113)
4. Portage Hoisery Company at 115 Mullett Street (#215)
5. Photograph of Portage Hoisery Company, ca. 1900 (#215)
6. View of Canal looking east from Wisconsin Street
7. View of Canal looking west from Wisconsin Street
8. Tollgate house of plank road at Wisconsin and Ontario Streets (#43)
9. Remains of the lock tender's house at the east end of the canal (#145)
10. Example of a Greek Revival ell house type at 131 Mullett Street (#164)
11. Example of a Greek Revival temple house type at 317 East Edgewater (#110)
12. Example of an I house type at 130 Thompson and Pauquette Streets (#38)
13. Example of a one story rectangular cottage house type at 118 Washington (#18)
14. Example of a one story ell house type at 309 Wisconsin (#42)
15. Example of a one story square cottage house type at 263 East Edgewater (#85)
16. Example of a one and a half to two story ell house type at 327 East Edgewater (#112)
17. Example of a Neo-Classical house type at 306-314 East Edgewater (#102, 103, 104)
18. Example of a Queen Anne house type at 1114 Wauona Trail (#154)
19. Example of a bungaloid house type at 109 Brady (#29)
INTRODUCTION

The contractor undertook the historical and standing structure study of Ward I, Portage, Wisconsin during October, 1981 for the St. Paul District of the Army Corps of Engineers. This project specified a literature and records search and review and a phase I or reconnaissance historical resource survey. Located in the City of Portage in Columbia County, Wisconsin (see maps 1 and 2), the limits of the survey area approximately coincide with those of the first ward of the city. On the south, the boundary runs west along the Wisconsin River from the east boundary of the city to approximately MacFarlane Street and then turns northwest along West Edgewater to Lock Street. Going one block up Lock, it then travels less than a block toward West Wisconsin and then joins West Edgewater and continues northwest between Edgewater and Cook until it joins the canal. Then the boundary follows the Agency Road along the canal to the Fox River. Coinciding with the Fox River in a southerly and easterly direction to the boundary line of the city, it then joins that line south to the Wisconsin River. Upon the United States Geological Survey map, the survey area appears on the Portage Quadrangle (1962) in the 15 minute series.

The House Committee on Public Works authorized a feasibility study, the Wisconsin River Flood Control Project of Portage, on June 1, 1972. This historical investigation of Ward I contributes to this project. Located in the Wisconsin River flood plain, the whole flood control project area runs south from the north Columbia County line to the I-90/94 bridge south of Portage. Ward I of Portage lies in a flood-prone area between the Wisconsin and Fox Rivers. Flood waters from the Wisconsin inundate the survey area while crossing-over to the Fox. The Army Corps of Engineers has selected several alternatives for control of this flooding within the City of Portage: (1) reconstruction and extension of the 3½ mile Portage Levee, (2) a non-structural plan to protect structures in the survey area, (3) construction of ring levees around Ward I, and (4) a no-action plan. The purpose of this study is to determine if there are any historical structures or sites in the area which merit protection from these alternatives or will be affected by their fulfillment.
Before any construction may be undertaken, the corps must comply with the directives of the National Environmental Policy Act of 1969 (P.L. 91-190); Executive Order 11593 for the Protection and Enhancement of the Cultural Environment (Federal Register, May 13, 1971); the Archaeological Conservation Act of 1974 (P.L. 93-291); the Advisory Council on Historic Preservation's "Procedures for the Protection of Historic and Cultural Properties (36 C.F.R. Part 800); the Department of Interior's guidelines concerning cultural resources (36 C.F.R. Part 61); and the Corps of Engineers' "Identification and Evaluation of Cultural Resources" (draft ER 1105-2-50 and draft EP 1105-2-55).

For the project at Portage, these laws require the Corps to locate, inventory, and nominate sites within the project area which are eligible for the National Register of Historic Places to the Secretary of the Interior. Thus, no eligible sites will be inadvertently altered or destroyed during construction. Further, the Corps must formulate its plans so that its policies and programs contribute to the preservation and maintenance of federally and non-federally owned sites, structures, and objects of historical, architectural, and archaeological significance. To allow the Corps to fulfill these requirements, this report provides an historical context by which to judge site significance, identifies structures potentially eligible for the National Register, and offers recommendations for further study for the actual determination of eligibility.

This study was a preliminary investigation to locate structures and sites meriting more intensive evaluation in a second phase of research. The initial phase included a literature and records search of secondary histories and primary sources including letters, records of oral interviews, maps, business directories, the census records, photographs, and 19th and 20th century newspaper articles. This search acquainted the contractor with the history of the area, the historical context of the structures and sites and thus established a basis for site significance. The study also included a review and evaluation of the accuracy of the historical materials and of the quality of previous studies of the survey area.

The first phase incorporated a phase I or reconnaissance level field survey. Its purpose was to identify any potential sites, structures, or districts eligible for nomination to the National Register. Any records related to the survey are deposited with Historic Preservation of
the State Historical Society of Wisconsin. At this stage, judgment of significance is based upon visual examination of the structures, specific historical documentation of the sites and structures, and knowledge of the historical context. Recommendations for additional survey for determinations of eligibility to the National Register are based upon this research.

ENVIRONMENTAL SETTING

Portage is located in an inner lowland, belted plain. Such a topographical feature is a product of pre-glacial and post-glacial erosion. Pre-Cambrian, crystalline rock underlies Portage, outcropping only west of the Wisconsin River. Long term erosion has reduced the Pre-Cambrian surface to a fairly level plain. Laid down by late Cambrian seas, the Cambrian rock includes mainly sandstones with some siltstone, shale, and dolomite. Usually undifferentiated, the formations from oldest to youngest include the Mount Simon, Eau Claire, Galesville, Franconia, and Trempealeau. An asymmetrical upfold of alternate layers of weak and resistant rock, which dips slightly in one direction, was eroded down by the action of streams to form the sandstone plain. The weak rock between a ridge of resistant rock, a monoclinal ridge or cuestas, and partially eroded backlands or oldlands creates the inner lowland plain. The cuestas lie to the south of Portage, at the south edge of the central plain. This flat, gently rolling central plain has a maximum dimension of 55 miles north-south and 165 miles east-west.

Surficial deposits around Portage rest on top of the Cambrian limestone. During the Woodfordian stage of the

1 Contact Historic Preservation, State Historical Society of Wisconsin, 816 State Street, Madison, Wisconsin 53706 (608-262-2732).
Wisconsin glacier, dating from 22,000 to 12,000 B.C., the Green Bay lobe advanced over the area. Covered by transitory fresh water lakes, Portage's soils are derived from lake basin deposits.¹

The Woodfordian ice sheets altered the drainage of the Portage area considerably. The terminal moraines of the Woodfordian Stage diverted the Wisconsin River from its original, more westerly north-south path through the Baraboo Range at the Devil's Water Gap east to the west side of Portage. The river returns to its former valley south of the Baraboo Range. The creation of a bend and consequent lengthening of the middle course of the Wisconsin flattened the stream grade and is in part responsible for the aimless drainage pattern along the Wisconsin between Wisconsin Rapids and Prairie du Sac. As a result, large areas of the river's hinterland around Portage are undrained and swampy. Also, although the underlying sandstone is porous, the overlying glacial deposits are not very permeable. Thus, the narrow strip of land between the Wisconsin and Fox is a flat, swampy plain.²

Acting as a divide, Ward I of the City of Portage lies between the Wisconsin and Fox Rivers, only 1.5 miles apart. The Fox flows north into Green Bay and the St. Lawrence, while the Wisconsin empties into the Mississippi. Since the Fox lies at least 3 feet lower than the Wisconsin at normal levels during high water, the Wisconsin crosses over to the Fox, flooding the intervening territory, Ward I.³

The soils which formed on the lake bottom deposits of Ward I belong to the Granby-Alluvial Land, Loamy Wet-Morocco Soil Association. A soil association may be defined as "...a landscape that has a distinctive, proportional pattern of soils."⁴ The same soil may occur in different associations.

but the association or patterns of soils distinguish one soil association from another. The soils of the Granby-
Alluvial Land, Loamy Wet-Morocco Association are com-
posed of somewhat poorly drained to very poorly drained
sandy soils with a sandy subsoil underlain by sandy sediment.
Such soils are generally found on nearly level or very
gently sloping floodplains. At Portage, although variations
in local topography can be considerable, the overall relief
is rarely over 100 feet and is usually 4 or 5 feet per mile
from north to south. The composition of the association
includes 20% Granby soils; 17% Alluvial Land, Loamy Wet;
15% Morocco Soils; and 48% miscellaneous soils. The most
predominant soil series, the Granby, has the following
profile: The surface layer is a black, loamy soil with a
high organic content about 11 inches deep. The upper 5
inches of subsoil consists of a dark-gray loamy sand while
the lower 9 inches is a grayish-brown sand. The substratum
is a light brownish-gray neutral sand.1

Early inhabitants of the portage describe the plant
community as being prairie with large clumps of oak. Low
growing grasses at least one-half of which are true grasses
cover the prairies. In moist soils, sedges rather than
grasses dominate the prairies. In the first half of the
19th century, visitors described the portage between the
Wisconsin and the Fox as a wet meadow or swamp, often "...wet, miry, and almost impassable."2 Jonathan Carver reputedly
observed that the carrying place or portage was a "...morass
overgrown with a kind of long grass; the rest of it a plain
with some few oak and pine trees growing thereon...."3 Such
descriptions also apply to the present community in less
densely populated areas of the ward.

1Martin, 1965: 39; Mitchell, 1978: 2-3, 8-9, 11, 37;
Geological and Natural History Survey, Soils of Wisconsin
(Madison: University Extension, University of Wisconsin, 1968).
2Mrs. John H. Kinzie, Wau Bun or the 'Early Day' in
the Northwest (Chicago: The Lakeside Press, 1932 (1856)), p. 93.
3Jonathan Carver quoted in James E. Jones, A History
of Columbia County, Wisconsin (Chicago: The Lewis Publishing
Company, 1914), p. 39; see also Charles Whittlesey, "Recollections
of a Tour Through Wisconsin in 1832" in Collections of the
State Historical Society of Wisconsin, I (1854, reprinted 1903),
p. 64-85; Mrs. John Kinzie, 1932 (1856): 93; John T. Curtis,
The Vegetation of Wisconsin (Madison: University of Wisconsin
Press, 1959), pp. 10, 262-64.
STUDY METHODS

Literature and Records Search and Review

The written and pictorial documentation of Portage is substantial. To date, the majority of histories and more recent research reports have stressed the years up to the 1850's. Much of the early historical context included in the next section, the historical context, was drawn from these secondary sources with some confirmation from primary materials. A majority of the original research concentrated on the poorly known years after 1860.

The repositories of the State Historical Society of Wisconsin contained most of the historical materials utilized in this project. The Archives and Manuscripts Division housed a large collection of maps portraying Ward I. The earlier maps usually portrayed Fort Winnebago in the 1830's to the 1850's and the Grignon Claim which largely coincides with Ward I. The early plats offered little detail except for the area of the fort. The first map to show the City of Portage was published in 1868. Because many bird's eye views prove to be quite inaccurate, the map was not used extensively in the study. The Sanborn Map and Publishing Company, Ltd. maps of 1885, 1889, 1894, 1901, 1910, 1918, and 1929 and, to a lesser degree, plat maps of Portage for 1873 and 1890 provided the most detailed and accurate representations. Giving information on the date and often the function of the structures, these maps proved to be essential in the delineation of significant areas.

About one half of the small collection of manuscripts relevant to the history of Portage were reminiscences of prominent citizens of Portage: C.J. Pettibone, G.W. Jones, Sarah G. Smith, Henry Munn, and Conrad Collipp. The manuscripts contained large sections unrelated to Ward I or to

1See the bibliography of maps for a chronological listing of maps; A. Rugen, Bird's Eye View of the City of Portage (Chicago: Chicago Lithography Company, 1868).
Manuscripts more relevant to the project included a biographical history of early 19th century Portage by John T. De La Ronde; the reminiscences of Louis F. Schultz who worked on the canal in the 1870's to the early 1900's; a transcript of a radio address on the Indian Agency House by Louise Phelps Kellogg; a letter from John H. Kinzie describing the construction of the Indian Agency House; and the papers of the Fort Winnebago and Duck Creek Plank Road Company from 1851 to 1874.

The Visual and Sound Archives at the State Historical Society contains a large collection of photographs taken within the first ward of Portage. These photographs were dispersed among three different storage areas: Early Views, Archival Lots, and the Classified File. The first file included numerous views of the Indian Agency House, the Canal, Cook Street, and individual houses mainly located outside the survey area. Most of these photographs dated to the early 1900's. The Archival Lots contained only one relevant view showing the Portage Cooperative Creamery in 1945-1946 (lot 966). Photographs in the Classified File, categorized by many subject headings, were too dispersed for thorough examination. Those files entitled Southern Wisconsin-

1C.F. Pettibone, "Lists and Prices of Lots and Maps of the City of Portage, Wisconsin Showing Property of Chauncey F. Pettibone and Dating As Early As 1850"; G.W. Jones, Autobiography of G.W. Jones, "President of the G.W. Jones Lumber Company, Portage, Wisconsin," 1855; Sarah Smith, "Early Wisconsin" by Sarah Smith, A reminiscence discussing family history and pioneer Wisconsin in the Portage vicinity, typescript; Henry Munn, letter 1854-1873 from Henry B. Munn, Portage, Wisconsin, lawyer, mayor, and school superintendent; Conrad Collipp, two diaries, 1865 and 1868, kept by Conrad Collipp, Portage, Wisconsin in which are recorded figures concerning wages of employees and the sale of bricks produced at a brickyard operated by Collipp.

18015, Towns-Wisconsin-252, and Streets (Main Street)-255 offered no photographs of Ward I. In this project, the photographs were used to ascertain the degree of change in the city through the 20th century.

The Historical Society Library's listings, mainly entered under Portage and Columbia County, held a large collection of secondary and some primary materials. Under the first category were 1974 and 1938 histories, a 1919 bachelor's thesis, and numerous works dealing with the fur trade published between 1900 and 1940.¹ The Wisconsin Magazine of History and more recent news articles printed in the Portage State Register also contained short historical sketches. Except for the 1838 history, these sources relied upon the earlier 1880 and 1914 works² and primary materials printed in the society's historical collections. The more recent histories followed the older sources fairly faithfully. Frederick J. Turner and his father, Andrew J., both resided in and wrote about Portage's history. They printed many of their articles in A.J. Turner's newspaper, the Portage State Register, in the late 19th and early 20th centuries. These articles appear to come from their memories or from primary materials. Although some renown historians are more capable of broad generalizations than primary, historical research, it appears that these articles are historically accurate.

The 1914 and 1880 histories of Columbia County,³ as other turn of the century works, tend to be biased toward the more exciting events of local history and biographies. Although information concerning the recent past of each work is generally trustworthy, the histories removed by 20 years or more, a generation, often reflect all the inaccuracies which develop in oral communications. However, they do often reprint their sources in full, allowing the researcher to make some assessment of individual pieces of data.

²C.W. Butterfield, The History of Columbia County, Wisconsin (Chicago: Western Historical Company, 1880); Jones, 1914.
³Butterfield, 1880; Jones 1914.
The federal census, the Collections of the State Historical Society of Wisconsin, and three business directories composed the primary materials in the library's collections. The 1820 to 1900 population and manufacturing schedules are available in their original form in the library. The 1880 population and manufacturing schedules and the 1900 population schedules are on microfilm in the microfilm room. The 1890 census and the 1900 manufacturing schedules were destroyed. The census taker separated the population statistics for Ward I for the years between 1860 and 1900. Prior to that date, Ward I did not exist, and the area could not be isolated. For these earlier years, any population statistics included in the historical context reflect the whole settlement of Portage. Like all 19th century census materials, the Portage census undoubtedly includes inaccuracies in transmission of data. Also, each schedule is never exactly comparable to the next. Although quantitative statements appear precise, any conclusions reached using census data always remain approximate.

Lyman Draper, president of the society from 1853 to 1886, collected many original interviews from people associated with Portage during his years of service. These interviews...

1United States Bureau of the Census, "Fourth Census of Columbia County, The Population Schedules" (Manuscript at the State Historical Society of Wisconsin, Madison, 1820); United States Bureau of the Census, "Fifth Census of Columbia County, the Population Schedules" (Manuscript at the State Historical Society of Wisconsin, Madison, 1830); United States Bureau of the Census, "Sixth Census of Columbia County, the Population Schedule" (Manuscript at the State Historical Society of Wisconsin, Madison, 1840); United States Bureau of the Census, "Seventh Census of Columbia County, Population and Manufacturing Schedules" (Manuscript at the State Historical Society of Wisconsin, Madison, 1850); United States Bureau of the Census, "Eighth Census of Columbia County, Population and Manufacturing Schedules" (Manuscript at the State Historical Society of Wisconsin, Madison, 1860); United States Bureau of the Census, "Nineth Census of Columbia County, Population and Manufacturing Schedules" (Manuscript at the State Historical Society of Wisconsin, Madison, 1870); United States Bureau of the Census, "Tenth Census of Columbia County, Population and Manufacturing Schedules" (Manuscript on microfilm at the State Historical Society of Wisconsin, Madison, 1880); United States Bureau of the Census, "Twelfth Census of Columbia County, Population Schedule" (Manuscript on microfilm at the State Historical Society of Wisconsin, Madison, 1900).
were printed in the society's collections and then reprinted in the early 1900's. He contacted such individuals as John De La Ronde, Augustin Grignon, and Satterlee Clark.\textsuperscript{1} Such sources are first hand recollections translated into writing only once by Lyman Draper. Although inaccuracies caused by lapses of memory probably abound, yet local histories are rarely dignified by such early, first hand recollections. The reader gains an insight into what became important to these early residents, the populating and growth of Portage. Draper also reprinted diaries and letters in the collections. Thus, many of the materials appearing in this source may be considered primary data.

The society's library holds a large collection of business directories, three of which relate to Portage. They date to 1885, 1890, and 1917-18.\textsuperscript{2} Although usually incomplete since they often depended upon subscriptions for their listings, they do give some notion of the sort of businesses operating in those years. However, the researcher must remain aware of the biases occurring from possible exclusion of smaller establishments.

The Microfilm Room of the State Historical Society contains the 1880 and 1890 censes as well as a large collection of 19th and 20th century newspapers. Because of the large amount of time required to systematically comb the newspapers printed at Portage, only a few selected articles referenced in bibliographies or by the card catalogue of the society received attention. Those written in the late 19th and early 20th century must be treated as oral interviews, recognizing the existence of inaccurate data. Further removed in time, those historical sketches written in the last thirty years are considerably less trustworthy.


\textsuperscript{2}Rockwood & Goodell, Town and Country Business Directory Compiled From the State Census of 1885 (Portage: Rockwood & Goodell, 1885); Wright, Wright's Portage Directory (n. pl.: n. pub., 1890); John T. Farrell, Farrell's Portage Directory (Milwaukee: W.S. Farrell, 1917-18).
The Historic Preservation Division maintains the state inventory and the National Register listings as well as survey reports completed to satisfy federal historic preservation regulations. The section entitled Investigation Results will discuss the few entries in the state inventory. Philip Salkin, George Bartnick, and Jay Brandon wrote three survey and archaeological site reports which are curated by the division. In addition, a planning study by Frank and Stein Associates was found at the lawyer's office of Mr. David Bennett in Portage.

The 1979 survey completed by Philip Salkin in 1980 included a literature and records search of cultural resources of Portage with a brief architectural and historic site investigation. The planning of flood control measures along the Wisconsin by the Army Corps of Engineers necessitated the study. The report purports to cover prehistorical, ethnohistorical, and historical sources relevant to the history of the townships of Lewiston, Fort Winnebago, Caledonia, Pacific, and DeKerra, and the City of Portage. For this contract, the Corps requested Salkin to identify cultural resources through a literature search without a cultural resource survey. Also, he sought to place the study in a geographical or a regional historical context and find areas of high site potential.

Although Salkin lists the major repositories for Portage's historical data; for example, the library and archives of the State Historical Society, the Division of Historic Preservation's site listings, and the Portage Free Library; he neglected important primary materials in them. Through


2Salkin, 1980: 1-2, 15
the use of the census, maps, business directories, photographs, and a few of the documents in the archives, he would have gained greater insight into late 19th century history and a more balanced knowledge of early Portage. Although Salkin compiled a lengthy bibliography, he fails to critique his sources. The author seems to view them with equal credibility.1

Despite his desire to place the history of Portage in a broader context,2 Salkin's report is only a recitation of facts in chronological order. Only through the knowledge of broader historical themes can the researcher understand the importance of each fact. And, often, Salkin fails to tie these facts together. For example, when dealing with Portage's history of the 1850's and 1860's, after references to the lumber industry, his discussion merely becomes a listing of events concerning the early newspapers, brickyards, schools, and the post office.3 Additionally, his historical narrative does not acknowledge any important historical developments beyond the 1860's.

The survey data determine that the historic resources indicate the importance of the area in the early history of Wisconsin from the days of the French explorers into the period of the early development of the state.4

Indeed, according to his narrative, Portage took on an air of permanency by the late 1790's.5 A study of the census offers a different conclusion. If he had extended his study to a later period, Salkin might have found a very transient society until the last quarter of the 19th century. He does not offer a reason for the sudden termination of his history in the 1860's. Evidently, once he failed to find written secondary sources dealing with the late 19th century, he must have concluded that this period lacked significance. Thus, Salkin does not understand the goals of historiography. Without the interrelationship of facts to each other and to a broader context, there is no historical interpretation. Without such an interpretation, the researcher can not judge the significance of his facts.

The Army Corps of Engineers did not require a site survey under Salkin's contract. Yet, he did attempt a brief pedestrian survey.6 He does not clarify his method of survey.

1Salkin, 1980: 15-18  
2Salkin, 1980: 11  
3Salkin, 1980: 245 ff.  
4Salkin, 1980: preface  
5Salkin, 1980: 218  
6Salkin, 1980: 18-19
As a result of his studies, Salkin includes a listing of sites from his own survey and the Wisconsin State Inventory in the narrative and Appendix I. He lists only their addresses and occasionally a few haphazard descriptions. Exactly why he singled out these sites for discussion remains unclear. Salkin also fails to locate the sites on a base map. Without the knowledge of his survey method, a site or building description, or a preliminary discussion of their importance, such a laundry list of sites lends little insight into the history of Portage.

Salkin finds that

The number of historic structures in the Portage area is impressive, especially in relationship to the modest size of the city. Perhaps the slow and steady growth in the area, after the lumber boom ended around 1860, is partially responsible for the preservation of these buildings which might not have survived a more rapid development in a heavily industrialized city.

Findings for at least Ward I emphatically contradict this statement. Study of maps shows that the face of this section of the city has altered several times. Admittedly, part of this section was the industrial area of Portage. Although recognizing the alteration in Wauona Trail by the paved road and its surrounding context, Salkin favors its preservation. Despite the fact that the Wauona Trail is a National Register site, preservation may at this late date be a moot point.

In his concluding remarks, Salkin advises additional surveys and architectural studies. At the time of the report's completion, more than these steps were necessary to adequately assess the significance of historic properties in Portage. While providing a long bibliography which lacked references to some important primary materials, his report did not offer the regional context set out by his goals. A stream of poorly synthesized facts unrelated to the broader trends in regional, state, and national histories does not provide the context by which to judge site significance. The researcher can not gain an understanding of the historical details presented by one site from a plethora of other historical facts. Further, a majority of Portage's buildings

\[1\] Salkin, 1980: 284.
\[2\] Salkin, 1980: 250.
\[3\] Salkin, 1980: 256.
date after 1860, the period when Salkin's narrative abruptly ends. Is he then intimating that all these structures are not significant? A perusal of Salkin's vitae suggests that his training is solely in anthropology. It is evident from his report that he has not gained the proper education to deal with the historical record. Perhaps Salkin should leave the study of history to properly trained individuals.

George Bartnick conducted an historical and architectural survey of the City of Portage in 1979 for the Environmental Protection Agency. This survey was initiated by the proposed construction of a sewage treatment plant now at the north end of Wauona Trail.1 Again, Bartnick limits his historical summary mostly to the pre-1860 period. Although he completed a windshield survey, Bartnick fails to indicate the area he surveyed. His discussion of significant sites only includes those listed on the National Register and in the state inventory. Unlike Salkin, he does offer some limited evaluations of his findings and gives specific recommendations for those sites which he does consider. Since the historical summary and limited site evaluations tend to remain separate entities, the evaluation lacks a larger context. Bartnick also did not cover all the sites in the inventory and did not discuss any other sites beyond this listing. Hence, this report also did not adequately pinpoint and assess the historically important sites and structures in Portage.

In 1969, Frank and Stein Associates, Inc. submitted a feasibility study and development plan for historic resources of the Portage area to the Governor's Portage Canal Implementation Committee.2 In their introduction, they concluded that sufficient historical evidence has been accumulated to show the "...historical feasibility of the development of Portage...,"3 and indeed, very little historical data and little evidence of historical research appears in the report. How they chose the significant sites for which they offered their preservation plan remains a mystery. They skipped several important steps in their planning process, i.e., those of historical research, site survey, and site evaluation. Frank and Stein Associates, Inc. recommended cleaning-up the canal and reconstructing the fort. They also pinpointed the Agency House, Wauona Trail, and Surgeon's Quarters as significant but did not incorporate them into their plan.

In 1967, Jay Brandon tested an area adjacent to

1Bartnick, 1979
2Frank and Stein Associates, Inc. 1968
3Frank and Stein Associates, Inc. 1968: 2
the west bank of the Fox River and east of Highway 33 near the north tip of the survey area. He was attempting to locate the commissary building associated with Fort Winnebago. The purpose of the excavation included the determination of the extent and condition of site remains, the quality and quantity of artifacts, and the most appropriate techniques by which to pursue further excavations. Brandon did locate a building constructed of sandstone blocks and mortar. It measured 30 feet east-west and 40 feet north-south. However, he could not satisfactorily identify the remains. Much of Fort Winnebago proper lies on the hill directly above the excavation area on a privately owned farm (#142). Variation in grass color indicates remains in this area as well. Unfortunately, the owners of the property would not approve excavation on their premises in 1967. Further work has not been done up to the present date.

The main catalogue listings at the Memorial Library of the University of Wisconsin located most of the historic materials related to Portage at the State Historical Society. The Memorial Library itself contains little material pertinent to the project. The Geology and Biology Libraries of the university do contain environmental data which are incorporated into the report.

Repositories in Portage included the Portage Free Library, the Columbia County Courthouse, the Portage City Hall, and local historical societies. The Portage Library offered only two published works dealing with Portage history and a series of reminiscences. The library did possess a large photographic collection of Portage views which were housed in their vertical files and in the Porter Photographic Collection. Porter recorded the rebuilding of the Wisconsin Canal Lock in 1928. The large collection of photographs in

1The numbers in parentheses refer to sites and structures located on map 2.
the vertical file included views of industrial buildings in Ward I such as the Portage Coop Creamery (#94), Cuff's Feed Mill, Portage Hoisery Works (#215), and Epstein's Brewery (#113). They also show Fort Winnebago (#142); South Wisconsin Street in the area of Riverside Park (#42), then the site of Ward I School; and a view of Dodge Street. A majority of the photographs probably date to the early 1900's. Several drawers of the same vertical file also contained unpublished historical materials and late 19th and 20th century news articles dealing with the history of Portage. Because of the immense amount of material which often proved to be of little value to the project, the collection was not thoroughly studied. Some of the material lacked adequate references. Finally, the library housed four business directories dating to 1870, 1908, 1910, and 1929.¹

The Columbia County Courthouse and Portage City Hall possessed a few maps documenting the platting of the City of Portage.² Later, more intensive study might utilize the land records to trace the owners of individual properties. Making title searches difficult, County Clerks indexed land records mainly by grantee-grantor indices. The tract index begins only in the early 20th century.

To ascertain their holdings, four local historical societies were contacted: the Columbia County Historical Society at Pardeeville, the Lodi Valley Historical Society in Lodi, the Poynette Area Historical Society at Poynette, and the Portage Canal Society in Portage. The Lodi Valley Historical Society reported no materials relating to the history of Portage. The Poynette Area Historical Society could not be contacted. Established in the early 1970's, the Columbia County Historical Society holds only a few items dealing with Portage history. These include an 1882 Bird's Eye View of Portage and some historical photographs one of which is a view of the Portage Hoisery Company (#215). Guided by Mrs. Fredrecka Kleist, the Portage Canal Society owns extensive holdings related to the canal. While the historical research was being conducted for the project, these materials were not available for study. However, Mrs. Kleist offered her


²For example, see the Guppy Plat of 1852, plats, sheet 101.
assistance and the use of the society's materials during later phases of the project.

The primary goal of the oral interviews aimed at an understanding of which sites the community itself deemed significant. Participants included Mr. and Mrs. Robert Wright of 413 Adams St., Portage; Mrs. Fredricka Kleist, 528 West Cook, Portage; Mr. David Bennett, 139 West Cook, Portage; Mr. Paul Dolton, Box 93, Lodi; and the Portage Chamber of Commerce.

Most of the above materials portray the early history of Portage. Analysis of census materials, business directories, and maps allowed the incorporation of additional data into the historical context for the second half of the 19th century and the beginning of the 20th. The census materials were studied to ascertain the origins and stability of the population. Business directories along with the censuses of manufacturees indicated to some degree how the economy of Portage changed through time. A comparison of Sanborn Map and Publishing Company, Ltd. maps ranging in time from 1885 to 1929 assisted in the approximate dating of domestic dwellings and located, named, and dated businesses and industries. Because of the economic bias of these and earlier sources and the economic themes to which Portage's significant sites relate, the historical context drawn in the next section tends to be heavily oriented in that direction.

Field Survey

Each street within the survey area was walked to inventory approximately 218 structures and sites dating between the initial settlement of Portage and 1930. All of the National Register sites and the structures in the state inventory were inspected at this time. Covered with marshes and lacking road access, the northeast section of the survey area did not receive such coverage. Historical maps indicate no structures in the area (see map 2). Since the Corps intended this survey to be a brief investigation which took approximately 2½ days to complete, no detailed data could be gathered in this phase. The address, construction materials, number of stories, general house shape, existence of extreme modification, and degree of ornamentation were noted. Examples of each house type and some

1Harrison and Warner, 1873; Sanborn Map and Publishing Company, Ltd., 1885, 1889, 1894, 1901, 1910, 1918, 1929; C.M. Foote & Co. 1890.
streetscapes and industrial buildings were photographed. The later views indicate the large degree of modification in the ward. During the survey, each structure was assigned an identification number. The numbering system in the survey does conflict with the few site numbers issued by Historic Preservation for their inventory. Map 2 locates structures discussed in this report by the numbering system established in this survey. The records from the field survey are deposited with Historic Preservation of the State Historical Society of Wisconsin.

Often, only the more architecturally elaborate or historically renown examples of architecture find their way into state inventories and the National Register. This approach neglects a large percentage of the built environment. Often denoted as vernacular architecture, such buildings usually appear unobtrusive in size, lack elaborate ornamentation, and were inhabited by unknown individuals. In this report, vernacular will instead refer simply to the composition of the local architecture, both the elaborate and the less distinctive. It should be noted that the Advisory Council's "Treatment of Archeological Properties: A Handbook" instructs the Executive Director in consultation with federal agencies to consider vernacular architecture as potentially significant structures.¹

The major goal of the survey was to ascertain the different types of structures and their approximate dates. Such knowledge allows the choice of representative examples from the predominant types in any one period. Thus, a mix of types, some with a long time depth and others lasting only a short period of time, might characterize one 30 year period. Consequently, one type may appear in more than one period.

When attempting to represent different types of housing from a period in history of a locality, a district rather than individual buildings becomes the most valid means of preservation. In studying vernacular architecture, a single building does not portray the nature of the built environment. The different types of structures from one period in proximity to each other give a more valid representation of the past architecture during that period.

plays an important role in the choice of a district. That is, the present streetscape or building density should approximate the period of architecture under consideration. The survey alone may not be sufficient to gain such knowledge. A comparison of a series of dated maps from the recent to the more distant past will not only date the standing buildings but indicate the numbers of structures which have disappeared from the landscape. So informed, the surveyor can select more representative streetscapes to create his district.

Recognizing the lack of detail included in the field survey, potential areas rather than individual structures were recommended for further study. The degree of modification of each structure could not be noted. Less elaborate buildings do tend to undergo a considerable amount of modification through the years, especially in flood-prone areas such as Ward I. For example, a large number of original foundations have been replaced by concrete block. Because of such circumstances, some degree of alteration would have to be tolerated. By choosing a potential area of preservation, a second, more intensive phase of investigation can determine the actual degree of modification and the units of toleration.

THE HISTORICAL CONTEXT

Introduction: Approach to the Judgment of Significance

To adequately judge the significance of a structure or site, the researcher must explore its full context. Such a context refers to the broader historical trends as well as the archaeological, architectural, and engineering merits. For Ward I of Portage, the significance of the sites and structures generally gain their importance through their relationship to the historical context at many levels of significance, for example, the local, regional, state, or national levels. Without such knowledge, it would be impossible to choose sites representative of the area's history. For instance, the Portage Canal only gains significance when the struggle of western states to improve their early transportation systems has been clarified. On the other hand, buildings nominated to the National Register because they are the oldest, the largest, or the most elaborate would warp the historian's view of history. Thus, a majority of the sites recommended for future study were chosen on the basis of the fourth National Register criterion: likely to yield significant data. But,
used in this report, the criterion's meaning has been interpreted to mean the preservation of buildings and sites which best represent some aspect of their historical context.

Periods of Development

To facilitate the establishment of an historical context for the interpretation of sites in Ward I, the historical development of Portage was broken down into periods. Depending upon developmental trends, the boundaries of each period are flexible and sometime overlapping. As stated previously, because of the nature of the sites involved, the construction of these periods reflects economic trends.

The Portage Between the Fox and Wisconsin Rivers: 1671-1848

From 1671 to 1763, France claimed the whole north-west territory which then included the State of Wisconsin. Originally, many of the early French explorers traveled west in search of a water route to China. In 1634, Jean Nicollet reached Green Bay and claimed its immediate region for France. At this time, he would have found a large number of unrelated Indian tribes in Wisconsin. Waring with the Menomini, Potawatami, Sac, Fox, Kickapoo, and Muscoute, the Winnebago held the area around Green Bay. The Potawatami had located at Sault St. Marie; the Menomini on the Menomini River and the western tributaries of Green Bay; the Sac at the confluence of the Wolf and Fox Rivers; and the Miami and Muscoute near the Fox River at Green Bay with the Kickapoo close by. The Sioux tribes inhabited the Mississippi valley. With the Sioux pressing eastward from the Mississippi basin and the Iroquois moving west, numerous tribes thus converged in Wisconsin. Frustrating the development of the fur trade, the Iroquois engaged in war with the French from 1640 to 1660.1

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Thus, in the 1600's, the French faced a formidable array of Indian tribes with and among which to keep the peace and develop their fur trade.

From the mid-17th century, the overwhelming interest of the French in the northwest territory revolved around the fur trade. Acting as representatives of the French government, Jolliet and Marquette reached Wisconsin in 1673. Although others probably preceded them, they are the first known French explorers to find a water route from Green Bay via the portage between the Fox and Wisconsin to the Mississippi. Their major objectives included the opening of the country to the French fur trade and the establishment of French relations with the Indian tribes. Between 1690 and 1691, Perrot established French presence near the Wisconsin by building a fort on the Mississippi River. He created alliances with the Algonkian tribes and managed to trade with the Sioux. However, intermittent wars with the Fox often closed the area to the fur trade from 1700 to 1738.1

Wisconsin served as an important link in the French fur trade of the northwest territory, initially providing furs itself and later giving access to the western interior. At first, the French attempted to attract the Indians to trade their furs at one center in Montreal. Realizing the value of the fur trade by the late 1600's, the French reversed their policy and followed the Indians into the northwest territory. Under this system, establishing civil authority over the traders in the interior became impossible. The French solution resulted in the maintainance of several garrisoned strong points; in the beginning at Detroit and Lake Peoria; and fur posts at strategic places between them. Attempting unsuccessfully to limit the number of fur traders, the French required a license to trade. This system gave the commander of each fur post civil authority over the traders of his region and the responsibility to maintain the French alliances among the Indian tribes. Through such measures, the French attempted to thwart the English and Iroquois from acquiring the fur.

During the first half of the 1700's, the main French post of the region remained at Mackinac. Although the location of a trading post had been established by Charles de Langlade by 1650, Green Bay did not become a French fur post until 1717. The largest settlement in French Wisconsin grew up along the Fox River near this post. Prairie du Chien became an important reconnaissance point between the French and Indian traders. However, the existence of an established trading post can not be documented until after the Revolution. Again, although there is no record until 1762, the French probably maintained a post at Milwaukee prior to that date.2 With these fur trading points at either end of the Fox-Wisconsin waterway, the portage between the two rivers became an important nexus in the transportation route. There is some evidence of a pole or corduroy road across the portage, now Bronson Avenue or the Wauona Trail. To assist in the transportation of goods, the portage may have attracted some temporary French settlement prior to the 1790's.3

By the 1790's, the French had established their basic method of trade which would remain in effect through the fur trading era. Under the French regime, merchants at Montreal received the trade goods from France with which they supplied the licensed traders by credit. Located at trading posts, their employees, the bourgeois, supplied the voyageur with trade goods and other necessities. The voyageur made the actual contact with the Indians. Systems of credit became an integral part of the trade. It operated between merchant and bourgeois, bourgeois and voyageur, and the voyageur and the Indian. The Indian received necessary hunting supplies and other goods prior to the hunt and later traded his furs to repay the debt. Under the credit system, the Indian became locked into the fur trade. Creating a desire for European goods, the system substantially altered the Indian's material culture by 1760.4

As early as 1688, the English began to enter the fur trade by drawing Indians to Hudson Bay with their cheaper

trade goods. Their appearance in the northwest by the 1690's had originally lead the French to build many of their fur posts. The French government's ultimate inability to maintain control over the fur traders, its only means of monopolizing the fur trade, added to the gradual loss of their Indian alliances after the Fox wars which ended in 1738. Although loyal to the French during early hostilities with the English in the 1750's, the Potawatami and Menomini joined the British toward the end of the French and Indian war. After the defeat of the French in 1761, the British quickly replaced them in the western posts and asserted their control over the fur trade.1

The fur trade reached its height in Wisconsin after 1761 during the British regime. Reserving the northwest territory for the fur trade, in 1763, the British government forbade settlement west of the proclamation line along the Appalachians. The English adopted the French system of regulation along with the Canadian traders themselves. Initially establishing a post at Green Bay in 1761, the English abandoned it in 1763 and regulated the fur trade in the Wisconsin region from her main post at Mackinaw. During the British regime, Green Bay remained a small trading center under the authority of Charles de Langlade. Unable to maintain a licensing system, the British fostered the organization of large trading companies who engaged the long established Canadian traders to carry on the actual trading and located the necessary settlements. Utilizing the French fur trade organization and credit system, Scotch traders of New York organized the Northwest Fur Company in 1778. The essential large, long term investments favored such large companies.

Dependent on the fur trade by the 1760's, the Indians altered their tribal locations to the areas around trading posts and trading routes. The Fox-Wisconsin portage became a dividing line between the Sacs, located on the Wisconsin, and the Winnebago on the Fox. By the end of the 1760's, the Sacs consolidated their territory around the mouth of the Rock River. Initially residing along the lower Wisconsin and near Prairie du Chien, the Fox later joined the Sac to the south.3

A few French traders located at the Fox-Wisconsin portage by the 1790's. Laurent Barth purchased the privilege of transporting goods across the portage in 1792 or 1793. He initially erected a house along the Fox River, possibly on the west side near the intersection of Highway 33 and the Fox. Jean LeCuyer purchased a similar right in 1798. In 1803, a Mr. Campbell acquired Barth's rights, and he in turn sold them to LeCuyer. After LeCuyer's death about 1808, his widow continued the business to 1812 when it was taken over by her son-in-law, Francis Le Roy. These early settlers kept a small store of goods for trading as well as maintaining wagons and teams to transport goods and conveyances across the portage.1

Hoping to maintain their influence over the Indians and retain their hold on the fur trade, the British remained in the northwest trading posts at the end of the Revolution. Although evacuation of the posts, including those at Mackinaw and Detroit, occurred in 1796, the British still retained a strong hold on the fur trade until 1812. Under the provisions of the Jay Treaty of 1786, the British kept the right to trade in the northwest territory. During the War of 1812, British and French traders located at the northwest fur posts and other settlements, including the Fox-Wisconsin portage, assisting the British government maintain its influence over the Winnebago, Menomini, and Sioux. In many cases, these traders and their Indian allies resisted the American advance themselves. The Treaty of Ghent finally ended the British intrusions into the northwest fur trade.2

In 1816, the Americans finally gained authority over the fur trade of the northwest. Shortly thereafter, as it attempted to assert its control, the American government met severe resistance from the remaining British subjects and their Indian allies, particularly the Winnebago. To accelerate the Americanization of the northwest and extend its control, the government forbade foreigners to participate in the fur trade. In addition, the government established its presence in the northwest by garrisoning posts at Mackinac, Chicago, Green Bay, and Prairie du Chien directly after the War of 1812. For a brief time, the Americans altered the actual fur trade system. Trying to control their Indian relations through the fur trade, it established a series of

fur factories after 1812. The government fur factories sold the Indian trade goods at cost in return for his furs, but refused to offer him the credit required to complete the hunt. Without extension of credit and the traditional gifts, the government factories could not attract the Indian and pry him from the British sphere of influence. The government abolished the fur factories in 1822.¹

The American fur companies provided the main competition to the fur factories. They followed the traditional methods by most importantly establishing a system of credit and offering gifts. By the 1820's, John Jacob Astor's American Fur Company dominated the fur trade in the northwest. However, by the time Astor had finally seized the trade from Canadian dominance, the fur sources had become depleted in the northwest territory. Although the fur trade continued through the 1830's, traders began to suffer heavy financial losses during the early 1820's. Both the Grignons and Francis LeRoy at the portage reported deficits.² Further government regulation in 1824 insured the downfall of the fur trade in the northwest territory.³

Fur traders established trading houses at the portage during the 1820's and 1830's. Perrish and LaVoin Grignon, LeCuyer, and LeRoy, who had come to the portage prior to 1820, remained there into the 1830's. The Grignons and LeCuyer owned warehouses on the west end of portage, possibly where Wauona Trail intersects Wisconsin Street. LeRoy built the Surgeon's Quarters (#124) in 1824 and sold it to the American government in 1834.⁴ In the 1830's, Daniel Whitney erected two large store houses, one on the west bank of the Fox and the other on the east bank of the Wisconsin. Silas

²Thwaites, 1911: 144, 232, 316-18.
⁴Sources generally date this sale to 1828. However, a letter from E.M. Lucy at Fort Winnebago to Major General T.S. Jessup, Washington, D.C. reports the purchase of sutler's stores for conversion into a hospital and surgeon's quarters on April 10, 1834. But, the letter does not specify that the building belonged to LeRoy. (From a xeroxed copy of the letter in the Museum of the State Historical Society of Wisconsin.)
Walworth maintained a post at the juncture of the railroad bridge and canal in at least 1837. In about 1817, the American Fur Company took over a post, a log house, and a barn just east of the Indian Agency House (#144). This post had been built by Joseph Rollette in 1812. Peter Pauquette served as an agent for Rollette until 1817 and for the American Fur Company until 1836. Jean Baptiste DuBay acquired this post in 1836. Probably the last fur trader at the portage, he left in 1857. By 1828, in addition to the buildings occupied by the fur traders, there was the sub-Indian agent's quarters and two other log houses on the west side of the Fox, approximately opposite the Surgeon's Quarters (#142). Thus, Portage's initial settlements had begun to grow at either end of the Portage.

In 1828, Lieutenant Twiggs located Fort Winnebago (#142) on the east side of the Fox River opposite the portage. The fort protected the portage of the Fox-Wisconsin waterway, already guarded by Fort Howard at Green Bay and by Fort Crawford at Prairie du Chien. Continual encroachment upon Indian lands in the southwestern Wisconsin lead mining district led to the Winnebago uprisings of 1827. The Winnebago surrendered to Major Whistler at the portage. Protection at the portage had been requested as early as 1820 by the Indian agent at Green Bay who feared interception of the water route by the Sac and Fox. John Jacob Astor reputedly requested such protection from the United States government for this trade route in 1828.


2J. M. Bowyer, Letter to Governor Cass from John Bowyer at Green Bay on Jan. 15, 1820 in Thwaites, 1911: 143-44.

During the first winter of 1828, the military erected log barracks east of the later fort (#142) and use the house of Francis LoRoy to provide temporary quarters. During 1829 and 1830, they built 7 barracks which formed a rectangular courtyard with two block houses at two diagonally opposed corners. Subsidiary buildings on the exterior of the enclosure included a stable, hospital, bakery, blacksmith shop, commissary building, ice cellar, sutler's stores, laundery, theatre, etc. All these buildings were erected on the east side of the Fox River.\(^1\)

Appointed Indian agent for the upper bands of the Winnebago, John Kinzie was assigned to Fort Winnebago in 1829. Prior to the erection of the Indian Agency in 1832, the Kinzies lived in log barracks removed to the Agency Hill (the area of #144) from the area east of the fort (#142). In 1832, the government finally allotted monies which allowed the erection of the agency, a two story, five room frame dwelling with a one and a half story kitchen attached to the rear.\(^2\) Living in their home only 8 months, the Kinzies left in July of 1833. Captain McCabe succeeded them for one year, and then the government assigned the responsibility to an officer of the fort. Individuals unrelated to the office of Indian agent occupied the dwelling thereafter. Saterlee Clark used the house for a trading post for a short interval about 1840, but his business proved to be unprofitable. In 1854, a private individual purchased the land and house.\(^3\)

Although the fort served as a rendezvous for the Winnebago, no military encounters occurred there. However, since the Americans had recently dispossessed them of their lands, the Winnebago, now ranging around the portage, were a potentially hostile tribe. In 1832, Black Hawk, chief of the amalgamated Sac and Fox tribes, revolted against what came to be known as the Jackson Indian Removal Policy. This policy attempted to remove all Indians west of the Mississippi.


\(^2\)John H. Kinzie, 1832.

and open their lands for white settlement. Troops, some of whom were residing at the inadequately protected fort, stopped Black Hawk's northern journey to join the Chippewa at the Battle of Bad Axe in 1832. The confrontation occurred about 25 miles south of the fort in Davis County.\(^1\)

Consequent to protecting the Fox-Winnebago waterway, the military presence at Fort Winnebago managed to keep peace among the local Winnebago and offered interim civil authority to the organization of local government. The fort provided several non-military services to the surrounding inhabitants. In addition to the several trading posts at the portage, a succession of sutlers provided the small settlement at the fort and Indians with supplies. At least three buildings near the east bank of the Fox below and southeast of the fort functioned in such a capacity. One of these was the old commissary store. The government appointed Satterlee Clark, who acted for Oliver Newberry of Detroit, as sutler in 1830. Henry Merrell acted as sutler in 1834 and was replaced by Harry Jones in 1835.\(^2\) Soldiers of the fort also constructed part of the Old Military Road after the close of the Black Hawk War. It ran from Fort Howard at Green Bay, through Portage, to Fort Crawford at Prairie du Chien. The road not only gave the military access to the interior of Wisconsin, but served as a thoroughfare for later settlement.\(^3\)

Fort Winnebago remained garrisoned until 1845, when the army evacuated it. In 1853, the fort was sold at public auction. In March, 1856, a fire destroyed or badly damaged many of its buildings. During the late 19th century, inhabitants of Portage dismantled much of the remaining fort, scavenging the ruins for building materials. By 1871, only the commissary building, part of the Surgeon's Quarters, and the hospital were fairly intact. A farm house now stands upon the site of the fort. The old commissary building, which had been moved to the farm, was torn down in 1912. The Surgeon's


Quarters is now the only remaining building of Fort Winnebago.¹

The Establishment of the City of Portage and Ward I: 1840-1860

The lands surrounding Fort Winnebago began to attract a permanent settlement in the 1840's. Because the city straddles the boundaries of Indian lands, the history of Portage's land jurisdiction is quite complex and requires unraveling prior to historical research in primary records. The federal government organized Portage into the following territories: Indiana, 1800-1809; Illinois, 1809-1818; Michigan, 1818-1836; Wisconsin, 1836-1848; and the State of Wisconsin after 1848; and counties: Wayne, 1790-1809; St. Clair, 1809-1812; Madison, 1812-1818; Brown and Crawford, 1818-1829; Portage, 1829-1846; and Columbia after 1846; and towns: Winnebago-Portage Precinct, 1841-1849; Port Hope, 1849-1850; Port Winnebago, 1850-1852; Portage City, 1852-1854; and City of Portage after 1854. Note that Ward I was placed in Brown County between 1818 and 1829.²

On April 2, 1832, the federal government patented to Augustin Grignon a 648 acre tract, the first land conveyed to a Portage citizen in Columbia County. The Grignon Tract, or French Claim No. 21, covers all of Ward I and includes small parts of Wards II, III, and IV of the City of Portage. The boundaries of the claim coincide fairly closely with those of the survey area on the east, south, and north sides. The government had originally granted this claim to John LeCuyer at an unknown date and he sold it to Grignon. Grignon then sold this tract to Daniel Whitney of Green Bay in 1832. In 1836, Sheldon Thompson of Buffalo, New York and De Gamo Jones of Detroit purchased the tract. They sold it to Webb and Bronson in 1844. Their unofficial plat of the tract, called the Town of Fort Winnebago, was drawn by John Mullett in 1849.³

The land occupied by the City of Portage, including the Grignon Claim and the lands north and west of it and south of the Wisconsin and west of the Fox, remained unsurveyed until 1851. However, the original survey maps note the location of Portage, thus indicating that squatters had located upon the unsurveyed lands. Because the Menomini had not ceded their lands to the federal government until 1849, the territory north and west of the Grignon Claim had not entered the land market. The government gained actual possession in 1851. The City of Portage was platted in 1852. Incorporated as a city in 1854, Portage then included the Grignon Claim. The incorporation provided for the division of the city into wards. At that time, Ward I included all the lands south and east of the canal. In the 20th century, the ward boundaries have been altered approximately every 10 years to reflect changes in the population density. Presently, the west boundary of Ward I extends to approximately Edgewater Street.

The settlement of early Portage in the 1840's initially occurred in three separate areas: (1) around the fort on both sides of the Fox River, (2) in the lowlands along the Wisconsin River near the present Wauona Trail, and (3) near the present business area of the City of Portage. No longer extant, the first cluster had developed during the 1830's and has been described (see p. 27). It mainly provided services for the fort. Besides the Surgeon's Quarters and the Agency House, Henry Merrell's dwelling

2These earlier land entries are not shown by the Land Entry Book of the Columbia Courthouse, but were placed in the Town Site Records now kept by the Bureau of Land Management. To order such records, contact Mrs. Rebecca Loritts, Bureau of Land Management, 350 So. Pickett St., Alexandria, Va. 22304.
4Butterfield, 1880: 606-610.
5For a description of the present boundaries see Ordinance No. 1178, Ordinance Relative to Re-warding, Section 1-03(1).
(#126), built in 1837 or 1838, are the only remaining structures from that complex. In the 1840's, much of Portage was located on the lowlands along the Wisconsin side of the Portage, south of the Canal. Consisting of dwellings and a few retail stores, settlement appears to have centered around several hotels placed along the Wauona Trail and an adjacent area of Wisconsin Street. Somewhat later, probably the late 1840's and prior to the 1851 land survey, settlers established the business district of Portage. At First, the settlement confined itself to an area east of DeWitt and south of Pleasant, centering on the two block-long Main Street. Later, development expanded west on Cook Street.

Paralleling the growth of many Midwestern towns, Portage's population began to expand rapidly between 1838 and 1858 (see table, p. 33). By 1850, the total population of Portage had reached 1,173. Fifty percent of the total population and 60% of the adult population were foreign born. Another 26% came from New England and New York, 17% of the total population and 1% of the adult population from Wisconsin and surrounding states, and only 5% from the remaining states. At this time, the Irish composed 40% of adult foreign born population, while the German group reached only 2%.

A population composed mainly of Yankees and an even higher number of foreign born appears typical for the State of Wisconsin between 1840 and 1860. By 1840, the New England soil had become depleted. Wealthy enough to improve their financial position by western migration, yet without other occupations to absorb them, New Englanders began emigrating westward through Upstate New York. When its agricultural

1 Butterfield, 1880: 430-31, 499, 588, 592.
2 Louis Schultz, 1941; Butterfield, 1880: 592; Portage Weekly Democrat, July 30, 1897; Wisconsin State Register, "Twenty-four Years Ago: Reminiscences of Portage, Wisconsin," June 13, 1874.
3 Wisconsin State Register, June 13, 1874; Curtis, 1974: 52-53.
4 Butterfield, 1880: 588; Federal Writer's Project, 1938: 35-36. Since Ward I had not been created, it was not possible to isolate this area in the 1850 census. However, the state census reported 612 in 1855 for Ward I. From Butterfield, 1880: 590.
5 U.S. Bureau of the Census, 1850.
### TABLE OF POPULATION COMPOSITION OF WARD I

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<th>Origin</th>
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<th>1870</th>
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**Percent Male-Female-Children**

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<td>52</td>
<td>52</td>
<td>45</td>
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</table>

¹These percentages are only approximate.
²The year 1850 is based on the entire population of Portage, not just Ward I. Ward I had not yet been created.
³The 1890 census burned.
⁴Not a percentage.
lands were opened to settlement, they proceeded to flood Wisconsin. Undergoing political unrest and economic instability at home, yet, again, prosperous enough to migrate, the Irish generally sought urban areas or towns where construction projects for railroads or canals required a large labor force. Attracting large numbers of Irish laborers, the construction of the Portage Canal had begun by the state in 1838. Except for the small percentage of German-born, Portage's population composition paralleled the rest of the state.

Inspection of the 1850 census indicates a largely mobile population. Of the adult population, 41% was male while 21% was female. In addition, the census listed a large number of males as lumberman and canal diggers. These same individuals generally lived in boarding houses, called hotels in the census, or with private families. The extremely large size of the households is in part explained by the number of boarders they housed. Such evidence points to a high level of mobility with a small stable population base. This continuous turnover with a high percentage of foreign-born must have resulted in considerable social instability in the 1850's.

The movement of people and goods from Wisconsin's waterways into the interior proved to be one of the state's most difficult problems. The diversification and growth of the pioneer economy depended on the development of a transportation network. Connecting the Great Lakes to the Mississippi, the Fox-Wisconsin waterway had provided such a route during the fur trading era. Improvement of this route offered the logical solution.

In 1837, the Portage Canal Company received a charter to build a canal along the portage. Work began in 1838 at the Fox River. The proposed route was to follow what is now the Wauona Trail. Becoming too expensive, the project was soon abandoned. Investigating the possibility of its development for navigational purposes, Thomas Jefferson Cram surveyed the waterway for the federal government in 1839. After the admission of Wisconsin to the Union in 1848, the federal government offered the state a land grant to

1Nesbit, 1973: 51, 103, 150-57; Wisconsin State Register, June 13, 1874.
3U.S. Bureau of the Census, 1850.
5Jones, 1914: 92; Butterfield, 1880: 610; Federal Writer's Project, 1938: 40.
finance the building of the canal and locks. Guided by the State Board of Public Works, construction began again in 1849 along the present route of the canal (see map 2). Although much of the canal was excavated, workers again abandoned the project in 1851. Sales from the land grants failed to cover the cost of construction. In addition, the canal proved too small to accommodate steam ships of any size; its banks remained too unstable; and navigation of the Wisconsin River was still extremely difficult. Neither the state nor companies created for the purpose were able to attract enough funding to adequately complete the canal. The project lay idle through the 1860's. 1 The booster spirit, that immense desire of Midwestern towns to materially advance and improve themselves, lost the necessary impetus to complete the project during the period when Wisconsin could derive the greatest benefit from it.

Citizens of Portage also participated in the brief enthusiasm of the 1840's and 1850's over plank roads. In 1851, the state incorporated the Fort Winnebago and Duck Creek Plank Road Company, a joint stock company. When completed, sometime between 1852 and 1855, the road extended from Pauquette Street south on Wisconsin in Portage and terminated near Duck Creek. The company erected two toll-gate houses (#43) at either terminus. The planks served as a relatively cheap means of hard-surfacing the road bed to make muddy roads more passable. Exactly how long the original plank road remained in use is not clear. Approximately the same road bed was surfaced with concrete in 1921. 2 Such roads offered a partial solution to the most pressing transportation problem, that of short distance travel. Without adequate roads, agricultural products could not move.

Lying on a major transportation route between Green Bay and the Mississippi, Portage attracted a large volume of the trade within its region. It directly served a local radius of about 60 miles. This trade fostered Portage's rapid growth in the 1850's. 3 Prior to the 1860's, Wisconsin

2Nesbit, 1981: 181; Dorothy McCarthy, "Tales of Old Portage" in Portage Daily Register, Feb. 16, 1959, p. 8; Dorothy McCarthy, "Biography of a Toll Road" in Portage Daily Register, Oct. 18, 1969, p. 2; Dorothy McCarthy, "The Old Plank Road" in Portage Daily Register, July 20, 1974, p. 2; Fort Winnebago and Duck Creek Plank Road Company, 1851-1874.
3River Times, Nov. 21, 1856, quoted in Chapman, 1919: 27; see also Portage Weekly Democrat, July 30, 1897; Federal Writer's Project, 1938: 36, 77; Butterfield, 1880: 588.
farmers primarily depended on one cash crop, wheat, for their livelihood. By 1860, Wisconsin had become the leading grain producing state. Their profit rested upon their ability to market the wheat at nearby trading centers. Portage served as such a center in this period.\(^1\) In addition to serving the farmers, Portage supplied the lumber companies operating to the north in the pine forests. The lumber rafts began to descend the Wisconsin to the Mississippi in 1839. Not only did the city supply the companies, but it maintained numerous hotels to house the lumbermen as well as transient laborers working on the canal and, later, the railroad. Between 1838 and 1860, Portage entrepreneurs erected at least eleven hotels, all located in Ward I, to take advantage of the trade. None of these hotels remain. Thus, much of the business of early Portage centered around the first ward.\(^2\)

During the 1840's and beyond, many small industries processed local products. A large number of them were located in the first ward: the lumber yard of Michael Van Winter (ca. 1850); the sawmills of Solomon Leach (ca. 1843-1845) and Campbell and Scott (1850-1852); the planing mill of Carnegie and Learmonth (1851); the flour mill of McNeal and Burger (1854-1870); the grain warehouse of C.W. Mappa (ca. 1851); the iron works of Smith and Blair (1853); the Fife Iron Works; and the Epstein Brewery (1849).\(^3\) Processing local raw materials; barley, wheat, and lumber; the local brewery, sawmills, and flour mills remained important to the Wisconsin economy through the 1860's.\(^4\) Of these industries only one building of the Epstein Brewery (#113) now stands. Thus, even without the canal, Portage remained at least a regional trading center, supplying local farmers and lumbermen and processing their products.

\(^1\)Nesbit, 1973: 90, 181.
The Establishment of the Railroad: 1860-1880

During the 1860's and 1870's, Portage appears to remain unstable in its population composition (see table, p. 33). From 1850, the percentage of foreign born increased, compensating for a decline in the numbers from the New England states. However, the 1860 census reported 26% of all the population and only 11% of the adult population from New England. This discrepancy seems to represent the birth of many children of foreign born parentage soon after their arrival in New York. The numbers of Irish markedly decreased while the number of German increased. With these alterations in the population, which definitely de-accelerated between 1860 and 1870, there must still be considerable movement into and from the ward. Visual inspection of the occupations listed in the 1860 census indicates a large number of laborers working for the railroad and raftsmen. Finally, indicating a decline in population, the census of 1860 shows 55 unoccupied houses. Such evidence again points to great instability in the population. On the other hand, perhaps favoring a slightly more permanent population, the percentage of male and female adults has equalized and, toward the end of the period, the number of boarders has declined. Probably adding to the social antagonisms of an unstable society, clusters of German and Irish nationalities appear in the census.

This population composition in Ward I was present statewide. By 1860, the number of Irish had dropped in deference to those of German and Scandinavian origin. A large influx of German population into the state occurred in 1866. By 1885, one-third of Wisconsin's population was of German origin or descent. The Germans left their homeland as the old agrarian order began to collapse in the face of rising industrialization. They evidently desired to retain their familiar world. The German Turnverein, in America often dedicated to the preservation of certain elements of German culture, was organized in Portage in 1877.1 In such a context, the reasons why Germans enclaves might form in Portage become more clear. In addition, the nativistic movement had begun by the 1850's in the Midwest. However, its strength in Portage is unknown.2

Not only did railroad construction attract a large number of foreign-born workers, but it had a definite effect upon the growth of Portage. Without it, Portage would have languished. With it, its economy slowly grew in new directions.

The early railroads mainly solved local transportation needs, the transportation between cities or to the city's hinterlands. The lack of standardized equipment hindered long distance travel. Hence, products, mainly wheat in Wisconsin, were gathered from rural areas and shipped to ports of the Great Lakes. Since the building of the railroad could potentially enhance the economy of the urban area and its rural hinterlands, local communities undertook large promotional campaigns to attract the railroad by raising bond issues in their support. With no state funds forthcoming for their construction, private investments along with federal land grants supported the building projects. These communities correctly believed that the railroad would place them on the map by establishing them as a trade center. Portage became one of these communities.

Portage received its first railroad in 1857. The La Crosse and Milwaukee Railroad completed its line from Milwaukee to Portage in 1857 and from Portage to La Crosse in 1858. The Chicago, Milwaukee and St. Paul established another east-west road after 1863. It purchased the La Crosse and Milwaukee line from Portage to La Crosse and the Milwaukee & Western from Columbus to Milwaukee and then constructed a line from Columbus to Portage. In 1871, a railroad was opened connecting Madison and Portage. The Chicago, Milwaukee and St. Paul leased the line to 1878 and then purchased it. Finally, the Wisconsin Central from Portage to Lake Superior was completed in 1876. The Wisconsin Central probably erected their depot which is still standing in Ward I in the 1870's (#162). With a well established railroad system, Portage had little use for the canal which was completed in 1876. In 1870, the federal government had agreed to improve the Fox-Wisconsin waterways. Beginning in 1874, the Army Corps of Engineers supervised the project. Conro, Starke and Company of Milwaukee excavated a 75 foot wide and 9 foot deep trench,

placing timber and pile revetments on its sides and a lock at either end of the canal. Although the canal and 22 locks on the Fox River were finally completed, the improvements of the Wisconsin were never finished. Much of the commerce from Portage went down the Fox. After the government set established rates, the railroads slowly drove the steam boats out of business. As a consequence, the canal saw active use for only a short period of time.\(^1\)

After the Civil War, the lumber industry expanded in Wisconsin. Settlement of Illinois, especially Chicago, and the prairie states to the west created a tremendous demand for the product. The industry boomed through the 1860's. Before the railroads reached the pine forests of northern Wisconsin in the 1880's, logs were rafted down the Wisconsin. Providing accommodations for raftsmen, particularly in the first ward, and foodstuffs and other goods for the pineries, Portage continued to serve the lumbermen during this era. Since mills at the pineries generally rough-cut the lumber, Portage never became a lumber milling center. During the 1860's and 1870's, the city only claimed two planing mills and one sawmill. Wholesale houses on the Mississippi or at other points of destination finished the lumber into boards. After the railroads replaced rafting as a means of moving the logs in the 1880's, the importance of the lumber industry to Portage declined considerably.\(^2\)

Processing and shipping the goods, Portage retained its regional rural trade between 1860 and 1880. Although there was a slightly larger variety of industries, Portage continued to process local agricultural products. The railroad had not yet greatly affected the types of industry in Portage. It did undoubtedly provide a more accessible market and allowed the expansion of previously established concerns.

Portage's larger industries remained in Ward I. They included two planing mills, one sawmill, a flour mill and wheat storage facility, the Epstein Brewery, 2 to 3 tanneries, an iron foundry and agricultural implement manufacturer, the marble works of B. & H. Dougherty (1860) and Groth and Stotzer (1879), and a cheese factory. Carnegie and Prescott and R.B. Wentworth both erected planing mills in 1876 and 1879 to finish rough-cut lumber. The Craig Sawmill was established sometime prior to 1870. These mills hardly created a lumber milling center. The tanneries, one in 1860 and two or three in 1870, multiplied in Wisconsin in the 1860's to

\(^1\)Jones, 1914: 92-94; Butterfield, 1880: 450, 611-12; Schultz, 1941; Merrill, 1919: 31.

serve war needs. They remained mainly local concerns. Initially founded in 1863, the foundry in Portage underwent numerous owners. It manufactured a small variety of agricultural implements. Such industries were again only small, local businesses in this period.

In the 1860's, flour mills processed only local materials. S.S. Case in 1860 and R.B. Wentworth (#114) in 1862 erected grain elevators and Fred Siever Krop & Brothers established a flour mill in 1870. Much of the Wisconsin grain was simply shipped east by rail from Milwaukee, Racine, and Chicago. Although wheat yields had noticeably diminished by 1870, Wisconsin farmers did not find an alternative in dairy products until the 1880's. N.H. Wood founded an early cheese factory in the first ward in 1874.1

This era between 1860 and 1880 proved to be a period of transition. The railroad did not qualitatively affect local industry until the end of the 19th century. The decline of lumbering and wheat agriculture would markedly change Portage's economy in the next period.

Industrial Growth: 1880-1900

Although population trends initiated during the earlier years continued, at least its composition appears to have stabilized. The number of boarders had also declined significantly. However, Nesbit notes the existence of much mobility. But, the direction of this movement began to change toward the end of the century to a rural to urban migration rather than immigration to the prairie states farther west.2 Thus, mobility became more localized.

In Ward I, the population emmigrating from other states dropped to a minimum and those born in the Midwest, 16% of the adults and 52% of the total population, rose (see table, p. 33). Reflecting the children of foreign born parents born in Wisconsin, the percentage of foreign born dropped

slightly. The Germans remained the largest element in the population. Dominated by Germans and Scandinavians, the state population composition paralleled that of Portage. A second wave of German immigration occurred in the late 1880's. Dealing with the language barrier, the City of Portage received enough peoples of German extraction to affect the high school curriculum during this period. Clustering by place of birth in the census points to the continued existence of enclaves. Such ethnic exclusiveness remained in small towns and rural areas or by ward in larger communities until the turn of the century.

During or perhaps somewhat prior to the 1880's, the number of social organizations, i.e., social clubs, etc., expanded. City improvements accelerated: the municipal ownership of water, poor relief, gas lighting and later electricity, the telephone, parks, a hospital, and library. Although such improvements are usually instigated by a small core of the citizenry, at least Portage had gained enough stability and self-identity to spark the necessary interest. Rather than a city of divergent elements, Portage was now becoming a community. The closing of the lumber era, for Portage by 1880, and the completion of the railroad lines probably contributed to this new stability.

By the 1880's, Portage's industrial development began to shift away from solely processing local raw materials. Those cities whose industrial and commercial livelihood had depended upon lumbering and grain agriculture now underwent a period of adjustment to find alternatives. As in other small cities of Wisconsin, Portage developed an identification with a few major industries. Now more standardized and used for long range transport, the railroad brought such towns in contact with sources of raw materials and markets far beyond their immediate hinterlands. Thus, the city which served a broad agricultural region was no longer forced to provide a wide range of local crafts; some standardized products could be acquired wholesale from other urban areas. This alteration from a local craft base to the development of larger industries produced some transiency among the labor force, but it

3Federal Writer's Project, 1938: 46-49.
4Federal Writer's Project, 1938: 45.
5Nesbit, 1973: 331, 335, 342.
could not match the instability created by the large and continual turnover in the population of earlier periods.

Ward I continued to be the center of industrial growth. Some long-established industries remained. The Epstein Brewery expanded. Eulberg Brothers Brewery, located outside the ward, was founded in 1884. Moving within Ward I, Groth & Stotzer Marble Works along with the Hanley & Dougherty Marble Works remained. Although several lumber companies existed, Van Dusen & Company and Carnegie & Prescott, two of the small number of sawmills ever established in Portage, disappeared. The feed and flour mill of James C. McKenzie and Wentworth's or I.W. York's grain elevator (#214) operated during this period. Also, one iron foundry, now J. Baird & Company, remained.¹

By the 1890's, Portage supported at least three creameries including Knack Brothers and the Henry Williams Creamery. One business manufactured cream extractors.² With soil depletion advancing in the 1880's, Wisconsin farmers had begun to seek a stable alternative to wheat in dairying. Prior to the centralization of cheese making by delivery of milk to one local factory in the 1880's, it remained a home industry. After chemical processes became more fully understood by 1900, the industry expanded. The introduction of the cream separator in the 1880's also eased the process of butter production. Before the railroad reached Portage, it had been impossible to market perishable dairy products beyond the local area except in the form of cheese.³

Later to become one of Portage's major industries, the Portage Hoisery Company was founded in 1878 in the commercial district of Portage. The yarn factory and knitting rooms (#215) were erected on the south side of the canal in 1881. It later expanded at this spot, adding an office building in 1893, a warehouse in 1912, and a washhouse in 1924. The company produced heavy wool socks and heavy men's hose. Its market spread throughout the northern United States.⁴

¹Portage Weekly Democrat, July 30, 1897; Wright, 1890; Portage Daily Register, Sept. 3, 1909; Rockwood & Goodell, 1885; U.S. Bureau of the Census, 1880.
²U.S. Bureau of the Census, 1890; Wright, 1890; Rockwell & Goodell, 1885; Sanborn Map and Publishing Company, Ltd., 1894.
Thus, in the 1880's and 1890's, Portage became identified with several major industries, the Portage Hoisery Company in particular.

Portage As a Small Industrial Center: 1900-1930

With minor adjustments, the population composition of Ward I remained stable (see table, p. 33). The high foreign born population persisted. Inhabitants directly from Germany or of German extraction clearly dominated this group. Much of the 37% of the adult population born in Wisconsin were second generation Germans. Marking the margins with street names, the 1900 manuscript population schedules clearly indicate a door-to-door survey. Even by 1900, the German enclaves are still present in Ward I. Some social exclusiveness may have still existed.¹

Portage still continued as an important trade and retail center. A terminal point, it served as a railroad transportation center for the state until 1930. In 1925, the railroad itself employed 375 men as opposed to the 800 employed by other industries.²

Between 1900 and 1920, businessmen of Portage actively launched a program to attract more industry to the city. Such efforts were boosted by the Kewanas Club, the Chamber of Commerce, and the Portage Advancement Association. They offered free factory sites, raised bond issues to support industry, and widely promoted the project in Portage's many newspapers. These efforts directly resulted in the founding of only a few industries: the foundry of Thomas Swanson, the United Cigar Company (1903), and the Heinz Pickle Company (1904).³ Such boosterism was common in the later 19th and early 20th centuries in Midwestern towns. Not only serving individual desires for material progress, it often served to unit disparate elements of the community behind a single goal.

Portage developed several large industries between 1900 and 1930: the Heinz Pickle Receiving Station and the United Cigar Company warehouses. The Portage Hoisery Company and perhaps the Knack Brothers Creamery, which moved to larger quarters in 1928 and was the Portage Cooperative Creamery

¹U.S. Bureau of the Census, 1900.
²Federal Writer's Project, 1938: 53-54.
by that date (#94), also remained dominant industries. A multitude of smaller industries became established: The Portage Boat and Engine Company, the Portage Rug Company, The Portage Underwear Company, the Cochane Tile Company, a celluloid manufacturer, the Freeland Tank Company, the Portage Ice Company, the Sanborne Ice Company, the Portage Woolen Mill (#66), and the Wisconsin Rabbit Fur and Products Company. The breweries, feed and grain storage companies (#114), the Portage Iron Works, lumber yards, and marble works survived from a previous period.1 Thus, in terms of social and economic developments, the main focal point during the early 20th century had become Portage's industries.

From the 17th century through to the 19th century, the portage or the City of Portage remained an important trade and transportation center. The emphasis changed: from furs to crafts and the servicing of the northern pineries, to the growth of local service industries, and finally to the establishment of several large concerns with broad markets. Then, Portage's major historical importance lies in its ability to remain the nexus of a regional transportation system through the centuries.

INVESTIGATION RESULTS AND CONCLUSIONS

Insignificant Areas

The strong 20th century boosterism partly responsible for the development of Portage into a true community also gradually destroyed one of the most historically significant sections of the city, its industrial center. In their desire for improvement, Portage and similar towns gradually leveled large sections of their industrial centers. Material and spiritual needs of the second half of the 20th century could not be contained in older industrial buildings.

A close comparison of historical maps back through

time with the structure by structure survey completed during this project revealed that a large percentage of the structures dating prior to 1930 no longer stand. The 1929, 1918, 1910, 1901, 1894, and 1885 Sanborn Map and Publishing Company, Ltd. Maps and the 1890 and 1873 plat maps were compared with the survey data. This analysis provides a rough estimate of the total numbers of buildings standing during three periods: prior to 1873, 1873-1890/94, and 1890/94 to 1929 and, of these, the number which no longer stand in 1981. Of those buildings built between the 1890's and 1919, 22% no longer remain in 1981. Of those built between 1873 and the 1890's, 50% have been destroyed. Finally, of those built prior to 1873, 66% are now gone. Taking into account alterations of the remaining structures, it becomes clear from this rather inexact analysis that much of the present streetscapes hardly resemble those of 80 or more years ago.

Only seven industrial structures or complexes remain from 1930 or before (see fig. 3-5). They include a woolen mill (#66), the Portage Hoisery Company (#215), the Wentworth elevator (#214), the Portage Cooperative Creamery (#94), the Epstein Brewery (#113), a building which was probably once part of the Portage Iron Foundry (#56), and the T.H. Cochrane Warehouse built between 1901 and 1910 (#55). Because of their dispersal through the ward, alterations in some of the structures, and the change of their building context, these buildings did not constitute a significant industrial district. However, some of them may be individually significant structures. Although a greater share of the commercial buildings, mainly along Wisconsin and West Cook, still stand from the 1920's, many of these buildings have been severely altered (see figs. 1-2 and #88-98 and 100).

One of the earliest centers of the settlement of Portage and Ward I lies at the intersection of Wauona Trail and Wisconsin Street and adjacent stretches of both streets. This area has experienced considerable modification so that very likely none of the original complex remains. Although there may be some sporadic historical archaeological remains, the area has received sufficient alteration through time to drastically limit them.

Some groups of domestic dwellings remain intact and probably in their original setting. The study isolated some potential National Register districts for further examination.

Harrison and Warner, 1873; C.M. Foote & Co. 1890.
(see map 2). In areas outside these locations, lack of an original historical setting and alteration or a high destruction rate eliminated many from consideration for the creation of districts. The study did recommend some individual examples of the most numerous types of buildings for further consideration.

Then, first attacking the question of preservation in Portage from a negative perspective, those areas which should not be considered for the creation of National Register districts lie outside the dashed lines on map 2. For the most part, they no longer represent any historical period in the first ward.

Significant Resources

Significant Areas

Three significant areas for preservation remain: the canal and Fort Winnebago complex, some possible areas of industrial housing, and some individual buildings.

Considered as a separate entity, the Portage Canal would not attain sufficient significance to merit additional study. Although conceived during the 1840's and 1850's when canals became one solution for the tremendous transportation problem facing the region, the Portage Canal was constructed long after this period. Its completion in 1876 was an anti-climax. Superceding the need for such a water route, the railroad had crossed the canal almost 20 years before. It saw only occasional use by commercial shipping in the 1870's and 1880's and perhaps into the 1890's. In addition, many of the buildings which now grace its shore were not present during its final period of construction and short period of use (see figs. 6-7). Finally, the canal itself has suffered some alteration and deterioration. The width of the canal has been restricted at Adams Street by the addition of fill, the Wisconsin lock was redone in 1928, the Fox lock has been replaced by an earthen dam, and the revetments along the sides are greatly deteriorated. Hence, the canal neither relates to its original context, except toward the northeast end where

1Schultz, 1941: Federal Writer's Project, 1938: 38.
2Interview with Mr. and Mrs. Robert Wright, 413 Adams Street, Portage; the Porter Photographic Collection housed in the Portage Free Library; Frank and Stein Associates, Inc., 1968.
there never were many structures, nor to the period of history that it truly represents. It only preserves an historical idea; the intention of early Portage citizens and the state and federal governments to construct a canal to provide a much needed thoroughfare from the Great Lakes into the north-west territory. But, it does recognize the struggle of early western states to resolve their internal transportation problems. Then, in its relationship to its past history the canal begins to gain significance.

The canal's historical integrity further strengthens if considered in conjunction with related historic sites, Fort Winnebago (#142) and perhaps the tollgate house (#43) of the long-defunct plank road. The government constructed the fort to protect the water route and ultimately bring the arm of government into the northwest territory. Only the Surgeon's Quarters (#142), the Indian Agency (#144) and, although moved, the Merrell house (#126) remain from that era. Archaeological excavations of 1967 indicate that the foundations of the fort's buildings probably remain. However, much of the fort proper lies on private land. At the time of the excavation, the owners were adverse to any archaeological work on their property.\textsuperscript{1} This problem does not reduce the significance of the site.

Associated with and serving traders and members of the fort, was a small community along the east and west banks of the Fox. Henry Merrell's dwelling, now located on Cook Street (#126), once stood close to the juncture of Highway 33 and the Fox River, to the west side. It is a rather elaborate, two story, frame, temple style Greek Revival structure. A large merchandising establishment stood next to it.\textsuperscript{2} Several other trading establishments and the lock tender's house completed the complex (see fig. 9). A series of depressions found on private property in the vicinity of #147, just west of the Fox and north of Highway 33, may be vestiges of the small settlement.

The plank road tollgate house (#43, see fig. 8), now across the road from its original location, also stands as a reminder of this early transportation dilemma. Located along Route 51, it is also divest of its original context. Unlike the canal, the project was conceived and executed during the "plank road fad" of the 1850's. However, in addition to

\textsuperscript{1} Brandon, 1967.
\textsuperscript{2} A.J. Turner, 1903: 27.
being out of its context, the building has been moved several times. Also, the residential section of the tollgate house has been removed. Whether this section was original to the 1850's structure is uncertain. This canal-fort-tollgate house complex then represents an extremely important theme in the early history of Wisconsin and other Midwestern states.

The survey isolated several residential areas for further attention. Probably originally erected by industrial workers, most of these buildings were never very elaborate. Such dwellings tend to undergo greater modification than the more elaborate ones. Hence, when contemplating condition of the structures, the degree of alteration of each example becomes an important consideration. In this preliminary study, these modifications could not be carefully considered. Therefore, the report recommended areas of potential significance rather than individual structures for future research.

To gain an understanding of the range of housing represented in the survey, the structures were typed according to formal categories generally employed in the study of vernacular architecture. Unlike the more traditional academic housing styles, which are based upon ornament, formal types are primarily based on the shape of the structure. The survey identified ten different types. These house types were approximately dated by comparing available maps.

Built between 1850 and 1870, the Greek Revival ell (see fig. 10) consisted of one main 1½ to 2 story rectangular block whose eaves face the street. A 1 to 1½ story wing jettied out from one side. It often showed no elaborations. Some houses of this type show the Greek Revival return or a full pediment across the front and rear facades. A few were elaborated with rectangular sidelights and/or transoms. Erected during the same period, the Greek Revival temple (see fig. 11) followed the external lines of the ell form, but lacked the wing. Again, erected between 1850 and 1870, the 1 story ell form is a 1 or 1½ story ell-shaped house (see fig. 14), often devoid of decoration. Utilized between 1850 and 1880, the

1Bartnick, 1979: figs. 33-34.
View of 208-214 Wisconsin Street near West Canal (#95-97)

Figure 1

View of 226-260 Wisconsin Street near Lock (#88-93)

Figure 2
Epstein Brewery at 401 East Edgewater and Jefferson (#113)

Figure 3

Portage Hoisery Company at 115 Mullett Street (#215)

Figure 4
Photograph of Portage Hoisery Company ca. 1900 (#215)  
(located at the Columbia Co. Historical Society)  

Figure 5

View of Canal Looking east from Wisconsin Street  

Figure 6
View of canal looking west from Wisconsin Street

Figure 7

Tollgate House of plank road at Wisconsin and Ontario Streets

(#43)

Figure 8
Remains of the Lock Tender's House at the east end of the canal (#145)

Figure 9

Example of a Greek Revival ell house type at 131 Mullett

Figure 10
Example of a Greek Revival Temple House Type at 317 East Edgewater (#110)

Figure 11

Example of an I house type at 130 Thompson and Pauquette Streets (#38)

Figure 12
Example of a one story rectangular cottage house type at 118 Washington (#18)

Figure 13

Example of a one story ell house type at 309 Wisconsin

(The house was initially built as a one story rectangular cottage and later reversed in orientation to create a one story ell.)

(#42)

Figure 14
Example of a one story square cottage house type at 263 East Edgewater (#85)

Figure 15

Example of a one and a half to two story ell house type at 327 East Edgewater (#112)

Figure 16
Example of a Neo-Classical house type at 306-314 East Edgewater
(#102, 103, 104)

Figure 17

Example of a Queen Anne house type at 1114 Wauona Trail
(#154)

Figure 18
Example of a Bungalow house type at 109 Brady (#29)

Figure 19
one story rectangular cottage (fig. 13) consisted of only two rooms in its main section. Its eaves faced the road. Owners occasionally enlarged it with a lean-to or ell at the rear. Again, it lacks decoration. The survey recorded 10 Greek Revival ells, 22 Greek Revival temples, 8 one story ells, and 20 one story rectangular cottages.

The I house or hall and parlor form, 1½ story square ells, and one story square houses were generally constructed later in the 19th century. Having a long time depth, the I house (see fig. 12) was built between 1850 and 1890. The eaves of this 1½ to 2 story rectangular box paralleled the road. The main section is one room deep and at least two rooms long. If the rooms are of equal length, the structure is termed an I house. If the house is asymmetricaly arranged, then it is a hall and parlor house. From exterior examination, these types can not usually be distinguished. A lean-too or ell often enlarged them at the rear. In Ward I, these houses many times sported a steep central dormer in the front facade with a rounded window, perhaps attributable to the influence of the Gothic style of ornament. The 1½ to 2 story ell (fig. 14) lasted from 1880 to 1910. Probably derived from the Greek Revival ell, this version also had a main section of 1½ to 2 stories whose gable faced the main street. A 1 to 2 story wing was placed on one side. It usually lacks ornament. This later ell varies from the Greek Revival on the exterior mainly in the steeper pitch of the roof and its complete absence of elaboration. On the interior, the floor plan is much less regular than the Greek Revival's. Built between 1870 and 1900, the 1 or 1½ story square house (fig. 15) was usually square or slightly rectangular with a hipped or pyramid roof. It often displayed the peaked dormer described for the I house. Later varieties acquired bays and still later Neo-Classical or Queen Anne decoration mentioned below. There were 24 I houses, 44 1½ to 2 story ells, and 14 one story square houses.

Dating after 1890, the three later types were generally distinguished by some ornament and were almost always inspired by architectural pattern books of the period. The later Queen Anne (fig. 18), dating between 1890 and 1910, was in Ward I, a long, narrow 2 story structure common to urban or town settings. Their irregular massing distinguished their shape. Towers, bays, and multiple roof peaks accentuated this irregularity. Shingling often decorates the towers or roof dormers. Fussey porches, generally Eastlake in style, surrounded their bottom stories. The Neo-Classical type came in many forms. A reaction against the irregular Queen Anne, its form was more symmetrical, usually rectangular or square. These straight lines might be interrupted by a bay. The
general intent was to vaguely copy America's colonial style, but the copy proved to be very inexact. The most common form was a plain, two story square house with a hipped or pyramid roof (fig. 17). Some received a pedimented facade and cornices with dentil moldings. More elaborate doors might have a broken pediment above it with pilasters along the side. One was stuccoed and decorated with half-timbering. The Dutch colonial was topped with a gambrel roof. Dating between 1910 and 1930, the rectangular bungalow's large front gable often faces the street (fig. 19). It was almost always 1 or 1½ stories. Their exteriors were often graced by the round-columned Neo-Classical porches, shingling in their top half, brackets or extensions of their rafters, and stickwork in the eaves. Dormers to the side are common. There were 2 Queen Annes, 10 Neo-Classical types, and 23 bungaloids. Seven houses had received so much alteration that their type could not be discerned.

The survey isolated several clusters of vernacular dwellings which might receive consideration in later phases of study as potential, locally significant National Register districts. Each area gains significance for similar reasons. As stated previously, these groups of residential houses represent the most common forms of industrial housing in Portage. They depict significant themes in the late 19th century history of Portage. Rather than being unique examples of architecture, these dwellings illustrate a large cross-section of Portage's population. The areas themselves were isolated from surrounding structures because of the integrity of the houses themselves and of their neighborhoods. The common, vernacular or local house types from one time period, a span of 20 to 30 years, compose each area. There are few intrusions from another time period. Finally, these examples have suffered fewer modifications. As stated previously, such housing originally belonging to lower or middle income groups in a flood-prone area will have generally experienced a greater amount of alteration than more elaborate structures.

Despite such difficulty with structural and decorative change, since these houses of industrial workers and smaller businessmen do represent a much greater share of Portage's population than the dwellings of the wealthy and because they have as yet received inadequate attention from the preservation movement, their preservation gains proportionately more importance. Not only do they visually portray an

1See map 2 for a delineation of the boundaries of the residential areas. Each area is designated by a letter.
important aspect of Portage's history, but their spacial, decorative, and construction details may be studied systematically as the archaeologist might study an artifact to gain greater insights into the culture of the citizens of Portage.

The survey isolated the following clusters of contemporary dwellings showing the proper mix of vernacular house types for each period:

1850-1870
Area A: between Brady and Pauquette and Wisconsin and Thompson (#41, 33, 38, 199, 52, 53, 213)
Area C: along East Edgewater between Jefferson and Adams (#101, 105, 106, 110, 112)
Area B: on West Edgewater east of MacFarland to Lock (#75, 85, 86)
These examples include a mix of Greek Revival ells and temples, the one story ell, the one story rectangular cottage, and the I house.

1870-1890
Area A: along Brady between Townsend and Wisconsin (#190, 145, 200, 201, 202, 35, 30, 31, 31)
Area A: along Washington between McPherson and Thompson (#170, 174, 183, 184, 186, 189, 193)
These houses include examples of two story ells, I houses, one story rectangular cottages, and one story square house.

1890-1910
Area B: at the corner of Lock and West Edgewater (#72, 73, 84)
Area C: at the juncture of Monroe and East Edgewater (#116, 123, 121, 124, 125)
These dwellings exemplify a mix of one story square houses, a late Queen Anne, and two story ells.

1910-1930
Area C: at the juncture of Adams and East Edgewater (#102, 103, 108, 109, 124)
Area C: along East Edgewater between Jefferson and Monroe (#114, 115)
Houses erected between 1910 and 1930 tend to be dispersed among the earlier houses and might be eliminated from consideration as an area. This group includes the one story square house, Neo-Classical structures, and bungaloids.

These areas then designate potential sources of structures eligible for the National Register. From these examples, a few representative districts may be created after further study and evaluation.

Sites on the National Register and State Inventory

The Historic Preservation Division of the State Historical Society conducted an architectural survey in Portage in 1974. Later, of the structures located in or near the survey area, it nominated five sites to the National Register and placed eight sites on the state inventory.

Those sites placed on the National Register include Fort Winnebago (#142), the Surgeon's Quarters (#142), the Indian Agency House (#144), the Fox-Wisconsin Portage along the Wauon Trail (#218), and the Portage Canal (#217). The significance of all but the portage has been discussed above (see pp. 46-48). Since the Surgeon's Quarters and the Indian Agency remain under the care of the Daughters of the American Revolution and the National Society of the Colonial Dames respectively, their preservation is not threatened. Except for the Surgeon's Quarters, Fort Winnebago exists as an archaeological sites whose boundaries are yet undetermined. If the present owners of the property can be convinced of the significance of the site, the area of the fort requires testing to trace the extent of archaeological remains. The Portage Canal is deteriorating: its sides require stabilization and the canal is silting-in. A blacked-top city street covers the portage, now Wauon Trail. Placed on the National Register because of its important historical associations, no vestige of it or its historical context remains.

The state inventory listed the following sites within the bounds of the survey area (see Appendix IV): 323 East Edgewater (#111 or #45), 210 DeWitt (#98 or 161), Riverside Park (#42 or 113), Epstein Brewery (#113 or 46), the Plank Road Tollgate House (#43 or 43), the County Fairground Grandstand (#164 or 41), and 212 to 216 West Wisconsin (#96-97 or 112).

House #111 probably dates between 1894 and 1901 and

2 The first number refers to the numbering system of this survey while the second refers to the system of the Office of Historic Preservation at the State Historical Society of Wisconsin. See Appendix IV.
was formally typed as a one story square house. The basic brick structure appears to have undergone few major changes. The shingling in its peak and the brackets indicate its later date. It is locate outside an area recommended for further study. This house merits individual attention.

The Paramount Photography Shop (#98), a two story, Portage brick commercial building retains it original appearance. Its cast iron, fluted pillars around the front door are marked the "Portage Iron Works" and date to 1902. Because on the exterior it is in its original condition and typifies commercial structures of its era, it should also receive attention in later phases of the study.

Riverside Park (#42) was erected by the W.P.A. projects between 1933 and 1934. The log cabin was also built during this period or later. Although this structure was placed on the state inventory because it is a product of the W.P.A. projects, it is certainly not architecturally an outstanding example.

Only one building remains of the Epstein Brewery (#113). This two story fieldstone and brick structure appears to have undergone considerable structural modification. A cement block addition stands to the west. Since only a vestige of the original complex remains, the building is not recommended for further consideration.

The plank road tollgate house (#43) was discussed above (see p. 47) and recommended for further study.

A W.P.A. project constructed the art deco grandstand at the Columbia County Fairgrounds (#164) between 1933 and 1934. The city originally donated the lands to the Columbia County Agricultural Society in 1874 for its annual fairs. Defunct by 1901, the society turned the land over to the Columbia County Fair Association. Being a product of the W.P.A. and possessing some significant architectural details, this structure should receive further attention.

The two commercial buildings at 212-216 Cook Street (#96-97) were probably built during the 1880's. Their rounded and stilted-arch windows, dentil work, second-story bays, and wooden brackets point to an Italianate style of decoration.

3Sanborn Map and Publishing Company, Ltd., 1885, 1889.
However, their first story facades have been completely altered (see fig. 1). Because of these alterations, they were not recommended for further study.

Individually Significant Structures

Although their spacial context in many cases suffered severe alterations, a number of structures merit individual consideration for the National Register. Such a listing gains particular importance if the degree of modification in Ward I prohibits the definition of districts during a second phase of study. These structures include three industrial buildings and examples of the different vernacular house types.

The three industrial structures which merit further consideration are one building of the Portage Hoisery Company (see fig. 4, #215); the Wentworth grain elevator, now the Sunnyside Feedmill (#214); and the Portage Cooperative Creamery, now known as the Ray-O-Vac Division, Plant No. 2 (#94). One of the southwestern-most buildings of the complex, probably once the knitting works of the Portage Hoisery Company, very likely belongs to the original group of structures (see middle ground of fig. 4). The company began construction in Ward I in 1881. The grain elevator of the Sunnyside Feedmill stands upon the location of a feed and flour mill erected in 1870 by S.S. Case and R.B. Wentworth. However, the date of the standing elevator has not been conclusively dated to this early period. Buildings standing on the location of the elevator and the Portage Hoisery Company do appear on the 1885 Sanborn Map and Publishing Company, Ltd. maps. The Knack Brothers Creamery, which became the Portage Cooperative Creamery in 1928, erected a two story, brick building with some Neoclassical features such as pilasters along the front facade and a concrete watertable, between 1918 and 1929. These individual buildings which retain much of their integrity and do relate strongly to historical developments of the last quarter of the 19th century, are potentially eligible for the National Register.

Reasonably intact examples of the nine vernacular building types were also singled out for further study. Again, the context of most of these structures has received severe alteration. Because of the lack of representation in the ward and their degree of modification, no examples of the Queen Anne type were recommended for further consideration.

1Sanborn Map and Publishing Company, Ltd., 1918, 1929.
These examples are:

Temple Greek Revival: #25, 41, 110, 171
Greek Revival ell: #1, 7, 52, 53, 64
One story rectangular cottage: #9, 18, 168, 190
One story ell: #14, 42, 178
I house: #2, 33, 35, 54, 75, 107, 177, 198
Two story ell: #10, 26, 101, 112, 123, 157, 158, 186, 212
One story square cottage: #30, 60, 72, 85, 111
Neoclassical houses: #21, 102, 103
Bungalow: #29, 49, 68, 77, 79

Of these examples, number 21, the Ward I School, is probably the most elaborate. The building shows neoclassical features such as a pedimented facade, dentil molding over the door, and a concrete watertable. The exact degree of modification of these structures will require further investigation. Then, a few representative examples of each type might be selected for preservation.

Interests of the Local Citizenry

The researcher interviewed citizens interested in historical preservation of Portage as well as the Portage Chamber of Commerce to learn which sites the community felt worthy of preservation. They identified the Indian Agency House (#144), the Surgeon's Quarters (#142), the canal (#217), Fort Winnebago (#142), the tollgate house (#43), and the Wauona Trail (#218). Some mentioned the small settlement centered around the original location of the Merrell house (#147), the Merrell house itself (#126), the Marquette and Jolliet marker (#216), the Ward I School (#21), the Epstein Brewery (#113), the Portage Hoisery Company (#215), the Wentworth grain elevator (#214), the Portage Woolen Mill (#66), and the lock tender's house (#145), now in ruins.² Portage citizens formed the Canal Society to preserve it as a historic site. Mr. David Bennett, a lawyer and property developer, was the only citizen outwardly opposing the present project.

He limited the only possibly significant sites in Portage to

²Oral interviews with Mr. Paul Dolton, President of the Lodi Historical Society, Box 93, Lodi; Mr. and Mrs. Robert Wright, 413 Adams, Portage; Fredricka Kleist, 528 West Cook, Portage; and the Portage Chamber of Commerce, "Self-guided Tour of Portage: Places of Interest, Historical and Modern". Frank De Loughery submitted a block grant application, "The Portage Canal, Historical Notes," to fund the preservation of the canal on Jan. 17, 1981.
the Indian Agency House and the Surgeon's Quarters. A majority of the people encountered in Portage felt the historical study to be worthwhile and favored any action the Corps might take in the recognition and/or preservation of historically significant sites and structures.

Recommendations for Site Nominations

Parts of the areas of domestic dwellings (see p. 51) might eventually compose National Register districts. By concentrating houses of a reasonably short span of time in one district, they could then illustrate the popular types of houses erected by the industrial workers. Since the industrial development of Portage is a significant aspect of Portage's history, representation of the context in which the industrial laborers lived merits preservation. Particularly if the researcher can not create such districts, the individually significant structures listed under the section discussing the state inventory (see pp. 52-53), numbers 98, 111, and 164, and those buildings enumerated under the individually significant structures (see pp. 54-55) will also require consideration.

The canal, Fort Winnebago, the Surgeon's Quarters, and Indian Agency House have already been placed on the National Register. Consolidation of these designations would bring more meaning to these sites by relating them to a more encompassing historical context. The fort, Surgeon's Quarters, and Indian Agency might be placed in a single greatly expanded district. The district would be large enough to include any archaeological remains related to the fort and the small community which served it. Into this district would also be placed the canal, tollgate house, and the Merrell house. Such a district is usually termed a thematic nomination. This designation is intended to recognized those sites related by one historically significant theme and which may not be placed adjacent to one another. The overriding theme of this nomination would relate to the development of a transportation network in southern Wisconsin. Under such an interpretation, the fort and its related community served to protect this route. The tollgate house represents yet another alternative to the historically difficult dilemma. Recognizing the local interest in this complex, such a district should receive the support of many Portage citizens.
MITIGATION RECOMMENDATIONS

Levee History

Prior to the erection and improvement of the levee system along the Wisconsin River, at flood stage, the Wisconsin intermittently crossed over to the Fox, inundating the portage between them. Construction of the system along the Wisconsin in Lewiston Township began in 1861. After 20 years of occasional flooding and temporary measures, the federal government, the State of Wisconsin, and the Chicago, Milwaukee and St. Paul jointly rebuilt the Lewiston levee. Between 1883 and 1885, the City of Portage and the township erected the Caledonia and Fairfield Levees, a system extending 8 miles along the right bank of the Wisconsin. In 1886, congress passed an act directing the construction of a levee along the east bank of the Wisconsin in Portage. The Milwaukee District, Army Corps of Engineers built the 2.5 mile levee between 1889 and 1890. In 1891, the 1.5 mile lower Portage Levee was built below the Caledonia Levee, and the Corps placed wing dams along the Portage Levee. Formed in 1901 to maintain the levees, the State Levee Commission increased the height of the entire 17.5 mile levee system by 2 feet. It again heightened and improved the system between 1912 and 1914. By 1924, the levees extended 18 miles along the east bank of the Wisconsin and reached 7 feet in height. It was protected by 14 wing dams. The levee has received continual maintenance from the 1920's.1

Project Alternatives and Their Impact

The U.S. Army Corps of Engineers proposes to enhance the protection provided by the present levee system. The project alternatives affecting Ward I of the City of Portage are: (1) reconstruction and extension of the 3½ mile Portage Levee along the east bank of the Wisconsin River, (2) a non-structural plan, (3) the construction of ring levees enclosing Ward I, and (4) a no-action plan (see Appendix I, p. 2). The impact of each alternative upon the historical resources will be considered.

Reconstruction and extension of the 3½ mile Portage Levee. The refurbishing and rebuilding of the existing levee will disturb a 100 to 200 foot area on either side of the structure from the canal entrance east to the east end of the survey area. The greatest impact would occur at the ends of the levee.\(^1\)

The project would affect the southwest end of the canal and its locks. As the report of the Army Corps of Engineers recommends, such an impact could be minimized with the restoration of the canal.\(^2\) It would also definitely impact the tollgate house (#43). Since it has already been moved several times, the structure could be moved once again and perhaps structurally restored. It might finally be put down on the opposite side of Wisconsin Street from its present resting place, the site of its original construction. The entrance to the Fox-Wisconsin Portage would also receive disturbance. However, new construction has so altered this area that impact would not be significant. The monument (#216) erected by the Daughters of the American Revolution to memorialize the expedition of Marquette and Jolliet should be protected. Note that the Wauona Trail is on the National Register. Any project affecting the area must receive clearance from the Historic Preservation Office at the State Historical Society of Wisconsin.

The south edges of four areas recommended for architectural study may be affected if disturbance extends the total 200 feet. Area A, the section between Brady and Pauquette and between Wisconsin and Thompson as well as along Brady between Townsend and Wisconsin lie just on the north edge of the project area. They should not be affected. The range of disturbance could affect structures along West Edgewater at Lock and to the east (Area B:#72, 73, 75, 76). Also, the individually significant structures #1, 25, 26, 60, 67, 68, 73, 79, and 158 may be threatened by this alternative. Structures 42, 64, and 66 will also be affected, but they were not found to be potentially significant resources. The significant survey areas should receive intensive investigation. If found eligible for the National Register, they will require protection during the project. Since they lie near the edge of the project area, simple avoidance may suffice to mitigate


any possible impacts. Because of previous disturbances which
ring these areas, secondary visual impacts will probably not
be a consideration. However, the Corps should be attuned to
this problem during the planning and implementation stages.
Finally, any borrow areas needed for construction of the
levee may require a cultural resource survey.

(2) A non-structural plan. Non-structural plans
exclude the confinement of the river to its banks and deal
with the structures themselves. For example, they include
raising the structures, flood-proofing the buildings, water-
proofing the buildings, building small walls around each
structure, or evacuating structures in the flood plain.
Because of the age of the structures in Ward I, waterproofing
closures and raising the buildings would not be feasible.1
A series of walls around each significant structure would
detract from the appearance of the building and be an intru-
sion into the historical setting of any district. Evacuation
of the buildings would, of course, insure their rapid deter-
rioration. If waterproofing the significant structures would
not alter their appearance and would adequately protect them,
this approach would prove acceptable. Since it does involve
some building alteration, such a project should be planned
with the advice of the State Historic Preservation Office.

(3) Construction of the ring levees enclosing Ward I.
The construction of the ring levees would threaten those
sites listed under the first alternative. In addition, they would
again affect the tollgate house (#43) and would disturb the
north end of the canal (see map 2). Since its final place-
ment has not been determined, avoidance of the tollgate
house is possible. Although the levee would create additional
visual impact, the context of the tollgate house is so altered
that this should not hamper construction plans. Partial miti-
gation by placing it upon its original site and assistance
with its restoration would certainly overcome any impacts.
The ring levee would have the positive affect of protecting
the site.

The ring levee's construction would also structur-
ally and visually affect the canal. Again, restoration, i.e.,
dredging and fixing damaged revetments, would again help to
mitigate these effects. Visual impact would be reduced by
using the first alternative plan for the levees (see map 2).
This scheme would place it along highway 33 which already
visually impacts the canal.

If its presently intended course remains unaltered, the ring levees should then disturb the tollgate house, the north end of the canal, and those sites listed under alternative I. However, if the ring levees are extended further north toward the Fox, they could also impinge upon a potential National Register district related to the fort (see p. 56) and two National Register sites, the Indian Agency House (#144) and the Surgeon's Quarters (#142). The ring levees would of course have the positive effect of preserving recommended study areas in the southwest section of Ward I.

(4) A no-action plan. If all sites in Ward I are left exposed to possible flooding, then providing no additional protection would have the most adverse effect. This study has identified structures and sites of potential significance in the flood-prone survey area which would benefit from such protection.

Each proposed action for the flood control project will have some adverse effect on historic structures. For the non-structural plan, if waterproofing the historic structures would be sufficient protection and if the procedure could be carried out without altering the visual qualities of the building or substantially changing its structural qualities, then this approach would have the least adverse impact. However, if it can not offer adequate protection, it does not have sufficient favorable impacts. As proposed, the ring levees impact the north end of the canal as well as those structures and sites affected by alternative I. Thus, from the perspective of the number of sites to be impacted, the rebuilding of the levee will have a slightly smaller adverse effect than the ring levees. However, as suggested, with careful planning, many of these effects can be adequately mitigated. Therefore, since, overall, the flood control project should have a favorable impact, to preserve buildings in the flood-prone area, the most effective of these alternatives discussed above would then have the least adverse impact. Likewise, the no-action plan would have the greatest adverse impact on Ward I.

Time Estimates for a Phase II Study

A more thorough study of the potentially significant sites awaits a phase II evaluation. "A 'phase II evaluation' is defined as the intensive evaluation of those structures and sites which may provide important cultural and scientific
information." It will generate sufficient data to determine the eligibility of these sites for the National Register, a mitigation plan for those sites to be adversely impacted by the project, and time and cost estimates for that mitigation plan.

A phase II study would require approximately 23 days to complete. Eleven days would be devoted to a more detailed field survey of the structures and the canal to ascertain their condition and additional details on the construction and elaborations. Much of this time, perhaps 7 days, would be consumed by shovel testing selected areas of the community on the west side of the Fox River to determine the boundaries and condition of the site. This project would depend upon the permission of private landowners. Because of this private ownership, a much less intensive shovel testing program would probably occur than the usual 10 meter or 30 foot interval. Instead, if permission can be gained, a pedestrian survey of the approximately 50 to 60 acre area (see map 2) should be followed by shovel testing the apparent sites, i.e. the depressions, foundations, vegetation changes, and those indicated during literature searches. Note that much of this area is covered by underbrush. To cope with this problem, the survey should occur from early to mid spring after some drying and before vegetation becomes high or in the late fall. By contacting individual landowners prior to contracting the project to determine if access can be gained, the Corps might better judge the time and work involved.

To collect additional data specific to the history of the structures, 4 days would be spent at the courthouse; Portage Free Library, consulting their photograph collection; and perhaps at the Portage Canal Society. If permission can be gained, tracing land transactions using the land indices of the local abstract company rather than those of the courthouse would prove far more fruitful and less time consuming. The indices of the abstract company are probably arranged by location rather than by the grantee's and grantor's name. Two days might be required to gather additional, site-specific data at the State Historical Society of Wisconsin. Finally, 6 days should be devoted to the analysis of the historical material and survey notes and the writing of the final report.

1See Appendix I: Scope of Work, p. 2.
CONCLUSIONS

Sites gain their significance in this report because they are representative of major historical trends in state or local history and, for structures, because they exemplify the most common house forms during their period of construction. The elaboration of the structure did not necessarily determine significance. Areas including buildings of approximately the same period were recommended for further study because they better portray by their proximity the variety of types built during a period. This approach also more likely assures some integrity of the immediate surroundings. However, with the alterations in Portage's landscape, few areas without some intrusions remain. Therefore, a group of individually significant structures representing the vernacular types found in the ward were also suggested for further study. Recognizing the degree of change in Ward I, the study concluded that the alternatives, either waterproofing, improvement of the levee, or ring levees, whichever could offer the best protection, would be most satisfactory. Since the overall project has a favorable impact, i.e., protecting significant sites, and some of the mitigation proposals would in the end enhance the affected sites; the degree of impact upon the sites by the project alternatives is hardly great enough to outweigh their favorable effects.
BIBLIOGRAPHY OF WRITTEN SOURCES


Collipp, Conrad. Two diaries, 1865 and 1868, kept by Conrad Collipp, Portage, Wisconsin in which are recorded figures concerning wages of employees and the sale of bricks produced at a brickyard operated by Collipp. Unpublished manuscript presented by Dr. A.H. Collipp, Madison, Sept. 20, 1962 to Manuscripts and Archives Division, State Historical Society of Wisconsin (SC/2084).


Ellis, Albert G. "Fifty-four years' Recollection of Men and Events in Wisconsin," Collections of the State Historical Society of Wisconsin, VII (1876, reprinted in 1908), pp. 207-68.


Ellis, Albert G. "Fifty-four years' Recollection of Men and Events in Wisconsin," Collections of the State Historical Society of Wisconsin, VII (1876, reprinted in 1908), pp. 207-68.


Fort Winnebago and Duck Creek Road Company. Papers 1851-74 of the Fort Winnebago and Duck Creek Plank Road Company, Portage, Wisconsin. Unpublished manuscript at the Manuscripts and Archive Division, State Historical Society of Wisconsin, Madison (MSS/462).


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Kinzie, John H. Letter. October 1, 1832 from John Kinzie to George Porter describing the construction of the Indian Agency House at Fort Winnebago. Manuscript at the Manuscripts and Archive Division of the State Historical Society of Wisconsin, Madison (F16/1832/Oct. 1).

Kinzie, Mrs. John H. Wau-Bun or the 'Early Day' in the Northwest. Chicago: The Lakeside Press, 1932 (1856).

Levi, Kate Everest. "Geographical Origin of German Immigration to Wisconsin," Collections of the State Historical Society of Wisconsin, XIV (1898), 341-94.


McKay, Joyce. "Architecture As Artifact." Unpublished doctoral dissertation being prepared for the Anthropology Department, Brown University, Providence, R.I.


Pettibone, Chauncey F. Lists and prices of lots and maps of the City of Portage, Wisconsin showing property of Chauncey F. Pettibone and dating as early as 1850. Manuscript in the Manuscripts and Archive Division of the State Historical Society of Wisconsin, Madison (SC/2083).


Turner, Andrew Jackson. "The Citizenship of an 'Old Settler,'" Wisconsin State Register, 1898.


. Family Tree of Columbia County Wisconsin. Portage: The Press of the Wisconsin State Register, 1904.


. "Columbia County: Its Organization, Location of the County Seat, etc., etc.," Wisconsin State Register, Nov. 6, 1875.


. Fifth Census of Columbia County, the Population Schedule, 1830. Manuscript at the State Historical Society of Wisconsin Library, Madison.

. Sixth Census of Columbia County, the Population Schedule, 1840. Manuscript at the State Historical Society Library, Madison.
Seventh Census of Columbia County, the Population and Manufacturing Schedules, 1850. Manuscript at the State Historical Society of Wisconsin Library, Madison.

Eighth Census of Columbia County, the Population and Manufacturing Schedules, 1860. Manuscript at the State Historical Society of Wisconsin Library, Madison.

Nineth Census of Columbia County, the Population and Manufacturing Schedules, 1870. Manuscript at the State Historical Society of Wisconsin Library, Madison.

Tenth Census of Columbia County, Population and Manufacturing Schedules, 1880. Manuscript on microfilm in the Microfilm Room of the State Historical Society of Wisconsin, Madison.


Wright. Wright's Portage Directory, 1890 (no place or publisher given).
BIBLIOGRAPHY OF MAPS

(chronologically arranged)

Tracing of the original map showing the Grignon Claim at Portage, n.d. Located in the Manuscripts and Archive Division of the State Historical Society of Wisconsin (GX9029/P84/G/INV).


Diagram of Claim No. 21 or Grignon's Tract (Webb & Bronson's Plat of the Town of Fort Winnebago showing noted early points at Portage, ca. 1836). Located in the Manuscripts and Archive Division of the State Historical Society of Wisconsin (H/GX9029/P84/W).

Higgins, S.W. "Map of Winnebago Portage Situated on the Portage Canal Between the Fox and Wisconsin Rivers, Wisconsin Territory," 1836. Located at the Manuscripts and Archive Division of the State Historical Society of Wisconsin (GX9029/P845/1836/H).

Webster, J.P. "Survey of the Wiskonsin and Neenah (or Fox) Rivers," 1839. Located at the Manuscripts and Archive Division of the State Historical Society of Wisconsin (GX9029/P84/1839/W).

Cram, T.J. "Fox-Wisconsin Portage in 1839," 1840. Located at the Manuscripts and Archive Division of the State Historical Society of Wisconsin (GX9029/P85/1839/C).


United States Army. "Plat of Fort Winnebago Reserve, Sept. 10, 1866, Plat of Townships 12 and 13, Range 9 East, 4th Mer." Located in the Manuscripts and Archive Division of the State Historical Society of Wisconsin (H/GX9029/P84/1866/U5/MSS Sect.).


Map of the state levee system on the Wisconsin River in Sauk and Columbia Counties in the vicinity of Portage, Wisconsin showing the location of dykes, protecting dams, revetments, and channel control works, 1923. Located at the Manuscripts and Archive Division of the State Historical Society of Wisconsin (GX9028/W81/1923/C).

APPENDIX I

Scope of Work
1.00 INTRODUCTION

1.01 The Contractor will undertake a historical inventory of lands in the City of Portage, Wisconsin, which may be altered or affected by a proposed U.S. Army Corps of Engineers flood control project on the Wisconsin River.

1.02 This historical resources inventory is in partial fulfillment of the obligations of the St. Paul District regarding cultural resources, as set forth in the National Historic Preservation Act of 1966 (P.L. 89-665), the National Environmental Policy Act of 1969 (P.L. 91-190), Executive Order 11593 for the Protection and Enhancement of the Cultural Environment (Federal Register, 13 May 1971), the Archaeological Conservation Act of 1974 (P.L. 93-291), the Advisory Council on Historic Preservation's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800), the Department of the Interior's guidelines concerning cultural resources (36 C.F.R. Part 60), and Corps of Engineers Regulations (ER 1105-2-460) "Identification and Administration of Cultural Resources" (Federal Register, 3 April 1978).

1.03 The laws mentioned above establish the importance of Federal leadership, by the various responsible agencies, in locating and preserving cultural resources within project areas. Specific steps to comply with these laws, particularly as directed in P.L. 93-291 and E.O. 11593, are being taken by the Corps "...to assure that Federal plans and programs contribute to the preservation and enhancement of non-federally owned sites, structures and objects of historical, architectural, or archaeological significance." A part of that responsibility is to locate, inventory, and nominate to the Secretary of the Interior all such sites in the project area that appear to qualify for listing on the National Register of Historic Places.

1.04 Executive Order 11593 further directs Federal agencies "...to assure that any federally owned property that might qualify for nomination is not inadvertently transferred, sold, demolished or substantially altered." In addition, the Corps is directed to administer its policies, plans, and programs in such a way that federally and non-federally owned sites, structures, and objects of historical, architectural, or archaeological significance are preserved and maintained for the inspiration and benefit of the people.

1.05 This historical resources investigation will serve several functions. The report will be a planning tool to help the Corps meet its obligations to preserve and protect our cultural heritage. It will be a comprehensive, scholarly document that not only partially fulfills federally-mandated legal requirements but also serves as a scientific reference for future professional studies. The report will also identify sites which may require additional investigations and may have potential for public-use development. Thus, in terms of the sources examined and the conclusions reached, the content of the report must be analytical, not just descriptive.
2.01 The Wisconsin River Flood Control Project, Portage, Wisconsin, was authorized when the House Committee on Public Works adopted a resolution authorizing this study on 14 June 1972. The project area is in southcentral Wisconsin, approximately 40 miles north of Madison. This area lies in the Wisconsin River floodplain and extends from the Columbia-Sauk County line (river mile 122) near Lewiston downstream through Portage to the Interstate 90-94 bridge (river mile 106). Portage is the major community within the project area.

2.02 Situated on a narrow strip of land between the Wisconsin River (which flows south) and the Fox River (which flows north), the City of Portage itself rests along the Wisconsin River. During periods of high water, crossover flooding from the Wisconsin to the Fox River inundates portions of the city. The approximate elevation above mean sea level in the flood-prone area is 795 feet.

2.03 The alternatives under consideration for the Wisconsin River Flood Control Project at Portage involve: reconstruction and extension of the 3-1/4-mile-long Portage Levee only; reconstruction and extension of both the 5-mile-long Lewiston Levee and the Portage Levee; a nonstructural plan for structures in the project area; construction of a ring levee enclosing approximately Ward One; and a no action plan. Proposed recreation plans may include hiking trails and park areas along the levees as well as more intensive recreational development of the Portage Canal area.

2.04 A preliminary survey of the Wisconsin River Flood Control Project at Portage was conducted by Philip H. Salkin under contract with the St. Paul District, Corps of Engineers. His report is entitled "A Literature and Records Search on the Cultural Resources of the Portage, Wisconsin Area."

3.00 DEFINITIONS

3.01 For the purpose of this study, the historical resources investigation will include a literature and records search and review, and a Phase I reconnaissance level survey. Phase II evaluation will not be conducted at this time.

3.02 "Cultural resources" are defined to include any building, site, district, structure, object, data, or other materials relating to the history, architecture, archaeology, or culture of an area.

3.03 "Literature and records search" is defined as a search for and examination of written reports, books, articles, files, records, etc., published and unpublished (found in private, local, State, and Federal depositories), which are pertinent to the cultural resources investigation to be carried out for a particular project. The purposes of the literature and records search are: to familiarize the Contractor with the culture history of the study area and past investigations which have been carried out in the area; to document the location of known sites which may exist within the project area, their condition, the extent of past work undertaken at the sites and any other information which may be relevant in assessing the significance of the sites; and to provide this information in a summarized form to the agency requesting the search. While existing data could be extensive, the literature and records search should be as comprehensive as possible in providing a usable body of data for the purposes outlined above.
3.04 "Literature and records review" is defined as the review and evaluation of the pertinent literature and records examined under section 3.03 of this scope of work. The purpose of the literature and records review is to provide the sponsoring agency with the Contractor's professional opinion on the quality, nature, and extent of the sources identified in the literature and records search.

3.05 A "Phase I historical resources survey" is defined as a determination on the potential of structures and sites in the study area for nomination to the National Register of Historic Places. This potential will rest upon architectural and historical criteria. Architectural significance in the Phase I survey will be based upon a thorough visual examination of structures and sites in the study area as well as upon historical research. Historical significance will be determined from evidence revealed in the literature and records search and the visual examination. A Phase I cultural resources survey will result in data adequate to assess the general nature of structures and sites present; a recommendation for additional evaluation of those resources which, in the professional opinion of the Contractor, may provide important cultural and scientific information; and detailed time and cost estimates for Phase II evaluation.

3.06 A "Phase II evaluation" is defined as the intensive evaluation of those structures and sites which may provide important cultural and scientific information. A Phase II study will result in data adequate to determine the eligibility of the resources for inclusion on the National Register of Historic Places, a plan for the satisfactory mitigation of eligible sites which will be directly or indirectly impacted, and detailed time and cost estimates for mitigation.

4.00 STUDY AREA

4.01 The Phase I cultural resources survey will be undertaken in the following areas as shown on the map provided:

a. The First Ward of Portage.

b. Also, those structures and sites at or below the 800-foot contour level between Cook Street and the Portage Canal on the northwest; the Chicago, Milwaukee, St. Paul, and Pacific Railroad on the north, and MacFarlane Road on the west will be considered in the study area.

5.00 PERFORMANCE SPECIFICATIONS

5.01 The Contractor will utilize a systematic, interdisciplinary approach in conducting the study. The Contractor will provide specialized knowledge and skills during the course of the study, to include expertise in history, architectural, history, and oral history.

5.02 The extent and character of the work to be accomplished will be subject to the general supervision, direction, control, review, and approval of the Contracting Officer.

5.03 Techniques and methodologies used during the investigation must be representative of the current state of knowledge for their respective disciplines.
5.04 The Contractor shall keep standard records which shall include, but not be limited to, field notebooks, site survey forms, field maps, and photographs. Standing structure survey forms are available from the Wisconsin State Historic Preservation Office.

5.05 The recommended professional treatment of accumulated field notebooks, site survey forms, field maps, and photographs is curation and storage at an institution that can properly insure their preservation and that will make them available for public research and view. The Contractor will coordinate this process with the Wisconsin State Historic Preservation Officer.

5.06 Should it become necessary in the performance of the work and services, the Contractor shall make a reasonable effort, at no cost to the Government, to secure the rights of ingress and egress on properties not owned or controlled by the Government. The Contractor shall secure the consent of the owner, his representative, or agent, in writing prior to effecting entry on such property. If requested, a letter of introduction signed by the St. Paul District Engineer can be provided to explain the project purposes and request the cooperation of landowners. Where a landowner denies permission for an evaluation, the Contractor shall immediately notify the Contracting Officer and shall describe the extent of the property to be excluded from the survey.

5.07 The Contractor shall provide all materials and equipment that may be necessary to expeditiously perform those services required of the study.

Literature and Records Search and Review

5.08 The Contractor shall obtain information and data for the literature and records search from, but shall not be limited to, the following sources:

a. Published and unpublished reports and documents such as books, journals, theses, dissertations, manuscripts, newspapers, historic maps, and city records.

b. Site files and other information held at the Wisconsin Historical Society Libraries, Archives, and History Department; the University of Wisconsin Department of History and libraries; and materials available from the Columbia County Historical Society and other local historical societies.

c. The Contractor will obtain from the Wisconsin State Historic Preservation Office information on any cultural resources in the project area that have been nominated or are being considered for nomination to the National Register of Historic Places.

d. Consultation with other professionals familiar with cultural resources in the area.

e. Consultation with individuals concerned with local history in order to locate sites and to identify and define local interests and resources perceived as locally significant.

5.09 The Contractor, during the literature and records search and the standing structure survey, will bear in mind structures identified as architecturally significant during the standing structure survey of the City of Portage conducted by the Historic Preservation Division of the Wisconsin State Historical Society which are located in the study area. The results of this survey are on file in the Wisconsin State Historic Preservation Office.
5.10 The following structures should also be given special attention by the Contractor:

a. The Toll-Gate House currently located next to the Portage Levee, near the intersection of Wisconsin and Ontario Streets.

b. The Portage Levee.

c. The Veteran's Field Grandstand.

5.11 A study and evaluation of previous historical study documents of the area as described in section 5.05 and 5.09, including the date, extent, and adequacy of these past works, as they reflect on the interpretation of what has been done in the area, should be undertaken and summarized in the Contractor's report. This review will be in either the form of an annotated bibliography or a narrative summary of the material examined.

5.12 For the literature and records search, the Contractor should include a listing of all historic sites identified during the course of the study and evaluation of the impact upon them of the proposed project.

Phase I Survey

5.13 The Contractor's on-site examination will be a reconnaissance level survey of the area sufficiently intense to determine the number and extent of cultural resources present. This includes standing structures as well as historical sites.

5.14 The Contractor must attempt to locate and to report the condition of all resources previously recorded that are located in the project area as described in section 4.00 and that may be impacted by the proposed project.

6.00 GENERAL REPORT REQUIREMENTS

6.01 Upon completion of field work, the Contractor will submit to the Contracting Officer a brief report detailing the work accomplished. Upon completion of all field investigations and research, the Contractor shall prepare a technical report detailing the work done, the results, and the recommendations for further study and associated time and cost estimates for those resources found to have potential for the National Register of Historic Places.

6.02 The technical report shall include, but shall not be limited to, the following sections. Although these sections do not necessarily need to be discrete sections, they should be readily discernable to the reader.

a. Title page: The title page should provide the following information: the type of survey undertaken (reconnaissance, intensive); the cultural resources assessed (archaeological, historical, architectural); the project name and location (county and State); the date of the report; the Contractor's name; the contract number; the name of the author(s) and/or Principal Investigator; the signature of the Principal Investigator, and the agency for which the report is being prepared.
b. Administrative Summary: The summary will be a synopsis of the report, defining the project area and the level of the cultural resources investigation. It shall summarize the research objectives and problems, methods, numbers, and types of resources identified, the significant recommendations, and any unusual or innovative findings or techniques developed during the course of the investigation. Because this information will serve both as an administrative summary and as a portion of that information required by the Department of the Interior for its annual report to Congress (pursuant to Section 5.c. of the Reservoir Salvage Act as amended), the summary should be as detailed and succinct as possible. Normally, the summary will not exceed one typewritten page.

c. Table of Contents.

d. Introduction: This section should include the purpose of the report; a description of the proposed project; the location of the proposed project, including a map of the general area; and a project map (a list of USGS quadrangle maps which cover the project area should also be included); and the dates during which the study was conducted. The introduction shall also contain the name of the institution where accumulated documentation will be curated.

e. Environmental Setting: This section should contain a brief description of the environment of the study area, both present and past conditions, and it should be of a length commensurate with other sections of supporting type information.

f. Literature and Records Search and Review: This section should detail the sources used for the literature and records search as well as a description of all information encountered. Bibliographic information will also be included at the end of the report.

g. Study Methods: This section should give an explicit statement of research and survey methods. It should describe the areas which were surveyed, whether or not the survey resulted in the location of any historical resources, the methods used to survey the area, the rationale for eliminating uninvestigated sites, and the size of the investigated area (i.e., the number of standing structures).

h. This section will include references to site numbers, photographs, and field notes obtained during the study, plus the location where they are permanently housed.

i. Summary of Regional History: This section will discuss the regional cultural development, from the protohistoric period through the 1930's, in their spatial and chronological position.

j. Investigation Results: This section should describe the historical resources encountered in the literature search and survey, with each site discussed as a separate unit. The site description should include the type of structure and the general nature of the site as it existed at the time of the survey. Inventoried sites shall include a site number. Official site designations assigned by an appropriate State agency are preferred. However, if temporary site numbers will be used in either the draft or final reports, they shall be substantially different from the official site designations to avoid confusion or duplication of site numbers.
K. Recommendations: This section should discuss the direct and indirect impacts that the proposed project will have on historical resources. For those sites encountered, the Contractor shall make recommendations for the adequate assessments of those sites considered to have potential for eligibility to the National Register of Historic Places. This assessment will not proceed to the level described in paragraph 3.06. These recommendations shall include a time and cost estimate. If it is the Contractor's assessment that no significant resources exist in the project areas, the methods of investigation and reasoning which support that conclusion will be presented. If certain areas are not accessible, recommendations will be made for future consideration. If it is found that significant resources do exist in the area, the report will describe the information recovered and where the resources were located, and will assess the extent and potential of the recovered information. Any evidence of historical resources or materials which have been previously disturbed or destroyed will be presented and explained.

l. References: All references must follow the Journal of American History format.

m. Appendix: This section should contain the Scope of Work and the resumes of the Principal Investigator. (State site forms shall also be included as an appendix.)

n. All sites identified in the course of the study, including known sites, will be presented on State site forms as an appendix to the report. Data should also be provided about the present condition of the sites. Known sites shall have their State site forms updated as necessary. All State site forms will be submitted to the State Historic Preservation Officer.

o. The location of all structures and sites discussed in the text will be shown on 8-1/2- by 11-inch legibly photocopied city maps and will be bound into the report. Project maps shall also be included as part of the contract correspondence showing the relationship of sites to the project areas. All maps will be labeled with a description, a north arrow, a scale bar, and the map source (e.g., the USGS quad name or published source).

p. Failure to fulfill these report requirements will result in the rejection of the report by the Contracting Officer.

7.00 FORMAT SPECIFICATIONS

7.01 Text materials will be typed (single-spaced or space-and-a-half) on good quality bond paper, 8.5 inches by 11.0 inches, with a 1.5-inch binding margin on the left, 1-inch margins on the top and right, and a 1.5-inch margin at the bottom. The report will be printed on both sides of the paper.

7.02 Information will be presented in textual, tabular, and graphic forms, whenever are most appropriate, effective, or advantageous to communicate the necessary information.

7.03 All figures must be readily reproducible by standard xerographic equipment.

7.04 Negatives of all black-and-white photographs contained in the final report must be included so that copies for distribution can be made.
8.00 SUBMITTALS

8.01 The Contractor will submit reports according to the following schedules:

a. Brief Field Report: The original and one copy will be submitted upon completion of field work.

b. Draft Final Report: The original and seven copies will be submitted 62 calendar days after contract award. The Contracting Officer will provide the Contractor with comments on this draft report.

c. Revised Final Report: The original and 15 copies will be submitted 30 calendar days after receipt of all comments by the Contractor. This final report will include appropriate revisions in response to the Contracting Officer's comments.

8.02 The Contractor shall not release any sketch, photograph, report, or other material of any nature obtained or prepared under this contract without specific written approval of the Contracting Officer prior to the acceptance of the final report by the Government.

9.00 METHOD OF PAYMENT

9.01 Requests for partial payment under this fixed price contract shall be made monthly on ENG Form 93. A 10-percent retained percentage will be withheld from each partial payment. Upon approval of the final reports by the Contracting Officer, final payment, including the previously retained percentage, shall be made.
APPENDIX II

Proposal Budget and Resume of Contractor
REQUEST FOR QUOTATIONS
(THESE IS NOT AN ORDER)

REQUESTING NO. 81 SEP 14 NCSED-ER-R-1091

ISSUED BY:
DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
1135 U.S. Post Office & Custom House
St. Paul, Minnesota 55101
RICHARD LINDBERG
612-725-7618

SCHEDULE

<table>
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<th>ITEM NO.</th>
<th>12 SUPPLIES/SERVICES</th>
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<td>HISTORICAL AND STANDING STRUCTURE STUDY OF THE FLOOD CONTROL PROJECT AT PORTAGE, WISCONSIN.</td>
<td>1 JOB</td>
<td>$2141.43</td>
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Please advise earliest date of delivery as ordered by the Army Corps of Engineers.

Note: Reverse must also be completed by the quoters.

Joyce McKay
P.O. Box 188
Belleville, WI 53508

NOTE: Reverse must also be completed by the quoters.

Joyce McKay
P.O. Box 188
Belleville, WI 53508
BUDGET

Proposed budget for an historical and standing structure study of the Flood Control Project at Portage, Wisconsin:

Fee: 20 days' research at Portage, Wisconsin and Madison, Wisconsin at $90 per day $1800.00

Expenses:
- Milage at $.15 per mile 44.40
- Lodging for 4 days 100.00
- Meals 74.00
- Photography 38.03
- Xeroxing 65.00
- Telephone 20.00
- Total 341.43

Grand total 2143.43

Respectfully Submitted,
Joyce McKay
Historical Archaeologist
9/18/81
Enclosed is a response to the Request for Quotations for the Flood Control Project at Portage, Wisconsin (NCSED-ER-R-1091) which includes the cover sheet, budget, and vitae. I have noted that section 8.01b of the scope of work has been changed to read: "The original and seven copies will be submitted 62 calendar days after contract award." And, section 8.01c now reads 120 days instead of 30 days for the deadline of the final report.

The work necessary to complete the project was assessed according to the guidelines set by the scope of work and from the advice of John Afinson. In our telephone conversation of September 17, 1981, he stressed the need for historical research and a much less detailed architectural survey for this phase I project. The budget reflects this orientation.

Thank you for your consideration.

Sincerely,

Joyce McKay
Historical Archaeologist
VITAE

Joyce B. McKay
P.O. Box 188
Belleville, Wisconsin 53508

Personal Data
Birthdate: September 22, 1948
Birthplace: White Plains, New York
Married; two children

Education

Horace Greeley High School, Chappaqua, New York, 1962-1966

Denver University, 1966-1968
Major: Anthropology
Courses: North American archaeology, North American ethnology, and physical geography

Indiana University, 1968-1970
Degree: Bachelor's
Major: Anthropology
Courses: Physical anthropology, two museum studies courses, three American history courses, American folklore, and physical geology

Cooperstown Graduate Programs, 1970-1971
Degree: Master's
Major: History Museum Training
Courses: American architecture, American decorative arts, American folklife, folklore, folklife research, history research, folk technology, two exhibition courses, museum administration, and a photography practicum
Research project: An Archaeological Survey at Cantitoe Corners, Bedford, New York
This paper was offered as a guide in archaeological surveying techniques for amateur archaeologists.

Brown University
Degree: Doctorate (A.B.D.)
Major: Anthropology
Specialization: Historical archaeology and eastern North American archaeology
Courses: Introduction to archaeology, special problems in archaeology (artifact analysis), two reading courses in archaeology (historical archaeology and archaeological techniques including surveying, conservation, and photography), ethnohistory, North American archaeology, vernacular architecture in America, experimental archaeology (excavation and the study of artifacts in America), and two courses in statistics
Teaching Experience: Teacher's Assistant in cultural anthropology and North American ethnology

Proposed Dissertation: Architecture As An Archaeological Arti

Field Work
Post Ouiatnon, West Lafayette, Indiana, under Dr. James Kellar of Indiana University, 1968
Trent Site, Cambrev, Ontario, under Dr. Peter P. Pratt of the State Universit, of New York at Oswego, 1970
Mott Farm Project, Portsmouth, Rhode Island, under Dr. James J. Deetz of Brown University, 1973
Fort Shirley, Heath, Massachusetts, Historical Archaeologist Specialist under Dr. Michael Coe of Yale Universit, 1974
Austin-White more House, Vermillion, South Dakota, co-director, 1975-1976
Terrace Hill, greenhouse, Des Moines, Iowa, Site Supervisor for the Division of Historic Preservation, Iowa City, 1978-1979

Working Experience
Laboratory Assistant at Indiana University Museum, Bloomington, Indiana, 1969 (Responsibilities: artifact conservation, cataloguing, and storage)
Consultant for the Walworth Museum, Saratoga, New York, 1972 (Responsibilities: cataloguing the archives)
Consultant for the Bethlehem Historical Society, Delmar, New York, 1972 (Responsibilities: cataloguing collections)
Archaeologist employed by Orrin Bullock, consultant for the Preservation Society of Newport County, Newport, Rhode Island, 1973 (Responsibilities: Historical archaeology prior to restoration)
Historical Archaeologist at the Historic Preservation Center, Vermillion, South Dakota, 1974-1976 (Major responsibilities: the creation of a state-wide survey plan of historical archaeological sites for the National Register and environmental impact assessments for the National Forest Service in the Black Hills which required local historical research and site surveys)
Archaeological Consultant for Adrian Anderson, Division of Historic Preservation, Iowa City, 1977 (Responsibilities: writing a report for the Iowa Natural Resources Council explaining the necessity for cultural resource studies in resource development plans)
Historical Archaeological Consultant for Dr. David Benn, Department of Anthropology, Luther College, Decorah, Iowa, 1977 (Responsibilities: analysis of artifacts found during a survey conducted near Muscatine, Iowa)
Historical Archaeological Consultant for Muscatine Power and Water, Muscatine, Iowa, 1978 (Responsibilities: local historical research and site survey for an environmental impact assessment)
Historical Archaeological Consultant for the Office of the State Archaeologist, Iowa City, Iowa 1978 (Responsibilities: local historical research and site survey for a pilot survey of the Crow Creek River Basin, Scott Co., Iowa)


Site Supervisor, Terrace Hill archaeological site, Des Moines, Iowa for the Division of Historic Preservation, Iowa City, 1978-1979 (Responsibilities: supervisor of excavations, artifact cataloguing, conservation, and analysis)

Consultant for Tom McKay, Property Development Specialist, Montauk, Clermont, Iowa, 1980 (Responsibilities: cataloguing artifacts from Gardner's Cabin, Arnold's Park, Iowa)

Archaeological Consultant for Wainwright Planning of Montgomery, Alabama, 1980 (Responsibilities: an historical, architectural, and archaeological survey and site assessment of two tracts of land in Cherokee and Knoxville, Iowa)

Professional Societies
The Society for Historical Archaeology
The Society for American Archaeology
The Conference on Historic Sites Archaeology
National Trust for Historic Preservation
American Society for Conservation Archaeology

Publications and Lectures
"A Theoretical Approach to Historical Archaeology" in the Conference on Historic Sites Archaeology, Papers, volume 9: 129-140

The Meaning of History in Historical Archaeology, lecture for the Society for Historical Archaeology, 8th Annual Meeting, January 10, 1975, Charleston, South Carolina

"The Coalescence of History and Archaeology" in Historical Archaeology, volume 10: 93-99

Settlement Archaeology as a Criterion for Preservation, lecture for the Society for Historical Archaeology, January 3-8, 1978, San Antonio, Texas


References
Dr. Peter Schmidt, Professor, Anthropology Department, Brown University, Providence, Rhode Island 02906
Dr. Douglas Anderson, Professor, Anthropology Department, Brown University, Providence, Rhode Island 02906
Mr. John Little, Director, Historic Preservation Center, U.S.D. Alumni House, Vermillion, South Dakota 57501
Survey of Ward I, Portage, Wisconsin

Field Report

Work accomplished through October 16, 1981:

Historical Research in Madison

1. Research at the State Historical Society of Wisconsin
   a. Archives and Manuscripts
      The archives contained a large collection of maps depicting Ward I, Portage which date from the building of Fort Winnebago into the early twentieth century. The manuscripts were limited mainly to reminiscences of important citizens of Portage, often including large sections not dealing with Portage. These works were inventoried.
   b. Visual Materials
      This section of the State Historical Society contains some nineteenth and early twentieth century photographs of Portage. Many of these photographs were duplicated by the large collection held by the Portage Free Library.
   c. The Historical Society Library
      Works here included secondary histories, nineteenth and early twentieth century works as well as more recent ones; early primary materials reprinted in the society's collections; census materials; and three Portage and Columbia County directories.
   d. The Microfilm Section
      The population and manufacturing census from 1880 to 1900 and early newspapers are on microfilm. Only a few selected articles referenced in bibliographies or the card catalogue received attention because of the large amount of time required to systematically comb the numerous newspapers printed at Portage.
   e. Historic Preservation
      The state inventory, sites on the National Register, and three studies done in the area of Ward I by Philip Salkin, Jeff Brandon, and George Bartnick were made available.

2. University of Wisconsin Libraries
   The main catalogue listings at the Memorial Library located most of its materials at the State Historical Society. The Memorial Library itself contained little material pertinent to the project. The Geology and Biology Libraries offered environmental data which will be incorporated into the report.
Historical Research in Portage

1. Field Survey

Each street within the survey area was walked to inventory approximately 224 structures and sites dating between initial settlement and 1930. Each structure was located on a field map, briefly described, and typed. The few sites on the National Register of Historic Places and in the state inventory and those listed in the scope of work were inspected. This survey required about two and a half days.

2. Portage Free Library

The library offered only a few published works dealing with the history of Portage. It did have four directories, a few maps, a large collection of photographs of Portage, and several vertical file drawers of unpublished material of varying quality. Because of the immense amount of material which was often not useful or very reliable, the later collection was not thoroughly studied.

3. The Columbia County Courthouse and Portage City Hall

They both possessed a few maps documenting the platting of the City of Portage, probably displaying the original ward boundaries. Later, more intensive studies of individual properties might utilize the land records which were largely indexed by grantee-grantor indices. The tract index began only in the early twentieth century.

4. Local Historical Societies

a. Columbia County Historical Society

Located in Pardeeville, the Columbia County Historical Society, founded only recently in 1973, possessed a few maps of Portage and some nineteenth and early twentieth century photographs. To date, the historical society has preserved little written materials pertaining to Portage.

b. Lodi Valley Historical Society

The Lodi Valley Historical Society, located in Lodi, has no materials relating to the history of Portage.

c. The Poynette Area Historical Society

The Poynette Area Historical Society of Poynette could not be contacted.

d. Portage Canal Society

Mrs. Fredricka Kleist of the Portage Canal Society offered definite opinions about which sites in Ward I were worthy of preservation. At this time, her lawyer is holding all the historical materials collected by the society to aid in a determination of the ownership of the canal and its surrounding lands. She offered her assistance and the use of the society's materials during later phases of the study.
5. Oral Interviews
The primary goal of the interviews was to achieve an understanding of what sites the community deemed significant. Participants included Mrs. Fredricka Kleist, Mr. and Mrs. Robert Wright, Mr. David Bennet, and Mr. Paul Dolton.

Remaining Work
Research yet to be accomplished includes the study of the 1880, 1890, and 1900 censes, some business directories, and a few histories and maps at the State Historical Society of Wisconsin. Much of the historical material describes the early history of Portage. An understanding of the settlement history of the second half of the nineteenth century should be gained from an analysis of the census records, business directories, and maps ranging in date from 1868 to 1929. The final report will incorporate all periods of settlement in Ward I.

Conclusion
At this stage in the investigation, data point to three potentially significant areas:
1. a small industrial area along the canal,
2. a few scattered residential areas, and
3. an historical archaeological area related to Fort Winnebago southwest of the fort and the Fox River.
The earliest town site along the Wauona Trail near the Wisconsin River appears much altered by later development. Making evaluation difficult, even the areas singled out above for consideration suffer from alterations and intrusions.

Respectfully submitted,
Joyce McKay
Historical Archaeologist
October 21, 1981
APPENDIX IV

State Inventory Site Forms
Correlation Between State Inventory Numbers
and Survey Number System

<table>
<thead>
<tr>
<th>Site</th>
<th>1981 Survey</th>
<th>State Inventory</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surgeon’s Quarters</td>
<td>142</td>
<td>none</td>
</tr>
<tr>
<td>Fort Winnebago</td>
<td>142</td>
<td>none</td>
</tr>
<tr>
<td>Old Indian Agency House</td>
<td>144</td>
<td>40</td>
</tr>
<tr>
<td>Fox-Wisconsin Portage</td>
<td>218</td>
<td>none</td>
</tr>
<tr>
<td>Portage Canal</td>
<td>217</td>
<td>82</td>
</tr>
<tr>
<td>323 East Edgewater</td>
<td>111</td>
<td>45</td>
</tr>
<tr>
<td>210 Dewitt</td>
<td>98</td>
<td>161</td>
</tr>
<tr>
<td>Riverside Park</td>
<td>42</td>
<td>113</td>
</tr>
<tr>
<td>Epstein Brewery</td>
<td>113</td>
<td>46</td>
</tr>
<tr>
<td>Plank Road Tollgate House</td>
<td>43</td>
<td>43</td>
</tr>
<tr>
<td>County Fairground Grandstand</td>
<td>164</td>
<td>41</td>
</tr>
<tr>
<td>212 to 216 West Wisconsin</td>
<td>96-97</td>
<td>112</td>
</tr>
</tbody>
</table>

1Note that site inventory forms are located in the pocket with map 2 because they can not be bound into the report without covering data on the left margin.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address/Location</th>
<th>Historic Name</th>
<th>Date &amp; Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>104 West 1st Street</td>
<td>Public</td>
<td>1890-90</td>
</tr>
<tr>
<td>2</td>
<td>200 Brook St</td>
<td>Public</td>
<td>1890-90</td>
</tr>
<tr>
<td>3</td>
<td>263 West 1st Street</td>
<td>Public</td>
<td>1890-90, probably closer to 1870</td>
</tr>
</tbody>
</table>

**Proposed Names:**

- **7:** "Vernacular" Style
- **11:** "Vernacular" Style
- **15:** "Vernacular" Style

**Notes:**

- **7:** Building chosen as one of a number of vernacular houses common to Portage.
- **11:** Building chosen as one of a number of vernacular houses common to Portage.
- **15:** Building chosen as one of a number of vernacular houses common to Portage.
<table>
<thead>
<tr>
<th>Address/Location</th>
<th>512 East Edgewater</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sty:</td>
<td>&quot;Vernacular&quot;</td>
</tr>
<tr>
<td>Interior:</td>
<td>Two story, all frame and clapboard</td>
</tr>
<tr>
<td>Special Features:</td>
<td>The &quot;Vernacular&quot; style includes a square house with partial clapboard and a pitched roof. A window at the front entrance is centered on the front facade.</td>
</tr>
</tbody>
</table>

**Historic Name/Source:**

**Late/Source:** 1900-1910

**Architect/Builder/Source:** Unknown

**Historic Register Potential:**

**Comments/Bibliographic References:**

C.S. Fote & Co., Map of Columbia County, Wisconsin, 1890; Sanborn Maps and Publishing Co., 1910, showing this building as one of a number of Vernacular houses common to Portage for consideration in the creation of National Register districts.
<table>
<thead>
<tr>
<th>Key Number</th>
<th>Address/Location: 301 East Edgewater</th>
<th>Historic Name/Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NE 1, NW 1, Section 8, T12 E, R8 N</td>
<td>Date/Source: 1904-1905</td>
</tr>
<tr>
<td></td>
<td>Home Type: dwelling</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td></td>
<td>Map Number: 111</td>
<td>Comments/Bibliographic References: Sanborn Map and Publishing Co., 1894, 1901. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.</td>
</tr>
<tr>
<td></td>
<td>Style: &quot;vernacular&quot;</td>
<td>National Register Potential: 4</td>
</tr>
<tr>
<td></td>
<td>Exterior:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>One story ell</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local cream brick</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Special Features: A 1 1/2 story ell shaped house with a coursed stone foundation, adjacent arched windows, two hare windows decorated with Eastlake brackets and shingles in their gables, Eastlake type porch.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Orientation: Living, N.W.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Date/Source: 1910-1919</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td></td>
<td>Architect or Builder/Source: unknown</td>
<td>Comments/Bibliographic References: Sanborn Map and Publishing Co., 1901, 1910. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.</td>
</tr>
<tr>
<td></td>
<td>Historic Name/Source:</td>
<td>National Register Potential: 4</td>
</tr>
<tr>
<td></td>
<td>Map Number: 111</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Style: &quot;vernacular&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Exterior:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>One story, square house</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Brick</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Special Features: One story, square house with a coursed stone foundation, adjacent arched windows filled with Eastlake brackets, shingled peaked dormer in the center of the front facade.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Date/Source: 1901-1910</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td></td>
<td>Architect or Builder/Source: unknown</td>
<td>Comments/Bibliographic References: Sanborn Map and Publishing Co., 1901, 1910. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.</td>
</tr>
<tr>
<td></td>
<td>Historic Name/Source:</td>
<td>National Register Potential: 4</td>
</tr>
<tr>
<td></td>
<td>Map Number: 111</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Style: &quot;vernacular&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Exterior:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>One story, square house</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Frame</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Special Features: One story, square house with a coursed stone foundation, adjacent arched windows filled with Eastlake brackets, shingled peaked dormer in the center of the front facade. A later porch covers the front facade. No elaborations visible.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Date/Source: 1901-1910</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td></td>
<td>Architect or Builder/Source: unknown</td>
<td>Comments/Bibliographic References: Sanborn Map and Publishing Co., 1901, 1910. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.</td>
</tr>
<tr>
<td></td>
<td>Historic Name/Source:</td>
<td>National Register Potential: 4</td>
</tr>
</tbody>
</table>

HP-02-11 (4-30-80)
<table>
<thead>
<tr>
<th>Key Number</th>
<th>Address/Location: 412 East Edgewater</th>
<th>Architect or Builder/Source: unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>3: 0-1</td>
<td></td>
<td>Comments/bibliographic References:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sunborn Map and Publishing Co., 1919,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1929. Building chosen as one of a</td>
</tr>
<tr>
<td></td>
<td></td>
<td>number of vernacular houses common</td>
</tr>
<tr>
<td></td>
<td></td>
<td>to Portage for consideration in the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>creation of National Register</td>
</tr>
<tr>
<td></td>
<td></td>
<td>districts.</td>
</tr>
<tr>
<td>Key Number</td>
<td>Address/Location: 414 East Edgewater</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Comments/bibliographic References:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Harrison and Warner, Atlas of</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Columbia County, Wisconsin, 1877.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Building chosen as one of a number</td>
</tr>
<tr>
<td></td>
<td></td>
<td>of vernacular houses common to</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Portage for consideration in the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>creation of National Register</td>
</tr>
<tr>
<td></td>
<td></td>
<td>districts.</td>
</tr>
<tr>
<td>Key Number</td>
<td>Address/Location: 417 East Edgewater</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Comments/bibliographic References:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Harrison and Warner, Atlas of</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Columbia County, Wisconsin, 1877.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Building chosen as one of a number</td>
</tr>
<tr>
<td></td>
<td></td>
<td>of vernacular houses common to</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Portage for consideration in the</td>
</tr>
<tr>
<td></td>
<td></td>
<td>creation of National Register</td>
</tr>
<tr>
<td></td>
<td></td>
<td>districts.</td>
</tr>
<tr>
<td>Neg. Number</td>
<td>Address/Location:</td>
<td>Map Reference:</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>394</td>
<td>521 East Edgewater</td>
<td>Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foutz &amp; Co., Pilot Book of Columbia County, Wisconsin, 1890; Sanborn Map and Publishing Co., 1894. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Map Number</td>
<td>Address/Location</td>
<td>Historic Name/Source</td>
</tr>
<tr>
<td>------------</td>
<td>------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>114</td>
<td>417 East Edgewater</td>
<td></td>
</tr>
<tr>
<td>115</td>
<td>421 East Edgewater</td>
<td></td>
</tr>
<tr>
<td>116</td>
<td>441 East Edgewater</td>
<td></td>
</tr>
</tbody>
</table>

### Details
- **Map Reference**: Frederick A. Doherty, City of Portage, pub. by City of Portage, 1928.
- **Date/Source**:
  - 1919-1929, probably closer to 1929
  - c. 1940
  - 1960-1910

### Architect or Builder/Source
- unknown

### Comments/Bibliographic References

### Special Features
- Rectangular house as well as the porch faces the street. Rectangular bay along the side. Window panes are 3/4. Poured cement foundation.

### National Register Potential
- Yes

### Location/Address
- 417 East Edgewater
- 421 East Edgewater
- 441 East Edgewater
<table>
<thead>
<tr>
<th>Beg. Number</th>
<th>Address/Location</th>
<th>Style</th>
<th>Date/Source</th>
<th>National Register Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>244</td>
<td>25 East Edgewater Streets</td>
<td>Commercial building, Paramount Pharmacy</td>
<td>1902</td>
<td>-</td>
</tr>
<tr>
<td>105</td>
<td>418 East Edgewater Street</td>
<td>Frame with one-story ell</td>
<td>1850-70</td>
<td>-</td>
</tr>
<tr>
<td>227</td>
<td>401 East Edgewater and Jefferson Streets</td>
<td>Painted commercial building, Electric Service</td>
<td>1849</td>
<td>3</td>
</tr>
</tbody>
</table>

**Comments/Bibliographic References:**
- Assuming that the cast iron front is an original part of the building, the date was arrived at from the building itself. The Sanborn Map and Publishing Co. map dates it between 1894 and 1901. Unrelated to other buildings in the survey area, this structure was not recommended for further study.

**Historic Name/Source:**

**Building character:**
- Building shown as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

**National Register Potential:**
- 3

**Historic Name/Source:**
- Henry Epstein Brewery

**Date/Source:**
- Company founded at this location in 1849.

**Comments/Bibliographic References:**
- Includes photographs and other details of the building.

**Building character:**
- Building shown as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

**National Register Potential:**
- 3

**Historic Name/Source:**
- C.S. Butterfield, The History of Columbia County, 1862-66, Portage Daily Register, 9/1/1891.

**Building character:**
- Because of the alteration of the standing building and the destruction of the rest of the complex, the site was not recommended for further study.

**National Register Potential:**
- 0
<table>
<thead>
<tr>
<th>Address/Location: 254 West Edgewater</th>
<th>Date/Source: 12/1/81</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name/Use: dwelling</td>
<td>Creator: George Mason</td>
</tr>
<tr>
<td>Style: &quot;vernacular&quot;</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td>Interior: Frame and clapboard</td>
<td>Comments/Bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.</td>
</tr>
<tr>
<td>Special Features: 3 4 story, rear deep, rectangular, rectangular house with rear lean-to, cement block foundation, centered front door, arch, double-arched peaked, centered front window with rounded top windows and keystone arch.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address/Location: 301 West Edgewater</th>
<th>Date/Source: 12/1/81</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name/Use: dwelling</td>
<td>Creator: George Mason</td>
</tr>
<tr>
<td>Style: Queen Anne</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td>Interior: Frame and a later siding.</td>
<td>Comments/Bibliographic References: Sunborn Map and Publishing Company, 1894, 1901. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.</td>
</tr>
<tr>
<td>Special Features: Like many queen Anne houses built from pattern books in an industrial setting, this example is basically a half 2 story, four, masonry rectangular, rectangular house with its narrow side facing the street. It has multiple, high peaked roofs. A late 18th century porch to the side, cement block foundation.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address/Location: 36 West Edgewater</th>
<th>Date/Source: 12/1/81</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name/Use: dwelling</td>
<td>Creator: George Mason</td>
</tr>
<tr>
<td>Style: &quot;vernacular&quot;</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td>Interior: Frame with later siding.</td>
<td>Comments/Bibliographic References: Sunborn Map and Publishing Company, 1894, 1901. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.</td>
</tr>
<tr>
<td>Special Features: Single-family, rear rectangular in shape, 1 1/2 story house has a hipped roof and a rear ell. Rectangular, double-arched peaked gable in the center of the front facade, cement block foundation.</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Address/Loc.</td>
</tr>
<tr>
<td>-----</td>
<td>-------------</td>
</tr>
<tr>
<td>60</td>
<td>417 Sulliott St</td>
</tr>
<tr>
<td>61</td>
<td>260 Cook St. and Lack St.</td>
</tr>
<tr>
<td>Address/Location</td>
<td>Historic Name/Source</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>221 Mullert Street and Thompson Street</td>
<td>Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873.</td>
</tr>
</tbody>
</table>

**Style:** Vernacular

**Exterior:** Frame and clapboards

**Special Features:** 1 1/2 story house whose gable end faces the street. There is a side wing which may be original. Coursed stone foundation. Cornice returns on the temple.

**Architect or Builder/Source:** Unknown

**Comments/Bibliographic References:**

- Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

**National Register Potential:** Yes
### Historic Name/Source:
- R.B. Wentworth Grain Elevator

#### National Register Potential:
- Not recommended for further study.

---

### Historic Name/Source:
- Portage Holiness Company

#### National Register Potential:
- Not recommended for further study.

---

### Historic Name/Source:
- unknown

#### National Register Potential:
- Not recommended for further study.

---

### Historic Name/Source:
- R.B. Wentworth Grain Elevator

#### National Register Potential:
- Not recommended for further study.

---

### Historic Name/Source:
- Portage Holiness Company

#### National Register Potential:
- Not recommended for further study.

---

### Historic Name/Source:
- R.B. Wentworth Grain Elevator

#### National Register Potential:
- Not recommended for further study.

---

### Historic Name/Source:
- unknown

#### National Register Potential:
- Not recommended for further study.

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### Historic Name/Source:
- Portage Holiness Company

#### National Register Potential:
- Not recommended for further study.

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### Historic Name/Source:
- R.B. Wentworth Grain Elevator

#### National Register Potential:
- Not recommended for further study.

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### Historic Name/Source:
- Portage Holiness Company

#### National Register Potential:
- Not recommended for further study.

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### Historic Name/Source:
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#### National Register Potential:
- Not recommended for further study.

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- R.B. Wentworth Grain Elevator

#### National Register Potential:
- Not recommended for further study.

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### Historic Name/Source:
- Portage Holiness Company

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- R.B. Wentworth Grain Elevator

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- R.B. Wentworth Grain Elevator

#### National Register Potential:
- Not recommended for further study.

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### Historic Name/Source:
- R.B. Wentworth Grain Elevator

#### National Register Potential:
- Not recommended for further study.
<table>
<thead>
<tr>
<th>Reg. Number</th>
<th>Address/Location</th>
<th>Historic Name/Source</th>
<th>Date/Source</th>
<th>Architect or Builder/Source</th>
<th>Remarks/Bibliographic References</th>
</tr>
</thead>
<tbody>
<tr>
<td>2:14</td>
<td>106-120 Dodge Street</td>
<td>probably the only remaining building of the Portage Iron Foundry</td>
<td>1883</td>
<td>likely not built prior to the 1880's</td>
<td>Contributing to the creation of National Register districts.</td>
</tr>
<tr>
<td>2:15</td>
<td>221 Brady Street</td>
<td>unknown</td>
<td>1870-90</td>
<td>unknown</td>
<td>Contributing to the creation of National Register districts.</td>
</tr>
<tr>
<td>201</td>
<td>225 Brady Street and Townsend</td>
<td>National Register Potential</td>
<td>1870-90</td>
<td>unknown</td>
<td>Contributing to the creation of National Register districts.</td>
</tr>
<tr>
<td>Rep. Number</td>
<td>Address/Location: 128 Brady and Thompson Streets</td>
<td>Historic Name/Source:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------</td>
<td>-----------------------------------------------</td>
<td>----------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Map Reference: Frederick A. Barter, City Engineer, 1968, City of Portage, pub. by city of Portage, 1976.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Surveyor: Joyce McKay</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SW 1/4, SE 1/4, Section 8, T 12 N, R 94</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use/Use</td>
<td>dwelling</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Style</td>
<td>&quot;vernacular&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interior</td>
<td>frame and 1 house</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exterior</td>
<td>aluminum siding</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Features: 1 3/4 story, one room deep, two rooms wide, house with rear ell. Gothic-like peaked dormer in center of front facade. Coursed stone foundation.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orientation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Map Number</td>
<td>36</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rep. Number</th>
<th>Address/Location: 130 Thompson Street and Paquette Street</th>
<th>Historic Name/Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>SW 1/2, SE 1/2, Section 8, T 12 N, R 94</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use/Use</td>
<td>dwelling</td>
<td></td>
</tr>
<tr>
<td>Style</td>
<td>&quot;vernacular&quot;</td>
<td></td>
</tr>
<tr>
<td>Interior</td>
<td>frame and 1 house</td>
<td></td>
</tr>
<tr>
<td>Exterior</td>
<td>aluminum siding</td>
<td></td>
</tr>
<tr>
<td>Special Features: 1 1/4 story, 1 room deep, 2 rooms wide, rectangular house with lean-to addition. A Gothic-like peaked dormer in the center of the front facade with a more Italian-like rounded window. Coursed stone foundation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orientation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Map Number</td>
<td>36</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rep. Number</th>
<th>Address/Location: 130 Dode Street</th>
<th>Historic Name/Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>NW 1/2, NE 1/2, Section 8, T 12 N, R 94</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use/Use</td>
<td>Industrial building, owned by Custom Screen Process Printing</td>
<td></td>
</tr>
<tr>
<td>Style</td>
<td>&quot;vernacular&quot;</td>
<td></td>
</tr>
<tr>
<td>Interior</td>
<td>frame and tan paper</td>
<td></td>
</tr>
<tr>
<td>Special Features: Large, two story industrial building.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orientation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Map Number</td>
<td>11-12</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rep. Number</th>
<th>Address/Location: 126 Brady and Thompson Streets</th>
<th>Historic Name/Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Map Reference: Frederick A. Barter, City Engineer, 1968, City of Portage, pub. by city of Portage, 1976.</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Unknown</td>
<td></td>
</tr>
<tr>
<td>NW 1/4, NW 1/4, Section 8, T 12 N, R 94</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use/Use</td>
<td>dwelling</td>
<td></td>
</tr>
<tr>
<td>Style</td>
<td>&quot;vernacular&quot;</td>
<td></td>
</tr>
<tr>
<td>Interior</td>
<td>frame and 1 house</td>
<td></td>
</tr>
<tr>
<td>Exterior</td>
<td>aluminum siding</td>
<td></td>
</tr>
<tr>
<td>Special Features: 1 3/4 story, one room deep, two rooms wide, house with rear ell. Gothic-like peaked dormer in center of front facade. Coursed stone foundation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Orientation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Map Number</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>House</td>
<td>Address/Location</td>
<td>Historic Name/Source</td>
</tr>
<tr>
<td>-------</td>
<td>-----------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>197</td>
<td>204 Brady Street and Thompson Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>M 3, NW 1/4 section 8, T12 S, R12 E</td>
<td></td>
</tr>
<tr>
<td>Style</td>
<td>&quot;Vernacular&quot;</td>
<td>Exterior: Frame and clapboard</td>
</tr>
<tr>
<td>Notes</td>
<td>1 1/4 story, 1 room deep, 2 room wide house with rear ell. Molded lintels. Architect-like dormer in center of front facade. Rubble stone foundation.</td>
<td></td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>House</th>
<th>Address/Location</th>
<th>Historic Name/Source</th>
<th>Date/Source</th>
<th>Architect or Builder/Source</th>
<th>National Register Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>199</td>
<td>201 Brady Street</td>
<td></td>
<td>1850-70</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td></td>
<td>M 3, NW 1/4 section 8, T12 S, R12 E</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Style</td>
<td>&quot;Vernacular&quot;</td>
<td>Exterior: Frame and aluminum siding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notes</td>
<td>1 1/4 story, 1 room deep, 2 room wide house with rear ell. Molded lintels. Architect-like dormer in center of front facade. Rubble stone foundation.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>House</th>
<th>Address/Location</th>
<th>Historic Name/Source</th>
<th>Date/Source</th>
<th>Architect or Builder/Source</th>
<th>National Register Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
<td>215 Brady Street</td>
<td></td>
<td>1870-90</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td></td>
<td>M 3, NW 1/4 section 8, T12 S, R12 E</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Style</td>
<td>&quot;Vernacular&quot;</td>
<td>Exterior: Frame and one story ell aluminum siding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Notes</td>
<td>One story, ell-shaped house with rubble stone foundation. No elaborations.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foote & Co., Plattenk of Columbia County, Wisconsin, 1890. The building is considered too isolated from houses of its period to merit National Register potential status.
Address/Location: 117 Brady Street

Historic Name/Source:

Date/Source: 1870-90

Architect or Builder/Source: unknown

Comments/Bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foote & Co., Plats of Columbia County, Wisconsin, 1890. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

National Register Potential: §

Address/Location: 121 Brady Street

Historic Name/Source:

Date/Source: 1870-90

Architect or Builder/Source: unknown

Comments/Bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foote & Co., Plats of Columbia County, Wisconsin, 1890. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

National Register Potential: §
<table>
<thead>
<tr>
<th>File Roll</th>
<th>Address/Location</th>
<th>Historic Name/Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>128 Brady Street and Thompson Street</td>
<td>dwelling/store</td>
</tr>
<tr>
<td>2</td>
<td>129 Brady Street</td>
<td>dwelling</td>
</tr>
<tr>
<td>3</td>
<td>124 Brady Street</td>
<td>dwelling</td>
</tr>
</tbody>
</table>

**Note:** 1870-90

**Architect or Builder/Source:** unknown

**Special Features:** 1 1/4 story, 1 room deep, 2 rooms wide, rectangular house with rubble stone foundation. Gothic-like peaked dormer in the center of the front facade. An ell to the rear with a false front at its end.

**Orientation:**

**Comments/Bibliographic References:** Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foote and Co., Platbook of Columbia County, Wisconsin, 1890.

Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

**Address/Location:** 128 Brady Street and Thompson Street

**Historic Name/Source:** dwelling/store

**Date/Source:** 1870-90

**Architect or Builder/Source:** unknown

**Comments/Bibliographic References:** Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foote and Co., Platbook of Columbia County, Wisconsin, 1890.

Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

**Address/Location:** 129 Brady Street

**Historic Name/Source:**

**Date/Source:** 1870-90

**Architect or Builder/Source:** unknown

**Comments/Bibliographic References:** Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foote and Co., Platbook of Columbia County, Wisconsin, 1890.

Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

**Address/Location:** 124 Brady Street

**Historic Name/Source:**

**Date/Source:** 1870-90

**Architect or Builder/Source:** unknown

**Comments/Bibliographic References:** Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foote and Co., Platbook of Columbia County, Wisconsin, 1890.

Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.
<table>
<thead>
<tr>
<th>Address/Location</th>
<th>Historic Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>124 Brady Street</td>
<td>1970-90</td>
</tr>
<tr>
<td>109 Brady and Wisconsin</td>
<td>1930-40</td>
</tr>
<tr>
<td>Neg. Number</td>
<td>Address/Location: 417 Thompson Street and Er drove</td>
</tr>
<tr>
<td>-------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>190</td>
<td>NW 4, NE 1, Section 8, T 12 N, R 9 E</td>
</tr>
<tr>
<td>Color</td>
<td>Dwelling</td>
</tr>
<tr>
<td>Map Number</td>
<td>Style: &quot;vernacular,&quot; 1 story, rectangular frame and clapboard exterior</td>
</tr>
<tr>
<td></td>
<td>Special Features: One story, rectangular, 1 to 2 room house with several ells added to the rear. Eaves of a gable roof parallel the street. The front door is centered. Rubble stone foundation. No elaborations.</td>
</tr>
<tr>
<td></td>
<td>Comments/Bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.N. Foote and Company, Platbook of Columbia County, Wisconsin, 1890. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts. HP-02-11 (4-30-80) National Register Potential: <strong>C</strong></td>
</tr>
<tr>
<td></td>
<td>Historic Name/Source:</td>
</tr>
<tr>
<td>Date/Source:</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td>Color</td>
<td>Dwelling</td>
</tr>
<tr>
<td>Map Number</td>
<td>Style: &quot;vernacular,&quot; 1 story rectangular frame and clapboard exterior</td>
</tr>
<tr>
<td></td>
<td>Special Features: One story, 1 to 2 room house with gable roof parallel to the street. Ell to the rear. Pediment found over one side window (Greek Revival flavor).</td>
</tr>
<tr>
<td></td>
<td>Comments/Bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873. Although the dwelling served as a good example of its type, houses surrounding it are not representative of its era. Therefore, it was not recommended for further study at this time. National Register Potential: <strong>C</strong></td>
</tr>
<tr>
<td></td>
<td>Historic Name/Source:</td>
</tr>
<tr>
<td>Date/Source:</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td>Color</td>
<td>Dwelling</td>
</tr>
<tr>
<td>Map Number</td>
<td>Style: &quot;vernacular,&quot; one story ell</td>
</tr>
<tr>
<td></td>
<td>Special Features: one story ell with brick foundation. Lean-too at rear and a later, early 20th century porch added to the front. No elaborations.</td>
</tr>
<tr>
<td></td>
<td>Comments/Bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts. HP-02-11 (4-30-80) National Register Potential: <strong>C</strong></td>
</tr>
<tr>
<td></td>
<td>Historic Name/Source:</td>
</tr>
<tr>
<td>Date/Source:</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td>Color</td>
<td>Dwelling</td>
</tr>
<tr>
<td>Neg. Number</td>
<td>Address/Location: Near the southeast corner of Townsend and Brooke Streets.</td>
</tr>
<tr>
<td>-------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>193</td>
<td>T. 12 N, R 9 E, Section 8, NE 1/4 section 8, T. 12 N, R 9 E</td>
</tr>
<tr>
<td>Style</td>
<td>One story rectangular</td>
</tr>
<tr>
<td>Exterior</td>
<td>Frame and aluminum siding</td>
</tr>
<tr>
<td>Special Features</td>
<td>One story, 1 or 2 room, rectangular house with rear lean-to. Front door centered, gable roof paralleling the street, cement block foundation. No elaborations.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Neg. Number</th>
<th>Address/Location: 204 Washington Street and Thompson Street.</th>
<th>Historic Name/Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td>185</td>
<td>T. 12 N, R 9 E, Section 8, T. 12 N, R 9 E</td>
<td>1870-90</td>
</tr>
<tr>
<td>Style</td>
<td>&quot;Vernacular&quot;: One story, rectangular with rear lean-to.</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td>Exterior</td>
<td>Frame and aluminum siding</td>
<td>Comments/Bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1871; C.M. Foote and Company, Flatbook of Columbia County, Wisconsin, 1890. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts. National Register Potential: K</td>
</tr>
<tr>
<td>Special Features</td>
<td>One story, 1 or 2 room, rectangular house with rear lean-to. Front door centered, gable roof paralleling the street, cement block foundation. No elaborations.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Neg. Number</th>
<th>Address/Location: 212 Washington Street</th>
<th>Historic Name/Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td>184</td>
<td>T. 12 N, R 9 E, Section 8, T. 12 N, R 9 E</td>
<td>1870-90</td>
</tr>
<tr>
<td>Style</td>
<td>&quot;Vernacular&quot;: Two story, 1 1/2 story ell. with rear lean-to.</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td>Exterior</td>
<td>Frame and brick siding</td>
<td>Comments/Bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1871; C.M. Foote and Company, Flatbook of Columbia County, Wisconsin, 1890. Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts. National Register Potential: K</td>
</tr>
<tr>
<td>Special Features</td>
<td>One story, 1 or 2 room, rectangular house with rear lean-to. Front door centered, gable roof paralleling the street, cement block foundation. No elaborations.</td>
<td></td>
</tr>
<tr>
<td>Address/Location</td>
<td>Style</td>
<td>Color</td>
</tr>
<tr>
<td>------------------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>along the Wisconsin River south of Wisconsin Street near its juncture with Paquette Street.</td>
<td>Exterior- log gable supported by cement block pillars.</td>
<td>Varied.</td>
</tr>
<tr>
<td>218 Washington Street</td>
<td>&quot;Vernacular&quot; frame house</td>
<td></td>
</tr>
</tbody>
</table>

Comments/Bibliographic References:
- Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

National Register Potential: No
<table>
<thead>
<tr>
<th>Neg Number</th>
<th>Address/Location: At end of Old Indian Agency Road near junction of Portage Canal and Fox River.</th>
<th>Historic Name/Source: Lock Tender's House</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:15</td>
<td>M 1, NE 1, Section 14, T 14 N, R 9 E</td>
<td>Date/Source: probably 1876-78</td>
</tr>
<tr>
<td>Color</td>
<td>Lock Tender's house for Portage Canal</td>
<td>Architect or Builder/Source:</td>
</tr>
<tr>
<td>Map Number</td>
<td>Style:</td>
<td>possibly Army Corps of Engineers</td>
</tr>
<tr>
<td></td>
<td>Special Features: Small, about 8' x 8', 1 room, 1 story building with gable roof.</td>
<td>Comments/Bibliographic References:</td>
</tr>
<tr>
<td></td>
<td>Orientation: facing N.</td>
<td>The Corps rebuilt the canal between</td>
</tr>
<tr>
<td>Color</td>
<td></td>
<td>1876-78. Lock tender's house may</td>
</tr>
<tr>
<td>Map Number</td>
<td></td>
<td>have been erected then. Site designated</td>
</tr>
<tr>
<td></td>
<td></td>
<td>by local residents.</td>
</tr>
</tbody>
</table>

**National Register Potential:**

<table>
<thead>
<tr>
<th>Neg Number</th>
<th>Address/Location: East Side of Superior, north of Center,</th>
<th>Historic Name/Source: Wisconsin Central Depot</th>
</tr>
</thead>
<tbody>
<tr>
<td>3:16</td>
<td>M 1, NE 1, Section 15, T 12 N, R 9 E</td>
<td>Date/Source: c. 1876 when railroad completed</td>
</tr>
<tr>
<td>Color</td>
<td>Wisconsin Central Depot</td>
<td>Architect or Builder/Source:</td>
</tr>
<tr>
<td>Map Number</td>
<td>Style: Gothic flavor</td>
<td>Comments/Bibliographic References: Jones,</td>
</tr>
<tr>
<td></td>
<td>Special Features: brackets under roof, label</td>
<td>James E., A History of Columbia</td>
</tr>
<tr>
<td></td>
<td>Exterior: frame with board &amp; baton siding.</td>
<td>County, 1914: 102. The railroad ran</td>
</tr>
<tr>
<td></td>
<td></td>
<td>between Portage and Lake Superior to</td>
</tr>
<tr>
<td></td>
<td></td>
<td>service the pineries. Building is now</td>
</tr>
<tr>
<td></td>
<td></td>
<td>part of the Thermagon Co. in a modern</td>
</tr>
<tr>
<td></td>
<td></td>
<td>commercial/industrial area.</td>
</tr>
</tbody>
</table>

**National Register Potential:**

<table>
<thead>
<tr>
<th>Neg Number</th>
<th>Address/Location: Corner of Wauona Trail and Center Street</th>
<th>Historic Name/Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td>none</td>
<td>M 1, M 1, Section 5, T 12 N, R 9 E</td>
<td>Date/Source: 1905</td>
</tr>
<tr>
<td>Color</td>
<td>Name/Use: marker to commemorate the crossing of the Fox-Wisconsin portage by Marquette and Jolliet</td>
<td>Architect or Builder/Source: Wau-bun Chapter, D.A.R.</td>
</tr>
<tr>
<td>Map Number</td>
<td>Style:</td>
<td>Comments/Bibliographic References: The</td>
</tr>
<tr>
<td></td>
<td>Special Features: It states: &quot;This tablet marks the place</td>
<td>marker is presently on the National</td>
</tr>
<tr>
<td></td>
<td>where in which Jacques Marquette and Louis Jolliet entered</td>
<td>Register with the Wauona Trail. The area is</td>
</tr>
<tr>
<td></td>
<td>the Wisconsin River June 16, 1679/Erected by/Wau-bun</td>
<td>paved and built-up.</td>
</tr>
<tr>
<td></td>
<td>Chapter, D.A.R. 1905&quot;</td>
<td>HP-02-11(4-30-80)</td>
</tr>
</tbody>
</table>

**National Register Potential:**
Address/Location: 112 Michigan between Wisconsin and Thompson

Date/Source:
1850-1870

Architect or Builder/Source:
unknown

Comments/Bibliographic References:
Harrison and Warner, Atlas of Columbia County, Wisconsin, 1871. The building was chosen as an individually significant example of a vernacular type.

National Register Potential: 2

Address/Location: 111 Panquette between Wisconsin and Thompson

Date/Source:
1918-1929

Architect or Builder/Source:
unknown

Comments/Bibliographic References:
Sanborn Map and Publishing Company, Ltd., 1918, 1929. The building was chosen as an individually significant example of a vernacular type.

National Register Potential: 2

Address/Location: northwest corner of Superior and Townsend

Date/Source:
probably 1850-1870 (no source)

Architect or Builder/Source:
unknown

Comments/Bibliographic References:
Maps failed to depict the house. The building was chosen as an individually significant example of a vernacular type.

HP-02-11(4-30-80)
National Register Potential: 2
<table>
<thead>
<tr>
<th>No. Number</th>
<th>Address/Location</th>
<th>Historic Name/Source</th>
<th>Date/Source</th>
<th>Architect or Builder/Source</th>
<th>Comments/Bibliographic References</th>
</tr>
</thead>
<tbody>
<tr>
<td>153</td>
<td>115 Superior between Thompson and Wisconsin</td>
<td>Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873. The building was chosen as an individually significant example of a vernacular type.</td>
<td>1850-1873</td>
<td>unknown</td>
<td>Maps failed to depict the house. The building was chosen as an individually significant example of a vernacular type.</td>
</tr>
<tr>
<td>178</td>
<td>317 Washington between Colt and Townsend</td>
<td>Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873. The building was chosen as an individually significant example of a vernacular type.</td>
<td>probably 1850-1870 (no source)</td>
<td>unknown</td>
<td>Maps failed to depict the house. The building was chosen as an individually significant example of a vernacular type.</td>
</tr>
<tr>
<td>107</td>
<td>304 East Edgewater near Adams</td>
<td>Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873. The building was chosen as an individually significant example of a vernacular house type.</td>
<td>probably 1850-1873</td>
<td>unknown</td>
<td>Maps failed to depict the house. The building was chosen as an individually significant example of a vernacular house type.</td>
</tr>
<tr>
<td>Address/Location: 501 East Wisconsin and Brady St.</td>
<td>Historic Name/Source:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name/Use: dwelling</td>
<td>Date/Source: 1880-1890</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Map number: 1690</td>
<td>Architect or Builder/Source: unknown</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Style: &quot;vernacular&quot;: two story ell</td>
<td>Comments/bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foote &amp; Co., Flat Book of Columbia County, Wisconsin, 1890. The building was chosen as an individually significant example of a vernacular type.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Features: Ell shaped house with a 2 story main section and a one story wing. Molding and corner boards. Cement block foundation.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address/Location: 1001 Wawona Trail at Whitney</th>
<th>Historic Name/Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name/Use: dwelling</td>
<td>Date/Source: probably 1860-1880 (no source)</td>
</tr>
<tr>
<td>Map number: 157</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td>Style: &quot;vernacular&quot;: two story ell</td>
<td>Comments/bibliographic References: Maps fail to depict houses in this area. The building was chosen as an individually significant example of a vernacular type.</td>
</tr>
<tr>
<td>Special Features: Ell shaped house with a two story main section and a 1 story wing on the right. Molding and corner boards. Cement block foundation.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address/Location: East end of Whitney Street</th>
<th>Historic Name/Source:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name/Use: dwelling</td>
<td>Date/Source: probably 1860-1890 (no source)</td>
</tr>
<tr>
<td>Map number: 158</td>
<td>Architect or Builder/Source: unknown</td>
</tr>
<tr>
<td>Style: &quot;vernacular&quot;: two story ell</td>
<td>Comments/bibliographic References: Maps fail to depict the houses in this area. The building was chosen as an individually significant example of a vernacular type.</td>
</tr>
<tr>
<td>Special Features: Ell shaped house with a two story main section and a 1 story wing. Segmental arches over the windows. Steeply pitched gable roof. Water table.</td>
<td></td>
</tr>
</tbody>
</table>

HP-02-11 (4-30-80)
National Register Potential: 5
National Register Potential: 5
National Register Potential: 5
<table>
<thead>
<tr>
<th>Reg Number</th>
<th>Address/Location</th>
<th>Historic Name/Source</th>
<th>Date/Source</th>
<th>Architect or Builder/Source</th>
<th>Comments/Bibliographic References</th>
</tr>
</thead>
<tbody>
<tr>
<td>315</td>
<td>315 Washington between Colt and Townsend</td>
<td>1 3/4 story rectangular house</td>
<td>probably 1850-1870</td>
<td>unknown</td>
<td>The maps fail to show houses in this area. The building was chosen as an individually significant example of a vernacular type.</td>
</tr>
<tr>
<td>111</td>
<td>111 Michigan between Wisconsin and Thompson</td>
<td>2 storey ell frame and clapboard</td>
<td>probably 1850-1870</td>
<td>unknown</td>
<td>The maps fail to show houses in this area. The building was chosen as an individually significant example of a vernacular type.</td>
</tr>
<tr>
<td>324</td>
<td>324 West Edgewater near MacFarlane</td>
<td>frame with clapboard and shingling</td>
<td>1910-1918</td>
<td>unknown</td>
<td>The building was chosen as an individually significant example of a vernacular type.</td>
</tr>
</tbody>
</table>
Address/Location: 329 East Edgewater

Color: 

Map Number 125

Style: "vernacular" 2 story ell

Special Features: The ell has two 1/2 story wings on a cement block foundation. Eastlake porch. Queen Anne type bargeboard in the eave.

Architect or Builder/Source: unknown


Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

National Register Potential:

---

Address/Location: 502 East Edgewater

Color: 

Map Number 121

Style: "vernacular" 2 story ell

Special Features: The ell has a 1 3/4 story wing and cement block foundation. No elaborations visible.

Architect or Builder/Source: unknown


Building chosen as one of a number of vernacular houses common to Portage for consideration in the creation of National Register districts.

National Register Potential:

---

Address/Location: 109 Brady St.

Color: 

Map Number 29

Style: bungalow


Architect or Builder/Source: unknown

Comment/Bibliographic References: Sanborn Map and Publishing Co., 1929

The building was chosen as an individually significant example of a vernacular type.

HP-02-11(4-30-80)

National Register Potential:
<table>
<thead>
<tr>
<th>Seg Number</th>
<th>Address/Location</th>
<th>Historic Name/Source</th>
<th>Date/Source</th>
<th>Architect or Builder/Source</th>
<th>Comments/Bibliographic References</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>307 Wisconsin and Brockway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>193</td>
<td>NW 1/4 SE 1/4, Section 8, T12 N, R9 E</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>dwelling</td>
<td>1873-1890</td>
<td>unknown</td>
<td>Harrison &amp; Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foote &amp; Co., Plat Book of Columbia County, Wisconsin, 1890. The building was chosen as an individually significant example of a vernacular type.</td>
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<td>National Register Potential</td>
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<tr>
<td></td>
<td>472 Washington and Mecheron</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>171</td>
<td>NE 1/4 SE 1/4, Section 8, T12 N, R9 E</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>dwelling</td>
<td>probably 1850-1870 (no source)</td>
<td>unknown</td>
<td>The building was chosen as an individually significant example of a vernacular type.</td>
</tr>
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<td></td>
<td>National Register Potential</td>
</tr>
<tr>
<td></td>
<td>323 West Edgewater and Marffian</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>NW 1/4 NE 1/4, Section 8, T12 N, R9 E</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>dwelling</td>
<td>1918-1929</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>National Register Potential</td>
</tr>
<tr>
<td>Reg. Number</td>
<td>Address/Location</td>
<td>Historic Name/Source</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>1: 2-1</td>
<td>B401 Wisconsin and Superior</td>
<td>Architect or Builder/Source: unknown</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Date/Source: 1850-1870</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Comments/Bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873. The building was chosen as an individually significant example of a vernacular type.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1</td>
<td>245 West Edgewater near Lock</td>
<td>Architect or Builder/Source: unknown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Date/Source: 1910-1918</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Comments/Bibliographic References: Sanborn Map and Publishing Company, Ltd., 1918, 1929. The building was chosen as an individually significant example of a vernacular type.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1: 8</td>
<td>15 Waunna Trail between Wisconsin and Thompson</td>
<td>Architect or Builder/Source: unknown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Date/Source: 1873-1890</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Comments/Bibliographic References: Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873; C.M. Foote &amp; Co. Plats Book of Columbia County, Wisconsin, 1890. The building was chosen as an individually significant example of a vernacular type.</td>
<td></td>
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<td></td>
<td>HP-02-114(3)-80</td>
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<td>National Register Potential: 4</td>
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<td>National Register Potential: 6</td>
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<td>National Register Potential: 4</td>
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<tr>
<td>Address/Location</td>
<td>Historic Name/Source</td>
<td></td>
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<tr>
<td>------------------</td>
<td>---------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>119 Fauquette near Thompson</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Style:</strong> &quot;vernacular&quot;</td>
<td><strong>Exterior:</strong> Greek Revival ell frame with later siding</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Special Features:</strong> Ell shaped house with a 1/2 story main section and a 1 story wing. Brick foundation. Cornice returns. Eastlake porch added later.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**National Register Potential:** yes

<table>
<thead>
<tr>
<th>Address/Location</th>
<th>Historic Name/Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>122 Fauquette and Thompson</td>
<td></td>
</tr>
<tr>
<td><strong>Style:</strong> &quot;vernacular&quot;</td>
<td><strong>Exterior:</strong> Greek Revival ell frame</td>
</tr>
<tr>
<td><strong>Special Features:</strong> Ell shaped house with a 1/2 story main section and a 1 story wing. Brick foundation. Cornice returns. A bay added later.</td>
<td></td>
</tr>
</tbody>
</table>

**National Register Potential:** yes

<table>
<thead>
<tr>
<th>Address/Location</th>
<th>Historic Name/Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>122 Dodge at Mullett and Thompson</td>
<td></td>
</tr>
<tr>
<td><strong>Style:</strong> &quot;vernacular&quot;</td>
<td><strong>Exterior:</strong> Portage cream brick</td>
</tr>
<tr>
<td><strong>Special Features:</strong> 1 story rectangular house whose eaves face the street. Ell to the rear. Second door arch over the windows. Water table. A porch added later.</td>
<td></td>
</tr>
</tbody>
</table>

**National Register Potential:** yes

<table>
<thead>
<tr>
<th>Address/Location</th>
<th>Historic Name/Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 3/2</td>
<td></td>
</tr>
<tr>
<td><strong>Style:</strong> &quot;vernacular&quot;</td>
<td><strong>Exterior:</strong> Greek Revival ell frame</td>
</tr>
<tr>
<td><strong>Special Features:</strong> Ell shaped house with a 1/2 story main section and a 1 story wing. Brick foundation. Cornice returns. A bay added later.</td>
<td></td>
</tr>
</tbody>
</table>

**National Register Potential:** yes
<table>
<thead>
<tr>
<th>Name/Use</th>
<th>Dwelling</th>
</tr>
</thead>
</table>

**Address/Location:** northwest side of Mullett near Townsend (the second house south).

**Date/Source:** 1850-1873

**Architect or Builder/Source:** Unknown

**Comments/Bibliographic References:** Harrison and Warner, Atlas of Columbia County, Wisconsin, 1873. This building was chosen as an individually significant vernacular house type.

**National Register Potential:**

<table>
<thead>
<tr>
<th>Name/Use</th>
<th>Dwelling</th>
</tr>
</thead>
</table>

**Address/Location:** 122 Mullett, southwest of Wisconsin

**Date/Source:** 1901-1910

**Architect or Builder/Source:** Unknown

**Comments/Bibliographic References:** Sanborn Map and Publishing Company, Ltd., 1901, 1910. This building was chosen as an individually significant vernacular house type.

**National Register Potential:**

<table>
<thead>
<tr>
<th>Name/Use</th>
<th>Dwelling</th>
</tr>
</thead>
</table>

**Address/Location:**

**Date/Source:**

**Architect or Builder/Source:**

**Comments/Bibliographic References:**

**National Register Potential:**

<table>
<thead>
<tr>
<th>Name/Use</th>
<th>Dwelling</th>
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</thead>
</table>

**Address/Location:**

**Date/Source:**

**Architect or Builder/Source:**

**Comments/Bibliographic References:**

**National Register Potential:**

<table>
<thead>
<tr>
<th>Name/Use</th>
<th>Dwelling</th>
</tr>
</thead>
</table>

**Address/Location:**

**Date/Source:**

**Architect or Builder/Source:**

**Comments/Bibliographic References:**

**National Register Potential:**
LEGEND

- - City limits
- - - - Ward boundaries
- - - Survey boundaries
- - - - Areas recommended for further study

21 House or site number
29-31 House numbers 29, 30, 31
I Ring levee
II Alternative I
II Alternative II