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Front Cover: Ink drawing of Mapleside by Margaret Mansfield, former Madison area artist, now living at 702 Serenade Drive, Georgetown, Texas 78626.

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THE CALIFORNIA BUNGALOW AND ITS INFLUENCE IN MADISON

*by Robert Jay Shockley**

At the turn of the century, contemporary with the Midwestern Prairie Style, another original regional style of American architecture was developing. Charles and Henry Greene of Pasadena, foremost architects of the Craftsman Movement, are credited as creators of the "California Bungalow" style, due to the wide influence of their innovative spacious and informal wooden houses executed with a high degree of quality craftsmanship. The concepts of their architecture could be copied and adapted, though sometimes crudely, to small inexpensive houses, or "bungalows," and gave them a quality usually lacking in such modest structures. A "bungalow craze" spread across the United States, especially in the West and Midwest, lasting on through the 1930's. Individuals could obtain plans from a variety of books and magazines, while builder-contractors seized upon the style and created the first mass tract housing. Generally, bungalows were modest one-story (or one-and-a-half or two stories trying to look like one-story) houses with wide, low-spreading projecting roofs and wide eaves showing exposed rafter ends, gable windows or dormers, one or two porches, open timberwork, chimneys and fireplaces, and common natural materials. The plan was designed for and helped foster an emerging informal modern American way of living, with a practical and spacious arrangement.

Perhaps due in part to the influence of Cora Tuttle, the California bungalow became as popular in Madison as elsewhere (with alterations suitable to the climate). Those of her design are among the truest and best of the style in the city, showing some of the clearest understanding of the style. Madison's earliest bungalows were generally individually architect-designed and of a high architectural quality. Some show a definite influence of, or combination with, Prairie Style characteristics. As time went on, the style became more popular, either watered down and mass-produced for a less wealthy clientele, or became highly stylized, away from the California originals.

The California bungalow was introduced into Madison in the fairly early year of 1908-09, by way of Arizona and by a woman,

* The author would like to thank Mr. Ray Tuttle of Scarsdale, New York, for the many recollections contained in the article.

when Cora Cadwallader Tuttle designed her own home at 1206 Grant Street. Four other bungalows on the same block would follow, as well as others around Madison.

Some complex family background is necessary. Together with her sister, Marie Cadwallader Smith (wife of Edgar W.), Cora Tuttle kept their families in a close clan relationship. The Tuttles moved around with part of the Smith family, everyone eventually ending up in Madison. Originally they were from the Brooklyn-Evansville area of southern Wisconsin. Cora and husband Charles Tuttle and nephew Eugene Cadwallader Smith and his wife moved in



Cora Tuttle, at 60, in 1924.

1904 to Ganado, Texas, where they had a rice plantation. Evidently it was not prosperous, and E. C. Smith went to Prescott, Arizona, in 1905 to help as manager-salesman in the business of his wife's uncle, capitalist Frank Morrill Murphy, president of several railroad, mining, and development companies. This involved supervising the laying of track, the building of a resort for the rich at Castle Hot Springs, and a transportation system between the resort and the city of Prescott. After Charles Tuttle died, Cora and her three sons moved to Prescott to live with the Smiths, but soon moved to Madison so that the eldest son, Ray, could attend engineering school at the University of Wisconsin. He would later do finished drawings and blueprints from his mother's sketches.

The family was not wealthy, so they needed to build a home cheaply. This was accomplished by Cora Tuttle's bungalow design, done from recollections of similar homes in Arizona. A remarkable woman for her time, she was an amateur architect, having learned carpentry from her father, artistic composition from her mother, and mechanical drawing in college. She had already had experience in designing or remodeling homes for her family and relatives in southern Wisconsin and Texas.

The Wingra Park section of Madison had been platted in 1889 by the Madison Land & Improvement Company. Inexpensive swampy woodland was purchased here from the company in January, 1908, adjoining the site that was slowly to be filled in as Vilas Park on Lake Wingra. (Vilas Park improvements had begun in 1904 by the Madison Park and Pleasure Drive Association.) Scrub trees were cut, and fieldstone from nearby farms was gathered for the foundation and chimney. According to Ray Tuttle, "probably no house in Madison ever got built with the aid of so many specialists." Cora Tuttle enjoyed grouping together the talents of others and letting them improvise on her basic designs. Most of her collabora-

tors were involved in creative pursuits other than their professions, and the Bungalow-Craftsman concepts provided them all a new outlet for their aesthetic sensibilities. University of Wisconsin President Charles Van Hise, a geologist, gave advice on rock for the fireplace chimney. A Mr. Hanson, a Norwegian mason, with his two sons shaped the rocks and built the foundation. J. Allen Coombs, of the Wingra Park Advancement Association, a locally famous retired carpenter and poet, was persuaded out of retirement by Cora's sketches of the proposed house. The Rayne Lumber Company (formerly the Coombs & Rayne Lumber Co., established in 1899) also became interested in the project and wanted to make it a show-place for their best lumber. They specially "rough-cut" the wide siding boards and quarter-sawed the white oak interior woodwork. Arthur Koehler (son-in-law of Edgar Smith), on the staff of the Forest Products Laboratory, gave advice on the use of woods.

Considered one of the best built homes in Madison, the bungalow cost about \$4,000 to build, and most of the furnishings were done by the Tuttle in the popular mission style, which was simple to build. The basement of the house was turned into a woodworking shop to make furniture by using hand tools. A power table saw was also needed, but a major problem of the day was the unavailability of the right motor adaptable to house current. The president of Madison's power company became interested in the project, loaned a motor and ran a line down Grant Street to the Tuttle's basement, tapped off the Monroe Street trolley line. In appreciation, Cora placed a mission bench on Monroe Street for use by the trolley patrons.

The plan was typical bungalow, with a large L-shaped front chamber of living and dining rooms and den, front inset verandah and attached patio, kitchen at the back, and bedrooms on first and partial second floors. The feeling of the house is extremely rustic and homey, with much woodwork, beamed ceiling, and fieldstone fireplace inside, and the wide siding, fieldstone foundation and projecting eaves outside, enhanced by the picturesque wooded site next to Vilas Park. The dormer on the park side was added in 1919. The only major exterior changes the house has undergone are the removal years ago of the garage—the first in Wingra Park, built in a similar style—from the back corner of the lot to be attached to the corner of the house (done by the present owner, Rose Parr, occupant since the early 1930's), and the removal of the side pergola over the patio.

Wingra Park was sparsely settled at the time, with wooden sidewalks and no paved roads. The whole setting and context of the bungalow was different, a natural landscape rather than an urban one. Grant Street was a narrow dirt road that almost no one travelled past the Tuttle bungalow. So, unfortunately, the house was built fairly close to the front of the lot. As Vilas Park was finished and also acquired a zoo, Madisonians would take the Monroe Street trolley to Grant Street and walk to the park. To accommodate



Linoleum cut of first Madison bungalow at 1206 Grant Street.



First bungalow, before the addition of the dormer windows on the Vilas park side, from a 1916 Christmas card.

the steady increase in weekend crowds, a walkway finally was built, but on the bungalow side, which greatly decreased the privacy of the verandah and patio. Wingra Park's prim Victorian society was at first bothered by this different and informal new house, though neighbors would stop by to call out of curiosity. Most visitors were not from Wingra Park, however; the house was such a curiosity that it "attracted about as many visitors as the zoo," creating a

nuisance for the Tuttles. Cora thus gained a reputation as a house designer, but had no desire to become professional. But she did design and supervise the construction of other bungalows and houses for relatives and friends, usually with her own crew of carpenters and masons.

Around 1910 she designed a smaller bungalow of similar style at 1813 Vilas Avenue, occupied until 1933 by Samuel Percy BaRell. This was probably built for speculation, financed by Edgar Smith, and built by Coombs and his apprentice assistant Charlie Way, also a wood sculptor.

E. C. Smith moved to Madison in 1911 to be near his parents, then in poor health. The bungalow he built at 1811 Vilas Avenue around 1911-12 was probably a collaboration, as Cora Tuttle's design with his suggestions. She had the design experience, while it was his home and he had lived a while longer in Arizona. There are stylistic differences and similarities, this house being built of stucco. Concrete blocks for foundations were made right at the site in molds bought by Smith, since prefabricated blocks were not easily available. Because the first bungalow had created so much local interest, Smith and his cousin Ray Tuttle decided to go into the bungalow-building business. Knowing little except from their observations in Arizona, they took a photographic tour of suburban Southern California homes in the summer of 1912. The bungalow at 1821 Vilas Avenue, built about 1912-13, resulted from a composite of the forms they photographed. Smith did the main design and construction was by local carpenters and masons. The house was too expensive and strange for any buyer, so it stood vacant for perhaps a year. The 1914 Madison City Directory lists Smith as a "Bungalow Designer," but he became discouraged by this venture. He was also Secretary of the Madison Park and Pleasure Drive Association, 1913-15.

In 1913-14, the last of the five bungalows was built at 1202 Grant Street, next to the original one, for Edgar and Marie Smith. Cora Tuttle's design was similar in feeling to that of her own house, and the floor plan was the reverse of the original. The Coombs & Rayne crews worked under her supervision on both interior and exterior. This house was actually a duplex, with a side entrance at 1803 Vilas Avenue. Arthur Koehler's family lived there until Cora planned their house at 1819 Adams Street about 1916. It was occupied by one or both Smith families until becoming E. C. Smith's home upon the parents' deaths. A basement, also finished as a small apartment, was occupied for a time by University of Wisconsin student Charles Lindbergh.

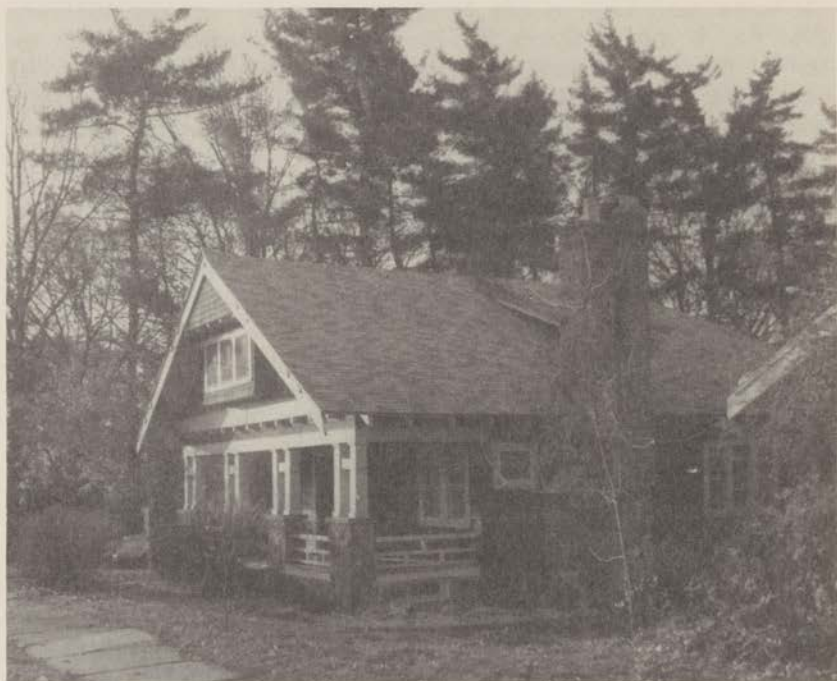
In Madison Cora Tuttle obtained a job as secretary-draftsperson in the office of prominent lawyer Frank W. Hall. During her period of employment, she did several designs for him. He had obtained by 1893 a strip of land going from the 800 block of East Gorham Street to Lake Mendota, and was one of the three men who had platted the Prospect Place subdivision of the block. He had built

his home after 1907 at 841 Prospect Place, but between 1911 and 1914 had it moved across the street to 842 Prospect Place, as the rest of the strip of land was developed as a bungalow court with Cora Tuttle's designs. These houses are now at 841 Prospect Place and 416, 418, and 420 Russell Walk. Charlie Way was chief carpenter.

Although a lawyer by profession, Frank Hall had a wide range of other interests and was greatly attracted to the bungalow concept with its informal family living aesthetic. A friend, "Colonel" William J. Anderson (then "secretary of the No. Minn. Dairy Farm Land Co."), was undertaking an ambitious real estate venture of developing the fields of the Frank Main farm on the far side of Lake Monona into a new Madison suburb. One hundred acres were purchased, platted into lots in 1909, and re-platted in 1911 as "Lake Edge Park." Anderson put in an underground drainage system and planted miles of double rows of grapevines on trellises to show the back lot lines to prospective owners. His romantic vision was of a community of neighbors chatting while picking grapes, but he also needed a model home to show others the potential. Frank Hall became the main financial backer of the project, but had in mind the development of a community of bungalows.

Cora and Ray Tuttle and E. C. Smith became involved with Hall in developing Lake Edge Park, now parts of Madison and Monona. The Lake Edge Park Real Estate Co. was formed, with Anderson as president, Cora as secretary, and Smith as sales manager. Smith moved in 1913 into the old Main homestead on Main Avenue (Buckeye Road), then the only house in Lake Edge Park and one of the few in the whole area. The Tuttles were given some acreage in return for building a house to attract people to the area. A site along the lake shore was chosen, and about 1913-14 Cora designed this first bungalow (now 4103 Monona Drive), adapting it to the hill site. Charlie Way, who had become the Tuttles' chief carpenter, worked on this house also and was paid \$5.00 a day, twice the normal going rate. The Brittingham Lumber Co. supplied the lumber. Written into the deed was a clause that reflected the company's intentions (and Methodist influences): "it being the purpose to make Lake Edge Park a residence section exclusively . . . no part of the premises [is to] ever be used for the sale of intoxicating liquors or mercantile purposes [except to] manufacture boats and appliances thereto and arts and crafts fixtures." This first bungalow, bought before it was finished, was used only as a summer home, thus helping to discourage the visions of a year-round community.

A second Tuttle-designed bungalow was built by Way in the middle of the tract (4014 Major Avenue) around 1913-15, but remained vacant. The realities of the location thwarted any attempt to create an ideal community and kept settlers away. The streetcar line ended at Fair Oaks and paved roads at Schenk's Corners, few as yet had cars, and there was no school in the area. Smith became instrumental in establishing a school district there, and in 1915 school



1206 Grant Street. (Photo: John Gruber.)



416 Russell Walk. (Photo: John Gruber.)

was held in the Major Avenue bungalow with Ray Tuttle as the first teacher, awaiting the building of a permanent school by architect Lew F. Porter, who lived just down the lake. A public bus to Madison, the first in Dane County, was started with Ray Tuttle as driver and a fare of five cents. It lasted only one summer. Smith also became involved in a scheme to build a railway between Madison and Janesville, but the proposal failed.

Ray Tuttle was given a lot on the hill site at the end of Park (Lake Edge) Boulevard in payment for driving the bus. Intended as a summer place, a shell of a house was built with no basement, screened openings instead of windows, and only partitions. This bungalow was sold for about \$300 on the condition that it be moved to clear the site for a public park. Its present location is not known. The Tuttles also took part in the design of a "Japanesque" bungalow (4010 Drexel Avenue) built by Charlie Way about 1916 for an elderly Norwegian couple, who used several acres on the tract as a truck farm.

Despite all attempts and doubtless affected by the war, Lake Edge Park failed to develop. The community reverted to a hayfield, the grapevines dying uncultivated. The drainage system sagged and lake water backed up onto the tract. E. C. Smith despaired of selling any lots and moved back to his parents' home at 1202 Grant Street. Left behind were the relics of the Madison-Janesville interurban: rusting rails and rotting ties piled along Monona Drive. Smith worked at a variety of jobs, retired in 1931, and wrote three acclaimed children's books before his death in 1962.

Cora Tuttle became involved in another building project, that of the Methodist Wesley Foundation University Chapel at University Avenue and Charter Street. Since at least 1910 there had been discussion of a permanent building. Frank Hall was a founder in 1915 of the Wesley Foundation of Wisconsin, and was widely known locally as the leader of the Foundation's University Bible Class. Cora was employed "in charge of office work" at 35 cents an hour and later was "assistant treasurer," the only woman in the church records of the time. The building had its inception in sketches she did, but they were considered too informal by church officials. With the aid of University of Wisconsin engineering faculty members, the plans were made more orthodox. The first part of the building, next to Charter Street, was executed by Chicago architects in 1917.

Cora designed two other bungalows (locations unknown) on Lake Mendota west of University Heights: economics professor John R. Commons' house, and Arthur Koehler's summer home. Work also was done on the Wisconsin Avenue home of First National Bank president Joseph Boyd. Cora Tuttle gave her plans to Charlie Way after she ended her building activities, so that other bungalows around Madison are from her plans or influence, as done by Way, probably including the one at 2220 Monroe Street. The Tuttles moved to New York State about 1930.

ROWDIES IN BLUE: MADISON AS A CIVIL WAR CAMP TOWN

by David Mollenhoff

A few days after the surrender of Fort Sumter, Wisconsin Governor Alexander Randall called upon one of his administration appointees, Horace A. Tenney, who was at work in his garden. The governor told the prominent attorney, editor, and long-time Madison booster to do all work necessary to convert the 30-acre state fairgrounds into a military camp for the reception and training of volunteers, who would arrive in about two weeks.¹

Randall and many others thought the rebellion would be put down quickly and that an elaborate camp would not be needed. They were wrong. By 1864 the State Agricultural Society's fairgrounds had become Wisconsin's largest and most important military training complex, containing 94 buildings capable of accommodating 5,000 men at a time. By the end of the war 70,000 men, 85 percent of all Wisconsin soldiers who served in the Grand Army of the Republic, had received their basic military training there. The presence of 70,000 young men, mostly between 18 and 35 years of age, had a dramatic and predictable effect upon the staid little city of about 6,600 persons. They transformed Madison into a rough and lively military camp town.²

On May 1, 1861, the first group of soldiers, the Second Wisconsin Regiment, arrived. Their commanding officer named the place Camp Randall in honor of the governor. Tenney's small army of carpenters had been at work for only three days when the men arrived. Consequently little work had been done except for enclosing cattlesheds lying around the perimeter of the grounds so that they could be used for temporary barracks. Until the conversion from fairgrounds to military campgrounds could be completed, some of the soldiers stayed in local hotels. The Randall Guards, for example, stayed at a popular farmer's hotel, the Jaquish House, now a residence at the corner of Jenifer and Brearley Streets. From this location the men marched back and forth to camp in military style. Those who stayed at the unfinished camp were forced to sleep in wet straw-filled bunks because the roofs on the old cattlesheds leaked. Food was often soggy and coffee diluted because the cookshack had no walls. Still, the enthusiastic volunteers complained remarkably little and many boasted of their ability to endure hardship.³

A camp routine was quickly established. For enlisted men the schedule called for reveille and roll call at 5:00 a.m., breakfast at 6:30, liberty until 10:00, then two hours of drill between 10:00 and 12:00. At noon the men would dine on beans, corned beef, bread and butter, with soup every other day. Following lunch the men were at liberty until 2:00, when all would assemble for two hours of battalion drills and regimental parades. Supper was at 5:30. Most had nothing to do after supper and nearly all complained bitterly about the 9:00 bedtime for grown men!⁴

The townfolk took a strong, immediate interest in the camp. Large numbers turned out to watch the colorful and impressive afternoon drills. At first it was common for nearly all members of the legislature to attend. Newspaper accounts described the "evolutions" in great detail. Madison women provided boxes of delicacies and put on fancy dinners and special parties for the men.⁵

To the soldiers and townfolk the first month was new, exciting, inspiring, and hopeful, a mutual great adventure. The townfolk were thrilled to have the brave volunteers in their midst and eager to do all they could to increase their physical comforts and reinforce their patriotism. The soldiers deeply appreciated the large local audiences at their drills and the tasty supplements to their meager menus. But in reality the first month was a brief honeymoon that would quickly become a tempestuous relationship marked by intense and mutual ambivalence.

While the camp remained an exciting place to the townfolk, it quickly became boring to the men. According to contemporary military theory, drilling taught discipline and discipline made men ready for war. Basic military training for the Camp Randall soldier therefore consisted primarily of drilling. So, to the men it was eat and drill, drill and eat, drill, drill, drill.⁶

Getting ready for war was, of course, deadly serious business, but with drill occupying only three to four hours a day, the men had a lot of time on their hands. Letters and diaries reflected a wide variety of leisure-time interests. One man took a look around his barracks one evening and wrote his family that there were "six games of cards going, four or five writing letters, five or six singing Psalms, and some singing something of a good deal worse character, Charlie Franklin is playing the fiddle, Bartholomew the tambourine and someone is dancing the jig. Two or three are eating and another group are just organizing a debating lyceum."⁷

What the letter writer did not say was that some of his buddies had gone uptown. Uptown Madison to a bored and lonely soldier was a far more attractive place to be than a dank converted cat-tleshed. Uptown there were billiard halls, bowling alleys, lager beer gardens, saloons, cigars, card games, camaraderie, and much more. The problem was that a soldier had to have a pass to get out of camp and passes were sometimes tough to get. Consequently a lot of Camp Randall soldiers indulged in what must have been an exceptionally popular pastime, namely, jumping the eight-foot-high

board fence surrounding the camp, and going uptown. Much of the time the camp officers didn't know the men were gone.

The citizens of Madison, by contrast, caught on very quickly. Just four days after the first regiment arrived in camp the newspapers report a melee at one of the local watering spots. The camp commander insisted that the brawlers were not soldiers, but camp hangers-on. For a time everyone seemed satisfied by this explanation. Noone wanted to believe that these brave and patriotic volunteers were capable of such rowdy conduct. Even the police treated the rioters with great deference, thinking they were revered members of the Second Regiment.⁸

Gradually, however, townfolk realized that thousands of young men gathered together in a military camp are not likely to be known for their decorum and restraint all the time. The *State Journal* put it this way: "The behavior of the men gathered here as soldiers has been on the whole commendable, but among so many it could hardly fail that there should be some of the 'baser sort.' A few rowdies have been cutting up some rascally pranks. . ."⁹

For the first month most Madisonians had been tolerant and understanding of the "rascally pranks." But a "scandalous outrage" on the evening of June 10, 1861, provided an unceremonious introduction to the perils of being a military camp town. On that evening three or four hundred men were given furloughs after being mustered into the army. Typically, the men went home for a few days before returning to Madison to go south, but for some reason the men were turned loose between 9:00 and 10:00 in the evening. One group of soldiers allegedly killed a German woman in a "base and brutal manner." At 3:00 the following morning another group of drunken soldiers tried to break into Voigt's brewery at the intersection of State and Gorham Streets. When the irate Mr. Voigt ordered them to leave, they refused. He fired a warning shot over their heads. The men then began to lay siege to the brewery, discharging their pistols in the direction of Mr. Voigt and breaking his windows with stones. Several citizens opened fire on the men and they retreated, but not until one of the soldiers had been hit.¹⁰

Response to the incident was "intense indignation." Citizens wanted immediate answers. How did it happen that volunteers were permitted to roam armed with revolvers around the streets of a peaceable city? What could be done about the "totally inadequate" police force? Perhaps the question that perplexed people the most, though, was how soldiers engaged in such a noble cause could be involved in such affairs.¹¹

The following evening an excited crowd jammed the courthouse to consider measures for the better protection of citizens. Mayor Vilas called the meeting to order. Governor Randall attempted to quiet the storm of indignation, but was jeered for several minutes by the hostile crowd. Some 30 to 40 Germans armed with guns threatened to shoot one speaker. Finally order was restored and

the crowd instructed the mayor "to take such steps as necessary to insure the peace and quiet of the city."¹²

Mayor Vilas met with Colonel Coon of the Second Regiment after which the colonel made a surprise check of the sentinels guarding the camp fence. To his chagrin, he found three guards asleep. Coon immediately established a better guard system and allowed the men to leave the camp only in the custody of a responsible officer. The reforms were undertaken with mixed feelings by Camp Randall officers and men. Coon felt his men had been unfairly maligned and in the course of the investigation the men became so angered at the bad press they were receiving that they vowed to attack the newspaper office if the officers would just give them the word.¹³

In spite of precautions on both sides, the year after the June 1861 "outrage" was full of incidents. Accounts were very common of merchants being beaten and robbed and households having turkeys and chickens stolen. Several attempted rapes were reported. In October 1861 a group of 200 men who had just received orders to ship out openly defied camp authorities, charged the fence and headed uptown for the saloons and one last fling. Fortunately the chief of police received word of the break. With the help of military patrols all the fence-jumpers were rounded up except for one determined group which was found the following morning serenading a house of ill repute.¹⁴

To some Madisonians these continued incidents proved the futility of trying to induce better behavior by promulgating regulations. The real solution, they argued, required a sincere change of heart. One group of ladies therefore brought their hymn books and Sunday school right into the barracks. Another group held a revival. Still another sought pledges to abstain from alcohol. None seemed conspicuously successful. The teetotalers, for example, secured only 363 abstinence pledges during the entire war. A number of officers also felt there was great hope in internal moral reform and marched their troops to Madison churches to attend Sunday services.¹⁵

In spite of strained town-camp relations resulting from unpleasant incidents, there were also circumstances that generated close bonds between citizens and soldiers. Certainly the huge turnouts for the early regiment departures, the presence of many townfolk at regimental parades and drills, and the fundraising benefits helped. But the single most effective generator of good feeling from the soldier point of view was the home-cooked food, especially dinners and desserts provided by the local ladies. It was no accident that immediately after one such dinner a soldier wrote that the men of his regiment would always have a warm spot in their hearts for the people of Madison. From the citizens' point of view, company or regimental parades through city streets were always appreciated.¹⁶

Madisonians were again aroused to the boiling point by a brutal and unprovoked attack on a farmer in January 1862. "Have we no police regulations," asked one fed-up observer, "that can be

brought to bear upon the drunken rowdies that infest our streets at almost all hours of the day and night making it unsafe for a lady to step outside her own dwelling unless attended by a guard? A man cannot walk or drive his team along the public avenues after nightfall without being insulted and beaten by a rowdy soldier."¹⁷

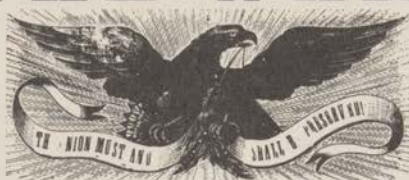
This time relief was sought from the legislature. Camp Randall officers argued that it was impossible to control the men with so much liquor and beer so readily available to them. Nearly every other house between Camp Randall and the Capitol sold spirits, said one soldier's letter with pardonable exaggeration. Thus by the time the men got into town they were "full to running over." Adding credence to the officers' claim was the fact that between 1860 and 1865 the number of Madison saloon and tavern licenses tripled. The senate responded in early February 1862 by passing a bill prohibiting the sale of liquor to any soldier within three miles of the camp. The measure was backed by a heavy fine, with one half of the money going to the informers. Unfortunately for the officers and townfolk, the assembly killed the bill.¹⁸

With legislative relief out of the picture, citizens became much more militant and banded together whenever called upon to do so. In one instance "two or three lawyers and other civilians" used pitchforks and sled sticks to prostrate a band of soldiers who had just assaulted a citizen.¹⁹

Camp officers took several corrective steps, including the imposition of earlier curfews, stricter punishments, street patrols, and very limited pass privileges. One colonel required any soldier involved in rowdiness to carry an 80-pound bag of sand on his back for an entire day with a guard watching so the delinquent could not rest. Not all the officers, however, felt the blame lay entirely with the soldier. Some felt that "poisons" in cheap liquor sold by Madison grog dealers were responsible.²⁰

It didn't take long for townfolk to find causes for the soldier misbehavior. Officers were blamed for not being able to control their men. This deficiency is not as surprising as it seems when one understands that the men held the right to *elect* officers; in this respect the officers held power at the sufferance of their men. Moreover, very few officers knew any more about soldiering (in this context, drilling) than their men. To correct this problem, special drill sessions were held for the officers during weekday mornings at Camp Randall. It was not at all unusual for the rank and file to pause to debate an order. During the summer of 1861 several harrassed officers were forced to reach into their own pockets and buy 20 kegs of beer simply to maintain control of their men who couldn't stand the camp food. Clearly the men did not view officers and military discipline as ordained on high. Symptomatic of this mind-set were criticisms made by the *Daily Patriot* of the new style of giving orders in a "gruff forbidding voice" instead of "kindly and courteously." The writer argued that the new rough,

THE MADISON ZOUAVES FOR THE WAR!



**This Co. which has been organized and in active Drill
FOR MORE THAN A YEAR, HAS' ENLISTED FOR THE WAR!**

Under the recent call by the President of the United States. For the purpose of filling the ranks to the required number, a commission has been specially issued by the Governor to the undersigned, the Captain of the Company. The

**ARMORY OF THE COMPANY, IN THE CITY HALL AT MADISON,
IS NOW OPENED AS THE RECRUITING OFFICE.**

All the advantages of enlisting in connection with a well drilled Company, and of enlisting for a new regiment, are here presented together. The

HIGHEST BOUNTY & PAY!

given to volunteers, will be given to the men of this Company. The undersigned was a member of the Old Governor's Guard from its earliest organization until called, in 1861, to command the Madison Zouaves; and can satisfy any applicant as to his competency as a military officer.

The ranks of the Company will be filled by volunteer enlistments by the 15th of August, or after that date **DRAFTING WILL BEGIN!**

The Drafted Soldier gets \$11 a month only, & no Bounty!

The Volunteer gets the full Pay and all Bounties!!

☐ The pay of Volunteers will begin from the time of enlistment at full rates. What able-bodied man will desert his country in her hour of peril? Where is the coward who will shrink from the contest for the maintenance of our institutions and the preservation of our Constitution? Where the politician who will see our flag trampled by rebels and traitors, without a blow!! Rally Men of Dane County! Fill the ranks of our armies with brave hearts and strong hands! for the rescue of the Union!!

[Wisconsin State Journal Print, Madison.]

WM. F. VILAS, Recruiting Officer.

These 12- by 18-inch posters appeared on Madison billboards and buildings in August 1862, amid frenzied efforts to raise 124 men, Madison's portion of Lincoln's call for 300,000. The poster emphasized the financial advantages of volunteering versus being drafted. Although not stated in the poster, a Madison volunteer was entitled to a total of \$150 in bounties—\$100 from the federal government and \$50 from the City of Madison volunteer fund—in addition to regular monthly base pay of \$11. At the time unskilled workmen were earning only about \$1 per day so the bonus was the equivalent of a half year's pay.

The Zouaves were modelled after flashy French fighting units known for their bright colored uniforms and crack fighting ability. Organized in October 1861 the Madison group at first consisted of young men who had not yet reached 18 and therefore could not volunteer. Their plan was to organize and drill so that when they became of age they would be well prepared. At the time of their formation the Wisconsin State Journal commended the young men for their patriotism and for their plan to meet for weekly drill sessions. "...Drill affords an invigorating exercise," said the Journal, "and the time devoted to it is much better employed than when spent in billiard rooms and drinking saloons" (WSJ, Oct. 15, 1861).

The Zouave recruiting officer William F. Vilas, the 21-year-old son of Mayor Levi P. Vilas, had just returned to Madison in 1860 after receiving a law degree from a respected New York law school. He had graduated from the University of Wisconsin in 1858 at the age of 18. After a brief military career in the Civil War, Vilas had a brilliant legal and political career, ultimately serving as Grover Cleveland's Secretary of the Interior and Postmaster General (1885-1889) and then U.S. Senator (1891-1897). (Photo: State Historical Society of Wisconsin)

domineering style was appropriate for "dumb brutes" but not for "educated men."²¹

Another factor which encouraged soldier misbehavior was the pathetically small Madison police force. During most of the war it consisted of a handful of officers and during the early part of the war, they were being pushed by Mayor Vilas to spend their time impounding itinerant animals.²²

Poor camp conditions were also a contributing factor. Complaints about sour bread, stinky meat, lice in clothing, and vermin in bedding were staples in soldier letters. Leaky roofs in the old converted cattlesheds made wet bunks commonplace and the sheds were intolerably cold. Once when the thermometer fell to below zero, some of the older buildings were torn down so their wood could be used for fuel. Even this was insufficient to keep the men warm and thus they were given furloughs so they could fend for themselves in local hotels and friends' homes. Riots and disturbances protesting the poor conditions became an integral part of Camp Randall throughout its history.²³

Apparently the soldiers were not exaggerating camp conditions. A Senate Select Committee investigated Camp Randall conditions in late 1862 and early 1863. They found the cattlesheds "wholly unfit for any human being to live in," the bread "sour, dank, and not well baked," the beans ". . . in a state of decay and entirely unfit for use," the meat "composed of hogs heads and neck pieces... of poor beef much of which had been killed too long ago to be palatable," and the coffee "a villainous. . . execrable counterfeit so unsavory and deleterious as to be beyond use." Camp officials contended that things were not as bad as the senators said, but agreed they were not as good as they should have been. They argued that they had tried hard to correct known problems. For example, one man who had a contract to supply food to the camp said he had tried nearly all bakeries in Madison in an effort to get a decent bread—but without real success. Perhaps the most telling result of the investigation was that numerous improvements were immediately ordered.²⁴

The men were outraged that they should receive such treatment in the capital of their state. Curse upon curse was heaped upon the contractors, many of whom were Madison businessmen, for their poor quality food and supplies. Some felt that the camp superintendent, H. A. Tenney, was getting rich putting up cheap barracks for the men. Little imagination is needed to see how easily Camp Randall soldiers acquired anti-Madison feelings. At best some Madison people seemed intent upon exploiting the soldiers.²⁵

Nor is it difficult to see how easily anti-Camp Randall feelings became widely shared among Madisonians. After 18 months of first-hand observation, many were disillusioned and angered by the assaults, rapes, thievery, swearing, and general misbehavior of the soldiers. No longer did the townfolk persist in portraying the men in blue in rosy hues. At the same time, some Madison residents

acknowledged that some regiments were better behaved than others. Still, with so many units coming and going it was difficult to keep the good and bad units sorted out.²⁶

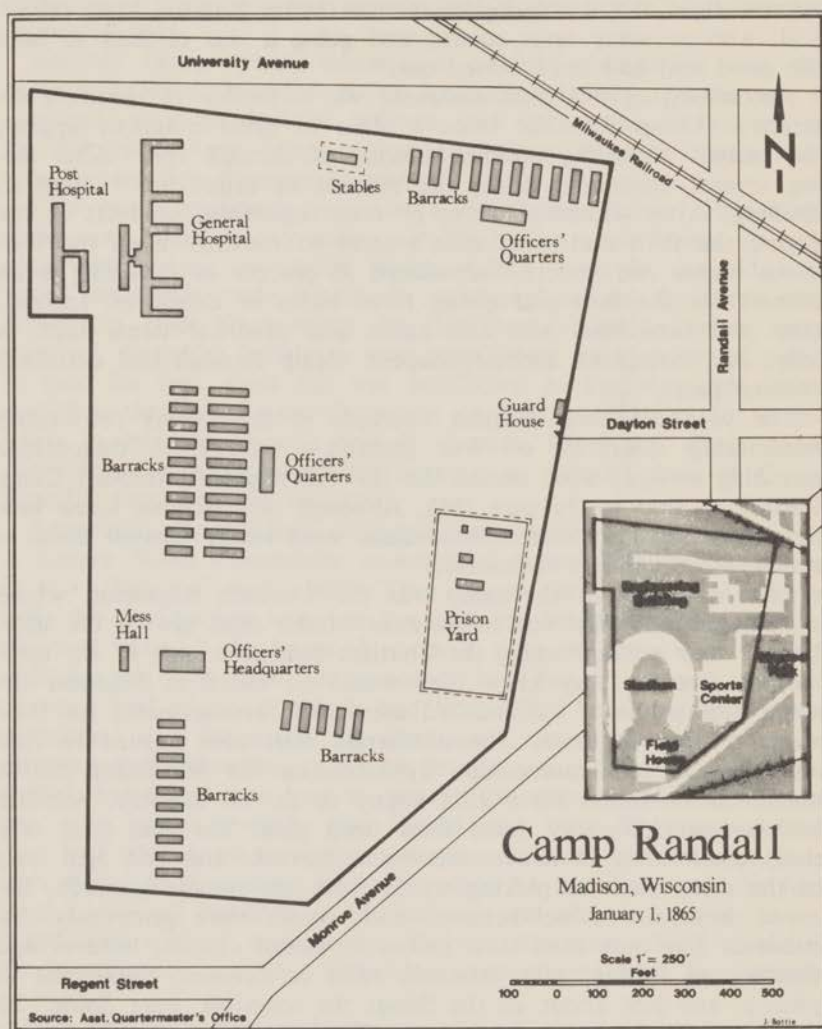
Accompanying this disillusionment was a decline in townfolk interest in Camp Randall. Once a place of great magnetic appeal, the camp's popularity dropped steadily all through 1862. After seeing several regimental drills, the manual of arms didn't seem so thrilling. After witnessing three or four regimental sendoffs at the depot, the fifth and sixth didn't seem so moving. Even the solicitous Ladies Aid Society discontinued its practice of providing lavish dinners for the men and giving them boxes of delicacies. Instead, they *sent* occasional pies and cakes and practical items such as jelly, ink, magazines and newspapers. Camp Randall had definitely become *passe*.²⁷

The year 1863 was a quiet interlude in the stormy town-camp relationship. Secretary of War Stanton's decision to discontinue recruiting in April 1862 caused the flow of regiments through Camp Randall to stop by January 1863. Although they did not know how long it would last, most Madisonians were surely pleased about a respite from military "liveliness."

Left in charge of the camp was the Thirtieth Regiment, whose primary responsibility was enforcement of the draft law in the state. Unlike other military units, the Thirtieth became a part of the community. Because they knew they would be based in Madison for some time, some of the married men made arrangements for their wives to stay in town. The unmarried men also seemed to find ample female companionship. By attending the Methodist church one bachelor found three girls happy to do his laundry. Another bachelor simultaneously dated three town girls. The men lived relatively comfortably in newly constructed barracks and had light duty at the camp such as picking weeds from the parade grounds. Because they were a well-behaved unit, passes were generously distributed. The men used their passes to attend church, lectures and theater, go fishing, play baseball, take in circuses, participate in picnics, and just about all the things the townfolk were doing. To the townfolk the interlude with the Thirtieth was an idyllic period that helped brighten the tarnished image of the Camp Randall soldier.²⁸

Meanwhile, the quick crusade to restore the Union had become a long, costly, and increasingly unpopular war. Fewer and fewer volunteers responded to the calls. No longer would men fight only for love of country or because the cause was just; they wanted money. Even the substitute provisions and high bounties were not producing soldiers. To satisfy manpower requirements, Lincoln issued calls for 600,000 men in 1863 and added a full-blown federal draft system to insure results.

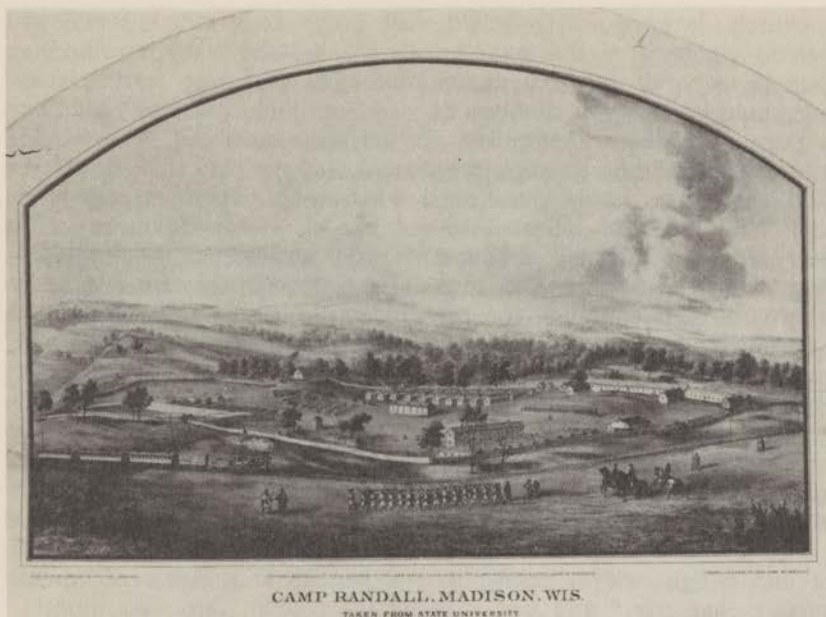
Because it took several months to set up and implement the draft, the first Wisconsin draftees did not begin pouring into Camp Randall until February of 1864. Their arrival further strained town-



The site plan shows the camp in January 1865. Major buildings are identified and can be easily related to the buildings on the lithograph. The inset shows camp boundaries in relation to existing streets and buildings.

camp relations. The townfolk were about to learn that the behavior of reasonably inspired volunteers was one thing; the conduct of reluctant draftees was something else. Madison held its breath and hoped for the best.

Mayor Leitch took the initiative and got camp military authorities to field street patrols. Their job was to take to the guard house promptly anyone involved in disorderly conduct. One reporter said there were so many patrols on Madison street corners the city looked as if it was under "marshall law." Marked improvement was ob-



CAMP RANDALL, MADISON, WIS.
TAKEN FROM STATE UNIVERSITY

This busy military scene shows Camp Randall in May 1864, just after the major building program was completed. To capture this scene, the enterprising Mosely brothers hired a Milwaukee lithographer who apparently sat atop Bascom Hall to obtain this view. The scene was no doubt popular as a souvenir for soldiers and relatives who at that time were pouring through the camp. The soldiers in the foreground are marching along University Avenue and the Milwaukee and Prairie du Chien troop train is running along the same right of way used today by the Milwaukee Road. The road extending into the horizon upper left is Randall Avenue. (Photo: State Historical Society of Wisconsin)

served as a result of this night guard and great hope was held out for the day guards because they might reduce the increasingly frequent "swearing scenes." "Every man is interested, or should be," said an indignant *State Journal* editor, "in having the ears of his wife or daughter protected from foul language while traversing the streets." Judging from soldier letters, local newspaper articles, and camp visitor accounts, swearing seemed to come with a uniform and seemed especially common among draftees. Typical of visitor reaction was the response of John Muir, then a student at the University of Wisconsin, who visited a hometown friend at camp. "Dear! such conversation," he later wrote to a friend, "you have no idea how abominable it was. And yet when I expressed my abhorrence of such language, Bryan laughingly said, 'Why John this is not a beginning of what you would hear in other camps. This is one of the best in the regiment.'"²⁹

In spite of the strict rules for getting out of camp, the resourceful soldiers found loopholes. One of the acceptable reasons for getting a pass out of camp was to attend church. Instead of going

to church, however, they would visit grog shops which remained open in violation of the law. Apparently it wasn't hard to find a place to take this form of communion. The men also learned that they could extend the number of days on their passes by adding an extra digit where appropriate. To get more men out, they would hand the pass back through the fence. Getting back in was easy. "Civilians" were rarely questioned when they passed through the gate. While soldiers schemed to get out of camp, Madison officials used every possible technique to keep the soldiers "out there." Thus when a circus came to town two performances were arranged: one for citizens, another for the soldiers—*inside* Camp Randall.³⁰

The first outbreak of serious violence with the new influx of draftees was on May 13, 1864, when soldiers visited the Sprecher brewery at the intersection of Blount and Williamson and demanded beer. Brewery workers had to arm themselves with iron pipe to repel the intruders. Shots were fired, but no one was injured except a soldier whose neck was grazed by a ball and a brewery worker whose skull was bashed in.³¹

Then on June 12, 1864, came the first killing. A saloon keeper got into a fight with a soldier over a woman at a dance of "questionable character," and was shot by the soldier. Just two months later another murder was committed in Madison. A "respected citizen from Cottage Grove" was stabbed in the neck by a soldier wielding a butcher knife. This murder triggered a fierce political battle swirling around the fact that the dead man was a "Copperhead," the Republican designation for a Democrat, and that the "soldiers served him right." Said the *Patriot*, a staunch Democratic paper, "If Democrats are to be shot down in the streets because they are. . . Copperheads as the Abolitionists are pleased to call them, there will be shooting and mobbing on both sides and woe unto those who shall inaugurate a reign of terror." The strong feelings engendered by the long war had worn down the veneer of civilization to a thin brittle covering.³²

In the summer and fall of 1864 things once again seemed to be veering out of control. Unprovoked assault and battery and robbery once again became everyday occurrences. Citizens were urged to secure arms to protect themselves from "these brutal attacks from the rowdies in blue." Some residents in the 400 block of West Main Street had to post guards in front of their houses as protection against soldiers who would come to the windows, knock down fences, and much more. Respectable women would seldom be seen on the streets. The ladies of the evening reportedly did right well in the capital park, especially after the soldiers had been paid. Some enterprising madams had houses of ill repute built within convenient walking distance of the camp. In the words of one commentator, "girls and chickens strayed from their yards at their own peril." So boisterous were the soldiers in camp that their shouting could be heard for miles.³³

Neither military nor civilian authorities seemed able to curtail

this behavior. Mayor Leitch delivered a special message to the common council in which he said that "murder and highway robbery and riot have been with impunity committed against us." He pleaded with aldermen to petition the legislature to remove the onerous and punitive levy limit inflicted on the city by the legislature for its improvident spending eight years before. Until that limit was removed, the mayor said the city could not possibly raise the money to hire the policemen needed to protect citizens.³⁴

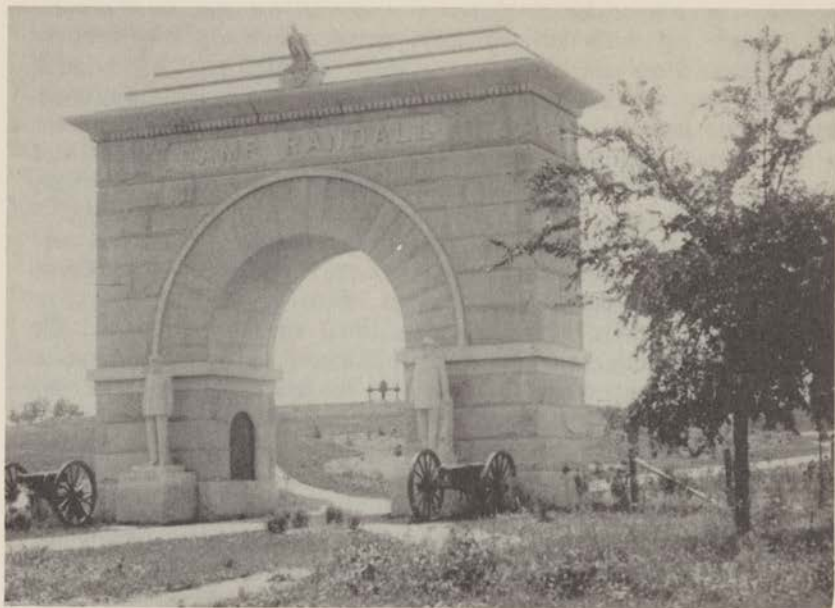
Suddenly at an obscure town in southern Virginia the great war ended. Almost overnight the attitude of the townfolk toward Camp Randall lost its tense, brittle qualities. Now the feeling was forgiving, understanding, even generous. With the war over and the Union preserved the townfolk found it easier to establish a sense of perspective about Camp Randall and the boys in blue. The fact was that most of the soldiers behaved remarkably well most of the time under some very trying conditions. Still, as recipients of so many soldier depredations during the war, many townspeople had trouble keeping this in mind. The misbehavior of the few predictably received the most attention. In the end Madisonians endured the soldiers and the soldiers endured Camp Randall.



June and July 1865 were festive months in Madison with trainload after trainload of returning soldiers rolling into town to muster out. In one 24-hour period in mid-July, 2,000 soldiers landed at the depot. Many were treated to a sumptuous heroes' dinner, compliments of the state. Then came the march uptown, the bands, the ringing of bells, and the firing of cannon. At the Capitol there were speeches by the governor, the mayor, various judges and other town dignitaries. Eager Madisonians greeted the trains and cheered the men as they marched to the Capitol.³⁵

All the out-of-town men were eager to get home, but many faced delays in mustering out at Camp Randall. Some passed the time by taking trips on the steamboats all the way to Picnic Point, the Water Cure, and other cool spots around the lakes. The Madison soldiers, of course, had the advantage. They were already home and they lost no time catching up on the local news, getting reacquainted with loved ones and friends, and making plans to resume interrupted careers.

During August and September troop train arrivals continued, but in greatly reduced numbers. By October Madison had lost nearly all reminders of its role as a military camp town and was quickly resuming its traditional pre-war roles as capital, home of the university, and commercial emporium. Gone were the much-talked-about Camp Randall "liveliness," the colorful dress parades and drills, spine-tingling martial band music, the patriotic speeches, and the tearful departures. Gone, too, were the soldier depredations, the assaults, murders, rapes, drunken brawls, thievery, swearing, and general boisterous behavior. On balance it was a liveliness most of the Madison townfolk were happy to have behind them.³⁶



Nearly 50 years passed before Camp Randall was commemorated in any enduring form and then the effort was marred by controversy. "Stop It," read the headline over an artist's drawing of the proposed memorial archway appearing in the Wisconsin State Journal on November 22, 1911. Crusading Journal editor Richard Lloyd Jones had just received a terse note from the National Art Club of New York City asking if "it was possible that this thing could be imposed upon the City of Madison." Enclosed with the letter was a clipping from a tombstone cutters' trade journal describing the archway. The following week, speaking before the Madison Women's Club, Jones said that the three memorial commissioners used the wrong technique to perform their job. Instead of commissioning an architect or sculptor, the commissioners put a want ad in the Wisconsin State Journal and the Milwaukee Journal asking for bids. Artists, sculptors, and architects, Jones argued, don't look for work in the want ads of such papers, but tombstone cutters do, and that was exactly what happened (WSJ, Dec. 2, 1911). Consequently a lowly undistinguished draftsman for the Woodbury Granite Company, the same company supplying the granite for the new capitol, had been given the job of designing the monument and providing the stone.

Jones escalated the campaign with a hard-hitting editorial headlined "Save Our Soldiers from Ridicule" (WSJ, Dec. 2, 1911). The editor then triumphantly paraded before readers indignant letters from nationally famous artists, sculptors, and architects. He also provided a convenient tear-off petition so readers could more easily display their agreement with the Journal. A high-level meeting including Governor McGovern and others whose artistic sensitivities had been offended persuaded the stunned commissioners to halt work until nationally known artists could review the now controversial project (WSJ, Dec. 9, 1911). For two months the commissioners listened to gratuitous artistic advice from all over the country. In response to this unanticipated help, the commissioners hired local architect Lew Porter, the superintendent in charge of the capitol, who redesigned the arch and quieted the storm (see WSJ, Feb. 26, 1912).

Not surprisingly, the debate among the local opinion makers didn't appear very interesting to the old soldiers, relatives, and friends who gathered on a gorgeous June day in 1912 for the dedication ceremonies at Camp Randall. One old soldier writing to his company comrades who could not attend described the grizzled old veterans, their silver-haired dames, children and grandchildren who gathered for the

event. "Boys and girls came off the streets. Automobiles brought load after load of people from uptown until the hill looked much as it did on a pleasant afternoon when folks used to come out from the city to see us on dress parade. But the real highlight," he said, "was a huge bonfire at 8 in the evening. . . . You should have heard the singing that night as done by the great crowd. . . . I wish you could have been there to breathe in the spell of the occasion. It was a time to be pleasantly remembered all along our remaining march. And so," he concluded, "our Camp Randall Memorial Arch was most happily dedicated. Long may it stand, a silent teacher of patriotism." (Photo: University of Wisconsin Extension)



Footnotes

¹*Wisconsin State Journal*, June 18, 1912.

²Camp capacity after a major expansion program is described in the *Wisconsin State Journal*, March 7, 1864. A detailed site plan dated 1864 may be seen at the Iconography Section of the State Historical Society of Wisconsin.

³References to the early conversion work are found in Daniel S. Durrie, *A History of Madison* (1874), p. 276, and in a fine University of Wisconsin M.A. thesis by Carolyn Mattern, *Soldiers When They Go* (1968), p. 3. Descriptions of the unfinished camp are found in the *Wisconsin State Journal*, April 23, 1861. Reference to the Randall Guards is found in the *Wisconsin State Journal*, April 23, 1861. One of the rare complaints from the first group of volunteers was found in the *Daily Patriot*, May 6, 1861. That there was so little complaining is remarkable since the spring of 1861 was one of the wettest and coldest on record.

⁴Although the camp schedule varied from period to period and even among the regiments, the schedule described by Frank Putney, a member of the 12th Regiment, which came into camp in November 1861, is typical. See his correspondence at the State Historical Society of Wisconsin.

⁵An article describing the strong early interest in Camp Randall appears in the *Daily Patriot*, May 25, 1861. Descriptions of the impressive work done by Madison women are found in the *Daily Patriot*, November 1, 1861, *Wisconsin State Journal*, December 26, 1862, and in Ethel A. Hurn's *Wisconsin Women in the War Between the States* (1911).

⁶See Chauncey Cooke, "Badger Boy in Blue: Life at Old Camp Randall," *Wisconsin Magazine of History*, Vol. 4 (1920-21), p. 208, and Mattern, p. iii.

⁷Albert M. Childs correspondence (State Historical Society of Wisconsin). The letter herein cited was written sometime in 1863.

⁸*Daily Patriot*, May 4, 1861.

⁹*Wisconsin State Journal*, May 30, 1861. Throughout the war the *Wisconsin State Journal* was much more restrained in its criticism of soldier behavior and, for that matter, in all things related to the war than its major competitor, the *Daily Patriot*. For example, on February 15, 1864, the *Journal* investigated reports that soldiers had been stealing chickens and larger fowls from farmers on the road in the vicinity of the camp. They generously concluded: "We cannot find a soldier who would

stoop to take a fowl from its native perch. Nary a one. The report is without foundation."

¹⁰The best account of this incident is in the *Daily Patriot*, June 11, 1861.

¹¹*Ibid.*

¹²*Wisconsin State Journal*, June 12, 1861.

¹³Mattern, pp. 14-15.

¹⁴The "outrage" was reported in the *Wisconsin State Journal*, October 21, 1861, and Mattern, p. 40. See the *Daily Patriot*, February 1, 1862, for one of the attempted rape incidents and the same newspaper on October 11, 1861, and January 21, 1862, for typical stealing and assault stories.

¹⁵Religious reform measures are described in Mildred H. Osgood's *A Young Man of that Time: Pages from the Diaries of DeWitt Clinton Salisbury, 19th Century Wisconsin Citizen and Civil War Soldier* (1974), p. 60. Reference to the teetotaler campaign is found in Consul Butterfield (Ed.), *History of Dane County, Wisconsin* (1880), p. 743. Accounts of soldiers being marched uptown to attend churches are found in Mattern, p. 39 and *passim*.

¹⁶Supportive citations are found under footnote 5 above. In addition the *Wisconsin State Journal* (December 26, 1862) said, "Surely no Ladies Aid Society in this State was more generous in the support rendered Randall soldiers." The *Daily Patriot* (November 1, 1861) described the work of Madison women as "untiring in their displays of kindness and attention to the soldiers." Early in the war, Cordelia Harvey, wife of the governor, was president of the Madison Ladies Aid Society (*Wisconsin State Journal*, December 18, 1861). The soldier comment comes from Mattern, p. 25.

¹⁷This incident and its response were described in both the *Wisconsin State Journal* and the *Daily Patriot* on January 27, 1862.

¹⁸See Senate Bill 1675 and debate thereon in the *Senate Journal* of February 10-14, 1862. For a more informative account of the debate see the *Daily Patriot*, February 13, 1862. See also the *Assembly Journal* dated February 14, 15, and 25, for lower house actions. The soldier's letter was written by Chauncey Cooke, January 6, 1863. In the same letter, Cooke explains how some of the boys from his regiment celebrated Christmas and New Year's uptown and were thrown in the Madison jail for their exuberance. So angry did the boys back in camp become about the incarceration of their buddies, they formed ranks without officers and swore to storm the city to secure their release. However, the officers intervened and persuaded the men to stop their plan because they would then be mutineers. Thus Madison narrowly avoided a direct and purposeful attack from the Randall soldiers.

The increase in the number of saloon and tavern licenses during the Civil War is derived from Madison liquor license records in the State Historical Society of Wisconsin archives.

During certain portions of Camp Randall history, regimental commanders allowed beer and liquor to be sold *within* Camp Randall. For example, during the period H. A. Tenney was superintending the camp, from 5 to 12 saloons operated within the camp enclosure. See Spencer Scott's unpublished U.W. Master's thesis, *The Financial Effects of the Civil War on the State of Wisconsin* (1939), p. 16, and Mattern.

¹⁹*Daily Patriot*, February 13, 1862.

²⁰Mattern, pp. 55-56 and *passim*. The notion that poisons in bad liquor were responsible for bad behavior appeared to be widely held. In plugging a popular locally distilled whiskey, the *Daily Patriot* noted that the "mild and inspiring article... greatly cheer[ed] without inebriating" (December 19, 1861). An interesting distinction!

²¹The incident of massive insubordination among Camp Randall soldiers including the 20-keg incident is found in Robert C. Nesbit's *Wisconsin: A History* (1973), p. 249. Criticism of the new style order giving is found in the *Daily Patriot*, May 9, 1861.

²²*Daily Patriot*, October 12, 1861.

²³For examples of complaints about poor camp conditions, see Chauncey Cooke, pp. 208 and 216, and the diary of John Buckley Bacon, February 23, 1864, in the State Historical Society of Wisconsin (MSS). The cold snap is described in the *Daily Patriot*, January 2, 1864.

A partial list of camp riots is as follows: In June 1861 the men destroyed the mess hall to protest the bad food. In September 1861 the cook shack was again burned down to protest the bad food. In 1863 the boys threw sour bread loaves through commissary windows. In February 1864 soldiers protested high prices at the camp store by setting fire to the guard house. In September of that year the camp store was burned down supposedly to protest the high prices. Causes of riots and protests were not always apparent or acknowledged. Sometimes a riot would be attributed to "a general splurge by new recruits" (*Daily Patriot*, September 14, 1864).

²⁴See the Report of the Joint Select Committee on Camp Randall Conditions in the *Senate Journal*, 1863, pp. 69-70.

²⁵See Chauncey Cooke's 1863 letter and another letter dated December 25, 1862. See also Spencer Scott thesis for various references to waste in Camp Randall.

That Madison men were prominently involved in Camp Randall affairs is not open to debate. In addition to H. A. Tenney's role as superintendent, Simeon Mills was appointed paymaster, William Tredway, quartermaster general, William A. Mears, assistant quartermaster. Other Madison men formed a coterie of colonels and even generals around Governor Randall. Thus if the food was bad, if the supplies were inadequate and the pay late, there were Madison men to blame (Butterfield, p. 615).

²⁶Mattern, pp. 34, 55, and *passim* notes that the 6th and 8th Regiments were generally regarded as much better behaved than the other units. The 15th Regiment made up of Norwegians was one unit that achieved a notorious reputation among Madisonians for rowdy behavior.

²⁷See the *Daily Patriot*, December 9, 1862, for the November 1862 monthly report of the Madison Ladies Aid Society. Not all the newspapers sent to camp by the ladies were appreciated. One soldier writing in late 1862 asked his family to send him the Milwaukee paper. "We have the *Madison Journal* every day, but it doesn't amount to much," he said (Frank H. Putney correspondence, State Historical Society of Wisconsin). In 1864 there were complaints from soldiers that Madison's staunch Democratic paper *Patriot* was not allowed in camp (see the *Daily Patriot*, September 6, 1864).

²⁸Mattern, pp. 108-109.

²⁹The Leitch initiative is described in the *Wisconsin State Journal*, January 14, 1864. The "marshall law" patrols were reported in both the *Wisconsin State Journal* and the *Daily Patriot* on January 19, 1864. Reference to the "swearing scenes" is found in the *Wisconsin State Journal*, January 18, 1864. The John Muir letter is one of several held by the State Historical Society of Wisconsin. Although it is undated, it was written sometime between 1861 and 1863, the years Muir spent in Madison. DeWitt Salisbury and numerous other soldiers commented on the "vulgarity, profanity and scenes of the most revolting nature" and thanked God for the careful training they had received prior to being sent here.

³⁰See John Buckley Bacon diary entry dated February 28, 1864, and Mattern, p. 44. The circus tactic was described in the *Daily Patriot* on April 25-26, 1864.

³¹*Wisconsin State Journal*, May 14, 1864.

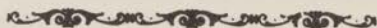
³²The *Daily Patriot*, June 13, 1864, and August 2, 1864, describe the two murders. The August 8, 1864, *Patriot* contains that newspaper's comments on the "reign of terror."

³³One of many accounts of assault and battery is in the *Daily Patriot*, August 27, 1864. Reference to the guard on West Main was included in a letter sent by Sarah Hobbins to a relative in the east. See Alice and Bettina Jackson's *Three Hundred Years American* (1951), p. 278. Prostitute activities are included in articles of the *Wisconsin State Journal* dated November 22, 1864, and January 6, 1900. The November 22, 1864, *Journal* also contains a delightful story about a group of Madison firemen who had been dispatched to extinguish a fire in a house near Camp Randall. While on the way to the fire they learned that the burning house was a Camp Randall brothel, whereupon they "did a turnabout and let the devouring elements do their work." The noisy shouting was recorded in a Salisbury diary entry, p. 37. The girls and chickens quotation comes from Nesbit, p. 249.

³⁴*Wisconsin State Journal*, November 11, 1864.

³⁵*Wisconsin State Journal*, July 8 and July 15, 1865.

³⁶The term "liveliness" was popular among latter-day local historians. While it clearly denoted a time full of activities and events, most also used the term in a euphemistic sense as well, that is, to reflect the bad soldier behavior. A good example of this dual use is found in the *Wisconsin State Journal*, January 6, 1900.



A RAILROAD CHANGES IN THE TWENTIETH CENTURY

by John Gruber

Soon after the turn of the century, the Milwaukee Road opened a new route between Madison and Chicago and built new passenger and freight stations at West Washington Avenue in Madison. There was no competition from other modes of transportation then, but there was stiff competition with other rail lines, and the Milwaukee Road was determined to hold its share of the traffic.

In the almost 80 years since, transportation has changed dramatically. The passenger train, which reached almost every community in 1900, has disappeared from Madison and many other cities. Airplanes and buses provide intercity transportation here, but most people travel by automobile. Freight traffic remains important, although trucks, not other railroads, provide the significant competition. In 1978, environmentalists are asking that railroad lines (once described as "the most serious factor in Madison's unmaking") be preserved to save land and energy.

Service on the "new short line" through Janesville—the line that carried the last regular passenger service to Madison—started June 3, 1901. The railroad advertised six new trains, the fastest making the 139.8 miles to Chicago in three hours, 55 minutes with coaches and buffet parlor cars. "It was a glorious bright morning—when all hands at the West Madison station were on the anxious seat over the new flyer from this city direct to Chicago," according to "Jud" Stone's *Gleanings in the Wisconsin State Journal*.

At that time, and earlier, the Chicago, Milwaukee & St. Paul (the Milwaukee Road's formal name) also offered trains from Madison to Milwaukee and Chicago through Watertown or Waukesha (the first line across the state); to Marquette, Iowa, and west, including a sleeping car from Milwaukee to Austin, Minnesota; and to Portage. Competition was provided by the Illinois Central, and especially the Chicago and North Western. Portage and Watertown trains also stopped at the Milwaukee Road's Franklin Street Station, across the street from the North Western, and some of the Chicago trains started there, backing to the west side station before departing.

Soon after the short line from Rondout to Janesville was opened, new passenger and freight facilities for West Madison were planned.

Work on the Freight House, a 40- by 224- by 17-foot structure framed in Milwaukee and shipped here to be set up, was under way in April 1903. When completed later that year, the cost was \$17,000.

The railroad commissioned Frost and Granger, a prominent Chicago architectural firm, to design the new passenger station and baggage building, and plans were ready April 14, 1903. The specifications provided for "exterior, buff press brick, blue Bedford stone trimmings for lower portion, terra cotta trimmings above, with metal cornice and slate for building roofs, tin for shed roofs." In addition to the waiting room, seating 200 to 300 people, the station had ticket and train order offices, men's and women's restrooms, lunchroom, and kitchen. A canopy over the main entrance on the east corner of the building was covered with "16 oz. cold rolled copper." Floors were of wood, except in the basement. And there was a drinking fountain "of best quality old Tennessee marble."

The building cost almost \$59,000. Construction was by G. A. Thompson, Chicago, except for excavating and refilling, and building foundations, which the railroad itself did. The depot stood practically on the site of the original one erected in 1854.

In November, when the building was almost finished, the *Madison Democrat* described it as a monument "to the use and adornment of the succeeding generations." The new station was placed in service just before Christmas, on Sunday morning, December 20, 1903, and "the first tickets in the new quarters went to persons who departed on the 11 o'clock freight train for the west on the Prairie du Chien division." The *Democrat* reported further that "the interior of the building presents a handsome and inviting appearance especially in the evening when the lights are turned on."

The same year, the first gasoline powered auto appeared in Madison and the Wright brothers made their first airplane flights at Kitty Hawk.

The new station was pictured with several "small" Illinois and Wisconsin stations in an *Architectural Record* article in 1905 describing the work of Frost and Granger. These "designs lean toward the picturesque, and if one dare to use the word in relation to a railroad station, the 'homely' (homelike), the designer taking his cue rather from the surroundings of the building than from the railway and its functions," the editor of the New York monthly said. Charles Sumner Frost, a partner in the firm, specialized in railroad stations. Among the larger stations by Frost and Granger were LaSalle Street Station and North Western Terminal in Chicago. In addition, Frost designed the original University of Wisconsin Law School, built in 1893, and the Richard T. Ely house at 205 North Prospect Avenue in 1896.

The North Western felt pressure for a new station. But its proposal for a large depot was delayed by a controversy over closing Blount Street, and when a court said the street should stay open, plans had to be done over. The new design by Frost and Granger

(the same firm had earlier designed the Milwaukee Road's station) was ready February 26, 1910. As construction got under way in April, the *Wisconsin State Journal* reported that "the front of the station on Blair Street will be imposing. The Bedford stone will give an attractive white color like that of the new station of this company at Chicago. A large marquee will adorn and protect the main entrance." Claude and Starck of Madison were chosen associate architects. At the year's end, the *State Journal* wrote that the North Western depot "which cost that road some \$200,000 has done wonders toward building up that end of town."

That year, there were 172 autos registered in the city of 25,531. John Nolen, in *Madison: A Model City*, called the railroad approaches, both in East and West Madison, "inconvenient and ugly." His proposal for a union station at East Madison apparently was rejected, and as the C&NW station was being built, he wrote that the new building "will be an improvement on the old shack," but with "no bettering whatever of surroundings."

Headquarters of the Prairie du Chien and Mineral Point divisions of the Milwaukee Road was moved to Madison in 1918, with J. A. Macdonald as superintendent. Macdonald, born in Scotland, came to this country as a young man. Known for his direct manner, he administered the divisions (consolidated into the Madison Division in 1923) from his office on the second floor of the Freight House until his death in 1945. While Macdonald was superintendent, the railroad inaugurated new and faster passenger trains, handled the large World War II crowds, and struggled with the first bus and truck competition. Correspondence from the era gives a glimpse of the operations of the divisions and trends, although statistics from these and other times are incomplete and often not comparable.

Freight traffic at Madison more than doubled in ten years. The Milwaukee Road carried 398,286,100 pounds in 1919, 824,171,300 pounds in 1928. Revenue climbed from \$639,000 to \$1,734,600. Most of the freight was coming into the city; the amount ranged from 88 percent in 1923 to 71 percent in 1927. Revenue was down \$75,800 in 1929, but in 1930 was \$1,500 above 1928.

Passenger train travel in Wisconsin continued building through World War I until 1920, when there were 20,000,000 trips within the state. Presumably, travel in and out of Madison followed that pattern.

A "new fast train" serving Madison went into service June 20, 1926, between Chicago and Sioux Falls, South Dakota. By August, the train was extended to Rapid City and soon named the Sioux. In addition to coaches, the train carried a cafe observation car between Chicago and Madison and sleepers between Chicago and Sioux Falls, Mason City, and Minneapolis. Macdonald, in asking for "considerable rail renewals" and "proper ballast" on the main line between Janesville and Marquette, said in 1927, "We must provide a better railroad for these important trains over the Madison Division. We should have a railroad that we can with safety

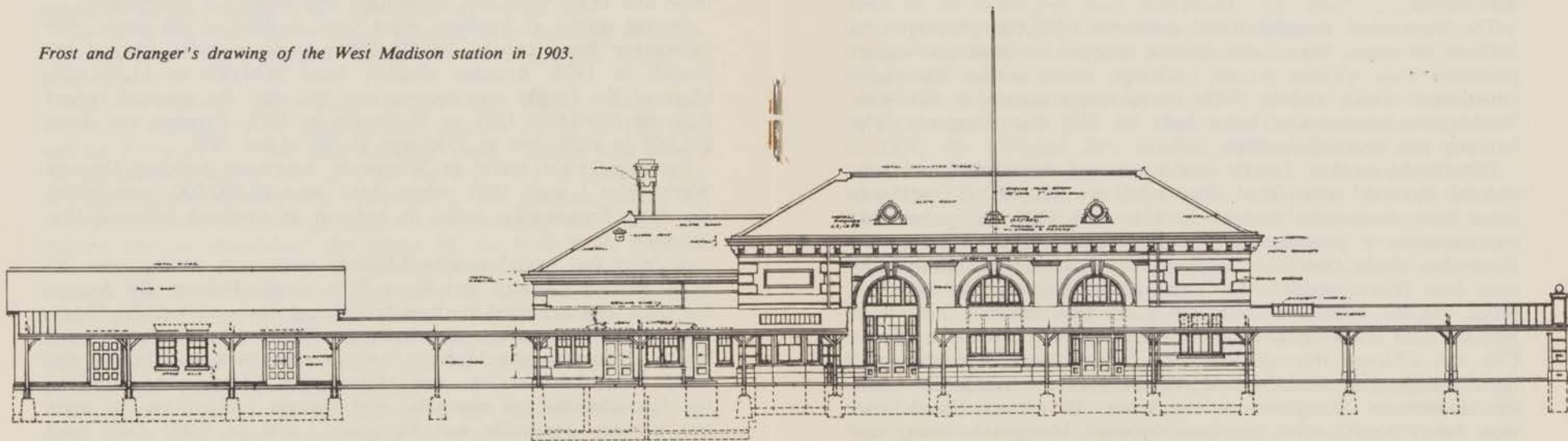
make up several minutes if trains should be received late from connecting divisions."

In 1927, a year after the Sioux was inaugurated, the station and platforms were refurbished. Terrazzo floor replaced 3,430 square feet of the maple floor in the main waiting room and part of the lunchroom; amiesite replaced macadam on the platforms with better drainage. In 1928 the roof was raised six feet and a second floor constructed on the baggage building, to serve as a women's clubroom.

Because of its location near the University and Camp Randall Stadium, the Milwaukee had always had a close association with the University (trains were named On Wisconsin and Varsity), its students, and its athletic events. A few instances:

In preparing for the 1927 season, as part of a request for a side track from the University Avenue crossing to Collins Lumber Yard (University Bay Drive); "We are gradually working toward the complete monopoly of the football business into Madison, and unless we have additional track room we may not enjoy this lucrative business which also is indirectly reflected in increasing our business to other points. . . The two sections special trains, Milwaukee to Camp Randall and return, on October 30, 1926, account Wisconsin-Minnesota game, netted us \$2,799; on November 12, account Wisconsin-Iowa game, we operated three sections out of Milwaukee, handling 1,429 passengers, revenue \$5,203." In 1928, Assistant General Agent Hitzfeld, who organized the movement of trains from Chicago for the November 10 game, expressed concern about a new competitor for the Chicago-Madison business, Illinois Central, which ran a "direct to Camp Randall" train via Freeport.

Frost and Granger's drawing of the West Madison station in 1903.



ELEVATION TRACK SIDE

But the crowd the Milwaukee Road carried on November 24 that year was a triumph. There were seven special trains from Minneapolis-St. Paul, one from Chicago, and three from Milwaukee. Macdonald wired, "We had 3,655 passengers on the specials and regular trains in here for the Wisconsin-Minnesota game. . ."

The tracks were crowded. The Blue and Green specials were parked on the double track between East and West Madison stations. "I knew the trains could not be pulled up to the depot to be watered so I scouted around the neighborhood and finally found some boys and slipped them a little piece of change, got them to locate some 50 feet of garden hose which I attached to the hose near the diner and filled the dining car with water," Trainmaster R. A. Woodworth reported. A crowd of 44,248 attended the game which Wisconsin lost 0 to 6. Football specials ran as recently as 1976.

University of Wisconsin vacations always brought special trains and added cars on regular trains. In 1928, when the University suddenly decided to close early for the Christmas holidays because of a flu epidemic, trains scheduled for December 19 had to be run December 15 instead.

As the Milwaukee emerged from bankruptcy in 1928 (Pacific was added to its name at this time), it was already watching freight and passenger costs carefully when the stock market crashed in 1929.

Costs of handling less than carload freight at Madison were too high, management decided. In April 1930 Macdonald wrote the freight agent, "I suppose you are keeping close watch of the cost of handling LCL merchandise and that an effort will be made to get the cost down to 50 cents per ton which figure I understand has been reached by forces at LaCrosse." In March, 2,642 tons

were handled at West Madison at a cost of 55.02 cents a ton; in April, 2,712 tons at 57.33 cents. But, after much management pressure, costs were reduced to 49.84 cents a ton by December.

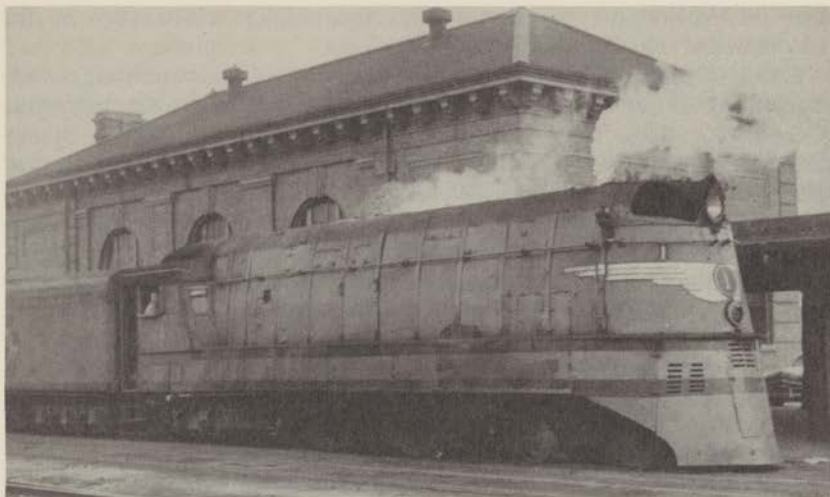
About \$4,000 was saved in a year. "This is a very nice showing and while you were supplied with 25 two-wheel trucks from Dubuque, I think the greater portion of the saving is due to close cooperation on the part of yourself and force. Want you and the boys to know that I appreciate it. I hope you will be able to get the cost down to about 45 cents per ton during the coming year. . .," the general manager wrote the freight agent.

Meantime, the bus lines were growing. In July 1928, Macdonald wired agents west of Madison, "Are we losing much business to Greyhound Bus Lines to points in Illinois and Minnesota reached by that line?" The agent in Gotham answered, "So far, no one has gone on these buses from here—the Madison bus is what is taking our passengers." In 1930 a study was made of replacing with a bus a gas electric motor car running from Rockford to Madison. But the motor car, which carried six to eighteen passengers out of Beloit, but generally eight or nine plus mail and express, connected with the Southwest Limited at Beloit and was continued.

Ticket sales at Madison in the first six months of 1930 were \$131,035, a decrease of \$45,966 from 1929. Passenger department expenses were \$7,137 at the two stations, an increase of \$116. Despite the concern about lower revenue, a Madison to Chicago sleeper was added November 10. Passengers could get on the sleeper, parked near Frances Street, at 9:30 p.m. The sleeper was placed on a train that left Madison at 4:12 a.m. and arrived in Chicago at 8:00 a.m. A large illuminated sign was placed near the car to advertise the new service.

The Depression dragged travel down to 2,747,000 passengers in 1932 in the state. The Illinois Central dropped its Madison-Freeport passenger train without protest (although mixed service was maintained until 1941), and by 1934, its passenger station at 603 West Washington Avenue was being used by City Car Company. The building was wrecked in 1944.

But the Milwaukee Road's station showed "consistent and substantial increase" after 1934. The total of \$380,000 in 1941 was more than double the amount in 1934 and 1935. A system-wide improvement of passenger service got under way in 1935 as the Hiawathas made their first trips on the Chicago to Minneapolis main line. (The equipment was displayed at Madison May 21.) This effort reached Madison some two years later when a new train was put into service eastbound on August 8, 1937, between Mason City and Chicago through Madison. "Fastest Service in History!" the timetable advertised. No. 18, later named the Marquette, made the Madison to Chicago run in two hours, 45 minutes. Speed limits were raised to 70 miles per hour between Marquette, Iowa, and Madison, and 75 miles an hour between Madison and Janesville. Macdonald got a message from Chicago: "Am sure you are plan-



The original Hiawatha steam engines were used on Madison passenger trains in the early 1950s. (All photos: John Gruber.)

ning to ride the train to know its handling is such as to keep it on schedule. We just cannot afford to have a late train into Chicago." The same day, the Chicago & North Western put the Minnesota 400 into service, with a two hour, 40 minute Chicago to Madison schedule.

The westbound Marquette was moved to the Madison Division March 13, 1938, and the speed west of Madison was increased in 1940 to 75 miles per hour maximum. The eastbound Marquette was watched especially carefully, and employees were required to explain any delay; it left for Chicago at almost the same time as the C&NW train.

Ladislav Segoe provided many details about railroad operations in his comprehensive plan for Madison. "During an average month in 1938, the C.M.St.P.&P. handled approximately 17,000 cars in and through Madison (compared with about 6,500 on the C&NW), of which 3,000 were local freight and 14,000 were through freight. Interchange with other roads amounted to 425 cars during the maximum week," the report said. Segoe proposed that a union station and freight house terminal be erected on the Dane County Fairgrounds, that a railroad belt line be built around the city, and that only a sufficient number of tracks be left within the city limits to serve industry. This would permit elimination of tracks along the Lake Monona shore.

The late 1930s were a time of growth for the Milwaukee Road, and for other modes of transportation as well. For example, Madison completed its new municipal airport (air mail service, off and on since 1927, was restored March 6, 1939), and the State Highway Commission launched a plan for a new two-lane super high-

way to Milwaukee on Route 30. Automobile registration in the city reached 17,270 (1937).

Special trains included trips for school children to Chicago conducted by *Wisconsin State Journal* columnist Betty Cass beginning October 15, 1938. The trip was repeated November 13, with a streamlined Hiawatha engine, which the railroad provided on additional Betty Cass trips in 1939, 1940, and 1941. On the third tour, May 20, 1939, 560 people rode the train in ten cars. The \$4.25 per child included all expenses. New diners were added to serve a five-course dinner on the return trip. The all-Hiawatha train was on exhibit at Madison the morning of the departure. The C&NW ran a tour the week before. ("...it certainly was very unethical for them to start a rival tour the week before and cut the price," MacDonald wrote. The Milwaukee counted 179 passengers and six cars on the C&NW train.)

For University of Wisconsin Christmas and New Year's vacation, the Milwaukee offered two student specials on Friday, December 16, 1938, leaving for Chicago from University Avenue near the Engineering Building (the 4:45 p.m. train had deluxe Hiawatha-type coaches for New York City with "no change anywhere"), two special trains to Milwaukee on the following Saturday, plus extra equipment on all regular trains. In 1942, the return to Madison on January 5 carried 2,364 passengers, including 643 on one of the Milwaukee trains.

In addition to these efforts and the football trains for home and away games, special trains in 1940 were run for *A Night at Moulin Rouge*, the Minneapolis Symphony, an Old Timer Baseball Excursion, a Zor Shrine of Madison Pilgrimage to Eau Claire and Duluth, Ringling Brothers Circus, East Side Businessmen, Loyal Order of Moose, Ted Lewis and Band, and Katharine Hepburn's *Philadelphia Story*.

As preparation for World War II began, the special trains took on a different character. Several thousand Madisonians gave Company G of the Wisconsin National Guard a big sendoff when it left for Camp Beauregard, Louisiana, on October 21, 1940, and there were special trains for furloughed soldiers at Christmas. A red, white, and blue "Defense Special" for manufacturers came into Madison on the Milwaukee Road and was displayed at the C&NW station on November 28, 1941.

Remodeling of the West Madison station had been under consideration since 1936. Explaining the need, the city passenger agent said in 1939, "You can readily see that when several hundred students come down to the station to take the trains, many of them arriving within ten or fifteen minutes before departure of a train, it is a big problem to sell the tickets with the limited window facilities." The work to "remodel and modernize" the depot was authorized in March 1940. On the street side, the original entrance was closed and two waiting room windows became doors covered by a 68-foot marquee. The shelter canopy next to the track was

extended 155 feet to the express building. By October, the clerks had been transferred to the new ticket office at the east end of the station and paving was being done where the park and shrubbery formerly were on the north. The entire project was finished by the end of the year.

The remodeling came none too soon to handle the large wartime crowds—and to help meet new competition from the C&NW. After reading news stories about new C&NW streamliners, Macdonald wrote to the general passenger agent in Milwaukee on January 22, 1941, "We have been getting a lot of new business in and out of Madison the past few years and we will have to keep pace with our competitors.

"One of your friends told me that if you were still interested in Madison you ought to take steps to eliminate the 'monkey cage' Solarium on the rear of the Marquette and stream it with a rear 'beaver tail' Hiawatha car, and it would also be an improvement to have a streamline diner." Correspondence continued all year.

When the C&NW's Capitol 400 went into service January 12, 1942, the Milwaukee counted 412 passengers in its rival's first six days of operation; the Milwaukee's Marquette, on an almost identical schedule, carried 377 people. The *Capital Times* headlined a story about the C&NW service: "Sleek Train Provides All Newest Features for Speed, Comfort."

In June, the Milwaukee's general agent wrote, "We are taking quite a bad licking on No. 18 because of the C&NW streamliner leaving at the same time out of Madison. Business on No. 20 is still holding up and I hope that this train will be given deluxe equipment so that we can hold the business on this train."

Wartime brought an end to the special trains. For a time, trains were run from Truax Army Air Field to Camp Randall to take soldiers to the football games, but the Office of Defense Transportation in Washington ended this service because of the critical passenger equipment situation in the nation.

The same office directed a study of duplicating local passenger trains and motor buses. On the Madison Division, the Rockford-Madison and Madison-Portage motor cars were scrutinized. Macdonald assembled a file of bus timetables and capacities, then wired, "Report reads no parallel or duplicate services Madison Division."

During the war, the military transportation office for the city was at West Madison. The Milwaukee Road handled many of the troop trains, since Truax Field was on the Madison-Portage line. At one time, 14 passenger clerks were employed at West Madison, and passenger revenue, including military and civilian travel, climbed to several million dollars a year. When the passenger platform was repaired in 1943, "delays due to wartime operating conditions" added greatly to the cost. No adult labor could be hired in Madison and a section gang had to be brought in from Mazomanie. "Passenger train movements were exceptionally heavy, movements to and from Truax Field, and only one track could be taken out of service at

a time as the other tracks had to be kept in service so that passengers could be handled with safety," Macdonald reported.

By 1945, when the Milwaukee again emerged from bankruptcy, passenger train travel in the state had climbed back to 11,385,000, more than four times the 1932 load. But as soon as automobiles were available after the war, travel by train began a steady decline. The Milwaukee Road's system-wide passenger revenue started to fall by March 1946.

Efforts to promote passenger services, regular and special, were stepped up. Robert Hurlbut, who retired as general agent in December 1977 after 45 years with the railroad in Madison, recalls making arrangements for many special trains. There were longer trips, such as Zor Shrine excursions (in 1950, for example, 600 people went on three trains to California) and Rose Bowl specials.

Fans followed the Badgers to Iowa City, Columbus, or, most often, to Minneapolis, by rail. Sometimes two or three specials on a weekend ran to Milwaukee, less frequently to Chicago, for baseball games. The 32nd Division left for Fort Lewis, Washington, in November 1961 from West Madison. Girl Scouts, Boy Scouts, and school children went on one-day trips to Chicago, frequently using bi-level suburban equipment for the larger groups. At Christmas time, children rode the train to pick up Santa Claus near Stoughton. As recently as 1970, some 1,000 University of Wisconsin students rode a special train to Chicago for a Saturday night performance of *Hair*.

Hiawatha equipment appeared on the Madison trains. A streamlined Hiawatha steam engine was assigned to a pair of Madison-Milwaukee trains. But as more automobiles were built (20,090 registered in Madison in 1947-48), highways opened (Highway 30 in Dane County in 1947), and air services expanded (26,950 passengers on or off planes at Madison in 1948), train travel continued to fall off. The Marquette made its last trip to Mason City in January 1951. Two pairs of Madison to Portage trains were dropped in 1952, and a bus substituted for one set of trains. To economize, Franklin Street (East Madison) station was closed and torn down, but a platform was kept for passengers to get on and off the trains.

The restaurant at West Madison was closed, and in 1953 it was remodeled to become division offices; the second floor of the Freight House, no longer needed, was removed and the first floor office remodeled.

Diesel watering facilities had been installed on the depot platforms in 1946, and by December 1954 the steam engine had made its last run in Madison.

Despite advertising and special fares (the weekend round trip rate was reduced 33 percent to \$2.88 in 1951), patronage declined on the Madison to Milwaukee route. A pair of trains was dropped in 1953, another pair (including the On Wisconsin) in 1955; and in 1957 the last train to Milwaukee was gone, replaced by a bus to Watertown. Newspapers reported, "End of Milwaukee Rail Link to

Close Transportation Era." In early 1958, the railroad's buses were rerouted to Columbus.

Service to the west ended in January 1960 when the Sioux was taken off between Madison and Canton, South Dakota. The Milwaukee Road reported a net loss of \$134,981 on the trains in 1958.

Late in 1959, the Madison Division offices were closed and Madison was absorbed into the LaCrosse Division. The Regional Data Processing Center came to Madison in 1960, and the Freight House was remodeled to provide space for its offices.

The C&NW dropped its 400s here in July 1963, and ceased passenger operations entirely here in September 1965, leaving all remaining passenger business to the Milwaukee Road. In 1964, the Sioux carried a cafe parlor car, the Varsity a super dome car with cafe lounge; the next year, both trains were coaches only. The Varsity averaged 79.7 passengers per trip in 1965 and only 73.4 in 1967, the railroad reported at an ICC hearing in 1968 called to consider dropping the trains. Mail shipments, halted October 28, 1967, had brought \$160,110 in their last 22 months. REA Express stopped using the trains March 22, 1968. But noting there were times when seating requirements were "well over 150, and often as much as 300, 400, or even 700," the ICC required that the train continue running for a year on weekends, some holidays, and University of Wisconsin vacation periods.

The company received permission to drop the holidays and vacation service in 1969, but had to continue the weekend trains.

Ridership contracted further. In the last full year the trains operated, 1970, the daily train carried 39,300 passengers and the week-



The Sioux is ready for its last trip to Chicago on April 30, 1971.

end train, 14,400. Passengers traveling in or out of Madison by air reached 386,081; 74,027 automobiles were registered (1970-71); 242,613 people used the Badger Coaches route to Milwaukee.

When Amtrak was formed, it eliminated Madison from its route because of "significantly higher population" on the main line through Milwaukee and Columbus. The Sioux left Madison April 30, 1971, with 60 passengers, and when it returned that night, passenger service ended here.

Amtrak kept the ticket office in the station open daily and ridership built up to 38 a day on the bus/limousine connection to Columbus. Checker Cab Company operated the service for Amtrak from March 1973 until Amtrak cancelled the contract January 1, 1975, and then Checker took over on its own. Amtrak listed the service sporadically in its timetables, and riders declined to 13.5 people per day in 1975 and 13.2 in 1976, and in October 1977 the Public Service Commission let Checker abandon the service. The ticket office at Madison remains open five days a week. In 1977, 2,424 tickets were sold.

Since the large waiting room was no longer needed for passengers, the Freight House was closed and the freight agent's office and Regional Data Processing Center moved to the passenger depot. Partitions were installed in 1972 to create a small waiting room for Amtrak. The data center was consolidated into the Milwaukee center in 1974. To save on heating, the freight agent, roadmaster, and clerks (17 employees) were crowded into the west wing offices in December 1977, leaving most of the building empty. The baggage building was vacant, the Freight House leased, the express building sold.

The depot was designated a city landmark in 1975. "Having been built during the last significant era of railroad dependence and improvement before the effects of the automobile were to challenge rail dominance," it is "a unique expression of an architecturally transitional age" and symbolizes "a hope for future transportation solutions," the Madison Landmarks Commission said in its nomination.

Freight traffic, shared with the two other railroads as well as 30 common carrier truck lines and three air cargo forwarding companies in 1978, remains important to the Milwaukee Road. In the first six months of the year, the volume was almost 4,000 carloads, or 199,000 tons, mostly inbound traffic.

With the Milwaukee Road in bankruptcy for the third time since 1900, Chicago and south or west-southwest freight was routed through Rockford and Beloit and plans were being made to close a section of the direct line to Chicago. The line to Portage was an important connection for freight to Minneapolis-St. Paul and the northwest.

Long-range transportation and land use plans recognize the need for rail service, although not necessarily at West Madison. The 1978 draft Dane County Transportation Plan advocates continued "rail freight service to all users where justified and needed." Since

mid-1975, the city Planning Department has been studying how to consolidate rail activities in central Madison and move the Milwaukee Road yard and office to East Johnson Street next to the C&NW yard. The goals of the study ("to reduce conflicts between rail traffic and auto, bicycle, and pedestrian traffic," among others) seem strangely similar to recommendations dating back at least to 1910 to eliminate railroad grade crossings or to long-ignored blueprints drawn in 1935 showing a new freight yard north of McFarland.

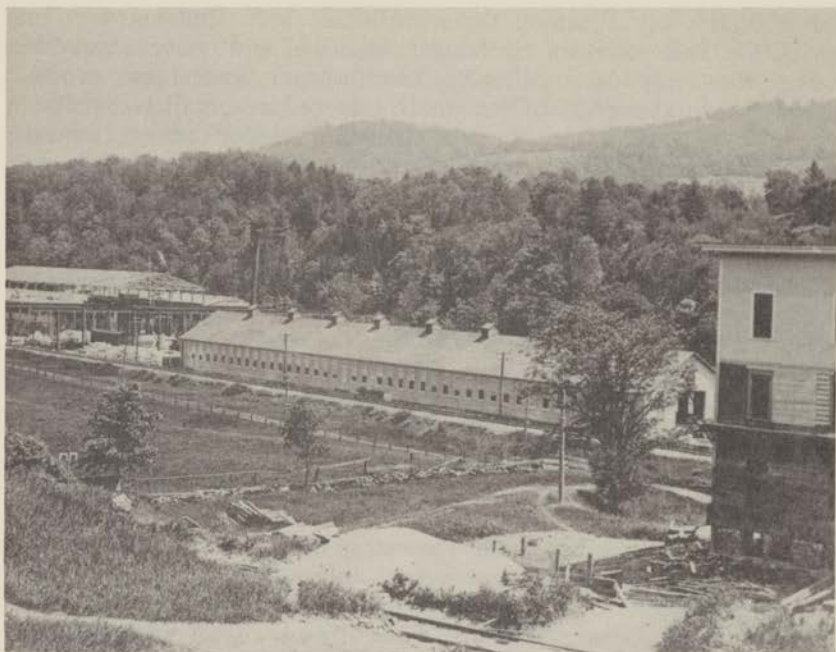
Transportation in Madison has changed much in the twentieth century. But the railroads remain a vital part of the city's economy.



SOURCES include Milwaukee Road timetables, magazine, correspondence, property records; *Wisconsin State Journal*; *Madison Democrat*; *Architectural Record*; *Capital Times*; Madison Landmarks Commission; State Historical Society of Wisconsin, Historic Preservation Office; John Nolen, *Madison: A Model City*; August Derleth, *The Milwaukee Road*; *Milwaukee Journal*; Ladislav Segoe, *A Comprehensive Plan for Madison and Environs*; Wisconsin Railroad Commission; Public Service Commission; Interstate Commerce Commission; Madison Planning Department; Dane County Regional Planning Commission; Wisconsin Department of Transportation; Amtrak; Madison Building Inspection files; and Jim Scribbins, *The Hiawatha Story*. Special thanks are due to the Milwaukee Road people who cooperated in this project.



The evening passenger train has arrived in Madison on April 29, 1971, just before service ended here.



Top, the Woodbury Granite Company. Cutting sheds in background and corner of rooming house for company supplied housing in the foreground. Bottom, Woodbury Granite Company quarry. (Both photos: Bethel, Vermont, Historical Society.)

BETHEL'S FINEST PRODUCT: THE WISCONSIN STATE CAPITOL

*by J. Wesley Miller**

Crowded into the valley of the leisurely Third Branch of the White River, Bethel, Vermont, may not be the pillow upon which Jacob had his dream, but the town has plenty of stone. Just 70 years ago the first shipments of Bethel White Granite, "the whitest granite in the world," began arriving in Madison for exclusive use in the exterior of the crowning achievement of architect George B. Post (1837-1913), that Renaissance civic temple, the Wisconsin State Capitol. Bethel White Granite is a very special kind of stone. Its high percentage of clear quartz and white feldspar to black mica makes the Bethel granite both an unusually white and an unusually hard building material. Thus it combines a beauty not unlike that of Danby, Vermont, or Georgia marble with a durability greater than that of most other granites.

Commercial development of the Bethel granite came just in time for the Wisconsin State Capitol job. Although Bethel's Christian Hill ledges had been worked sporadically by various small monument companies for over a quarter of a century, it was the Rev. Chester Dingman who was their first large-scale promoter. He is remembered for his sale in 1896 of 2,000 cubic yards of stone for use in the Holyoke, Massachusetts, dam. Real development came only in 1901 when the E. B. Ellis Company of Northfield, Vermont, purchased Dingman's properties, opened a major quarry, and registered "Bethel White Granite" as the trade name for its product. In 1902 there followed the Woodbury Granite Company (with Woodbury Gray and Vermont White properties on Robeson Mountain in Woodbury and general offices and cutting sheds just to the north in Hardwick), who paid Mrs. B. C. Harlow \$2,500 for 80 acres of land starting 50 feet up the mountain from the Ellis quarry. By the sort of arrangement customary in those days, Woodbury agreed to erect a 350- by 40-foot cutting shed in Bethel in exchange for the gift of the five-acre Robert Noble meadow between the railroad and the river and an exemption from taxation

* Especial thanks for resource materials are due to the State Historical Society of Wisconsin, the Bethel Historical Society, the Archives of the First Church of Christ, Scientist, Boston, and *The White River Valley Herald*.

for ten years. In time the Bethel Granite Railroad was constructed up the mountain to the quarries, Woodbury built a second 145-by 300-foot shed and two boarding houses, and in 1913 Woodbury took over the operations of the Ellis Company, which had gone bankrupt on the Washington, D. C., Union Station job.

Between its Hardwick and Bethel operations the Woodbury Granite Company had developed into the largest and most efficient producer of building granite in the world. Vertically integrated, Woodbury owned quarries, cutting sheds, boarding houses, power plants, an office building, pasturelands for its teams, forests from which to make shipping crates, and some railroad rights within Vermont. Woodbury's draftsmen translated architects' drawings into plans for individual granite blocks, then Woodbury quarried, cut, and shipped the stone and sent crews all over the country to erect finished blocks in place. In addition to dozens of courthouses, post offices, banks and office buildings, some of the most famous structures in the land are Woodbury products. From Woodbury Gray Granite, the banker's gray of granites, came the Pennsylvania State Capitol, significant portions of the Kentucky, Idaho, and West Virginia State Capitols, the Cook County Courthouse and Chicago City Hall, and the tower of the Bankers Trust Company in New York. Wisconsin projects in which this stone was employed are the Marinette Post Office (1908), the Appleton Post Office (1910), and probably the Camp Randall Arch (1912) in Madison. Vermont White Granite, also quarried at Woodbury, was used for the Northwestern Mutual Life Insurance Company in Milwaukee and the Minneapolis Institute of Arts.

Early contracts for jobs such as the Whitney, Lyons, and Gilbert residences in New York, the Chester Congdon residence in Duluth, and the Annmary Brown Memorial Library in Providence did much to establish Bethel White Granite as the elite high-art building stone of the golden years before the outbreak of World War I. The Connecticut State Library and Supreme Court, Hartford's City Hall, the American Bank Note Company and the American Telephone and Telegraph Company in New York, the Basilica of Saint Mary in Minneapolis, the Washington, D. C., Post office, and the Mary Baker Eddy Monument in Mount Auburn Cemetery, Cambridge, join the Wisconsin State Capitol as distinguished structures for which the Bethel granite was used.

Of all the jobs that went through the Bethel sheds, the largest, indeed the substantial reason for their creation, was the Wisconsin State Capitol job. According to *The Bethel Courier* for April 11, 1907,

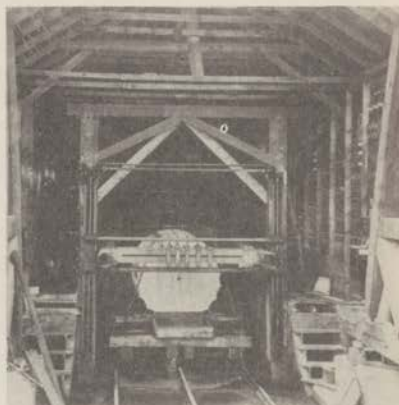
Senators Burns, Whitehead, Judge Bancroft and Secretary Porter of the Wisconsin State House Commission were in town last week inspecting the Bethel granite quarries. Their state is soon to build a seven-million-dollar state house at Madison, and both the Ellis Company and the Woodbury Company are bidders on the job. Before coming to Bethel the commissioners had inspected the marble quarries in Georgia. The bid on granite for Bethel stone is about

\$2,200,000 while the marble bids are below granite bids . . . The contract seems to lie between Georgia marble and Bethel granite, and while bids on other New England granites are \$400,000 to \$600,000 below Bethel granite, still the commissioners did not even care to investigate the other granites as they considered that in no event would the darker grades of granite be acceptable. If the contract comes to Bethel, it will take from four to five years to complete, and will at least double the business done at Bethel.

The extensive records of the Wisconsin Capitol Commission preserved at the State Historical Society of Wisconsin are silent about why Woodbury rather than Ellis got the job, but doubtless an important consideration was the fact that between 1903 and 1905 Woodbury had erected the gray granite exterior of the new Pennsylvania State Capitol two months ahead of the contracted date. On May 14, 1907, the contract was let for \$1,945,750. Woodbury agreed to quarry, cut, dress, carve, finish, transport, and set in the building. Granite up to the eye line should be selected and free from any perceptible black spots; above that point "no spot should exceed a ten cent piece in size." Additionally, Woodbury would make available raw granite at 90 cents per cubic foot and secure performance by delivering an abstract of title to the Bethel properties and a collateral lease.

The abstract, dated May 24, 1907, was prepared in the Bethel law office of Guy Wilson, Town Clerk, real estate and insurance broker, antiquary, and editor of the local newspaper. In a move in those days unprecedented except in the cases of obituaries of distinguished citizens, Wilson printed a halftone of "The New Capitol Building at Madison, Wis. (Cut from a Souvenir Post Card View.)" together with his May 9 story about the contract.

Signing for Woodbury were the principals, Charles W. Leonard, John S. Holden (of the Holden-Leonard Co., Bennington), and George Hamilton Bickford, general manager and treasurer until his untimely death in 1914. The son of a Methodist minister, Bickford prepared at Vermont Seminary and graduated Phi Beta Kappa from Wesleyan in 1891. His field was English, but after teaching for a year at Haverford he chose granite and for the balance of his life was the vision and vigor of the Woodbury Company. When he died, the Hardwick contributor to *The Granite Cutter's Journal* commented, "this branch had some pretty lively bouts with him on many different labor problems that sprang up . . . the least that could be said about him is that he was a gentleman." Bickford was succeeded as general manager by William C. Clifford who, apprenticed as a stonecutter in Maine at the age of 19, had headed Woodbury's Bethel operations since the opening of the quarry in 1902. In 1917 he bought the company outright and for the next decade he was an articulate and tireless defender of the virtues of enduring classic granite against ephemeral art deco limestone. In time even crushed rock contracts became difficult to come by, but it was the spirit of the age, no fault of the granite industry.



Left, *Column turning lathe, Woodbury Granite Company.* Right, *Fluting machine.*
(Both photos: *First Church of Christ, Scientist, Boston.*)



Wagon load of granite. (Photo: Bethel, Vermont, Historical Society.)

The files of the Wisconsin Capitol Commission contain considerable correspondence between Bickford and Clifford and the Commission. Much of it is routine: claims for payment, adjustments, complains about or explanations for delays. Woodbury's setter, a Mr. Bamford, arrived in Madison around the first of August, 1907, and on the 16th, stone had been received in sufficient quantities to begin construction of the walls of the first wing. A pile of over 500 shipping invoices for between five and 200 granite blocks per invoice reflects the tempo of production at Bethel and construction

at Madison. Shipments were continuous and ordinarily arrived by rail in three or four days. At the outset Woodbury complained that there was not enough steel work up on which to "hang our regular derricks" and breast derricks had to be used in their stead. Thus Woodbury momentarily could not use the steam it had contracted to purchase from the state at the rate of \$700 per wing for powering the regular derricks. A problem that very much troubled Woodbury was that of ensuring a continuous flow of work for the sheds and quarries, no matter what happened in Madison. A partial solution came on December 1, 1909, in an amendment to the contract which enabled Woodbury to claim 65 percent payment for "material finished, numbered, set aside and stored ready for delivery." But still there were problems. In April, 1911, Woodbury claimed that it had stones piled up so high that "it is difficult to find the particular pieces," and just about a year later stone was damaged when a pile collapsed. Some of the stones had been in storage for a year and a half.

Woodbury was also responsible for its share of delays. During 1908 Woodbury spent over \$150,000 on improvements at the Bethel plant, including the extension of the Granite Railroad a mile and a half to get into its quarry and the building of the new shed with the 75-foot span traveling crane. Pending these improvements, however, Woodbury found important stones too heavy to be teamed down the mountain from the quarry, and in October a serious drought prevented Woodbury from utilizing its electric plant. In both 1913 and 1914 the severity of the winter weather in Vermont necessitated closing down operations altogether for a couple of months. On still other occasions there arose charges that Woodbury was neglecting the Wisconsin job for other accounts.

Labor disputes also caused delays. On April 30, 1908, the 1905 bill of workers' prices expired. For six weeks no work was done and "a very large proportion of men left Bethel altogether." Operations resumed June 22, 1908, on the basis, for cutters, of \$3.04, \$3.08, and \$3.10 per day for the next three years respectively, with unpaid half holidays each Saturday, June 1 to September 1. In 1911 there was another interruption, settled this time for the next five years at \$3.25 per day for cutters and 29 cents per hour for lumpers or common laborers around the sheds. Then in 1913 a strike of common laborers at the job in Madison made continued setting "inadvisable," especially because there had been threats of complications on other Woodbury jobs at Milwaukee, Washington, and Cleveland.

Working conditions, as well as wages, were a matter of great concern to the cutters. In *Flamsted Quarries* (Little, Brown & Co., 1910) the Bethel novelist Mary Ellen Waller describes conditions in a shed:

Shed Number Two was a study in black and gray and white. Gray dust several inches thick spread underfoot; all about were gray walls, gray and

white granite piles, gray columns, arches, uncut blocks, heaps of granite waste, gray workmen in gray blouses and canvas aprons covered with gray dust. . . "Shut thim damned doors, man!" he [Jim McCann] shouted across to the door-tender; "God kape us but we' it's our last death we'll be ketchin' before we can clane out our lungs o' the dust we've swallowed the day. It's after bein' wan damned slitherin' whorl of grit in the nose of me since eight the morn."

Of course this description is merely incidental to Miss Waller's celebration of humanity, brotherhood, mature love, and the salvation of honest good work, but dust was a real problem and so was cold. In 1910 the Bethel representative to the legislature sponsored H63 which would have required that the Vermont Board of Health prescribe regulations for the heating and ventilation of mills, factories and stone sheds. Though passed by the legislators, the bill was vetoed by the governor on the grounds that it would have given the board an arbitrary right which theretofore had belonged exclusively to courts of law, in that any fines by the board would amount to the deprivation of property without due process.

Woodbury was paid for its work on the basis of individual pieces. Sample prices are these: balusters \$18-\$25, window sills \$20-\$27.35, modillions \$55, metopes \$13, column bases \$320, column capitals \$1,000, and dentil course work \$19 per linear foot. Woodbury was paid \$1,000 for hoisting and setting Daniel Chester French's gilded statue "Forward" on the top of the lantern of the dome.

Several interesting changes were made in the original Post designs for the granite work. One involved the method of jointing in the dome. More significant was the 1910 decision to replace the four tourelles valued at \$42,000 with statuary groups by Karl Bitter, whose name appears in the Woodbury correspondence more than once. Still another interesting change was occasioned by the fact that Bethel granite is brittle and difficult to carve. The Corinthian capitals were redesigned to thicken the leaves. Brittleness continued to be a problem with Bethel granite until the Mary Baker Eddy Monument (1917) on which, after extensive experimentation, a combination of design and cutting techniques was found which could rival the fineness of cut marble.

Still another point of discussion was the type of cement to be used. Woodbury felt that the formula it had used on the American Bank Note Company in New York best guaranteed whiteness: two parts white lime, two of sand, and one of Blanc cement. But the architects held out for LaFarge cement.

When it was all over, ten years later rather than five, Woodbury's Treasurer George James wrote Secretary Lew F. Porter of the Capitol Commission, May 8, 1917:

Mr. Clifford has asked us to send you a can of genuine Maple Syrup with our best compliments . . . a pleasant reminder that it is spring in Vermont and that Maple Syrup and the Woodbury Granites are the two best products of Vermont.

MADISON'S LANDMARK ORDINANCE: A PERSONAL HISTORY

by Jeff Dean

The mood of Madison's tiny preservation community in 1969 was gloomy. A beautiful sandstone Greek Revival house known as Mapleside stood threatened at 3535 University Avenue by Burger King Restaurants, who needed a new "Home of the Whopper" on the west side. Frenetic last-minute efforts to save the building were valiant but vain.

Madison's City Planning Department, ever sensitive to the shifting sands of public concern, was beginning to think seriously about historical resources in 1969, in part as a response to the Mapleside crisis. Assistant Director John Urich's then-current *magnum opus*, the downtown plan, was in preparation, and he and I felt that historic preservation was a proper ingredient in the plan. In cooperation with Frank Custer, a local-history enthusiast and *Capital Times* reporter, I undertook the task of writing a guide to historic buildings in the downtown area: a rare effort for any planning department but understandable given the climate of Madison in 1969. (It may also have been a highlight in media-government relationships.)

The booklet, eventually titled *Sandstone and Buffalo Robes: A Walking Tour Guide to Madison's Historic Downtown Buildings*, was published with city funds in August 1969. I was new at the preservation game then, and this original booklet had some historical and architectural inaccuracies, but it did result in considerable local interest in a subject not widely recognized previously. The supply vanished quickly, but a second edition appeared, and a third edition—still bearing the cumbersome and curious moniker—is currently available.

During 1969 the Taychopera Foundation, a dignified if quiescent preservation organization no longer in existence, was doing its best to save the doomed Mapleside. Some \$100,000 were called for to halt the inexorable rush of events. A fund drive was undertaken, but it was too late, and it brought in much too little. Nevertheless, Robert B. L. Murphy, president of Taychopera, became convinced that it was time for Madison to look beyond last-minute crises and establish some longer-range preservation system to head off disasters before the eleventh hour arrived. He determined that



Mapleside, 1970, during demolition. (Photo: Fritz Albert, from State Historical Society of Wisconsin.)

a high-level meeting of high officials was in order.

Meanwhile, on June 17, 1969, City Planning Director Charles R. Dinauer sent an interdepartmental memorandum to City Attorney Edwin C. Conrad. In it, Dinauer requested Conrad's legal opinion on the "City's right to establish a special zoning classification for the purpose of preserving these sorts of [historic] buildings." With his memorandum he appended a list of historic buildings in Madison prepared by Taychopera. Dinauer asked Conrad

to assign a staff attorney to this question and to get in touch with Assistant Director Ulrich to discuss details.

Conrad subsequently assigned Ted Fischer, one of his assistant attorneys, and Ulrich assigned me. Thus began our relationship and the drafting of a Madison ordinance. (Fischer is now City Attorney for Eau Claire. It should surprise no one to learn that Eau Claire adopted in October 1974 a landmarks commission ordinance similar to Madison's.)

Murphy requested a meeting with Mayor William D. Dyke to discuss concepts for preservation in Madison. Most politicians care little for historic preservation as an issue. It is often referred to as "hysterical" preservation, which usually brings forth loud and raucous guffaws. Mayor Dyke, however, did not laugh when the issue arose. At 1:30 p.m. on August 22, 1969, Murphy, Fischer, members of the Taychopera executive board, and I gathered in Dyke's office to bring preservation into the political arena.

Dyke opened the meeting, stating that he felt the preservation of historic structures was important to the city's identity. He mentioned special tax treatments for historic properties as a worthy consideration, and added that imposing restrictions on a property owner by a historic designation did not worry him. "Any zoning ordinance," Dyke said, "takes away from owners' rights." Fischer and I had prepared a draft ordinance, but it was not brought up at this meeting.

After considerable discussion, the mayor agreed that a package of legislation should be prepared and introduced into the Madison Common Council at an undetermined future time. This package should cover the creation of historic sites, tax relief for owners of historic properties, zoning provisions for historic properties, and the establishment of some sort of historical board. The specifics of the next steps could not be agreed upon, as participants wandered off mentally in different directions.

I found it fascinating to observe that preservation had an unusual political constituency. Though the number of politicians willing to support vigorously the conservation of man's built environment is lamentably small, it cuts across political philosophies with abandon. Dyke, one of Madison's most conservative mayors, supported vigorous preservation efforts. Later, Alderman Alicia Ashman, then one of the Council's most liberal members, pressed for as strong an ordinance as the community could digest. Preservation, occasionally, makes for strange bedfellows.

Almost simultaneously with the meeting with Dyke, Fischer prepared, for Conrad's signature, a legal memorandum to Dinauer stating generally that a municipality in Wisconsin has the authority under its police power to enact ordinances relating to esthetics as well as to historic properties. Basic to his argument was the well-known staple of preservationists, the case of *Berman vs. Parker*, heard by the United States Supreme Court in 1954. "It is my opinion," Fischer stated through Conrad, that an ordinance designed

to protect historic properties "is a possible subject under the police power in that it tends to promote the general welfare of the community." The memorandum went on to say, "I do not feel that the use of zoning provisions to protect historic buildings would be as effective as creating a separate ordinance under the general police power so as to regulate the construction, alteration and removal of such significant buildings."

Fischer also dispensed with the possibility of tax exemptions for historic properties. "It is my opinion," he wrote for Conrad's signature, "that the granting of such an exemption would conflict with the uniformity clause of the Wisconsin Constitution (Article VIII, Section 1), as interpreted by the Wisconsin Supreme Court in *Gottlieb vs. Milwaukee* . . . which case invalidated the tax freeze statute for Milwaukee."

Armed with a legal opinion defending the city's right to protect historic properties and the surprising willingness of an avowedly conservative mayor to endorse such an attempt, I felt the time was ripe to move quickly. I approached Dinauer with a scheme to create an ad hoc committee of concerned citizens and officials unilaterally, and then to work with the committee relentlessly until the job was finished. Dinauer approved the idea, and we were set to begin.

Fischer and I knew of a "Landmarks Commission" ordinance in New York City that seemed, in general, to be the sort of thing we envisioned. Correspondence with Attorney Frank Gilbert of New York's commission proved us right and gave us the parameters of the ordinance there. (Gilbert is now employed by the National Trust for Historic Preservation in Washington.) The New York ordinance provided for a commission to be appointed by the mayor. The members of the commission, however, were required to have expertise in specified areas; architecture, history, and real estate were foremost among these. The commission was empowered to designate landmarks and landmark sites and, within strict limits, to regulate the alteration or demolition of designated properties. The ordinance seemed complex and cumbersome to us, so we streamlined it quite a bit. We could do this because of blissful ignorance and a single-minded desire to finish the assignment without untoward delays.

On December 5, 1969, we received a disheartening memorandum from Peter R. Dohr, an attorney serving as assistant to the mayor. The mayor was apparently having second thoughts about creating a preservation ordinance that regulated property. The tone of the memorandum was imperial, and it seemed to be stating precisely how the city staff would have to proceed. Dyke now felt the owner of a property should decide whether and when it would be designated a historic landmark. This, of course, would have defeated any attempt to protect the public's interest in the appearance and character of the community.

Nevertheless, I called for January 26, 1970, the first of eight meetings of the ad hoc committee to draft a historic preservation

ordinance. At 10:00 a.m., the following individuals met in my office at the City Planning Department: Ted Fischer, Peter Dohr, Robert Murphy, Alderman Alicia Ashman (thought to be a possible sponsor of the ordinance), Alderman Gordon Harmon, and Charles Dinauer. My notes of the meeting indicated that the fundamental issue was quickly found:

This meeting was called to discuss two fundamental ordinance concepts for achieving historic preservation: that prepared by the City Planning Department in conjunction with the City Attorney's office, and that suggested by Mayor Dyke. The philosophical difference between the two is that the former relies on the city's police power and does not require the consent of owners of historic properties, and the latter relies on the desires of such owners.

Murphy began by noting that Taychopera's attempts to secure materials upon which to base draft ordinances had not succeeded. Taychopera had not prepared a package of legislation, as requested by the mayor, due to the pressures of the Mapleside crisis. He said a voluntary ordinance might be best to start with, though a stronger ordinance would be preferable eventually. Dohr repeated his opposition to any nonvoluntary ordinance. He suggested starting with a voluntary ordinance so as to "work within the possible."

Ashman drove relentlessly toward as strong an ordinance as "the Common Council could digest." A voluntary ordinance, she argued, would be no ordinance at all. It would be ceremonial and could not be counted on as an effective preservation tool. She said she favored use of the city's police power to save buildings.

On this somewhat discordant note, the committee adjourned for three weeks.

On February 14, 1970, a Saturday, a wrecking crane parked behind Mapleside and crushed the historic house into a pile of indigenous sandstone rubble. The farmhouse of Abel Dunning, the first man to plant a crop in the Town of Madison, died at the age of 117. The "slow death pangs" of Mapleside—a phrase written by the *Wisconsin State Journal*—were over. The Whopper had a new home on University Avenue, and the ad hoc committee in city hall was given a jolt that helped it conclude its work rapidly and successfully.

The mood during the committee's meeting two days later, February 16, was less combative and more determined to obtain a "strong" ordinance. Murphy reported that the Taychopera board of directors met for four hours and favored a historical ordinance "as strong as the council could digest." Dinauer said he felt the mayor's ordinance was faulty in permitting owners to determine what should be designated. A "learned commission" should determine historic value, he said. Further, Dinauer felt the City Planning Department's proposed ordinance could be sold to the Common Council as not placing undue restriction on property owners.



Mapleside. (Photo: Jeff Dean.)

The third meeting of the committee, held May 9, 1970, began with Murphy's distributing a "position paper" that had been adopted by the Taychopera board on March 3. The paper called for a landmarks commission to create districts and sites, with decisions appealed only through the judicial process, as opposed to the Common Council. Dohr objected to an appeal process beginning with the courts and noted that the paper did not call for a "strong ordinance." In fact, the Taychopera board supported one stronger than either of the two then under discussion.

Murphy requested that copies of the New York City ordinance, which he had not seen, be sent to all committee members. This was done. Dohr indicated, for the first time, that he would support a "strong" ordinance, provided that the criteria for designation were spelled out in it along with the procedures and grounds for appeal.

Following this meeting, it became apparent to me that a new ordinance needed to be drafted, taking into account Taychopera's position paper as well as the opinions expressed by Dohr as representing those of the mayor. During the next three weeks I prepared a draft ordinance with regular advice from Fischer. This became the basic draft from which the current Madison ordinance evolved. I remember thinking at the time that it was curious that a planner, not an attorney, should be drafting ordinances. However, I felt that an ordinance had to come from somewhere, and I was willing to give it a try.

On March 30, 1970, the committee met a fourth time and discussed the new draft ordinance, which each member had received by mail. Dohr indicated he felt the new draft was constructive, but that a provision based on preserving a landmark making a 6 percent "reasonable rate of return" (a provision I had lifted from the New York City ordinance) was unrealistic. The meeting was brief, as Dohr was called away, postponing further substantive discussions.

The fifth committee meeting, on April 6, brought in Donald Hovde, a Madison realtor, to join the regulars and shed light on what, in fact, constitutes a reasonable rate of return on an investment property. Hovde felt that 6 percent was unworkably low. He suggested that 18 percent was much more realistic. He also expressed reservations about any historic preservation ordinance, saying that the city should buy those buildings it wanted to preserve. Murphy countered that this was unrealistic, and that historic buildings should be a living part of a community's daily fabric. This precipitated a discussion on the merits of preservation ordinances in general.

Dohr indicated that he had discussed the matter with the mayor, and that Dyke was willing to go along with the committee's wishes. He added that the city could not afford to buy historic buildings. Murphy suggested that the reasonable rate of return provision might best be deleted as cumbersome and unworkable.

I suggested that a revised ordinance draft was now in order, substituting delay provisions for fiscal return provisions. This I prepared prior to the subsequent meeting.

On April 20, working over a new draft that began to have a more final feel to it, the committee met for the sixth time. This ordinance draft, dated April 12, appeared to have surprisingly unanimous support, and only minor changes were suggested. In essence, this draft became the Madison landmarks ordinance two months later.

The seventh meeting, on May 4, saw Hovde's return and endorsement of the demolition provisions suggested as, he said, "quite practical." Discussion centered then on the timing for introduction of the ordinance into the Common Council. It was tentatively planned for submission to the Plan Commission, where it had to be approved prior to Council consideration, on May 25.

The last meeting, May 11, 1970, discussed a final complete draft with all detailed changes included. Dohr reported that the mayor gave it his "enthusiastic support." I reported that the draft would go to the Plan Commission on May 25, and possibly to the Common Council the following night.

Knowing that the Plan Commission had a conservative cast, I was worried that it might ruin the months of effort that had gone into the ordinance before it could even be seen by the council. Therefore, I determined to visit each commission member individually prior to the meeting to explain the ordinance, especially the limitations on the power of a Landmarks Commission it would

create. I found considerable resistance to the concept on the part of several Plan Commission members, but was able to explain the idea to the satisfaction of the majority. The Plan Commission recommended the approval of the new ordinance by a slim majority, and it went on to the Common Council for final action.

It was June before the Common Council finally saw the ordinance. All I remember of that night was the seemingly endless haggling over liquor licenses in bars that bare, in the minds of some, too much flesh. That may have been all to the good. By the time the ordinance came up on the agenda the council members were fatigued and it was midnight. I remember Mayor Dyke's coming up to me shortly before the impending vote and asking how I counted it on the landmarks ordinance. I said I did not know. I had thought it was *his* responsibility to arrange the votes! Fortunately, the ordinance passed unanimously, at about the stroke of midnight. I still don't know the actual date the law was passed, though officially it was on June 14, 1970.

It was late in 1970 before Dyke appointed the first members of the new Landmarks Commission in accordance with the strict provisions of the ordinance. The history of the early years of the commission and the further changes wrought on the ordinance resulting from its deliberations and activities may be written later. Madison was the first community in Wisconsin that dared to pass a law regulating the alteration and demolition of historic buildings. Milwaukee's 1967 law created a landmarks commission having largely symbolic powers. Since 1970 many other Wisconsin communities have passed preservation ordinances, nearly always following either the Milwaukee or the Madison precedents, depending on the local political climate.

The future of local landmarks ordinances in Wisconsin was brightened considerably in 1978 when the United States Supreme Court handed down a landmark decision—forgive the pun—on a landmarks ordinance for the first time. It upheld none other than the New York City landmarks ordinance, upon which Madison's was based. Fischer's conclusions of 1969 in Madison were proven valid, as the Supreme Court determined that historic preservation laws are acceptable uses of the municipality's police power. The court rejected the primary complaint voiced against such laws when it dismissed as "quite simply untenable" the argument that landmarks designations deprive the owner of his constitutionally protected right to do anything he wishes with his property.

The year 1969 was a time for exploring new frontiers. As men landed on the moon for the first time, Madison addressed a difficult legal frontier as a pioneer search for ways to preserve the vanishing remains of its own history. I am proud to have played a role in the search.

DESIGNATED MADISON LANDMARKS

No.	Street Address	Historical Name (Architect)	Date	Date of Designation	Owner(s)
1.	106 N. Prospect Ave. (05)	Harold C. Bradley House I Louis H. Sullivan & George G. Elmslie	1909	5/18/71	Alpha of Wis. Sigma Phi
2.	424 N. Pinckney St. (03)	Pierce House August Kutzbock	1857-58	5/18/71	James Korb
3.	28 E. Gilman St. (03)	Keenan House August Kutzbock	1858	6/15/71	Ms. Mary Devitt & Jean Edwards
4.	5301 Milwaukee St. (04)	Alexander Smith House	1848-61	11/2/71	Robert Rancourt
5.	120 Ely Pl. (05)	Eugene A. Gilmore House Frank Lloyd Wright	1908	1/17/72	Mrs. Howard Weiss
6.	514 N. Carroll St. (03)	William Beecroft House Claude & Starck*	1911	1/17/72	Delta Gamma Sorority
7.	130 E. Gilman St. (03)	Old Executive Residence	1854-55	1/17/72	University of Wisconsin
8.	423 N. Pinckney St. (03)	Bashford House August Kutzbock*	1857	1/31/72	Ms. Mary Devitt & Jean Edwards
9.	510 N. Carroll St. (03)	Van Slyke House	1859	1/31/72	Rita G. Shelton
10.	104 E. Gilman St. (03)	Kendall House August Kutzbock	1855	1/31/72	James Korb
11.	102 E. Gorham St. (03)	Keyes House	1853-54	1/31/72	Groves Co-op
12.	116 E. Gorham St. (03)	Timothy Brown House	1864-65	3/6/72	Catherine J. Key
13.	401 N. Carroll St. (03)	Breese Stevens House	1864	3/6/72	Reginald H. Jackson, Jr.
14.	404 E. Main St. (03)	St. Patrick 's Church John Nader	1888-89	3/6/72	St. Patrick 's Parish
15.	420 N. Carroll St. (03)	Mears House	1871	3/6/72	Herbert Klein
16.	3706 Nakoma Rd. (11)	Old Spring Hotel	1854	3/20/72	Mr. & Mrs. Wm. Stephens
17.	302 S. Mills St. (15)	James Bowen House	1856-57	4/17/72	James Korb
18.	321 S. Hamilton St. (03)	Joseph Stoner House	1858	4/17/72	Madison Newspapers, Inc.
19.	752 E. Gorham St. (03)	William T. Leitch House August Kutzbock*	1857-58	4/17/72	Mr. & Mrs. Gordon Harman
20.	205 N. Prospect Ave. (05)	Ely House Henry I. Cobb & Charles S. Frost	1896	1/7/74	Dr. Harvey Barash
21.	101 Ely Pl. (05)	Morehouse House George Fred Keck	1937	1/7/74	Dr. & Mrs. Palmer Kundert
22.	115 Ely Pl. (05)	Buell House Allan D. Conover	1894	1/7/74	Robert P. Meyer
23.	James Madison Park (03)	Gates of Heaven Synagogue August Kutzbock	1863	5/20/74	City of Madison
24.	441 Toepfer Ave. (11)	Jacobs House I Frank Lloyd Wright	1937	5/20/74	Thomas Walsh
25.	315 N. Carroll St. (03)	Steensland House James O. Gordon & Fred W. Paunack	1896	5/20/74	Bethel Lutheran Parish
26.	4718 Monona Dr. (16)	Nathaniel Dean House	1855	5/20/74	City of Madison
27.	137 N. Prospect Ave. (05)	Edward Elliott House George W. Maher/Claude & Starck	1910	7/15/74	Mr. & Mrs. John Ferry
28.	121 Langdon St. (03)	Suhr House John Nader	1886	7/15/74	Barbara Higgs
29.	704 E. Gorham St. (03)	Collins House Claude & Starck	c.1911	3/17/75	City of Madison
30.	1010 Sherman Ave. (03)	Hirsig House Alvan E. Small	c.1911	3/17/75	Mr. & Mrs. Rudolph Rechle
31.	Glenway, Cross, Glenwood Sts. (11)	Glenwood Children 's Park Jens Jensen, landscape architect	1949	4/14/75	City of Madison

32.	Vilas Circle Park & 1525 Vilas Ave. (11)	The Vilas Circle and Curtis Effigy Mounds	c.A.D. 500-A.D. 1500	5/19/75	Laurence Crocker & City of Madison
33.	Forest Hill Cemetery (05)	The Forest Hill Cemetery Effigy Mound Group	c.A.D. 500-A.D. 1500	5/19/75	City of Madison
34.	Burrows Park, Harbort Dr. (04)	The Burrows Park Effigy Mound and Campsite	c.A.D. 500-A.D. 1500	5/19/75	City of Madison
35.	640 W. Washington Ave. (03)	Milwaukee Road Depot	1903	9/8/75	Milw., St.P. & Pacific R.R.
36.	1 N. Pinckney St. (03)	Charles S. Frost & Alfred Granger American Exchange Bank Stephen V. Shipman	1871	9/8/75	American Exchange Bank
37.	1721 Hickory Dr. (05)	Hickory Hill	c.1842	10/6/75	Mr. Walter Scott
38.	123 E. Doty St. (03)	Fess Hotel	1858,	10/6/75	Mr. Donald Hovde, Arabesque, Ltd.
39.	1103 Spaight St. (03)	Gordon & Paunack-east half			
40.	854 Jenifer St. (03)	Orton Park	1886	10/6/75	City of Madison
41.	3402 Monroe St. (11)	Hyer's Hotel	1855	11/3/75	Mr. Jerry Fladen
42.	22 N. Butler St. (03)	Plough Inn	1853	11/3/75	Mrs. Rita Wlodarczyk
43.	422 N. Henry St. (03)	Robert Lamp House Frank Lloyd Wright	1903	1/28/76	Mr. Thomas Neujahr
44.	4400 Bl. Milwaukee St. (14)	A. B. Braley House	c.1876	4/19/76	Mr. Ernest Philipp - MAERN
45.	6 N. Carroll St. (03)	Hiestand School	1915	4/19/76	Town of Blooming Grove
46.	946 Spaight St. (03)	Grace Episcopal Church James Douglas	1855-58	5/24/76	The Vestry of Grace Episcopal Church
47.	622½ E. Gorham St. (03)	Shipley House	1854	11/18/76	L. Kazan, et. al.
48.	1030 Jenifer St. (03)	Slaughter-Shuttleworth			
49.	Brittingham Park (15)	Bernard-Hoover Boat House	1915	11/18/76	City of Madison
50.	Corner Market & Blount Sts. (03)	J. C. Cutter House	1882	12/20/76	Mr. Otto Gebhardt
51.	739 Jenifer St. (03)	Brittingham Boat House	1910	7/18/77	City of Madison
52.	733 Jenifer St. (03)	George B. Ferry & Alfred C. Clas*			
53.	748 Jenifer St. (03)	Market; City Market Robert L. Wright	1909	7/18/77	City of Madison
54.	620 S. Ingersoll St. (03)	Sauthoff House	c.1858	8/15/77	Richard Crabs
55.	853 Williamson (03)	Kircker House	1877-78	8/15/77	Nathaniel Sample
56.	1102 Spaight St. (03)	Ledwith-Klose Cottage	1864	8/15/77	Fred Taylor
		Lougee House	c.1906	9/19/77	Maebeel Gunderson
		Claude & Starck			
		Biederstaedt-Breitenbach Grocery	c.1874(?)	9/19/77	Dan Yopack
		Curtis-Kittelson House	1901	5/15/78	Walden Homes, Inc.
		Gordon & Paunack			

Pending: Machinery Row — 600 Block Williamson St. (03)

* attributed



ANECDOTES FROM MADISON'S EARLY DAYS

by Walter E. Scott

Madison's first real estate company was formed 142 years ago while Wisconsin was still a territory, according to a document in the 1839 *Journal* of Wisconsin's House of Representatives. Articles of Association of the "Four Lake Company" were executed at Belmont, Wisconsin, on November 28, 1836, with James Duane Doty listed as Trustee (with power to act) and Stevens T. Mason (Detroit) and Francis R. Tillou (New York) the other two members. Included was conveyance of 1,360.79 acres of key land in the isthmus between third and fourth lakes (Monona and Mendota), placing Doty in a position to transfer such properties as he might wish. Frederic G. Cassidy, in his book *Dane County Place-Names*, states that "Doty planned to make this the capital of the State (then the Territory) of Wisconsin; he accordingly had it surveyed and platted in mid-November, 1836, and it was accepted by legislative act of November 28." The survey's plat contains the phrase "Madison, the Capital of Wisconsin."

Ten years after the capital was named "Madison," the legislature created the Town of Madison (on February 2, 1846, according to Cassidy) and most of Dane County was included therein. Cassidy states that eleven of the present towns were excluded, but Daniel S. Durrie, in *A History of Madison* (1874), reports that only the present towns of Albion, Rutland, Oregon, Dunkirk, and Sun Prairie were set off as separate towns at the same time. This shows that the early roots of "Historic Madison" include a much larger portion of Dane County than at present.

Some Madison notes of interest from *The Milwaukee Sentinel*: April 2, 1842—Mail delivery routes "leave Madison every Friday at 1 P.M., arrive at Milwaukee next Sunday by 6 P.M."

July 7, 1879—In a description of Dane County they report "the State still owns about 12,000 acres—mostly swamp lands" and "there are many stone quarries in the vicinity of Madison." Also, "land prices range from \$5.00 to \$25.00 per acre."

Forest and Stream magazine for August 7, 1879, carried an article on "Reminiscence of Lake Mendota" by a man from Oconto who camped out on the lakeshore for two weeks in June with his wife and four other college friends. He writes that "Perch are plentiful. . .and White Bass fishing is the attraction at Madison. It is a grand sight to look down in the clear, transparent depths and

see thousands of these beautiful fish swimming in shoals. . . We caught more fish than we could give away, and rather than be wasteful, instead of fishing, amused ourselves with the exclusive absurdities of a free camp-life out of sight of the world and its fashionable formalities." How can a lake environment change so much in just 100 years!?

In 1926 Charles E. Brown published his little booklet called "Lake Mendota Historical Excursion." Here are some interesting quotes from it:

Governor's Island—"The island was once a great resort for rattlesnakes. From the cracks and crevices in the limestone wall of its waterfront the skulls and vertebrae of many of these reptiles have been collected."

Farwell's Point—"On the grounds of the Wisconsin Psychiatric Hospital is preserved a group of twenty-eight Indian earthworks. . . . Two of the large conical mounds were excavated in 1877. The largest. . . contained a chamber constructed of stone and stone slabs. Within this vault were the bones of several adults and of a child, accompanied by ashes, charcoal, potsherds, shell beads and pieces of flint."

Black Hawk Country Club—"The Country Club grounds was once a farm (1873) of Alfred Merrill, known locally as the 'Golden Farmer'. When he sold his wheat crop he took payment for it in gold coin. The Merrill Springs bear his name."

Lake Mendota—"Winnebago villages and camps were once situated near some of these [Indian mound] groups. A census of this tribe, taken on November 8, 1832, shows 155 Winnebago encamped about this lake. . . . The Winnebago name for this lake is Wonkshech-ho-mik-la, meaning 'where the man lies.' The name Mendota, given to the lake in 1849 by Frank Hudson, a surveyor, is said to mean 'great lake.'"

It is significant that this name was conceived the same year a dam was built at the outlet, thereby raising its level several feet and flooding marshes and lowlands for miles. Had an environmental impact statement been required before the dam was built, it might still be nothing but a questionable plan.





LYDIA LUNNEY
(1941-1978)

RESOLUTION OF THE BOARD, NOVEMBER 29, 1977

WHEREAS, Lydia Lunney served faithfully on the Board of Directors from January 1974 to August 1977, and

WHEREAS, Lydia Lunney served as Vice-President from January 1975 to March 1976, and then assumed the Presidency for the Bicentennial Year, and

WHEREAS, under her Presidency, H.M.I. sponsored City Walking Tours which portrayed Madison's historic dwellings, and

WHEREAS, President Lunney's administration set high standards for business-like meetings, including prompt starts and short, manageable agendas, and

WHEREAS, President Lunney's administration saw wide recognition for H.M.I.'s efforts, including newsletter recognition and favorable newspaper editorials, and

WHEREAS, President Lunney extended the Alternate Parade of Homes to the Vilas Park/West Lawn neighborhoods, and

WHEREAS, 1976 featured the first H.M.I. Honorary Memberships, given at Madison's 130th Anniversary Dinner, and

WHEREAS, Lydia Lunney's determination and good humor brought the esteem, admiration and affection of her fellow Board members,

THEREFORE, this certificate of appreciation is presented to President Lunney, along with our heartfelt thanks for a job magnificently done.

EDITOR'S NOTE: The above resolution sums Lydia's many contributions to Historic Madison. Beyond her notable accomplishments as President and Board Member, she was a friend to all of us. Historic Madison was but the vehicle through which her charm and warmth was imparted to each one of us who worked with her.

THE EDITOR WRITES:

It is with a note of sadness that we put this issue of the JOURNAL together. This year we lost Lydia Lunney, who was of great support to me during my presidency of Historic Madison, Inc., and who, too, encouraged work on the JOURNAL during her presidency. In addition to my own regret at losing a friend, Historic Madison has lost a devoted worker and a strong leader.

This issue has turned out to be our biggest yet. We received fine manuscripts on a variety of subjects, and we hope that you will find them as interesting as we do.

Jeffrey M. Dean, a member of the original organizing committee of Historic Madison and now a Board member, has written an interesting account of the development of a landmarks ordinance for Madison. We feel this is an important documentation of the beginning of Madison's preservation efforts, from one who played a significant role.

Bob Shockley was active in supporting the work of the Madison Landmarks Commission during his residence in Madison. His article on Cora Tuttle and the bungalows, which Bob refined for our use, was originally produced for a class in historic preservation given by William Tishler. Bob has now left Madison to enter the graduate program in historic preservation at Columbia University.

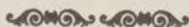
J. Wesley Miller's article relates the Woodbury Granite Company of Bethel, Vermont, to the building of Wisconsin's State Capitol in Madison. Mr. Miller lived in Madison for several years and is known for his collection and documentation of street literature. He has been an active member of the Bethel Historical Society.

David Mollenhoff has been hard at work on a history of Madison, and we are delighted to have a most interesting portion of it. His first article, in our initial issue, was so well received that we prevailed upon him to give us another chapter.

John Gruber joined our staff as an Associate Editor last year and has drawn upon his interest in railroads for his article. His knowledge of railroad history and his collection of photographs form a part of Madison's history that we want to share with you.

Our staff continues to enjoy working on the JOURNAL, and we welcome others who wish to work with us, as we also encourage manuscripts or suggestions for articles. We are always willing to help on an article if you have the thoughts and the materials. We hope that you enjoy this issue.

G.D.O.



SOME RECENT PUBLICATIONS

Some recent historical publications for the Madison area are as follows:

(1) "Perspectives of a University," by Gordon D. Orr, Jr., AIA, author and editor. This is a survey of the campus architectural, historical, archaeological, and memorial resources and recommendations for preservation, including a proposal for two new historic districts (April 1978; 134 pages). Limited distribution, but copies may be available by writing to Campus Architect Gordon D. Orr, Jr., Department of Planning and Construction, 610 N. Walnut St., Madison 53706.

(2) *Madison, DANE COUNTY and Surrounding Towns*, Centennial Reprint Edition of the history and guide published in 1877 by W. J. Park & Co. of Madison. This is a facsimile reprint of 672 pages to which has been added a 35-page alphabetical index to names and a 14-page "family register" which could be used by the owner. Two hundred pages are devoted to Madison alone and historical accounts of neighboring townships of Brooklyn, Edgerton, Evansville, Lake Koshkonong, and Lodi are included. President Jerald C. Remy of the Dane County Historical Society deserves principal credit for accomplishing this significant project and he reports a few remaining copies of the 825 printed may be available at local bookstores (\$18.95) or from the Dane County Historical Society, P.O. Box 9299, Madison 53715, for \$20.46 (including sales tax and 75¢ packing and postage).

(3) "The Village of Shorewood Hills" (Fifty Years 1927-1977), compiled by the Shorewood Hills Unit of the League of Women Voters of Dane County, Inc., Naila Harper and Gloria Berman, editors. The 40-page booklet contains an aerial photo centerfold map and sells for \$1.00 at the Shorewood Hills Village Hall.

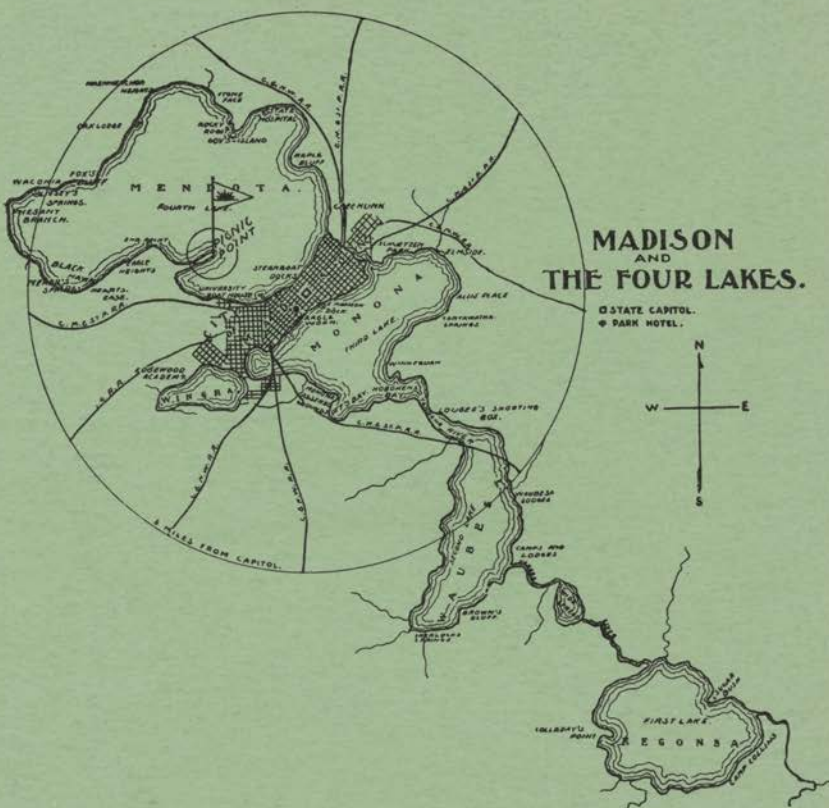
(4) "Community Resource Handbook for Waunakee," prepared under the direction of U. W. Extension Community Development and Resources Agent Dennis Domack, is available free in that village. About a dozen other smaller urban areas near Madison, including Cottage Grove, Oregon, Sun Prairie, and Verona have similar handbooks available or in production.

(5) "Easy Going: Madison and Dane County," by Sara Rath, was published by Tamarack Press and is available at bookstores for \$7.50. This is one of a series of guides covering historical and present-day information as well as many details of value to the tourist and traveler.

(6) "Williamson Street—an Historical Survey and Walking Tour Guide," by Gary Tipler (1978; 37 pages); published by the City of Madison Landmarks Commission and available free from its office in the City-County Building, Madison.

(7) "University Heights—a Walk Through a Turn-of-the-Century Suburb," by Lance Neckar (published 1976 by the City of Madison Landmarks Commission; 48 pages) has been reprinted (slightly revised) by the Regent Neighborhood Association and is available from F. H. Max Nestler, 1836 Summit Avenue, Madison 53705, for \$1.75 plus 60¢ postage and packing.





FROM THE 1902 "WISCONSIN STATE JOURNAL" FIFTIETH ANNIVERSARY
 SOUVENIR VOLUME "MADISON, PAST AND PRESENT"

