

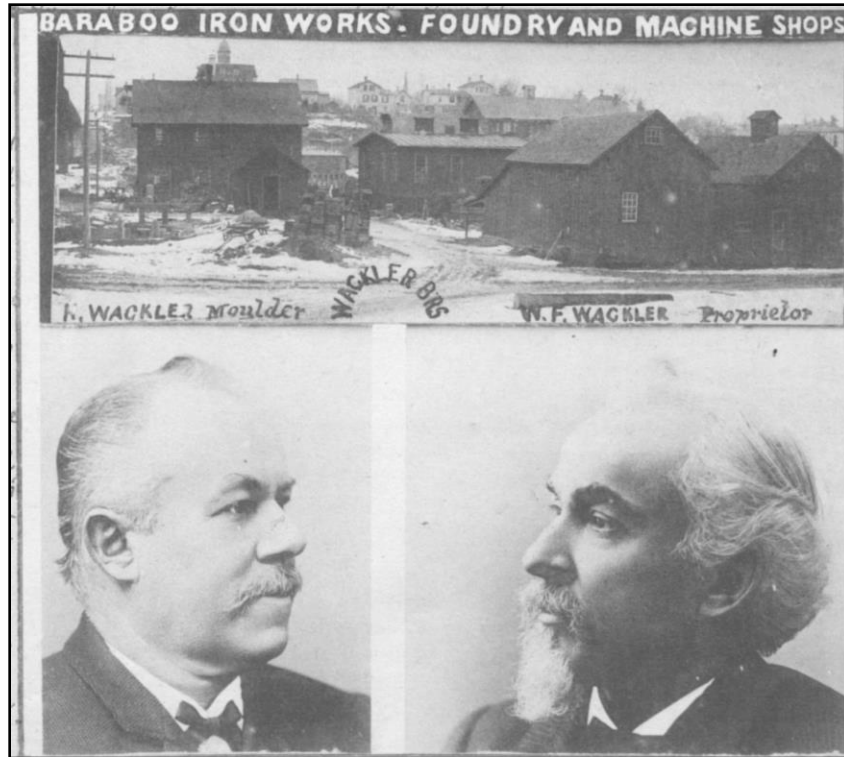
Vine Street

When researching an address, name or business on Vine Street, please check the "Vine Street Addendum" page immediately following this page for late data posting.

101-113 & 115 Vine Street

101-113 & 115 Vine Street

Located on the south side of the Baraboo River adjacent
to the Oak-Vine Street Bridge
Sanborn map location 314 & 315 Vine Street



H. Wackler, moulder, William F. Wackler, proprietor
Wackler foundry was located south of the river, to the
immediate left is the Oak /Vine Street bridge, view is looking north, and
the high school can be seen over the top of the factory building on the

This site was on the south side of the Baraboo River just east of where the Oak and Vine Street Bridge once spanned the river and the middle waterpower dam was located. However, it also refers to an area directly under where the bridge would later locate. The structures were moved when the bridge was constructed.

In the fore part of May 1844, **George W. Brown** of Whitewater visited this place for the purpose of obtaining waterpower and on the first day of June he made claim of a quarter section.

This power was surveyed out and claimed before Congress subdivided the Townships and his claim also included land on the north side of the river.

In July, William Brown, Geo. Brown's brother and **Marvin Blake**, a brother-in-law, moved here, also **George Grant** and family, with several other workmen, with provisions and tools. In December, the wooden dam was completed and a sawmill was running. This mill did not suit him; therefore, the next season he built another sawmill, which was a far better one.

In 1846, **Delando Pratt**, along with **Lewis** and **Josiah Hayes**, purchased part of the waterpower and erected a sawmill on this site in which they also placed a turning lathe, a shingle machine and a circular saw. The trio had a couple of productive years until the firm had a disagreement and discontinued their partnership and business.

The following year, **Philharmon Pratt** purchased a share of this waterpower from Delando along with the sawmill. Later the sawmill was destroyed by fire and Pratt constructed a new larger one. Pratt owned this sawmill for many years with the exception of two or three years when Mr. Bassett leased the operation. Pratt's mill power was obtained from what was then termed an underwater turbine wheel so was not affected by ice on the river as an overshot wheel would have been. At the top of the vertical drive shaft was a pinion gear, which drove the machinery.

In 1848, **Daniel Schermerhorn**, father-in-law of Delando Pratt, put up a tannery upon the sawmill property and opened a **boot and shoe shop**.

Schermerhorn was a man of much energy; hence he did a lively business. However, the community charged him with being hasty in using some of his own leather, before it was fully cured. Young lads, having on his make of boots or shoes, to irritate him, would bellow like a bull or bawl like a calf when they would meet him, and declare that their boots had had not been fully killed. The old gentleman, being of an irritable nature, would be vexed exceedingly to the amusement of the boys. Mr. Schermerhorn was eventually elected Justice of the peace, and reportedly made a good one. He later moved to Juneau County, where he soon became County Judge.

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During the next twenty years Pratt's mill provided most of the lumber for the buildings of the village as well as neighboring areas. The mill was comprised of a large upright saw as well as a large circular saw. In 1867 the mill was turning out 500,000 to 800,000 feet of lumber.

On November 28, 1850 the new lath mill built by **Wood & Pratt** on the south side of the river was in operation. The mill was then sold to **John & Thomas Seaborn** who advertised in the *Sauk County Standard* newspaper of the operation of their **Cabinet Shop** on the south side of the river opposite the Grist Mill. There they produced cabinet ware such as chairs, tables, stands, bedsteads, and nearly every product normally made in businesses of this type. Cherry and Walnut lumber would be readily received in exchange for work done.

Later in 1856 the Seaborn brothers sold two-thirds of the operation to **J. N. & Harper T. Savage**. Each of the Savage brothers paid \$4,000 for their one-third interest. Thomas Seaborn then withdrew from the firm. New features were then installed, creating a much larger operation. Later, H. T. Savage sold his interests to **L. Weild**. This business operated successfully until December 1 of 1864 when a fire destroyed all the stock and lumber of the company. **Mr. Partridge** who had leased part of the building had losses between \$2,000 and \$2,500 of tools and machinery. Seaborn and Savage estimated their loss at about \$7,000 or \$8,000. **Pratt's Hub Factory** was destroyed also, a loss of about \$800. **John Kennedy** had rented space in this building in February of 1864 where he conducted his trade as a **wagon, carriage and sign painter**.

Soon after the Furniture Factory burned to the ground, a fine three-story structure was erected in conjunction with a foundry on the spot where the factory stood. The owner was **Nathan Starks**, recently from Albany, New York. In the early part of March 1866, timbers for Starks' new machine shop were on the grounds. The intentions were to raise the frame in May. The ground dimensions of the building were 40 by 80 feet. The height would be 3-stories to the eaves plus a lofty attic. It would be lighted with up to 100 panes of glass. The stone basement was planned to be 12 feet in height. The second or main floor was the machining area with plans for the woodworking department being on the next floor up.

The plans also embraced a blacksmith shop and foundry apart from the main building. The blacksmith shop would be 18 by 24 feet and would be constructed immediately. The work performed in the blacksmith shop would be exclusively for the factory. The foundry would follow

completion of the first two structures. There is some thought that Nathan sold the foundry to his brother **A. W. Starks**.

In January of 1867 it was announced that **J. J. Gattiker** had entered into a partnership with Starks in the **Baraboo Iron Works**. However, in May of 1869, Starks placed the Baraboo Iron Works on the market because of what he termed poor health. At one time, date is not clear; **Walker's Machine Shop & Foundry** was located on the south side of the river, maybe not at this site.

On December 6, 1870, Pratt advertised his Saw Mill for sale, at the same describing the location as being at the main bridge leading to the depot and the courthouse.

In late June of 1869 it was announced that the **Baraboo Foundry and Machine Shop**, which had been closed since the first of March, would be reopened shortly. The hop crops of the prior two years had given an impetus to almost every existing industry and in fact had developed some new branches. Among one of the very first of the new industries were hop stoves. To this business Starks had already turned his attention. However, the first part of 1867 showed no great success in creating castings of any size.

Two gentlemen from Chicago, **W. E. Kittredge** and **J. S. Welch** next leased the property and planned on opening within a few days. By July 16 the firm was up and running. November of 1870 finds **Fred Hertel** installing a lathe on the second floor of the Foundry.

However, in December of 1871, it is announced that the **Gattiker Brothers** had taken a lease on the foundry and placed it in the hands of **Samuel Noder**, heretofore connected with the foundry.

In May of 1872 it was announced that **Mr. William Wackler**, of Milwaukee had leased the Iron Works for a period of five years and would reopen the shop at once. Wackler was a machinist and founder with 16 years experience and was leaving a job as foreman for a large Milwaukee concern. Wackler would retain Mr. Noder, who had recently been operating the foundry connected with the iron works, in that department. In March of 1874, Wackler added a 2100-pound grindstone for the finishing of castings.

In December of 1875, Pratt sold his interest in the Middle Water Power to **R. H. Strong**. Pratt however reserved the privilege of operating his sawmill and planer for a stipulated time.

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Since the start of this village, men and boys have been used to bathing in the Baraboo River. This caused much consternation among some of the residents. So much in fact, that a local statute was created affording punishment for those caught in the nude bathing. P. Pratt, being the fine citizen that he was took it upon himself to provide a bathing house for those in need. In June of 1877, in the proximity of the Baraboo Foundry, Platt constructed a bathing house on the banks of the river. The building was 26 feet long by 10 feet wide and was divided in five compartments, each of which was divided into two compartments, a bathroom and a dressing room. Two kinds of baths were provided, a shower and a spray. The baths were provided with all the necessary toiletries and an attendant was on duty at all times. Pratt stated that his wishes were not to make any profit on the operation, only to make enough to pay expenses. Costs were 10 cents for a single bath or \$1.50 for a season.

In October of 1877, Pratt was busy filling in his mill-race. This was one of the oldest and most prominent landmarks in Baraboo. The race was build by Pratt about 1845 and had been in operation constantly since then. The old saw mill was still standing but it was to go also. It was expected that the land would be leveled off for a new dwelling or business block.

March of 1878 found Wackler renewing his lease on the Baraboo Iron Works. Then in May, Wackler purchased the foundry, machine shop and waterpower from **Nellie Starks**.

However, in February of 1879, the foundry attached to the Baraboo Iron Works was destroyed by fire. The flames broke out in the middle of the night and the frame building was soon in ruins. Aetna insured the building in the amount of \$400 so the loss was small. Wackler expected to have a new building up within three or four weeks. The *Baraboo Republic* wrote as follows regarding the fire:

When there is a fire in Reedsburg, the firemen break away from a dance, leaving their partners spinning like a top, rush away for half a mile to their machine, get to the fire after a time and find the cistern dry. But when our foundry burned, there was the hook on the pond, right where the Hook And Ladder boys left it with the iceman. The essence of the sense in the fire department is to know where the next fire is going to be and have things handy for it.

By the end of February, **R. F. Amy** had the contract for erecting a new foundry building. The structure was to be 36 by 36 with a patent iron roof. It was thought that it would be about a two-week job.

In April of 1880, Philharmon Pratt asked for subscriptions to help in the construction of a bridge over the middle waterpower dam. Pratt felt that eventually a high bridge would be constructed at that point but that construction had not as yet gained favor with the voting populous. The railroad had created large throng of pedestrian traffic to that side of town and the Ash Street Bridge was a long way around.

An estimate was made that the bridge would cost in the neighborhood of \$1500 to construct. Messrs. T. Thomson, M. Mould, S. Hofsatter, J. G. Train, A. A. Roberts, G. Wolf and Wm. Power in the aggregate of \$800 purchased subscriptions. Pratt agreed to provide the balance.

It was necessary to obtain the right of way on the north side of the bridge from Mr. R. H. Strong. This was accomplished by the company agreeing to build a stone wall from the head-gates of the mill race running east for the purpose of holding up the banks, and further, Strong would deed the bridge company 12 feet running east and west by four rods running north and south from the lot north of the bridge.

In regards to the right of way on the south end of the bridge, Mr. Pratt, in consideration of the land on which stood the furnace and foundry of Mr. Wackler, which stood in the way, exchanged with him land sufficient for his operation on the east side of the right of way and agreed to move Wackler's buildings at the company's expense. It is interesting to note that up until this time, the foundry had been located where the bridge supports would now be located.

In the winter of 1879/1880 **Joseph Kunzelman** had an **icehouse** situated on the south side of the river a few rods above Wackler's Foundry, which would have been west of the Oak Street Bridge. In March of 1880, he had 281 cords of ice on hand for the summer season. On April 24, 1895, the ice house along with **Mrs. E. D. Potter's** barn buildings were discovered ablaze about 1:00 in the morning. The barn and its contents were destroyed and two horses perished in the blaze. The ice survived.

On July 30, 1897, Joseph Kunzelman died. Kunzelman was born in Germany on Feb. 14 1848 and came to Sauk City in 1852 with his parents. They resided there for several years and then moved to Portage.

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Kunzelman came to Baraboo in 1880 and promptly entered the ice business. He was married to Miss Christie Siebecker, May 19, 1877, who survives him along with two children, Cora, 17 years and Emma, age 12. Other near relatives are his mother and father, Mr. & Mrs. Franz Kunzelman, three brothers, Anton, Chas. and William, two sisters, Mrs. Charles Bender and Mrs. August Fisher.

By the middle of May 1881, Wackler's new Foundry had finally come to rest on a new foundation east of the new Pratt Bridge. It was now connected with the machine shop.

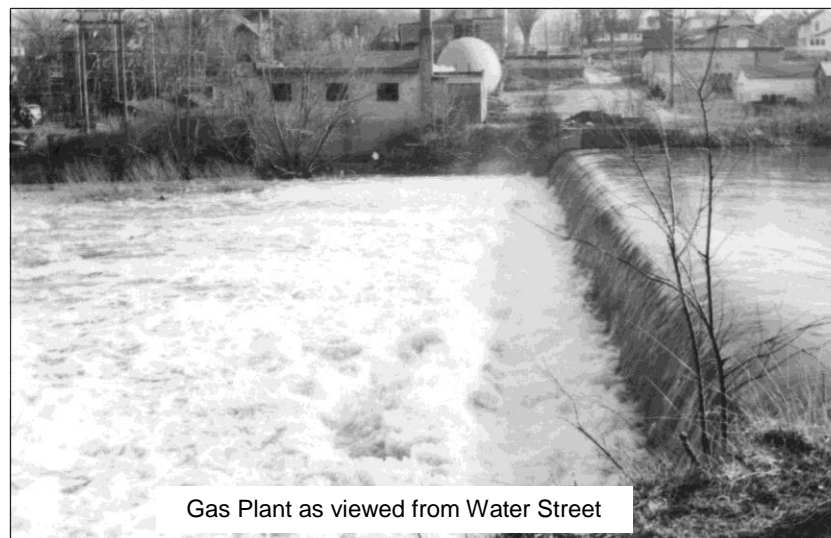
In August of 1886, a reporter from the *Republic Newspaper* did a story on the Wackler business as follows. "The foundry had just finished the casting of a number of heavy lintels, with columns of substantial weight and graceful pattern, for the buildings now under construction by Messrs. Ashley and Dickey. There were also a large number of wagon skeins, of which the foundry makes a specialty, for use in the local wagon factories, iron feeding racks, etc.

The machinery in the machine shop comprises a 16 ft. lathe with a 38" swing; a 12 foot lathe with a 19" swing, an 8 foot lathe with a 10" swing, a planer 5 ft. long with a 25" by 25" bed.

In process was a large and handsome door platform for the new Keyser building on Oak Street; some iron brackets for the county asylum at Reedsburg. Wackler owned approximately one-eighth of the water power of Hoyt, Warren and McPetridge, his privilege covering the right to 200 cubic inches of water for every revolution of the water wheel.

On the upper story are a business office and a woodworking shop and pattern room."

William F. Wackler died on Friday, March 22, 1895. Wackler was born in Wurtemberg, Germany on March 16, 1842. In 1866 he came to the United States and settled in Milwaukee. There he and Miss Barbara Pieron were married. In 1872 he came to Baraboo. At the end, Wackler had an interest in the gas works and was a local coal dealer. He left his wife, one son, Aro Wackler and two daughters, Katharine and Ella. There were also five surviving brothers, Henry of Baraboo, Paul, Carl and Christian of Milwaukee and August of Germany. Mrs. Wackler remained in the coal business and continued to take orders at 314 South Street.



Gas Plant as viewed from Water Street

Baraboo Gas & Electric light Plant

The electric plant on the north end of the Oak Street bridge, which was owned and operated by M. A. Warren and powered strictly by waterpower, eventually proved too small for the needs of the community.

Therefore, in May of 1897, **W. H. Hopkins, Beebe H. Strong and J. W. Power** purchased the **Baraboo Light, Heat and Power Company's** electric plant. These gentlemen were the same three that were erecting a new plant in Baraboo. They purchased all of the rights, stock and franchise of the company but would not make use of any of the machinery of the old plant. M. A. Warren would continue to operate the present plant until the new one was completed. The transfer was expected to take place about June 15 of the same year.

The new electric company's office was located in the Evans' building and the plant was conveniently located at the south end of the Oak Street Bridge at this site. The new plant consisted of two Corliss engines, two generators, two boilers, a condenser, one pump, a switchboard and about thirty miles of main and feeder wires. With steam pressure of 100 pounds in the boiler, 125 and 260 horsepower was developed respectively in the two engines. The dynamos were arranged in such a manner that they automatically supplied just as much electricity to the wires of the city as needed. Coal and wood was not the fuel always

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used. A 10,000-gallon tank for crude petroleum was also nearby to be used for fuel.

In June of 1898, the **Baraboo Gas & Electric Company** purchased the stock of Buck Brothers and was then prepared to do light wiring at reasonable prices.

W. H. Hopkins died on the last day of August in 1901 while in the Grace Hospital in Detroit. He was only 35 years of age and had a great deal to live for. Death was a result of contracting Malaria while in Texas. He had been married in the spring to Miss Jennie Crowley of Baraboo. He was the principle owner of the Baraboo Gas & Electric Light Company as well as other valuable properties in Baraboo. His first wife died as a result of a runaway accident in front of the Warren House several years prior. Mr. Hopkins wealth was primarily a result of an inheritance from a wealthy uncle in California.

In March of 1902, the manager, B. H. Strong, offered the Baraboo Gas & Electric Light Plant for sale. This was necessary to settle the estate of the late W. H. Hopkins. However, in September of 1902, the council approved an ordinance granting a 25-year franchise to Strong for the Baraboo Gas & Electric Light Plant. An effort by Alderman Ruhland to require the plant building on the outskirts of the city failed.

In October of 1902, the plant was sold to **Messrs. Brown and Mayer** of Chicago. They accepted the terms of the council and filed the bond of \$5,000 to insure that the plant would be installed within a year. The entire street light system would be revamped and a new coal gas plant would be constructed so that the citizens could be furnished with gas fuel at a reasonable price. New gas mains would be laid throughout the city at a cost estimated at about \$40,000. Later, in December the Baraboo Lighting Company incorporated with \$100,000 capital stock. Stockholders were **Beebe H. Strong, Daniel Ruggles** and **George I. McFarland**.

In October of 1903, and only after the Chicago office of the Baraboo Lighting Co. agreed to cancel the rights to the old franchise when the new franchise was signed, did the Mayor sign and OK the agreement for a new franchise.

In March of 1904, **Dr. Greiner** purchased the Baraboo Iron Works from **Kahn & Cox** and was planning on updating the equipment. Kahn would remain as foreman. In July of the same year, the company cast two iron columns for Charles Whitman's new drug store, one

weighing 600 and the other 800 pounds. In August, plans were to cast two columns for A. Gust's new store.

On June 21 of 1911, the old machine shop and foundry belonging to **Mrs. R. F. Wackler** were destroyed by fire. The fire was discovered about 1:30 AM coming from the roof of the foundry, which was the low square building just beyond the two-story machine shop, which was beside the bridge. The old wood building was soon a mass of flames creeping to the machine shop. In fact, at one time the bridge and a telephone pole were ablaze. Both buildings were destroyed.

By 1927 a large gas tank is in use here. In 1947 it is referred to as the **Wisconsin Power & Light Company Sub-Station**.

In July of 1946, there was talk of the **Flo-Torque Company** of Chicago building a plant on the riverbanks between Walnut and Oak Streets. The way-lite block building would be 40 X 144 feet. Flo-Torque manufactured model airplanes. The owners of the company were **William Halbert** and **Leon Klesman**. They would move the machinery from their existing plant in Chicago in the fall and plans were to employ about 25 people, mostly men. The new company was footing all costs for the move with no obligations from the city. It was claimed that "Flo-Torque" translated to "Smooth-Power." The new company would also produce toilet seats.

In October of 1946, a building permit was issued to Leon Klesman for a new building at this location.

In September of 1948, **Henry Ringling** was issued a building permit to repair the roof at 101 Vine Street. Ringling also owned the livery building at 123 Vine Street.

In February of 1955, the **Insemikit Company** outgrew its then present building at 426 Hitchcock Street and leased the former Flo-Torgue building with plans to move here around the First of March. Insemikit opened in Baraboo in 1950 under the direction of **Willard F. "Pete" Teelin**. The company's building on Hitchcock would continue to be used for office and warehousing.

Teelin was 27 years old and a laboratory technician for a pioneer breeder's service in Madison in 1948 when he started experimenting with new insemination equipment. After several product developments, Teelin was ready to go into business but he lacked capital. In 1950 Teelin received an order from an Ohio bull and stud co-operative for 200,000 insemination tubes with a down payment of \$3,000.

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Open Door Baptist Church circa 2007

With this encouragement he quit his lab job and set up a small factory in a garage in Baraboo. By 1955, Insemikit's catalog numbered 88 pages. In March of 1959 Teelin, president of the **Insemikit Company** announced plans to expand the manufacturing facilities. A new corporation, **Teel Plastics** would construct a new building just north of the then present facility on Hitchcock Street. Teelin would assume the responsibilities of President of Teel Plastics. Jack Edwards, former Sales Manager of Insemikit, would become Vice President of NASCO in charge of the Insemikit Company. The office of the company would move to 123-127 Second Street, which had been empty for about a year. In April of 1960 the **Snowwhite Garment Sales Corporation** purchased this building which was still owned by the Flo Torque Corp.

Snowwhite manufactured tailored uniforms for student nurses, practical nurse students and service personnel. The **Lloyd Byxbe** family, owners of **Sales Motivators Inc.** owned and used this building as a warehouse as early as 1983, selling it to **Diane and Dick Stephensen** who moved **Turtle Island Beads** here in 1998. The Stephensen's moved to W. Baraboo in 2003. **Al Mueller** owned this building in and prior to 2007.

Mueller also operated **I A.M. Dairy Distributing LLC** here and rented the south half of the building to the **Open Door Baptist Church**.

On May 29, 2008, it was reported in the *Baraboo News Republic* that the city of Baraboo was prepared to purchase the **Alliant Energy/Wisconsin Power and Light** property located on each side of the



The above picture is of Diane and Dick Stephensen of Turtle Island Beads taken in 2007 at their site at 674 West Mulberry Street in West Baraboo. They moved to this 9000 square foot building in 2003 from Vine Street

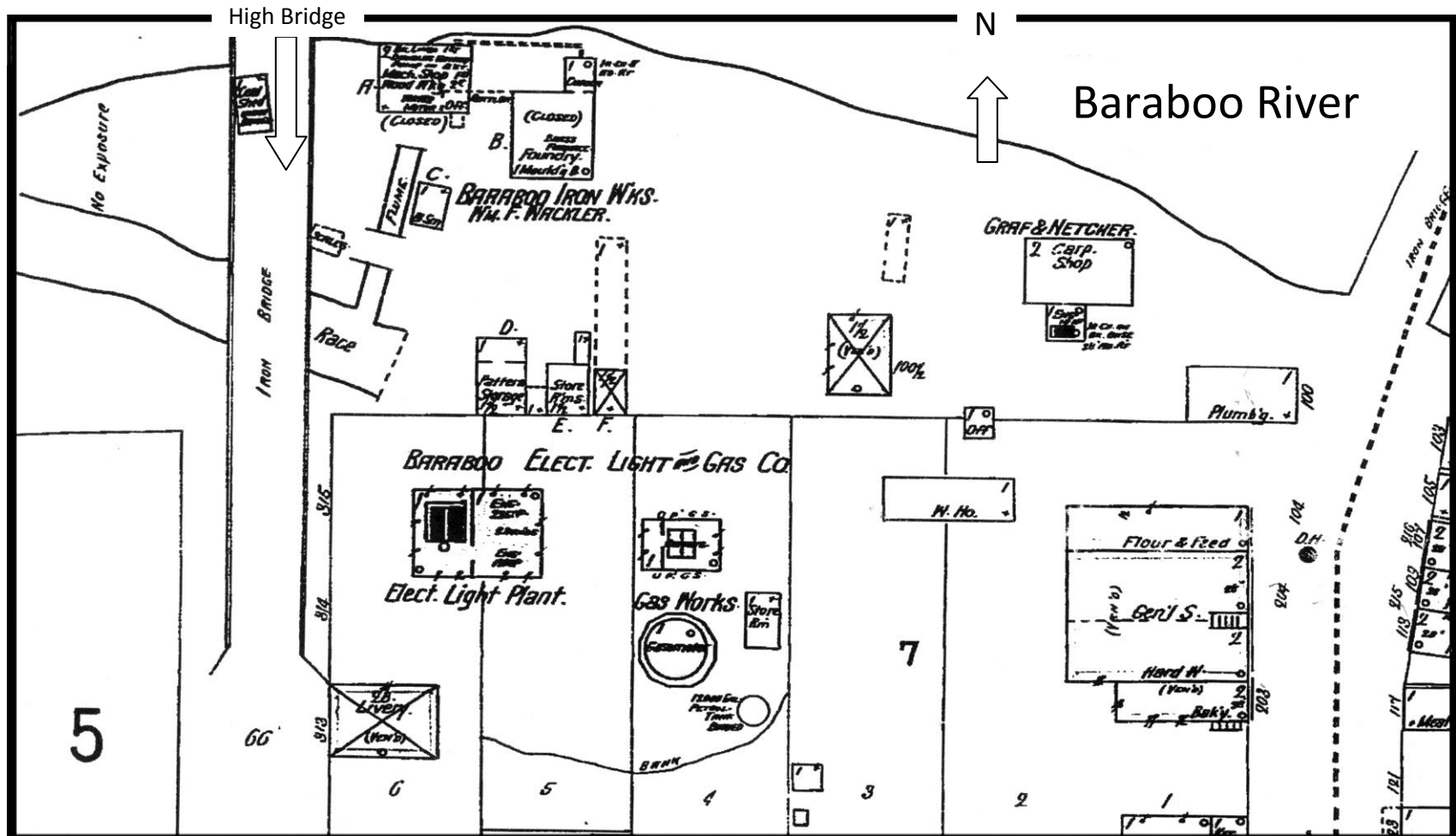
100 block of Vine Street including the office building and pole yard. The claim that an agreement had been made whereas the city would pay \$750,000 for the property and in turn sell Alliant land in the new business park west of Highway 12 for \$1.00.

The utility company would then rent back the office space for a short term until the same could be moved to new housing. It was reported in the same issue of the *Baraboo News Republic* that coal gasification began in this area in the 1880's.

In June of 2008 the city completed the purchase of the Alliant property between South Boulevard and Walnut Street. The city received a 2-1/2 million dollar grant from the DOC for the kick-off of the redevelopment of the waterfront. The city also received three grants totaling \$200,000 for the clean up of the Alliant property. It was noted in the *Baraboo News Republic*, dated July 3, 2009, that Alliant was expected to move out of their riverfront office building within a few weeks.

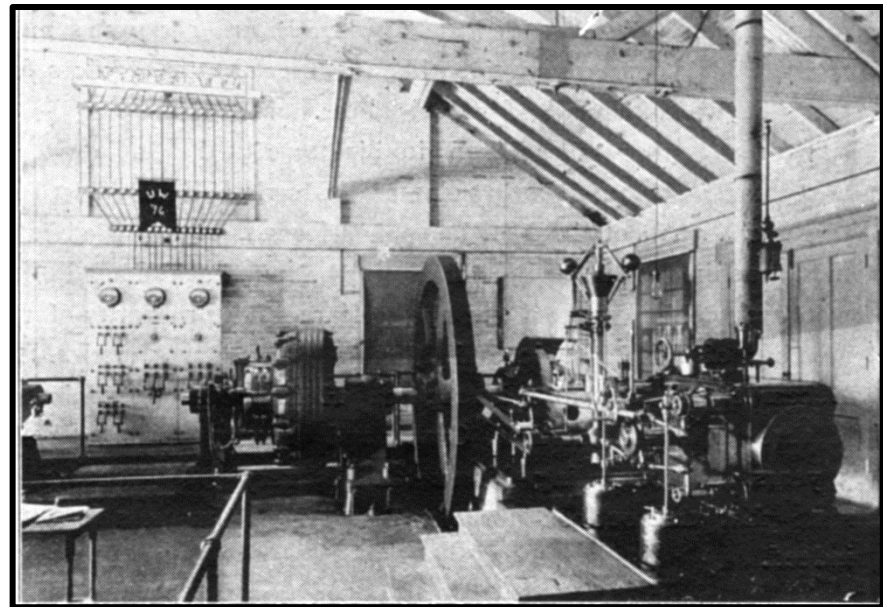
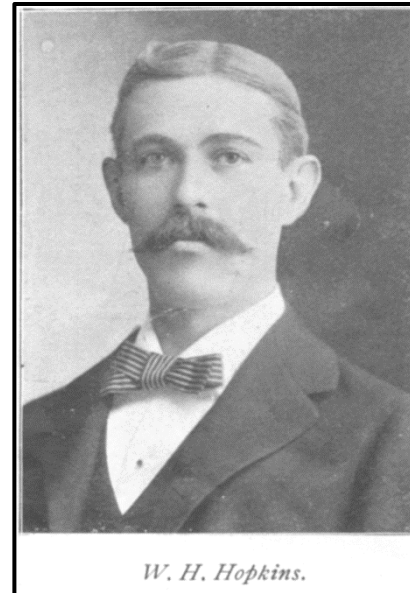
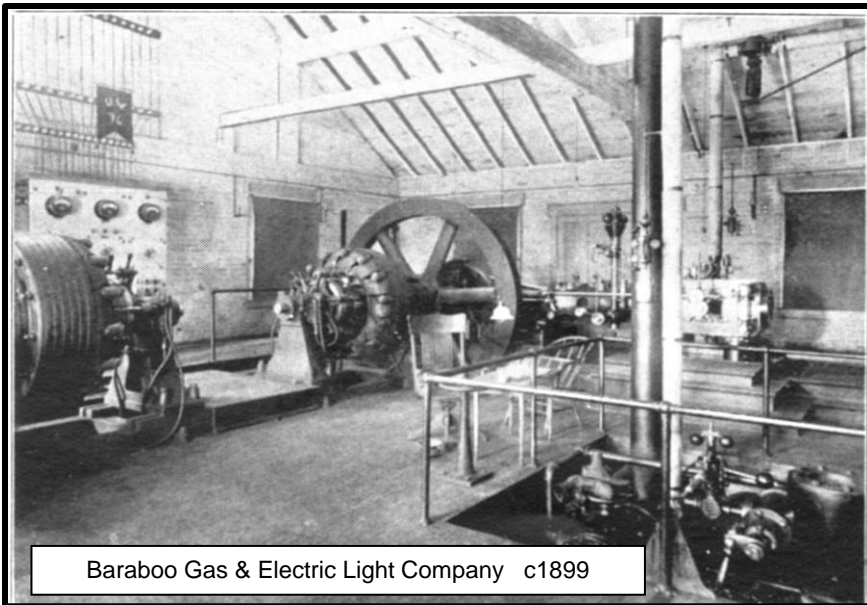
In July of 2010 a crew with Beaver Services was busy razing the Alliant Energy building located here as well as the Veola transfer station on Ash Street.

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South river bank between the Oak Street and Ash Street Bridge

101-113 & 115 Vine Street



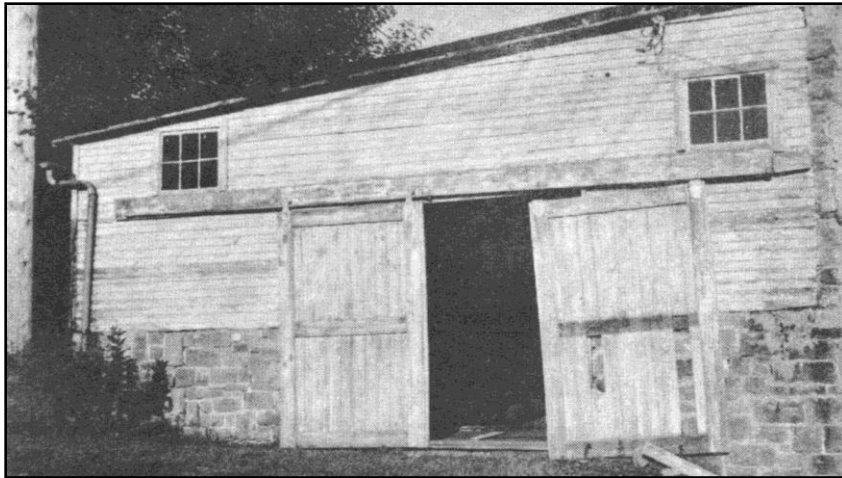
110 Vine Street

110 Vine Street

Located directly south west of and adjacent to the Oak Street Bridge.

First Sanborn map N/A

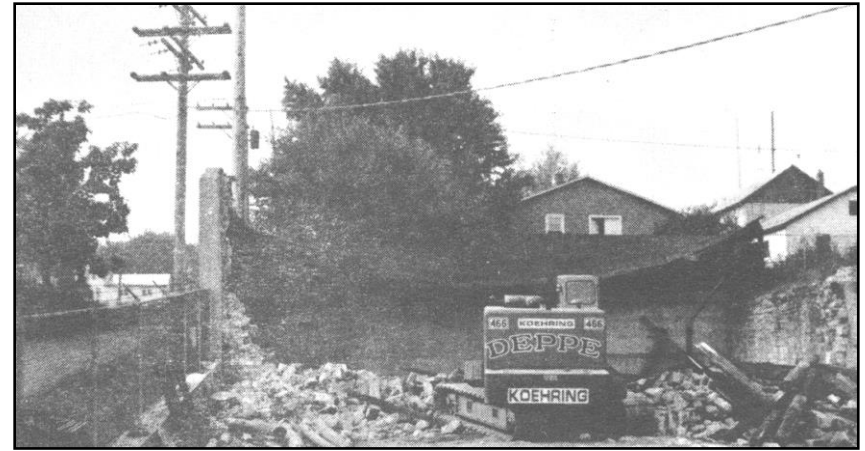
Sanborn Location N/A



Coal was hauled by horse-drawn wagons from the depot to this building, which was constructed in 1897 and was located to the rear of the "Deep Freeze". From here the coal was "wheel barrowed" to and hand shoveled into the retorts where "coke" gas became a fuel product.

As Early as August of 1852, the **Baraboo Foundry & Machine Shop** was located on the riverbanks about half way between Vine Street and South Boulevard. The owner at the time was **Isaac Bechtol**. This company advertised doing Mill Gearing and produced castings of all types. In March of 1853, **J. B. Sanford** announced that he had purchased the foundry and was in the process of purchasing old cast iron.

In the year 1898 **Wood & Company** was conducting the **Foundry & Machine Shop** while by 1904 the foundry was conducted under the name of **Baraboo Iron Works Foundry & Machine Shop** again. The buildings were no longer here in 1913.



Pictured above is the razed "Deep Freeze, circa 1970, the end of the first gas era in Baraboo. All this was replaced by cross country natural-gas lines with attractive natural gas gates here and there.

In 1949, a building permit was issued to the **Wisconsin Power & Light Company** to repair a building at the corner of Vine Street and Paradise Alley. They also demolished the gas house at that time. The first gas line mains were laid in Baraboo in 1903.

On May 29, 2008, it was reported in the *Baraboo News Republic* that the city of Baraboo was prepared to purchase the Alliant Energy/Wisconsin Power and Light property located on each side of the 100 block of Vine Street including the office building and pole yard. The claim that an agreement had been made whereas the city would pay \$750,000 for the property and in turn sell Alliant land in the new business park west of Walmart for \$1.00. The utility company would then rent back the office space for a short term until the same could be moved to new housing. It was reported in the same issue of the *Baraboo News Republic* that coal gasification began in this area in the 1880's.

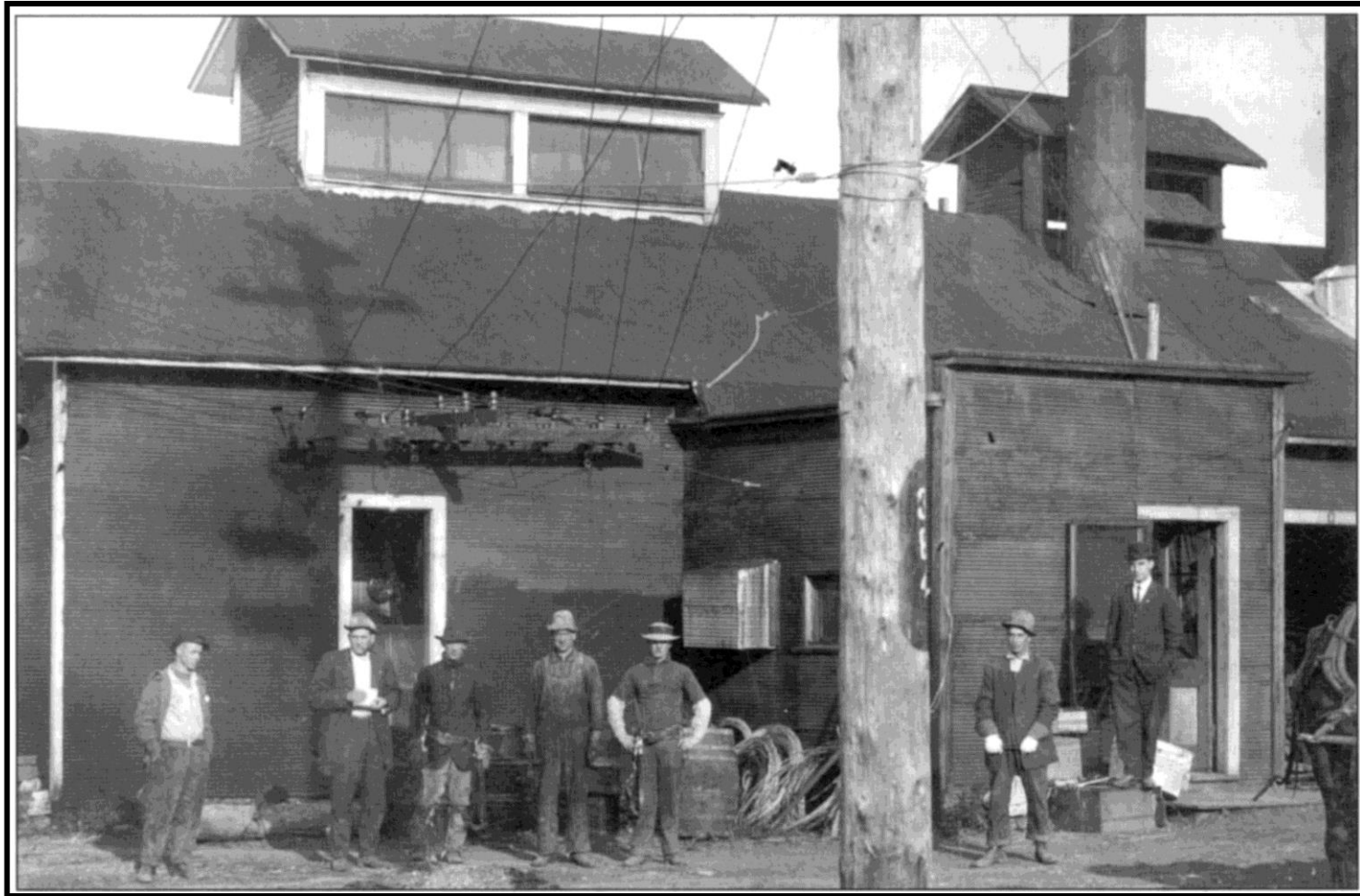
110 Vine Street



The above picture of the Baraboo Gas Holder and Plant (known as the Deep-Freeze) was featured on the July 1926 cover of the "Power and Light Company News". Picture taken from Oak Street Bridge.

Wisconsin Power & Light moved from its former Vine Street location to Commerce Avenue on July 13, 2009. The new facility was certified under the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. The city of Baraboo used a \$750,000 state Department of Commerce grant to purchase the old facility and Alliant purchased land in the city-owned business park west of Wal-Mart for \$1. The move was part of the city's push to redevelop the river corridor.

110 Vine Street



The Wisconsin Power & Light Company is captured in this photo, taken in 1913. The company was located on the south side of the Oak Street Dam, where Alliant Energy would later locate. WP & L transformed Coal into gas and then piped it to businesses and homes for lighting.

THE UNITED STATES OF AMERICA

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING

CERTIFICATE No. 8. 291

WHEREAS: *Chauncy Brown Junior of Walworth County, Wisconsin*

has deposited in the **GENERAL LAND OFFICE** of the United States, a certificate of the **REGISTER OF THE LAND**

OFFICE. AT *Mineral Point*, it appears that full payment has been made by the said, *Chauncy Brown*

Junior according to the provisions of the Act of Congress of the 24th. of April, 1820 entitled "An act making further provision

for the sale of the public Lands," for *The East half of the South East Quarter of Section Thirty Six*

in Township Twelve North, of Range Six East in the district of Lands subject to Sale at

Mineral Point, Wisconsin, containing Eighty Acres according to the Official Plat of the survey of the said

Lands, returned to the General Land Office by the Surveyor General, which said Tract has been purchased by the said *Chauncy*

Brown Junior. **NOW, KNOW YE,** That the UNITED STATES OF AMERICA, in consideration of the premises,

and in conformity with the several Acts of Congress, in such case made and provided, Have Given and Granted, and by these present

Do Give and Grant, unto the said *Chauncy Brown Junior* and to *his* heirs the said tract above described:

TO HAVE AND TO HOLD, the same together with all the rights, privileges, immunities and appurtenances of whatsoever nature thereunto belonging, unto the said *Chauncy Brown Junior* and to *his* heirs and assigns forever.

IN TESTIMONY WHEREOF, I, *James K. Polk* PRESIDENT OF THE UNITED STATES OF AMERICA,

have caused these letters to be made Patent and the Seal of the General Land Office to be hereunto fixed.

GIVEN under my hand, at the City of Washington, the *First* day of *September* in the year of our Lord one thousand eight hundred and *Forty Eight* and of the Independence of the United States the seventy- *third*

BY THE PRESIDENT *James K. Polk*

123 Vine Street

123 Vine Street

Located at the southeast corner of the Oak-Vine Street Bridge.

Block 7, lot 6

Sanborn map location 313 Vine Street

The Sanborn insurance map shows a livery here as early as 1892. In October of 1890, **Chauncey J. Brown** of Delton was planning on constructing a livery on the south end of the new Oak Street Bridge where he recently purchased ground from **Mrs. Chandler**. In June of 1891, Brown was advertising his livery here. In March of 1892, **D. B. Peck** purchased half interest in the livery.

In 1895, Brown traded his livery to **Edward Lombard** of Lake Delton for 320 acres of land.

In May of 1895 the **South Side Livery** was sold to **Henry C. Graff** for \$2,400.

The 1895 Baraboo City Directory lists the **J. W. Lindsay Livery** at this address. The address was also given as at the southern end of the long bridge. In 1905 the following was reported in a January issue of the *Baraboo News*.

“Saturday night, three men entered the livery of J. W. Lindsay, at the south end of the long bridge, and without any apparent provocation, one of them, a short fellow, brutally assaulted Lindsay, hitting him in the face and knocking him down several times. Lindsay was cornered in such a manner that he could not defend himself and he thought he was going to be murdered. The fellow that delivered the blows was in the employ of the Ringling Brothers and was immediately discharged. A warrant was out for his arrest but it was thought that he had skipped town.”

In September of 1909, Lindsay sold his livery to **A. Bert Ellis**. The consideration was a farm about seven miles from Ableman and about eight miles from Reedsburg.

In May of 1911, Ellis sold his livery to **Jacob Alexander**. Ellis would return to his farm south of town.

In January of 1913, **Platt** and **T. C. Kramer** sold their farm implement business on Third Avenue to **Jacob Alexander**. In the deal, Platt and Kramer were supposed to have received this livery building

on the south end of the Oak Street Bridge. However, Alexander decided to retain the livery business at this location and dispose of it later. Alexander had run a stage line from Baraboo through Prairie du Sac to Madison for many years but with the advent of Parcel Post in January of 1913 discontinued the business. The last driver to make the Baraboo-Madison-Baraboo trip was A. J. Nold. By the end of January of 1913, the stage line had been sold to **Dennis J. Taylor** who would continue the route with Nold as the driver.

In July of 1915, the **Gem City Transfer Line** moved to this site after W. D. Johnson purchased their location at 620-624 Oak Street.

Sometime around 1957, **John Geoghegan** purchased this livery from **Jean Ringling**, selling it shortly thereafter to **Curtis Farr**. Farr would use the building as a warehouse to house potato chips and other products he sold. Farr owned this building as late as 1967 and probably longer.

This building was a brick building facing Vine Street and was south of the Flo-Torque building. The basement at the rear of the building had a walk in door so the building must have been constructed on a knoll.

214 & 217 Vine Street

214 Vine Street*

Probably just south of railroad tracks on Vine Street
(*Assumed street address)
Block 9, lot 1
Sanborn map location 303 Vine Street

217 Vine Street*

(*Assumed street Address)
Located directly south of and adjacent to the railroad on the east side of Vine.
Block 10, lot 6
Sanborn map location 310 Vine Street

In August of 1871, the construction of **Strong's Grain Elevator** was also moving along at this time with the excavation beginning for the foundation. Walls were to be heavy plank, laid flat. It was planned that the planks would be delivered from Merrimack once the railroad reached Baraboo. It was expected the elevator would be ready to receive wheat as soon as the railroad was operating. By September of the same year, the second story above the basement was underway.

The 1892 Sanborn map indicates a vacant lot here.

In July of 1877, the **Standard Oil Company** erected tanks across from the depot for the purpose of storing oil.