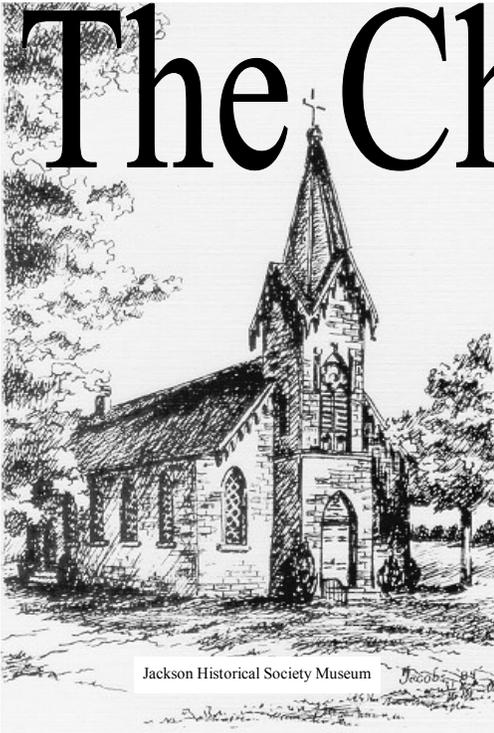




The Church Mouse

Volume 18 Issue 2 Jackson Historical Society June 2013



HEAVY RAINS CAUSE FLOOD AT ROCKFIELD



Heavy rains in the county during the past week flooded low lands, caused a washout of railroad track at Rockfield, flooded roads in the Rockfield swamp and did damage of an unknown amount to the growing crops.

Although the rain in this vicinity amounted to only about 1 1/2 inches, the rainfall in the southern part of the county amounted to practically four inches in three days. Thursday, Friday and Saturday, practically inactive creeks became raging torrents overnight, and on Saturday morning a small branch of the Menomonee river through Rockfield overflowed its banks, becoming dammed in a small culvert and overflowed the tracks about eight hundred feet north of the village station. Train 102, south-bound, leaving here at about 3:45 Saturday morning, was traveling slow owing to the heavy rain, so that when the engineer crossed the weak spot that had been washed out he noticed the engine sag, and brought the train to a stop on the washout. Two of the Pullman sleepers were north of the washout, the engine, mail car and day coaches having pulled across safely. The passengers of the day coaches only were taken to Milwaukee, where they arrived about an hour late.

The section crews from Granville and Jackson were called and started the repairing of about a 60 foot washout. In the meantime, trains 117, the early morning train, and 113, the noon train were being held at Rockfield. Train 206 was held at Jackson, awaiting orders to proceed. Trains started moving at about 2 o'clock in the afternoon when the flood had receded so that temporary repairs could be made.



An incident that may have proven fatal occurred during the morning when the section crews were attempting to make repairs. Fred Reichert, Jackson section foreman, in attempting to find a solid footing in the flood waters placed a shovel too near to the culvert opening, the force of the water throwing him into the raging stream. He grasped the edge of the culvert, but the many people on hand could not get Reichert out of the culvert. The strong current made it impossible for Reichert to hold on so he was swept through the culvert, landing against the fence of the railroad right-of-way, where several people aided him to his feet. Alex

(Rockfield continued on page 2)

MEMBERSHIP DUES

Your annual **\$15** dues cover a calendar year starting in January. The current year for your membership is shown on The Church Mouse address label to the right of the zip code.

Due to increased costs, it has become necessary to increase our dues to **\$15** per year..

JHS MEETINGS TIMES

The Jackson Historical Society meets the 2nd Monday of every other month, Jan/Mar/May/Jul/Sep/Nov, at 7:00pm.

JHS meetings are held at 1860 Mill Road, Jackson, in our restored, Karl Groth log home. Visitors are welcome.

JHS OFFICERS

Nancy Ebeling—President
Jerry Prochnow—Vice President
Lenore Kloehn—Treasurer
Jim Kliese—Secretary

BOARD MEMBERS

All JHS Officers, Russ Hanson, Royal Natzke, and Elmer Kloehn



Miceli, Granville foreman, narrowly missed taking the same trip that Reichert took when he attempted to render aid to Reichert but was pulled from the water before he reached the heavy section of the culvert.

Reichert was taken to St. Joseph's Community Hospital in this city, where it was found necessary to put his right knee into a cast. He is improving rapidly and it is expected he will be able to leave the hospital by the end of the week.



Fred Reichert

County Trunk G, running through the Rockfield swamp was under water for a distance of about six hundred feet, at a place where the Jackson-Germantown drainage ditch runs across the road, now a branch of Cedar Creek, just at the town line of Jackson and Germantown. The water crossed the road at this spot for about 24 hours, causing a washout that required a good many loads of gravel to fill. Cedar Creek through the swamps in Jackson township shows no banks at all, being practically a half mile wide in places. Small grains were drowned out, fields were badly furrowed by washouts, corn land, usually planted after the early spring waters have receded will be delayed because of the excessive water.

It has been reported that a heavy wind accompanied Friday evening's rain in the vicinity of Richfield, blowing telephone poles over highway 41.

This article appeared in the West Bend News of May 20th, 1933. The photos of the crew repairing the washout and Fred Reichert were provided by Bill Lutz.

WHY DID WASHINGTON COUNTY END UP WITH 13 TOWNS?

In 1940, the centennial year for the Washington County administration, it is interesting to look back at the first map of the county and how it came by thirteen townships.

When one looks at the outline map of the county, it appears that the upper part of the parallelogram which it represents is pushed a mile to the east. What caused this deviation from a straight line is not evident. It added about twelve square miles to the area of Dodge county. There are no natural barriers, such as a river or a range of hills, that might have caused this change. But those who had charge of fixing the line that divided Ozaukee and Washington counties, after the Legislature had decided on the division, made sure that the difference in the west was compensated for by the addition of an equal area in the east.

If one would somehow get a hold of the earliest map of Washington county—printed in the 1840's, and provided such a map is still existing—he probably would be surprised to find that the county at the time had only eight townships. The lower half of the map would show all of the present townships and their names, while the upper half would show only two townships covering the area of the present seven townships.

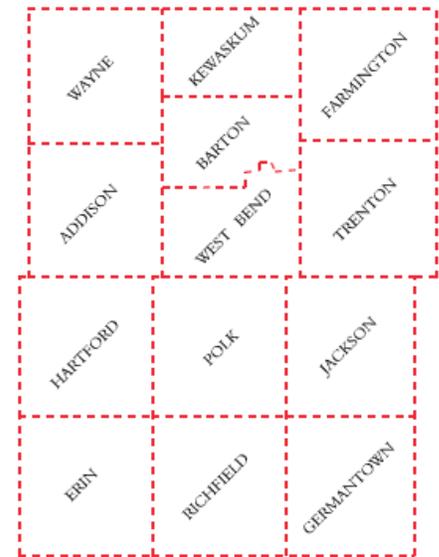
The settlement of the county began in the south and townships were organized in the southern half while the northern half was still in a more or less wild state. The two townships filling the northern half of the county were those of West Bend and Addison.

The town of West Bend, created January 20, 1846, originally included the towns of Barton, Kewaskum, Farmington and Trenton. The town of Addison included the town of Wayne.

The town of Barton, originally named Newark, was created in 1848, the southern half being taken from the town of West Bend and the northern half from the town of North Bend, now the town of Kewaskum. This latter township was sliced off the town of West Bend in 1847. It received its present name in 1849. Barton received its present name in the county board session of 1853.

The town of Farmington was made a separate unit on February 11, 1847 and was given the name of Clarence by the Legislature. In the year following, this name was changed to Farmington. West Bend for a short time bore the name of Carbon by virtue of a county board resolution after it had been claimed that coal beds had been found in its soil. The townspeople, however, resented the new name and the resolution was speedily rescinded. The town of Trenton was set off from the town of West Bend in 1848.

WASHINGTON COUNTY



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The town of Addison was created on January 21, 1846, a day after the Legislature had designated the original area of the town of West Bend. Its northern half was made a new township and named Wayne by the Legislature on March 11, 1848

The towns of West Bend, Barton, and Kewaskum each cover an area which is one-third smaller than that of the other townships in the county. The reason is that the town of Barton was carved out of portions originally belonging to the towns of West Bend and Kewaskum. Barton at one time had aspirations to become the county seat, and for a while it actually surpassed West Bend as a business and population center.

Its leaders prevailed on the Legislature to create a new township with parts taken from the townships to the south and to the north. Thus Washington county is made up of thirteen townships instead of the twelve which it otherwise would have.

This accounts for three townships being crowded in the space of two in the north central part of the county map. The number of the townships might also be taken as a proof that the old pioneers did not pay any attention to the superstition adhering to the number, thirteen.

This article written by Carl Quickert appeared in the West Bend News of September 19, 1940.

PRESIDENTIAL FACTS

U. S. Presidents Grant, Hayes, Garfield, Harrison, McKinley, Taft, and Harding were all born in Ohio, making Ohio the leading birth state of presidents.

INCREDIBLE VOYAGE—AMERICA'S HISTORY REVISITED

Part 1

Rear Admiral Charles Wilkes passed away on February 8th, 1877, at the age of 79. He is buried in Section 2, Grave 1164 of Arlington National Cemetery.

Who was Charles Wilkes? Why is he an interesting character from America's history worth exploring? What did he do to gain national recognition? Let's take a look back.



Commissioned a Captain on the 14th of September, 1855, and when the Civil War opened, he was placed in command of the steamer "San Jacinto" in 1861 and sailed in pursuit of the Confederate privateer, "Sumpter."

On the 8th of November, 1861, he intercepted at sea the English mail-steamer "Trent," bound from Havana to St. Thomas, and sent Lieutenant Donald M. Fairfax on board to bring off the Confederate commissioners, John Slidell and James M. Mason with their secretaries. The officials were removed to the "San Jacinto," in which they were taken to Fort Warren, in Boston Harbor.

The Navy Department gave Captain Wilkes an emphatic commendation; congress passed a resolution of thanks, and his act caused great rejoicing throughout the north, where he was the hero of the hour. But on the demand of the British government that Mason and Slidell should be given up, Secretary Seward complied, saying in his dispatch that, although the commissioners and their papers were contraband of war, and therefore Wilkes was right in capturing them, he should have taken the "Trent" into port for adjudication. As he had failed to do so, and had constituted himself a judge in the matter, to approve his act would be to sanction the "right of search" which had always been denied by the United States Government. The prisoners were therefore released. Thus, was born, the "Trent Affair," which caused much international tension between the U. S. and England.

Although of importance to Civil War "buffs," the "Trent Affair" is not our major reason to take a look back at the life of Charles Wilkes.

Of greater importance was Lt. Wilkes assignment as commander of the United States South Seas Exploring Expedition in 1838. Authorized by the government to conduct exploration of the Pacific Ocean and the South Seas by sailing ship, this was to be the first major scientific expedition overseas by a young and ambitious United States and stands as one of the greatest achievements in the field of exploration that this country has ever undertaken.



A letter of instructions from President John Quincy Adams' Secretary of the Navy Paulding to the expedition, outlined the general purpose and course of the expedition. It listed many countries and islands to be visited and directed that the Southern Ocean be explored and surveyed, and laid down a general code for dealing with natives of countries or islands visited. He wrote: *The expedition is not for conquest but discovery. Its ob-*

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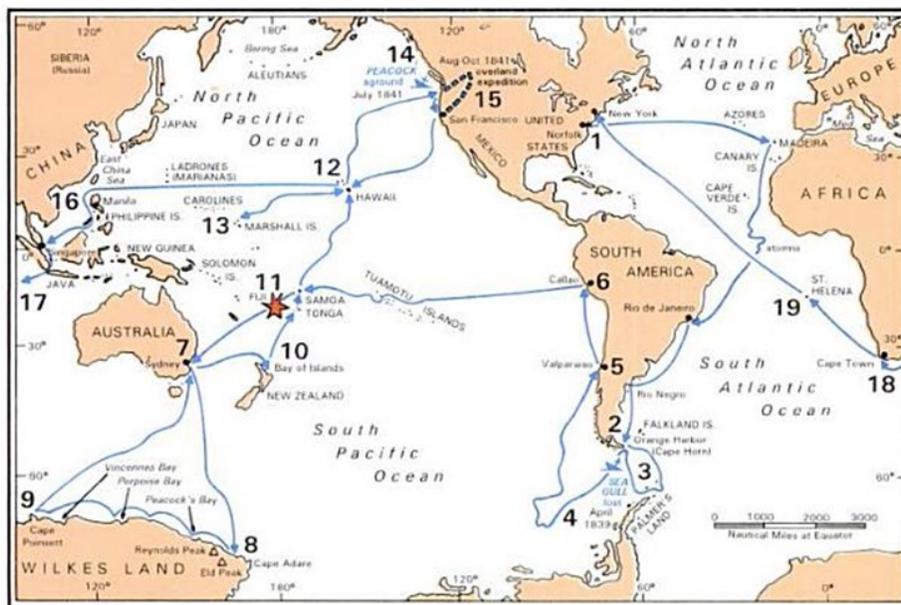


(History continued from page 3)

jects are all peaceful. They are to extend the empire of Commerce and Science; to diminish the hazards of the Ocean and point out to future navigators a course by which they may avoid dangers and find safety.

On the morning of August 18th, 1838, six sailing ships got underway from Hampton Roads and made for Chesapeake Bay and the open ocean. The ships were the Vincennes, a sloop of war, 780 tons and the expedition's flagship; the Peacock, a sloop of war, 650 tons; the Porpoise, a brig, 230 tons; the Relief, a stores ship; the Sea Gull, 110 tons, and the Flying Fish, 96 tons, two tenders and former New York pilot boats. The vessels were packed with books, the latest scientific and navigational equipment, and a crew of 346 men. The Vincennes and the Peacock carried the scientific staff, including three naturalists, two botanists and a mineralogist, a philologist, a taxidermist, and two draftsmen.

Behind them lay the young, United States. Ahead lay four arduous years at sea and almost 87,000 miles of ocean. The map provided will permit you to trace their amazing journey during the four years of the United States South Seas Exploring Expedition.



On departure from Hampton Roads (1), the squadron passed by the Azores heading for Madeira. From Madeira, they journeyed south to the Cape Verde Islands passing near the Canaries. Wilkes continued on and arrived off Rio de Janeiro on November 23rd.

Sailing southward, they passed through the Straits of LeMaire, rounded Cape Horn, anchoring in Orange Harbor (2) on the southern coast of Tierra del Fuego, their rendezvous point for exploration of the Antarctic on January 30, 1839.



Upon arrival at each port, the routine was generally the same. An astronomical station was set up, a survey was taken while the scientists went ashore to investigate the country's geology, botany, etc. A general description was made with reference to history, type of government, manners and customs of natives, and the general subject of commerce. Castaways and shipwrecked sailors were often encountered and taken on board. At times they were called on to handle cases where members of whaling ships or other vessels had been murdered by the natives.



Although, as was soon discovered, they were starting south too late in the season, an initial attempt was made by the Porpoise and the tenders to reach a high southern latitude in late February, but was turned back by gales, fog, and ever increasing number of icebergs, rendering the cruise precarious. The Peacock, with Wilkes aboard, and the Flying Fish sailed further westward, but stormy weather and bitter cold and a few narrow escapes

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**MARCH 5th FREE PROGRAM
A SUCCESS**



Although the weather blew in some snow and “frizzle” that made for slippery roads, those who attended our free program on the **BADGER ORDNANCE WORKS** enjoyed an outstanding program..

Verlyn Mueller, President and Archivist of the Badger History Group, worked at Badger Ordnance Works for 26 years. B.O.W. provided ammunition for the U.S. military from 1942 to 1997. Its 10,500 acres are currently being returned to civilian usage. Verlyn’s vast experience at Badger, coupled with a great slide presentation made for an enjoyable and informative evening.

Should you wish to learn more about the Badger Ordnance Works, you can visit Verlyn at their museum on Hwy. 12 north of Prairie du Sac. It is well worth the trip.

ITEMS DONATED TO JHS

Roger and Martha Liesener donated several identified historic photos to the Jackson Historical Society along with an antique brace and bit. These items will help us present our local history.

Roger and Martha have donated many historic items to the society including an article for the Church Mouse.

A thank you to Roger and Martha Liesener for all their many donations.



**SILENT
AUCTION ITEMS**

The Jackson Historical Society’s silent auction to be held during the Raspberry Festival on September 8th is our annual fund raising event. It’s success relies on your donating items for it. Please check your attic, basement, and garage and see what “treasures” you have to donate to JHS. We are currently accepting donated items.

Please contact Lenore Kloehn (262) 377-2142 if you have items you wish to donate.

Your donations help the Jackson Historical Society preserve your history. Thanks.

**HELP!
VOLUNTEER
DRIVERS
NEEDED**



With all the rain, the grass on our JHS grounds is growing quickly and has to be mowed weekly. Your Jackson Historical Society needs your help mowing its lawn. If you can occasionally volunteer a couple of hours this summer to help mow our lawn, please let us know. Call Jerry Prochnow at 338-8867, Nancy Ebeling at 677-3957, or Russ Hanson at 677-3888,. You can also e-mail us at jhsheritage@sbcglobal.net.

**WHAT HAPPENS TODAY
WILL BE HISTORY
TOMORROW!**

**HELP JHS PRESERVE
YOUR YESTERDAYS**



**RASPBERRY
FESTIVAL
SEPTEMBER 8th**

Our fall Raspberry Festival will be held Sunday afternoon, Sept. 8th, from 12:00pm-4:00pm on the society’s Mill Rd. museum site, 1860 Mill Road.

Music by the Festival Trio, good food, Bublitz vegetables, Eickstedt’s honey, antique cars from the Kettle Moraine Model T Ford and Vintage Car Club, a per-



formance by the Pommerscher Tanzdeel, and tours of our restored church, log home, and one-room schoolhouse. Our very popular silent auction with many newly donated items will make for an enjoyable afternoon. Come join us on a sunny, Sunday afternoon.



**INDEPENDENCE DAY
JULY 4TH
CELEBRATE!**

AREA HISTORICAL SOCIETIES EVENTS

RICHFIELD HISTORICAL SOCIETY 5th Annual Art at the Mill—July 27th, 9:00am-4:00pm, Food and Music. Richfield Historical Park. Contact www.richfieldhistoricalsociety.org for more information.

GERMANTOWN HISTORICAL SOCIETY Contact the society at <http://germantownhistoricalsociety.org/> for more information.

POMMERSCHER VEREIN FREISTADT A Night in Old Freistadt—July 12, 5:00pm picnic. Pomeranians settled Freistadt in 1839. Tractor ride and historical site tour. Call Terry 262-242-0724 for information or e-mail information@pommerschervereinfreistadt.org

WASHINGTON COUNTY HISTORICAL SOCIETY Imprisoned Spirits, July 7th, 7:00-8:30pm. Are the Old Washington County Courthouse and Old Jailhouse haunted? Contact the historical society at <http://www.historyisfun.com-Upcoming Events> for more info.

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from colliding with icebergs, caused the ships to head back north.

The ships returned to their Orange Harbor anchorage at Tierra del Fuego prior to heading north to Valparaiso (5) on April 17th, 1839. The Relief sailed through the Straits of Magellan but the rest of the squadron sailed around Cape Horn and, with the exception of the Sea Gull, arrived at Valparaiso on May 15th. The Sea Gull (4) was last sighted on April 29th off Cape Horn and was never heard from again. Two officers and a crew of 15 were lost, probably due to foundering in a storm which had occurred then.

The months prior to their second attempt to sail south was spent in the Pacific with visits to Tahiti in the Society Islands and a visit to the Samoan Islands. On November 10th, the expedition headed for Port Jackson (7) (Sydney), New Holland, or to give it its modern name, Australia. There they would outfit their squadron for their second Antarctic cruise.

Shortly after Christmas, 1839, the squadron left Port Jackson, heading for a rendezvous at Macquarie Island. With the squadron reassembled, they pressed on to the south. Increasing cold encountered, icebergs loomed up around them and sleet and snow accompanied the storms they met as they drove steadily on. The ice barrier forced them to turn westward and on January 16th, 1840 land (8), they believed to be an island, was sighted in the distance beyond the ice barrier. Following the ice barrier as closely as possible, Wilkes continued westward hoping to find an opening through which he could proceed farther south. On January 19th, mountains were sighted looming up over the ice barrier to the southwest. The landfall was designated Cape Hudson by Wilkes.



Still seeking an outlet through the barrier ice to the south, the ships continued beating to the west along the ice barrier. On January 22nd, the Peacock was caught among the icebergs, her rudder was crushed and considerable damage was done, as she collided with an immense ice floe. Skillful handling saved the ship from destruction, although the damage was so extensive that she was sent north until repairs could be made.



Sailing westward, the ships continued to skirt the barrier when on January 28th, they were rewarded with the sight of land directly ahead. They proceeded to within 1/2 mile of it but were unable to lower a boat due to a strong gale. As the land in sight extended for a considerable distance, both east and west, and considering the previous land sightings, Wilkes now concluded that he was in contact with a land of continental dimensions. "I gave the land the name of the Antarctic Continent," he wrote at this time. Still sailing to the west during February 1840, more and more land was sighted (9), although it was impossible to find a way through the ice barrier to make a landing.

On February 21st, 1840, Wilkes decided that his mission south had been accomplished and they were going to head north and continue their explorations in more hospitable and temperate areas.

The existence of the Antarctic Continent had now been confirmed, adding to the world's knowledge of geography, and 1,600 miles of its coast had been followed to substantiate the claim.

Thus ends part one of the United States South Seas Exploring Expedition journey under the command of Lieutenant Charles Wilkes. Ahead lay two more years of exploration and many more important discoveries. Look for "the rest of the story" in the next issue of the Church Mouse.