

Ward, be removed out of the Ward as a nuisance. Accordingly workmen were directed to so remove the nuisance, and in the prosecution of their work commenced by sawing in two the huge draw, and as the East Warders supplied no support to that which lay in their territory, when that of the West Ward was removed, the part that belonged to the territory of the East Ward fell into the river. And now arose among these early inhabitants one of the greatest excitements ever witnessed in the town. Guns were fired, and flaming speeches made, but no lives were lost. The excitement passed away at length, and cooler and better counsels prevailed. Not long after, a convention was agreed upon between the belligerents, which settled the whole basis upon which bridges should be constructed and maintained, and since that auspicious time, the two sides of the river have happily grown less and less distinct.

#### Avenues to the Town

In 1840 there was a road leading north, called the Green Bay road; two leading west, the Waukesha and Mequonago roads; one leading southwest, called the Kilbourn road, and one south, the Racine. A small subscription was placed in my hands in the fall of 1841, and I employed Wm. Hesk, of Menomonee, to open a wagon track north-west through to Fond du Lac. These roads all lay through the heavy forest by which we were surrounded. But little or no work was done on them beyond making sufficient track for wagons to wind along, and poles and logs thrown across the streams and swamps. From time to time the people of Milwaukee made moderate subscriptions to the road, but after all that was done, they were at best bad enough, and at times almost impassable. Still the great army of emigrants thronged upon us, and made their way through these tracts to the more open and genial country behind. As the years rolled on, our people felt more and more the necessity of good roads. In 1847, under this impression,