

whites and reds alike.<sup>1</sup> One of these connected Galena with Chicago, by the way of Big Foot's Pottawattomie village, at the head of the body of water now known as Lake Geneva. There was another, but slightly traversed, between Dixon's and Chicago. The mining settlements were also connected by old and new trails, and two well-traveled ways led respectively to Fort Winnebago, at the portage of the Fox and Wisconsin rivers, and to Fort Howard, on the lower Fox. In Illinois, the most important aboriginal highway was the great Sac trail, extending in almost an air-line across the state from Black Hawk's village to the south shore of Lake Michigan, and thence to Malden; over this deep-beaten path the British band made their frequent pilgrimages to the British agency.

Between Galena and the Illinois river, the largest settlement was on Bureau creek, where some thirty families were gathered. Small aggregations of cabins were to be found at Peru, La Salle, South Ottawa, Newark, Holderman's grove, and a little cluster of eight or ten on Indian creek. The lead-mining colonies in Michigan Territory (now Wisconsin) were chiefly clustered about Mineral Point and Dodgeville.<sup>2</sup> At the mouth of Milwaukee river, on Lake Michigan, Solomon Juneau was still monarch of all he surveyed, while at Chicago there was a population of but two or three hundred, housed in primitive abodes nestled under the shelter of Fort Dearborn. Scattered between these settlements were a few widely-separated farms, managed in a crude, haphazard fashion; squatters were more numerous than homesteaders, and at best very little attention was paid to metes and bounds.

The settlers were chiefly hardy backwoodsmen who had graduated from the Pennsylvania, Ohio, Kentucky, and Indiana clearings, and come west to better their fortunes, or because neighbors were getting too numerous. They were very poor, owning but little more than their cabins, the scanty clothing they wore, a few rough tools, teams of

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<sup>1</sup> See *Wis. Hist. Coll.*, xi., p. 230, on the evolution of highways from Indian trails.

<sup>2</sup> See map of lead mines in 1829, *Ibid.*, p. 400.