

called by those who had occasion to visit Helena in his day. Pound was at Helena from 1848 to 1850, and ran a store in the building previously used for that purpose by the company. He was also postmaster, and had control of the ferry, it being run by his son George and his stepson, S. I. Freeborn. Pound's successor was Archibald Bernard,<sup>1</sup> who came to Helena in the fall of 1849 and began keeping tavern in the company's house, which he rented immediately after Pound's departure for Spring Green. He also took charge of the ferry,<sup>2</sup> and sold lumber for Northern dealers,—Helena being, in his time, an important lumber center. In 1852 Bernard erected a hotel southwest of Culver's place, and kept a small grocery in one of the rooms.

We cannot forbear a reference to F. W. Shadick, a Cornishman, but nevertheless universally known as "the Scotch giant." Before coming to America he traveled with a circus in England; after his arrival here, he was a teamster for several years, principally between Mineral Point and Galena. Although probably never at Helena, stories of his many wonderful feats of strength are still

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moved across Wisconsin River and for a year kept store about two miles from the present site of Spring Green. He subsequently managed a hotel at Richland City till he retired from business. After living at Ithaca some time he moved to Spring Green, where he spent the remainder of his life.

<sup>1</sup> Archibald Bernard was born in 1810, and died at Helena, April 30, 1857. He came from Prince Edward's Island with his family, in July, 1849, in company with a large party of immigrants, among whom were the Kings, Branders, and Mackintoshes. Passing through Ridgeway, where he had friends, he arrived at Helena in the autumn of the same year. His life here has already been referred to. He was buried in the Old Helena cemetery, where several members of his family have since been interred.

<sup>2</sup> Alvah Culver seems to have first conducted the Helena ferry. After him Metcalf had charge of it, apparently for the Shot-Tower Company. Pound next took it, followed by Bernard, who was succeeded by Culver again. William Persell was the next ferryman, assisted by Robert Lloyd, who after Persell's death sold it to Owen King, under whose ownership it remained until the bridge was built (1887).