

At the instigation of Governor Doty, the land office was removed from Mineral Point to Muscoda, at that time a sandy, barren bottom on the Wisconsin River, about forty miles north. Doty had purchased the land and laid out a town at that place, but there were not to exceed a dozen shanties erected there when I visited it. The speculation was a failure, and even the present village of Muscoda is at least half a mile from the spot where the original settlement had been attempted. After the election of James K. Polk, the land office was re-established at Mineral Point, and Bequette reappointed its receiver. He was a gentleman of unimpeachable integrity and honor, enjoying the confidence and respect of all who knew him; for he was a modest, quiet gentleman, and an enterprising business man.

When the California gold fever broke out, he was one of the first of our Iowa County emigrants who undertook the perilous overland journey with his family. My brother Frank, who had married his sister, followed him to the land of promise. Bequette died in San Francisco.

Another prominent citizen of Mineral Point was Gen. William R. Smith, afterward attorney general under the Barstow administration. The general was probably the best educated and most learned man of this part of the country at that time. His library, aside from law books, was well supplied with the standard works of the most distinguished authors. In 1841, I think it was, he was prosecuting attorney of Iowa County when the legislature was paid in "scrip." This scrip was a poor imitation of a bank note, printed on coarse, common paper, quite easy to counterfeit.

In the fall of 1841 I started, in company with my brother Frank, on a business visit to New York. In Chicago we were joined by a friend of mine, Theodore Baillie Blanchard, of New Orleans, who had just returned from a visit to Paris, and was traveling for pleasure before going home to work. The means of traveling had by this time so much improved, that instead of the jolting, hard-seated, two-horse wagon, we had a regular Frink & Walker daily stage line, with comfortable coaches. It was as much of an improve-