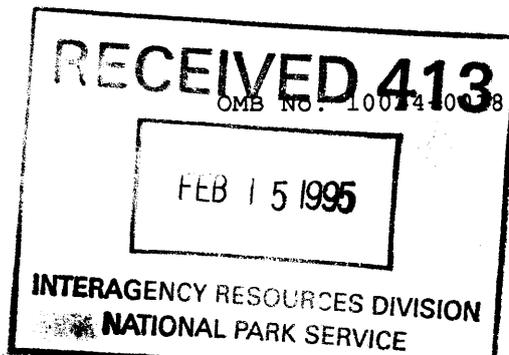


NPS Form 10-900
(January 1992)



United States Department of Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Portage Industrial Waterfront Historic District

other names/site number None

2. Location

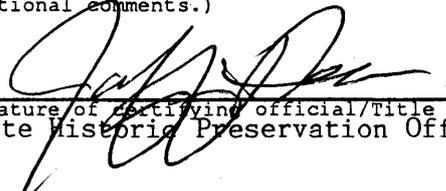
street & number East Mullett & Dodge streets N/A not for publication

city or town Portage N/A vicinity

state Wisconsin code WI county Columbia code 021 zip code 53901

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)


Signature of certifying official/Title
State Historic Preservation Officer-WI

2/10/95
Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State of Federal agency and bureau

Portage Industrial Waterfront Columbia County, Wisconsin
 Name of Property County and State

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register.
 See continuation sheet.
 determined eligible for the National Register.
 See continuation sheet.
 determined not eligible for the National Register.
 See continuation sheet.
 removed from the National Register.
 other, (explain:)

Signature of the Keeper: Edson R. Beall
 Date of Action: 3-12-95

Entered in the National Register

5. Classification

Ownership of Property (check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include listed resources within the count)
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>6</u> <u>0</u> buildings
<input type="checkbox"/> public-state	<input type="checkbox"/> site	_____ sites
<input type="checkbox"/> public-federal	<input type="checkbox"/> structure	_____ structures
	<input type="checkbox"/> object	<u>6</u> <u>0</u> objects
		_____ Total

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

Number of contributing resources previously listed in the National Register None

6. Function or Use

Historic Functions (Enter categories from instructions)	Current Functions (Enter categories from instructions)
<u>COMMERCE/TRADE/warehouse</u>	<u>COMMERCE/TRADE/business</u>
<u>COMMERCE/TRADE/business</u>	<u>INDUSTRY/PROCESSING/EXTRACTION/</u>
<u>INDUSTRY/PROCESSING/EXTRACTION/Manufacturing Facility</u>	<u>Manufacturing Facility</u>

7. Description

Architectural Classification (Enter categories from instructions)	Materials (Enter categories from instructions)
<u>Italianate</u>	foundation <u>STONE</u>
<u>Late Victorian</u>	walls <u>BRICK</u>
	<u>WOOD</u>
	roof <u>ASPHALT</u>
	other <u>WOOD</u>

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Portage Industrial Waterfront
Name of Property

Columbia County, Wisconsin
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the
criteria qualifying the property for the
National Register listing.)

Areas of Significance
(Enter categories from
instructions)

INDUSTRY
ARCHITECTURE

A Property is associated with events
that have made a significant
contribution to the broad patterns of
our history.

B Property is associated with the lives
of persons significant in our past.

Period of Significance

C Property embodies the distinctive
characteristics of a type, period, or
method of construction or represents
the work of a master, or possesses
high artistic values, or represents a
significant and distinguishable entity
whose components lack individual
distinction.

1862 (1) - 1936 (2)

D Property has yielded, or is likely to
yield, information important in
prehistory or history.

Significant Dates

1862 (1)
1936 (2)

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Significant Person
(Complete if Criterion B is
marked above)

N/A

A owned by a religious institution or
used for religious purposes.

Cultural Affiliation

B removed from its original location.

N/A

C a birthplace or grave.

D a cemetery.

Architect/Builder

E a reconstructed building, object, or
structure.

Livermore and Samuelson (3)

F a commemorative property.

G less than 50 years of age achieved
significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more
continuation sheets.)

Portage Industrial Waterfront
Name of Property

Columbia County, Wisconsin
County and State

Previous Documentation on File (NPS):
 preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary location of additional data:
 State Historic Preservation Office
 Other State Agency
 Federal Agency
 Local government
 University
 Other
Name of repository:
Portage Public Library

10. Geographical Data

Acreeage of Property 4 acres

UTM References (Place additional UTM references on a continuation sheet.)

1 <u>1/6</u> <u>3/0/1/5/0/0</u> <u>4/8/2/3/3/7/0</u>	3 <u>/</u>
Zone Easting Northing	Zone Easting Northing
2 <u>/</u>	4 <u>/</u>
Zone Easting Northing	Zone Easting Northing
	<input type="checkbox"/> see continuation sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Joyce McKay, Cultural Resources Consultant
organization private consultant date 9/10/93
street & number P.O. Box 258, 21 Fourth St. telephone 608-424-6315
city or town Belleville state WI zip code 53508

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location. A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

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(Rev. 8-86)
Wisconsin Word Processing Format
(Approved 1/92)

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Portage Industrial Waterfront
Portage, Columbia Co., Wisconsin

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INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE

The Portage Industrial Waterfront Historic District is located immediately adjacent to and south of the Portage Canal, a National Register property, in Portage, Columbia County, Wisconsin. Fronting along E. Mullett, Dodge, and E. Wisconsin, the district includes portions of two blocks and extends northeast from E. Wisconsin to Thompson and southeast from the canal to the alley between Dodge and Pauquette. To the southeast of the district lies a residential neighborhood in Ward I. To the west along E. Wisconsin or STH 16 and 51 lies a stretch of recently constructed retail buildings replacing earlier retail and industrial buildings. The main retail district of Portage is located northeast of the Portage Canal and to the northeast of the district. The district occupies a flat low lying area, part of the watershed which constituted the historic portage between the Fox and Wisconsin rivers. The district contains six contributing buildings.

The resources originally functioned as industrial buildings and complexes, commercial properties, and a retail building. Their building dates span the period between 1862, the building date of the Wentworth or York grain elevator, and 1936, the year the Portage Hosiery received a large addition. Although some concrete block building additions were erected after that date, the pre-1943 appearance remains generally intact. Unelaborate, utilitarian buildings which display little stylistic elaboration, the resources are either astylistic utilitarian buildings or follow the commercial vernacular building type.

Built in 1862 (Wisconsin State Register 1862 [9/20: 3/1]) along the Portage Canal which initially provided access to markets, the 40 by 60 foot and 50 foot high, Wentworth grain elevator (131 E. Mullett, 48/20) rests on a timber frame and random rubble stone footing. The board and batten siding covers much of the building except for the cupola which is covered with sheet metal. Asphalt protects its gable roof. The adjacent one story, balloon frame and sheet metal feed warehouse along its northeast elevation stands on a poured concrete foundation and is covered with an asphalt, shed roof. It was erected sometime between 1918 and 1929 and later connected to the elevator with a third, frame addition (Sanborn-Perris Map Co. 1918; 1929). Showing no elaboration, it is an astylistic utilitarian building.

Eight different major building episodes resulted in the current building complex at the Portage Hosiery (107 E. Mullett). Dating to 1881-1882¹, the original, single factory building is surrounded by later expansions and visible only from the canal. It is a two story high, rectangular, masonry cream brick, astylistic utilitarian building with an asphalt, gable roof. Horizontally aligned, 6/6 light, double hung windows light the interior. The building lacks elaboration. Standing to the southwest and parallel to it, the 1891 office and shipping building (48/15) is a two and a half story, rectangular, masonry cream brick

¹ The building dates were primarily derived from the Columbia County tax assessment records (Columbia Co. Treasurer 1863-) in combination with the Sanborn-Perris Map Company maps (1885-1929) and several references in the Register-Democrat 1936 [7/25: 1/4]; 10/24/1938; 2/16/1952).

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Portage Industrial Waterfront
Portage, Columbia Co., Wisconsin

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building which is finished with an asphalt, gable roof. Three horizontally and vertically aligned rows of windows open the building. Except for the fixed windows under the eaves, the 6/6, double hung windows with segmental arch lintels compose the original openings. Some of the second floor windows were altered to 1/1, double hung, flat arch openings. The 1936 addition also resulted in the construction of a main, tile entrance at the southwest end of the facade. An entrance with overhead door has also been added. An astylistic utilitarian addition lacks decorative detailing.

The company extended the 1881-1882 factory building and replaced the powerhouse to the northeast in ca. 1903-1904. The three story, masonry cream brick factory building (48/18) is covered with a flat roof. Some of the third floor windows are closed. The original lights of the remaining segmental arch windows are replaced with steel frames. This building is minimally elaborated with a three-sided parapet detailed with a corbeled cornice. Placed at the north end of the building, the powerhouse is a one story, concrete block building with flat, asphalt roof. Its windows are steel frame. A tall, brick stack rises between the two astylistic utilitarian buildings.

The 1918 warehouse (48/13) stands to the southwest of the shipping room. It is a three story, cream brick, flat roof building with poured concrete foundation. Segmental arch, 2/2 and 1/1 double hung and altered flat arch, hopper windows pierce the building. A parapet with tile coping and wooden hood and overlight above a more recent overhead door provide the only decorative detailing. The 1918 and 1924, astylistic utilitarian, one story, concrete block shed, asphalt roof additions occur along the northwest elevation of the building. They functioned from northeast to southwest as the washroom, steam dry house, and dye house. They also lack elaboration. In 1936, the company placed a new, two story and basement, flat roof, 118 foot by 60 foot, tile building between the office building and mill. A stair tower with tile, pyramid roof connects the wing to the office building. Vertically and horizontally aligned, fixed, glass block windows light the addition. A loading dock occurs along the facade. Livermore and Samuelson served as the architects while C.H. Findorff of Madison became the building contractor (Register-Democrat 1936 [7/25: 1/4]). The building housed the knitting machines (48/14). The astylistic utilitarian building lacks decorative elaboration. Finally, in 1952, the company added a two story and basement, 40 by 83.7 foot addition (48/11) at the southwest end of the complex. The concrete block building with flat roof is opened by steel frame windows.

The astylistic utilitarian building which currently represents the former Portage Iron Works at 106 E. Mullett (48/23) was erected in two stages. Built in 1891 (Columbia Co. Treasurer 1863- [1891]; Sanborn-Perris Map Co. 1889, 1894), the southeast portion is a single story, cream brick, front-gabled, asphalt gable roof building. Segmental arch windows open the building. Constructed between 1905 and 1910 (Columbia Co. Treasurer 1863- [1905-10]; Sanborn-Perris Map Co. 1901; 1910), the one to two story northwest end is composed of concrete block. It is covered with a flat and lean-to roof. The parapet is finished with a wood, overhanging cornice. Openings have been boarded shut. Also originally part of the Portage Iron Works complex erected in 1918 (Sanborn-Perris Map Co. 1910; 1918; Columbia Co. Treasurer 1863- [1918]), the one story, cream brick,

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Portage, Columbia Co., Wisconsin

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astylistic utilitarian building at 120 E. Mullett (48/22) is covered with an asphalt, lean-to roof with exposed beams. An overhead door closes the northwest elevation and side-hinged doors are located across the southeast side. A section located to the southwest of the building no longer remains.

Erected in 1916-1918, the massive, two and a half story T.H. Cochrane Company warehouse at 114 Dodge (48/27) is composed of concrete block walls and an asphalt, gable roof. Windows are primarily 2/2 light, double hung openings. The astylistic utilitarian building lacks decorative elaboration. An open, sheet metal, lean-to roof addition has been recently placed along the northeast side.

The Hyland Garage erected its automobile showroom and garage at 201-211 E. Wisconsin, 48/25) in 1920 (Columbia Co. Treasurer 1863- [1920]; Sanborn-Perris Map Company 1918; 1929). The northeast and southwest walls of the two story, horizontally extensive, irregularly shaped, commercial vernacular building are composed of tile while the others which face away from the main streets are cream brick. A shed roof covers the building. The parapet and division between the first and second floors are elaborated with string courses, and pilasters divide the facade and elevations. Some of the windows are reduced in size.

Modification of the physical integrity of the buildings within the district include several post-1942 additions and the alteration of window and door openings. Along the Wentworth grain elevator at 131 E. Mullett (48/20), the sheet metal siding added to the cupola of the elevator and the warehouse and perhaps the frame section joining the two portions of the building which was added sometime after 1929 (Sanborn-Perris Map Co. 1929) constitute the post-1943 changes. The 1952 concrete block addition (48/11), several small concrete block extensions, alterations along windows, the replacement of several original doors with overhead doors, and the addition of some openings compose the major alterations to the Portage Hosiery at 107 E. Mullett. Similarly, the addition of overhead doors, some openings along both the northwest and southeast elevations, and the closure of windows at the northeast elevation are the major changes at 106 E. Mullett (48/23). The southwest section of 120 E. Mullett has been removed. An overhead door is also placed across the opening at the northwest elevation of this building. Some window replacement has occurred at the Hyland Garage at 201-211 E. Wisconsin (48/25). Finally, the T.H. Cochrane Warehouse received a post-1943, sheet metal, lean-to roof addition along its northeast side. This addition is open at its northwest elevation. Despite these changes which commonly occur along industrial and commercial buildings, they do not alter the overall form or appearance of the buildings. The district also lacks significant post-1942 intrusions so that the setting along the Portage Canal and historical associations and feeling are maintained.

The district boundaries enclose an industrial area which contrasts with the surrounding buildings and sites. The Portage Canal on which some of these industries depended for transportation of bulk loads defines the northwest boundary. The boundary along E. Wisconsin, adjacent to the T.H. Cochrane Warehouse at 114 Dodge, and northeast of the Wentworth grain elevator separates an area of considerable building replacement from the district. Residential buildings occur along the other portions of the boundary.

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PROPERTY INVENTORY FOR PORTAGE INDUSTRIAL WATERFRONT HISTORIC DISTRICT

<u>Address</u>	<u>Building Date</u>	<u>Photo No.</u>	<u>Contributing/ Noncontributing</u>
114 Dodge	1916-18	48/27	contributing
106 E. Mullett	1891, 1905-10	48/23	contributing
107 E. Mullett	1952	48/11	noncontributing
107 E. Mullett	1918	48/13	contributing
107 E. Mullett	1936	48/14	contributing
107 E. Mullett	1891	48/15	contributing
107 E. Mullett	post-1955	48/16	noncontributing
107 E. Mullett	ca. 1903	48/17	contributing
107 E. Mullett	1903-04	48/18	contributing
107 E. Mullett	1881-82, 1918, 1924	48/19	contributing
120 E. Mullett	1918	48/22	contributing
131 E. Mullett	1862, 1918-29	48/20	contributing
201-211 E. Wisconsin	1920	48/25	contributing

Total number of properties: 6

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Portage Industrial Waterfront Historic District
Portage, Columbia Co., Wisconsin

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Significance Statement

The Portage Industrial Waterfront Historic District gains significance under criteria A and C in the areas of industry and architecture. Under the theme of industry, the district illustrates the development of an industrial area of concentrated industrial and commercial buildings within a medium-sized Wisconsin city. In the area of architecture, it includes examples of astylistic utilitarian industrial and commercial and a vernacular commercial retail building. The district acquires significance at the local level as an example of the growth of a community's industrial area. The period of significance and the significant dates span the period between 1862 (1), the building date of the Wentworth elevator at 131 E. Mullett (48/20), and 1936 (2), the construction date of one wing of the Portage Hosiery at 107 E. Mullett (48/14).

Historical Background

The City of Portage lies along the watershed between the Fox and the Wisconsin rivers in northwest Columbia County. Ward I of the city including the industrial area southeast of the canal occupies the one and a half mile wide lowland of the portage between the rivers to the south of Portage's retail district along a gently sloped hill. Connecting the two rivers, the Portage Canal runs near the base of this hill between the retail area and the Portage Industrial Waterfront Historic District. During Wisconsin's European occupation and prior to that by its Native American inhabitants, this piece of land between the two rivers served as a portage, or carrying place, permitting the transportation of goods across Wisconsin from Lake Michigan at Green Bay to the Mississippi River at Prairie du Chien. As early as the 1670s, the portage gained significance as part of the Fox-Wisconsin waterway system which carried furs gathered in Wisconsin and areas to the west to eastern markets. Attracted by its importance as a transportation point in the fur trade, temporary settlement at the portage did not occur until the 1760s when use of the portage as a minor rendezvous point probably began. A deserter from a French garrison in Illinois, Pinneshon, engaged in transporting goods across the portage by 1766. Active fur trading at the portage began by the 1770s, and by the 1790s a small number of traders and those engaged in the transport business permanently occupied the portage and adjacent areas (Jones [1]: 40; WPA 1938: 25-26; Thwaites 1882: 148-50; 1908b: 10-15, 22-25, 135-39; 1908a: 280-282, 323, 333-34; Vieau 1888: 2218-23; Turner, F.J. 1977 [1893]: 73; Turner, A.J. 1904: 45; Grignon 1901 [1857]: 286-87).

Civilian settlement gradually increased at the portage after the government established Fort Winnebago at the east end of the portage in 1828. Along with forts Howard and Crawford, Fort Winnebago provided a vital line of military defense and military and civilian communications and trade between the Great Lakes and the Mississippi River. The government placed the post at the strategic communications link along the waterway. The 1827 Winnebago uprising resulting in part from the expansion of the lead settlements into Winnebago territory in southwest Wisconsin and the petition of John Jacob Astor for protection of the portage from the Winnebago led to the establishment of the fort (Powell 1978: 20-21; Clark 1908 [1879]: 309-10; Turner, A.J. 1898b: 66-67, 70). The fort

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Portage Industrial Waterfront Historic District
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functioned as a small community and served as an important point of contact between the Euro-American and primarily Winnebago communities. It was a small commercial center periodically receiving goods from Green Bay. The fort sutler and for a time Daniel Whitney provided goods to traders. When the troops withdrew to serve in the Mexican War, the army permanently abandoned Fort Winnebago. However, it and the area along the Wisconsin River remained the center of the portage community until the acquisition of the Menominee lands in 1848 (Kinzie 1948 [1856]; Merrell 1908 [1876]: 374; Turner, A.J. 1898b: 98; Wisconsin State Journal 12/13/1923; Powell 1978: 34-39; Schultz 1941; Clough 1957 [1924]; River Times 1853 [6/27: 1/6]).

In 1836, the Wisconsin Territory created Portage County which then included most of Columbia and parts of Dodge and Sauk counties. The portage, then the Town of Winnebago, served as the county seat. Even though designated as the county seat, the portage remained unorganized as a platted community until 1849. After 1838 to 1841, Portage County appears to have had no legal county seat, and no permanent county seat was designated for the Columbia County until 1852. Columbia County legally received its lands in the Menominee Territory in 1851. The Town of Winnebago portage which included the portage south of the canal and a section of land north of the canal still nominally part of Menominee land became the Town of Fort Winnebago in 1850. Later the same year, the town's name was altered to the Town of Portage City. In 1852, the it became the permanent county seat. The Town of Portage City was incorporated as Portage City in 1854. The city council altered the name to Portage in 1875 (Smith 1973: 204-206; Jones 1914 [1]: 80, 103-106; Butterfield 1880: 362-68, 378, 603-604; Turner, A.J. 1898a; 1904: 14-37, 73, 76; Nesbit 1973: 124; Titus 1930: 783; Murtagh 1976-89 [1987]).

Although almost all of the lands within the City of Portage were essentially not available for individual land purchase until 1852, three informal communities totaling about 200 residents emerged within or adjacent to it beginning in the 1830s. The earliest settlement gathered along the Fox adjacent to Fort Winnebago by the time of Henry Merrell's arrival in 1834. Portage's early retail and commercial services as well as a mill located in this area. These businesses served both the civilians and military personnel as well as those working along the first canal in 1838. Few private dwellings were built here. During the late 1830s and 1840s, a second community began in Ward 1 along the Wisconsin River, the east end of Wauona Trail, and near the site of the first canal. This area included hotels, taverns, mercantile stores, a warehouse, a sawmill, and steamboat landing. By the 1850s and 1860s, the area just south of the canal from its mouth to Adams street included one lumber mill, a tannery, foundry, and grain mill. Many of these commercial undertakings emerged to serve the lumber trade then developing to the north along the Wisconsin River. The third community began along current Main Street and adjacent Cook in the late 1840s and became the retail center of the current city. This retail center later spread along Cook. The community adjacent to Fort Winnebago declined in the mid-1840s when the military evacuated the fort. Not far from the main business district, the second community failed to develop as rapidly as the area along Main and Cook and eventually merged with it. The Portage Industrial Waterfront Historic District represents a portion of that community (Butterfield 1880: 430-32, 439, 589, 591-

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93; Portage Public Library n.d.; Portage Daily Register 8/19/1972; Wisconsin State Register 1874 [6/13, 10/13]; Curtis 1974: 45; De La Ronde 1908 [1876]: 345-52).

Portage finally became a platted, incorporated community in the early 1850s. Benjamin Webb and Alvin Bronson, non-resident investors, purchased the 648 acre Claim No. 21 or the south portion of the current city. They directed John Mullett to survey the Webb and Bronson Plat of the Town of Fort Winnebago in 1849. This plat included the district. The Menominee lands were opened for settlement in 1851. In 1852, Henry Merton completed the Guppy plat which included the retail district and adjacent residential areas northwest of the canal north to Oneida, west to MacFarlane, and east to the canal in 1852.

The first unsuccessful attempts by the Portage Canal Company to excavate the Portage Canal in 1835 and as a reorganized company in 1838 attracted a relatively large, rather transient population. A second effort to build the canal under the state Board of Public Works between 1849 and 1851 produced a canal of limited utility. It did permit the transportation of goods primarily along the Fox but also the Wisconsin until the arrival of the railroad in December, 1856. Afterward, it continued to carry bulk goods, especially lumber and grain, along the Fox River. The completion of the canal by the Army Corps of Engineers in 1876 continued its use through the turn of the century (Schaffer 1937: 90, 93, 99-103; Wisconsin HPD n.d.a [memo from Richard W. Henneger, 3/31/76]; Mermin 1968: 25-49; Butterfield 1880: 436, 449; River Times 1851 [7/20: 1-2/1]; U.S. Army Corps of Engineers 1981: B-126-127). Growth in both population, number of buildings, and amount of trade proceeded at a more rapid pace in the early 1850s than during the preceding decade (Wisconsin State Journal 6/13/1874).

Railroad connections located at the north side of Portage by the Milwaukee and LaCrosse Railroad, later the Chicago, Milwaukee and St. Paul, were established in December, 1856. The railroad became operative in 1857 and completed connections to La Crosse in 1858. By the 1860s or 1870s, Portage probably became a terminal point at which railroad crews were changed. Railroad repair shops as well as the usual commercial establishments operated by the railroad or private enterprise were also placed along the tracks beginning in the late 1850s (Portage Daily Register 5/19/36; Scribbins 1987a; 1987b). The Wisconsin Central connected Portage with Stevens Point in 1876. This branch also gave the railroad a more direct route to Milwaukee. The Wisconsin Central entered Portage from the northeast and curved south paralleling Michigan Street to Center where it turned east to connect with the Chicago, Milwaukee and St. Paul tracks near Wauona Trail in Ward 1 northeast of the Portage Industrial Waterfront Historic District. Constructed in 1876 at the intersection of Superior and Center, the extant Wisconsin Central Depot received and dispersed both passengers and freight. The three stall roundhouse and turntable stood to the northwest of the depot between at least 1890 and 1927. The Soo Line absorbed the Wisconsin Central and operated

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what became known as the "P line" from Stevens Point to Portage in 1909.²

Despite the arrival of the railroad in 1857, rapid business expansion was not immediate. The depression of the late 1850s and the Civil War checked development until after 1865. By this period, Portage served a growing rural population within a distance of about 20 miles to the south, perhaps as far as 40 miles to the east and west, and 50 or more miles to the north. It had become a supply center for the lumber camps along the Wisconsin River to the north. The city provided goods for the northern interior counties by 1860 (Smith 1973: 188; Chicago, Milwaukee and St. Paul ca. 1944; Scribbins 1987a: 19-21; Butterfield 1880: 485-89; Jones 1914: 100-101; Wisconsin State Register 1863 [8/17: 3/1]).

Area of Significance: Industry

In nineteenth century America, the commerce or more correctly the economy of a community such as Portage divided into four different areas: retail businesses or goods and services; commerce or wholesale business; crafts; and industry. In reality, these divisions are constructs which simplify a mass of data and allow the historian to generalize about the development of a community's economy. And, they are certainly not mutually exclusive. The Portage Industrial Waterfront Historic District contained industrial and several commercial properties and a retail property.

The goods and services or retail businesses of a community include stores where goods are sold in small volume; later repair or service businesses such as real estate offices or electrical supply stores; and professional offices such as those occupied by lawyers. Commercial businesses or commercial trades are primarily wholesale dealers which buy large quantities of specific commodities such as grain or livestock and ship it to larger commercial centers for processing. Or, they may warehouse a variety of related goods obtained from sources outside the local area and sell them to retail stores within their region.

The industrial base of many communities settled in the mid-nineteenth century was often difficult to distinguish from, and often grew from, its craft enterprises. During early settlement, and frequently lasting well into the late nineteenth century, the number of craft enterprises in a community usually exceeded the number of industries. Those enterprises "...housed in factory structures where raw materials were transformed into bulk-finished or semi-finished goods..." constituted manufacturing establishments (Gorman 1982: 63). Examples include textile manufacturing, foundries, and brick yards. This distinction not only involved the form and size of the building permitting large, open spaces in which

² Chicago, Milwaukee and St. Paul ca. 1944; Columbia County Historical Society 1982; Portage, City of 1930-41 [1935-36]: 53; Portage Daily Register 12/23/89; Milwaukee Journal 10/21/1945; Wisconsin Necrology, vol. 8: 180-86; Scribbins 1987a: 21; General Engineering Co. 1927; Foote, C.M. & Co. 1890; Rainey 1940: 193-195.

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to house machinery to perform repetitive tasks, complex machinery and clearly segregated operations were evident in an industrial setting. The difference also involved the manner of operation in which no one individual completed the product; the skill of the personnel with reliance on a high percentage of unskilled labor; the manner of sale and distribution in which products were not usually sold directly to retail operations but to wholesalers who achieved a distribution radius beyond the local area; and the acquisition of raw materials from a radius larger than the local area.

The distinction between craft and industry is one of scale and complexity of operation. A craft usually depended on a small number of artisans, for example blacksmith, cooper, gunsmith, cabinetmaker, cobbler, and wagonmaker. The craftsman, perhaps with one or two others, made the whole product with few unskilled operators to assist him. He often worked in a shed or part of a building. The simple machinery and hand tools were used by each craftsman in the shop. Raw materials were often, but not always secured locally. The craft enterprises often retailed their goods from the shop and supplied local merchants but not purchasing agents distributing products beyond the immediate area. Such craft shops remained common through the 1850s and 1860s (Gorman 1982: 63-65; Nesbit 1985: 219; Taylor 1951: 208-209; Atherton 1954: 41). However, as isolation declined, the marketing pattern of such craftsmen entered a transitional phase. Rather than producing custom-made goods, the larger craftsmen removed himself from the retail business and sold more standardized products to the middleman such as the local general merchant. To compete successfully with establishments in growing urban areas, these craftsmen enlarged their shops, reduced wages by hiring laborers to perform unskilled tasks, and produced more standardized goods. The early industries then employed a modest work force, occupied relatively small quarters, often the second floor of a retail building or shed-like building, utilized materials readily available in the area, and served a local area which consumed a limited amount of each product. Therefore, the industries produced a variety of goods rather than a specialized line of production. Even early industries tended to make at least a small percentage of custom-made goods. The ability to move from the craft setting toward a manufacturing enterprise depended on the density of settlement, transportation facilities, the availability of natural resources, and the state of the economy (Taylor 1951: 250; Fehrenbacher 1969: 72-73; Bogue 1963: 93, 95, 131; Nesbit 1985: 219, 231). Several of Portage's crafts survived and expanded because they had access to bulk shipping along the canal and the railroad and a large market in north central Wisconsin (Nesbit 1985: 152-53, 177, 200-202; 1973: 84-85; Current 1976: 479; Wyatt 1986 [vol. 2, industry]: 1).

The scarcity of capital on the frontier proved to be one of the most limiting factors for industrial development. During settlement, credit, if available, was short term and derived from local merchants. They, not the craftsmen, often became the owners of local industries. Portage's outstanding example is R.B. Wentworth who founded the Wentworth elevator and in partnership with Llwellyn Breeze and others established the Portage Hosiery. Craftsmen later turned to operating such industries or to repairing and/or retailing what they had once created. As late as 1890, Wisconsin lacked adequate investment capital and sufficiently developed legal avenues to finance large industries. Few

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corporations created to finance industrial enterprises existed prior to the turn of the century. Partnership financed large establishments. These local financiers invested small amounts in several or more concerns as partners with other men. If one failed, their interests in the others ensured their survival. Corporate enterprises then required a special act of state legislation. As a consequence, businesses were family owned or operated under partnerships. Industrial growth frequently suffered from the lack of transportation facilities, sufficiently large markets to absorb production, and labor shortages. The existence of an early, well-developed transportation system and growing markets to the north facilitated the development of Portage's large crafts and small industries (Nesbit 1973: 277, 322-23; 1985: 154-55).

The various activities within a community's economy reflects its development and its economic interaction with other communities. The network of communities surrounding Portage, for example, included the rural communities or hinterlands, smaller surrounding hamlets such as Pacific, those competing communities of a comparative size such as Baraboo, and larger commercial centers such as Milwaukee. The rural communities provided agricultural goods and raw materials needed for Portage's commerce and industry. The radius served by Portage varied in time, direction, and the kinds of commodities being sold or purchased. The farmers of these rural areas utilized Portage's retail businesses, commercial, and craft shops. In the early years of development, Portage provided many but certainly not all of its own economic needs and the needs of those within a radius of 20 to 50 or more miles. As the transportation system became more complex through railroad connections, Portage's network of local, weekly rural retail trade probably shrank. But, it gained a broader network for its industrial goods. At the same time, Portage likely maintained a wide radius for occasional purchases since it received more ready-made goods and supplies from eastern markets. These goods replaced those made by the craftsmen and small industries many of which disappeared. Several succeeded and began to serve an increasingly large area outside the county and often the state. And, as the transportation network grew, some agricultural goods were shipped to larger centers and no longer processed locally. Since Portage sat at the crossroads of a number of transportation systems, it developed its wholesale businesses at an early date to move the agricultural goods along the canal and railroad from the interior to eastern markets. Thus, communities such as Portage usually shifted from a low investment, sheltered, small enterprise economy with generalized businesses, a large craft base, small industries, and a rapidly developing commercial base in its early years of settlement. It developed a large number of retail businesses, few crafts functioning mostly as repair shops, several large, long-established industries with a number of ephemeral industries, and a strong commercial or wholesale trade (Nesbit 1973: 84-85, 342; 1985: 127, 148-49, 154-56, 165, 175; Wyatt 1986 [vol. 2, industry]: 1; WPA 1938: 7; Butterfield 1880: 593).

Prior to the 1880s, Portage developed as a regional retail and commercial center serving Columbia County and the region to the north. No other major trading points served this region at that time. Portage did not itself become a lumbering center but served as a supply and service point for the lumber industry operating along the Wisconsin river to its north. Its commercial connections and

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small industries filled these and the needs of the city and its rural hinterlands. Because the rivers flowing adjacent to Portage did not provide sufficient water power and because it was located at the center of a major transportation network, the city also did not become a major flour milling center but developed the commercial base to transport the wheat to milling centers along the lake. Much of the power which ran Portage industries utilized steam rather than water power. Since local capital supported the development of most of its crafts/industries, the city's industries remained small in size and value of production prior to the 1880s. Portage's industries processed such local products as wheat, lumber, hides, barley, and wool. Processing industries composed 64% of Wisconsin's industry by 1850. In their early years, these industries were difficult to distinguish from large craft shops. As the development of the transportation network brought Portage's industries into competition with those in larger cities along the lakes and the Fox River Waterway, many but not all of these pioneer industries closed by the 1880s (WPA 1938: 50; Nesbit 1985: 149-59, 224; Smith 1973: 527-30, 534-36).

Beginning in the 1880s, Wisconsin industry slowly specialized as growing urban populations created greater demands. Industrial setting replaced the early make-shift workshops. Portage developed an identification with a small number of major industries as did other mid-size Wisconsin cities. Now more standardized and used for long-range transportation, the railroad brought these cities in contact with sources of raw materials and markets far beyond their immediate hinterlands. Thus, the city which served a broad agricultural region was no longer forced to provide a wide range of local crafts; some standardized products could be acquired through wholesalers distributing goods manufactured in other urban areas. Still based on the manufacture of major local resources, several industries such as the breweries, hosiery, and stone monument companies remained and expanded. A comparatively large number of small, often short-lived companies opened in the retail area. They continued to come and go well into the twentieth century. But, with several exceptions, the more substantial ones located primarily along or southeast of the canal (Nesbit 1973: 331, 335, 342; 1985: 302-05, 212-14).

As early as the 1850s, the Portage Waterfront District, then, developed as part of Portage's first, small industrial and commercial center. It now contains industrial and commercial properties and a single retail building.

Foundries and Implement Manufacture³

³ In addition to the citations listed in this section the following references were frequently used: Sanborn-Perris Map Co. 1885; 1889; 1894; 1901; 1919; 1918; 1929; Rugen 1868; Stoner 1882; Harrison and Warner 1873; Foote, C.M. & Co. 1890; Columbia Co. Treasurer 1863-; Johnson Printing Co. 1955; Commonwealth Telephone Co. 1937; 1948; Smith-Baumann Directory Co. 1929; Polk, R.L. & Co. 1884-85 to 1927-28; Voshardt 1910; Moore, S.H. 1908-09; Wright 1890; Rockwell and Goodell 1886; Platt 1873; Farrell 1917-18; Chapin 1870; Hawes 1865.

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Beginning in the 1840s and escalating in the 1850s, a rapid agricultural settlement based on commercial wheat farming resulted in a growing demand for agricultural implements in southern Wisconsin. This demand accelerated as the Civil War produced labor shortages and increased demands for food stuffs. Farmers required machinery to cope with their expanding production. In the early 1840s, the local blacksmiths, wagonmakers, and carpenters generally repaired implements manufactured in eastern cities. Between the 1840s and 1850s as demand rose, eight firms, primarily wagonmaking enterprises, increased to 31 concerns employing an average of five workers to produce implements. Shops engaged in this production concentrated around Racine and expanded along the Rock River Valley. In this area, the farms developing on the prairies provided markets and the river and adjacent woodlands furnished power and the necessary materials. By the 1850s, the firms hired skilled blacksmiths, millwrights, carpenters, and other mechanics to put together and repair components produced in eastern factories. Many of the early concerns produced seeders, fanning mills, ploughs, and wagons. After the mid-1850s, larger firms went beyond the assembly parts and designed new components and added their own foundries and machine shops to manufacture these parts. In the mid-1860s, the number of shops reached 81 and peaked by 1880 to 108 firms. They declined to 51 in 1890. While the average shop in this period employed seven to ten skilled individuals, a small number of factories expanded to seventy workmen. Such production required railroad transportation giving access to wood, charcoal, and iron and a well developed market. The decline in number represents the consolidation of the industry in a few locations including Racine, Beloit, and Janesville along the Rock River Valley, Madison, La Crosse, and Whitewater but ultimately Milwaukee, a major transportation hub in Wisconsin. Such shops not only produced implements but machinery for processing industries such as mills, breweries, and tanneries (Wyatt 1986 [vol. 2, industry]: 14; Smith 1973: 532-33; Nesbit 1973: 275-78; 1985: 163-65, 180-82).

Within this picture, Portage's foundry and implement industry represents small to medium shops serving a local to regional demand. Such small concerns survived by serving a local market and producing simple machinery (Nesbit 1973: 331). Several small implement dealers such as James Gowran between at least 1875 and 1897 or George Port who carried threshing machines, reapers, mowers, and drills in their warehouses in 1868-1869 and 1870 served Portage but did not themselves produce implements. In 1860, three firms employing two to four hands advertised as fanning mill manufacturers, plow and wagonmakers or founders. This number reduced to two in 1870 (Democrat 7/30/1897; Farnham and Vivian 1868-1869; U.S. Bureau of the Census 1850-1910 [1860; 1870: population and industrial schedules]). Portage and its hinterlands, then, supported a small number of short-lived foundries and related manufacturers until the 1880s when one company dominated the industry. Smith and Blair established a foundry along Dodge in 1853. This company employed 20 individuals and served a regional market in 1856 (Portage Daily Register 9/3/1909; Butterfield 1880: 633). Perhaps developing from the later company, Dean and Smith, iron founders and manufacturers of threshing machines, produced 200 plows, 15 threshing machines, and 2000 pounds of castings and employed fifteen individuals in 1860 (U.S. Bureau of the Census 1850-1910 [1860: industrial schedule]). Cromwell Brothers established a short-lived foundry operation known as the Portage Foundry founded in 1864 (Butterfield

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1880: 633). The foundry and machine shop of Fife & Co. and Davis and Vaughan, manufacturers of fanning mills operated in 1870. These shops employed two to six individuals. Samuel Vaughan manufactured fanning mills between 1868 and 1872. In 1870, he produced 225 fanning mills and 100 milk safes with six employees (Butterfield 1880: 528, 589; Turner, A.J. 1903: 38; U.S. Bureau of the Census 1850-1910 [1870 : population and industrial schedules]).

The Portage Iron Works began as Keegan, Smith and Irwin. M.R. Keegan founded a small-scale foundry which operated between 1862 and 1865. He transported a warehouse from the bank of the Wisconsin River to the canal and converted it to his shop. Keegan sold this business to James Fyfe in 1865. James Fyfe and Company relocated the business to a building on the site of the Cuff feed mill at Dodge and E. Wisconsin. He ran a general jobbing and repair shop, a small establishment assembling parts both purchased and produced in house in a manner typical of the times. In 1867, he added hop presses to his inventory of produced goods. In 1868-1869, he advertised his foundry and machine shop (Farnham and Vivian 1868-1869):

Portage Foundry and Machine Shop, ...Manufacturers of Hop Stoves and Presses. Orders taken for the manufacture and repair of all kinds of Machinery. Threshing Machines and Plow Castings, &c, constantly on hand.

When hop production failed, Fyfe sold the firm in 1872 to the Portage Manufacturing Company (Platt 1873). In 1873, the business was re-organized as the Portage Iron Works with James Fyfe as manager. Fyfe became sole proprietor once again in 1878. The iron works began to manufacture chilled plows in 1878. About 1879, Fyfe sold a partial interest to partner John Anderson and the company became James Fyfe & Co. Shortly thereafter, a fire destroyed the operation, the partners may have sold the company to R.B. Wentworth, but Wentworth retained the name James Fyfe and Company (Polk, R.L. & Co. 1884-85). When Wentworth resold the company remains unclear. In the 1880s, Fyfe appears to operate the foundry and perhaps Wentworth's planing mill. James Fyfe and Company grew from a company employing two hands to produce iron castings and complete repairs in 1870 to a firm employing an average of eight hands which produced 800 chilled iron plows in 1880 (U.S. Bureau of the Census 1850-1910 [1870; 1880: industrial schedules]).

By 1893, this company probably became the Portage Iron Works, and Fyfe was no longer involved with the company. Between 1893 and 1904, James Baird & Co. advertised as proprietor of the Portage Iron Works which manufactured brass and iron castings and completed engine and machinery repair (Polk, R.L. & Co. 1893-94; 1903-04). In addition to agricultural equipment, the Portage Iron Works produced architectural cast iron ornament. Examples dating to 1900 appear on commercial buildings at 201 (25/0) and 211 (25/3) DeWitt. By about 1905, James Baird sold a partial interest in the Portage Iron Works becoming Baird and Slinger (Polk, R.L. & Co. 1905-06; 1909-10). The company itself remained at the corner of E. Wisconsin and Dodge (Moore, S.H. & Co. 1908). By 1913, Baird and Slinger operated primarily as machinists entering the automobile repair business and gradually dropping the iron foundry portion of their concern. Between 1920 and 1921, Baird left the Portage Iron Works, and it became known as Slinger

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Foundry, Machine, and Auto Co. with Slinger and son as proprietors (Polk, R.L. & Co. 1919-1920; 1921). Slinger Foundry and Machine Shops employed ten individuals who produced castings in 1925 (Wisconsin Power and Light ca. 1925: 6; Butterfield 1880: 633, 663, 898; Portage Daily Register 9/3/1909; Wisconsin State Register 1862 [11/1: 3/1]). In 1920, the Slinger Foundry, Machine and Auto Company had entered the more profitable automobile retail business and constructed what became the Hyland Garage in 1920 at 201-211 E. Wisconsin (48/25). In 1935, it became Portage's Chevrolet dealer (Portage Daily Register 1/2/1935; 1952 [7/2: 2/9-11]).

The extant foundry buildings are located immediately to the northeast of the Hyland Garage building. The auto display room and garage appears to represent an addition to the earlier factory buildings. The oldest remaining portion of the foundry probably erected about 1891 is the east, one story, brick portion of 106 E. Mullett (48/23). The west end of the building was erected between 1905 and 1910. Ca. 1928 through 1937, the Nold Wholesale Company leased these quarters. The building complex represented by 120 E. Mullett (48/22) was erected by Slinger about 1918 and occupied by the Frank Fruit Company between about 1929 and 1948. Except for a section to the southwest of 120 E. Mullett, 112 E. Mullett, the buildings in which the company operated after 1890 remain.

The Textile Industry

Driven from the Ohio Valley and southern Illinois, the number of sheep in Wisconsin began to climb rapidly in southeast Wisconsin after the mid-1840s. In the late 1840s through the 1850s, sheep provided a source of material for home textile manufacture as well as a source of meat. Farm surpluses provided a small but growing supplement to the wheat-based, cash agricultural economy. The dramatic rise in wool production came with the shortages of southern cotton and the demand for wool used in uniforms and blankets during the Civil War. Because sheep raising was a low investment enterprise, the animal reproduced rapidly, and the resulting wool was a non-perishable product, this supplement proved to be a profitable enterprise in the 1860s. At this time, wheat crops had also diminished in southeast and south central Wisconsin. Sheep production provided an opportunity to begin the long shift from reliance on wheat as a major cash crop to feed grain and livestock. Sheep production required considerably less capital to begin than other forms of livestock, especially dairying. By 1870 in response to temporarily high prices, sheep production had expanded three times beyond the 1860 production level, and much of that increase occurred in the southeast wool district. Until 1870, the wool was processed outside Wisconsin. During the 1870s, businessmen in southern Wisconsin established mills to process the fiber in Wisconsin rather than shipping it east. Although wool production declined considerably after the Civil War, Rock, Columbia, and Grant counties continued to raise a substantial number of sheep. The number of woolen mills in the state rose from fifteen in 1859 and nineteen in 1865 to fifty-four in 1871. As wool production declined, these mills purchased increasing quantities of wool from outside the state (Wyatt 1986 [vol. 2, agricultural]: 8; Nesbit 1973: 274; Milquet 1993).

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Portage businessmen established two woolen mills one of which became one of the city's major industries. Robert B. Wentworth and W.S. Wentworth and Loomis, Gallett, and Breese first promoted and organized the Portage Hosiery Company under a partnership in 1878. The company located in the Pettibone Block at the southwest corner of DeWitt and Cook until an 1880 fire. While the company moved to temporary quarters, construction of the mill began at 107 E. Mullett. The hosiery company occupied the 50 by 80 foot, two and a half story brick building (48/19) in the spring of 1881-1882 (Columbia County Treasurer 1863- [1880-82]). By 1889, the complex also included a separate engine room, a warehouse and office, and a dye house. These buildings were replaced. Manufacturing its own yarns, the mill first produced heavy wool socks for lumbermen as well as leggings and mittens.

The business partners incorporated the Portage Hosiery Company in 1893. R.B. Wentworth remained president of the hosiery company from its incorporation in 1893 until Llewelyn Breese, who had previously managed the company, replaced him in 1913. Succeeded by his son William L. Breese, Llewelyn Breese retired in 1931. By 1897, the company employed 110 workers. The Portage Hosiery Company also operated several branch factories. In 1910, it established one branch in Madison which operated at least into the 1930s. Opened at an unknown date, the Mauston branch probably closed in 1931. In 1933, the plant employed 222 workers, double the number working in 1897. Despite attempts to organize a labor union, employees were not permitted to join the American Federation of Hosiery Workers until 1941 (Zunker 1951).

The mill's physical plant gradually expanded in the 1890s and twentieth century as its volume of production steadily rose. The company added the office building (48/15) in 1891. In 1903-1904, the factory building was extended to the east by a three story, brick addition which was originally devoted to spinning (48/18). The current one story powerhouse (48/17) at the east end of the complex was completed about 1903. The Portage Hosiery utilized steam power since 1885 (Sanborn-Perris Map Company 1885). In 1918, the warehouse was erected (48/13). The company placed a wash house at the rear of the complex in 1924 (see 48/19). It stood east of the dye house constructed in 1903-04 and the concrete, steam-dry house erected in ca. 1918 (see 48/19). In 1936, the company placed a new, two story and basement, 118 foot by 60 foot, tile building (48/14) between the office building and mill. A stair tower connected the wing to the office building and the wing provided a new entrance into the factory complex. Livermore and Samuelson served as the architects while C.H. Findorff of Madison became the contractor (Register-Democrat 1936 [7/25: 1/4]). The building housed the knitting machines. Finally, in 1952, the company added a two story and basement, 40 by 83.7 foot addition (48/11) at the southwest end of the complex. The concrete block building with flat roof was opened by steel frame windows (Sanborn-Perris Map Company 1885; 1889; 1894; 1901; 1910; 1918; 1929; Columbia Co. Treasurer 1863- [1890-1930]).

By 1952, the Portage Hosiery Company manufactured men's and boys' mittens, boot socks, athletic socks, fine hosiery, and slipper socks. Until 1952, the company sold its wares to jobbers who then distributed them to retail outlets. The Breese family owned the mill until it was sold to Ripon Knitting Works in the

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mid-1940s and later to Medalist Industries. The hosiery as the Portage Woolen Mills, Inc. continues to operate in the building with other businesses at a much reduced level (Wisconsin Necrology, vol. 14: 90-94; Ogle, Geo. A. & Co. 1901: 229; Columbia County Historical Society 1982; Jones 1914 [1]: 205; Democrat 7/30/1897; Register-Democrat 10/24/1938; 2/16/1952; 11/1/1947; Zunker 1951; Portage Public Library n.d. [Register Democrat 1931]; Portage Daily Register 12/23/1889).

Although the mill originally used local wools, it increasingly substituted wool from South America and Australia in the twentieth century. The machines utilized to make the products have altered, but the overall process remains much the same. Pickers remove foreign materials from the wool and any other blends are then added. The teeth of the carding machines lay the fabric in one direction. Then, the fine strands of wool are twisted together in a spinner which creates either single or double strand yarn. After this process, the yarn is ready to be knitted into the hosiery. The knitters were generally placed in rows along long, open rooms which occupied the original mill building (48/19) until the addition of the 1936 wing. In the nineteenth century, the company imported the machines from England. They became automated in 1902. The open toes and fingers of mittens are closed in the looping room. Standard machines closed the toes, and the fingers are finished on sewing machines. Although the product is complete, each piece is then inspected and minor flaws repaired. Then, the socks and mittens are washed in large laundry machines and steam-dried. The socks are finally inspected, paired, labeled, packaged, and shipped (Portage Daily Register 7/12/1952; WPA 1938: 52).

Other textiles industries also existed in Portage outside the district in or adjacent to the retail area. They include the Portage Woolen Mills established in 1906 which used waste wool from the Portage Hosiery Company to manufacture wool batting. The factory also carded wool for use in knitting factories (Register-Democrat 5/15/1914; 8/10/1914; 6/28/1982; Sanborn-Perris Map Co. 1910; 1918; 1929; Jones 1914 [2]: 613). Founded in 1888 and operated through at least 1910, Falconer Bros. and Boynton Manufacturing Company produced shirts, jeans, overalls, and jackets (Sanborn-Perris Map Co. 1894; 1901; 1910; Jones 1914 [2]: 646; Portage Daily Register 12/13/1889). The Portage Underwear Company was established in 1891 and manufactured Vivette brand underwear. It closed in 1941 (Register-Democrat 6/6/1924; 5/5/1941; Columbia County Historical Society 1982; Wisconsin Power and Light ca. 1925: 6; Sanborn-Perris Map Co. 1894). And, Frederick H. De La Ronde established the Portage Rug Company in 1905 and operated the company until his death in 1919 (Jones 1914 [2]: 641-42).

At least one additional nineteenth century woolen mill has been entered onto the National Register in Wisconsin. Appleton once stood on the northern edge of the sheep raising district. The city's access to water power along the Fox attracted woolen mills by 1862. Nominated to the National Register in 1993, the J.B. Courtney Woolen Mill was erected in 1880 to card wool and spin yard. It is a three story, 30 by 60 foot, timber frame building now sided with asbestos. The building continues to display the long rows of evenly spaced windows which provided natural illumination. A storage building stands adjacent. The mill has operated continuously from 1880, and the importance of mill derives in part from

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the survival of intact historic machinery (Milquet 1993). While other, pre-1942 woolen mills continue to stand in Wisconsin, their number has not been ascertained.

Wholesale or Commercial Enterprises

Portage first achieved limited commercial importance by the early nineteenth century when it became a supply point for the fur trade. By the mid-nineteenth century, it gained its major distinction not only as a retail but as a commercial center serving Columbia County and the adjacent area to the north when the pineries along the Wisconsin river became a significance source of lumber. In this discussion, commercial enterprises refer to those involved in the wholesaling of goods produced externally to the community and their resale to retailers locally and regionally, the purchasing of local goods and their shipment to extra-local markets, and the storage of these products. Large retailers, primarily general merchants and millers, often also engaged in both forms of commerce prior to the 1880s.

Because farmers engaged in commercial agriculture almost immediately after settlement, they required outlets and sources of goods not produced on their farms. Thus, they required the development of markets to purchase and move agricultural products out of the area as transportation permitted. Wisconsin's small urban places created a limited demand in the 1850s. The pineries absorbed a large quantity of their products, and a growing amount was shipped out of Wisconsin. Without access to a railroad prior to 1856, products to and from Portage went overland or by the Fox-Wisconsin Waterway toward cities along Lake Michigan. After the arrival of rail service in December, 1856, goods continued to flow east, primarily through Milwaukee, at an increasingly rapid rate. After 1860, Chicago and the Twin cities expanded their wholesaling networks at Milwaukee's expense. Portage's retailers and wholesalers dealt with trading houses or traveling salesmen from these locations and no longer shipped goods directly to the East (Nesbit 1973: 196-97; Current 1976: 14, 107, 188, 384).

Although flour milling remained a relatively minor part of Portage's industry, grain dealers and later feed dealers played a major role in Portage's economy. They bought, stored, and shipped the grain transported to Portage from its agricultural hinterlands and sold it to milling centers such as Milwaukee by the 1860s. Multiple flour and feed dealers existed in Portage after the mid-1850s, but most of their warehouses, feed mills, and offices no longer exist. In 1880, at least eight such dealers served Portage and its hinterlands. Andrew Weir operated as a grain dealer after 1855 (Butterfield 1880: 932). Wells and Craig who operated the Portage City Mill remained dealers in flour and feed by 1869 (Farnham and Vivian 1868-1869). Flour and feed dealer Daniel Wells remained in Portage during the 1870s (Butterfield 1880: 934). William Dates engaged in the flour and feed business in Portage after 1877 (Butterfield 1880: 893). J.C. McKenzie became a wholesale and retail dealer in flour and feed by 1889. His enterprise included a warehouse and salesroom (Portage Daily Register

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12/23/1889). George Craig's feed mill occupied a two story building at the southwest corner of Dodge and E. Wisconsin by 1889 (Portage Daily Register 12/23/1889; Sanborn-Perris Map Co. 1889). H.A. Cuff purchased the McDonald and Tibbits steam powered feed mill in 1893. It once stood in the first ward at 214 E. Wisconsin (Sanborn-Perris Map Co. 1894; 1901; 1910; 1918; 1929; Portage Public Schools 1948-1951; Jones 1914 [2]: 568; Butterfield 1880: 634).

Additional flour and feed warehouses also stood along the Chicago, Milwaukee and St. Paul Railroad tracks. S.S. Case erected a warehouse and grain elevator near the depot in 1862. Case rebuilt the elevator in 1863 and sold it to the railroad who later demolished the building (Register-Democrat 9/3/1900; Butterfield 1880: 634). By 1894, the Chicago, Milwaukee and St. Paul operated a timber frame grain elevator and warehouse, perhaps the one erected in 1862, coal sheds, sand sheds, and ice houses along the tracks. The Washburn Fuel Company demolished the grain elevator in 1950 (Wisconsin State Register 1861 [2/15: 3/1]; Scribbins 1987a: 21-28; 1987b: 16-19; Portage Daily Register 3/25/1950; 7/18/50; 2/13/71; Sanborn-Perris Map Co. 1894; 1910). By 1889, the I.W. York Company, owner of the Wentworth elevator, also maintained a flour mill and warehouse at Jefferson and Emmett along the Chicago, Milwaukee and St. Paul tracks. Fire destroyed the mill in 1932 (Sanborn-Perris Map Co. 1889; Portage Daily Register 7/2/1952).

The growth of wheat as an important agricultural commodity in the 1840s and 1850s necessitated the development of facilities to store grain prior to processing especially as processing moved away from the local communities to large centers. Although perhaps beginning as independent grain storage companies, most elevators located in small cities became a part of an elevator line, a series of elevators along one or more railroad routes owned by a single company. After the 1860s, the number of elevators multiplied rapidly across Wisconsin as the railroad laid a growing network across the state. Oliver Evans, a millwright, designed the continuous belt with a series of attached buckets which moved the grain within the elevators (Wyatt 1986 (industry, vol. 2): 8-7-8).

Robert B. Wentworth, a grain dealer, constructed the 40 by 60 foot and 50 foot high, timber frame grain elevator in 1862 southeast of the canal. Such timber frame elevators were once very common sights in urban commercial areas and remain visible on the Wisconsin cityscape. It now stands in the district at 131 E. Mullett (48/20) (Wisconsin State Register 1862 [9/20: 3/1]). It possessed a storage capacity of 4000 bushels. By 1873 and no later than 1884, he operated the elevator as Wentworth, McGregor and Company. In addition, Wentworth established the Portage and Green Bay Transportation Company to move grain and freight along the canal and Fox. His steamboats ran between Portage and Watertown, Berlin, and Green Bay between 1864 and 1873 carrying wheat and other products to Green Bay and on to eastern markets. A railroad side track extended to his elevator in 1871. His adjacent warehouses stored coal, seed, and lumber. Wentworth also purchased a planing mill from the James Fife & Co. foundry in 1879. He processed his lumber products in the same building with his feed mill near his elevator. Wentworth probably sold this part of his enterprise to Oscar Van Dusen by 1884 (Portage Daily Register 9/3/1909; Democrat 7/30/1897: 1; Butterfield 1880: 634).

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In 1889 and 1890, W.G. Gault and Sons owned Wentworth's feed mill. Irving W. York purchased the elevator about 1890. With his brother George E. York, he ran the Portage Roller Mills as: "...Grain Elevator and Grain Dealers, manufacturers of and dealer in high grades of wheat. Also proprietors of the Portage Electric Light and Power Company" (Polk, R.L. & Co. 1890). York maintained his mill store which carried flour, feed, and grain at 117 W. Cook from shortly prior to 1901 through 1937. By 1905, Robert E. York joined the firm, and by 1919, George E. and Robert E. York ran the company. Later, Robert E. York continued to operate the feed and grain warehouse under the name of I.W. York Company. Sometime between 1918 and 1929, the company added the adjacent, one story, frame feed warehouse. In 1946, Robert York sold the company to Sunnyside Hatcheries. The mill is currently owned by Vita-Plus Corporation of Madison (Butterfield 1880: 635, 934; Register-Democrat 9/3/1908; 12/11-18/1923; Democrat 7/30/1897; Portage Daily Register 12/23/89; 9/3/09; 5/14/1914; 8/10/1914; Rugen 1868; Hoffman and Hyer 1899; Portage Area Chamber of Commerce n.d.; Wisconsin Necrology, vol. 14: 90).

Like the feed mills and grain and flour warehouses, only a small number of Portage's warehouses storing dry goods, provisions, groceries, hardware, fruits, produce, and other commodities continue to stand. Since Portage served as a supply point for the fur trade from the beginning of the nineteenth century and the pineries and agricultural trade centers to the north from the 1840s into the 1880s, it supported a sizeable wholesale trade (Nesbit 1973: 296-304). As travel across the portage increased during the 1820s lead trade, Daniel Whitney established two warehouses by the early 1830s at either end of the portage (Libby 1895: 338). By 1850, C.W. Mappa operated a warehouse along the Fox near the mouth of the canal (Wisconsin State Register 6/13/1874; Butterfield 1880: 534). M.R. Keegan wholesaled dry goods, groceries, hardware, liquor, provisions, and clothing by 1851 (River Times 1851 [1/3: 3/4]). John Reid established a stock and produce business after 1865. Operating as Reid and Foster, he became a dealer in wool by 1880 (Butterfield 1880: 923). Several of the general merchants such as C.F. Mohr at 119 W. Cook and larger retailers such as the druggist John Graham at 301 DeWitt who located their stores along Cook and adjacent streets primarily sold retail goods, but also wholesaled a small number of commodities. C.F. Mohr operated a general store by 1869 and was located at 119 W. Cook by 1883-1884. The Mohr Produce Company grew from this business. The Mohr Company maintained a coal shed, coal bin, lumber and lime house, and implement warehouse along the southeast side of the canal just northeast of the district after 1910 and before 1918 (Sanborn-Perris Map Co. 1910; 1918; 1929; Portage Centennial Committee 1952). One building and building foundations now represent this business at 201 E. Mullett. Probably because of the number of grocers in Portage and likely adjacent communities, the large grocers also tended to sell both retail and wholesale (Portage Daily Register 12/23/1889).

The district contains several buildings which served as warehouses. Robert Cochrane established his business as a produce and commission merchant in 1877. At his death in 1910, Thomas H. Cochrane maintained the business and incorporated it as T.H. Cochrane and Company by 1914. The company maintained its main office in Portage and ran 23 branch offices in Wisconsin and Minnesota. With Leonard Hettinger, Cochrane also formed the Portage Wholesale Grocery Company which

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stored the company's products at 141 E. Cook between approximately 1924 and 1929. Cochrane also established a warehouse along W. Edgewater and his office in the former State Register Building at the northwest corner of DeWitt and Canal by 1910. Neither of these locations appear to remain. However, the massive seed and grain, concrete block warehouse at 114 Dodge (48/27) erected between 1916 and 1918 stands within the district (Jones 1914 [2]: 588-89, 768; Sanborn-Perris Map Company 1918).

Established by about 1922, the Frank Fruit Company maintained several warehouses in Portage. Erected by 1929, one steel truss fruit warehouse continues to stand along the Chicago, Milwaukee and St. Paul tracks at 1001 Jefferson. The company also occupied a building complex as a warehouse, auto storage, and carpenter's shop at 120 E. Mullett (48/22). The Portage Iron Works operated by the Slinger Foundry, Machine, and Auto Company constructed the building in 1918, and the Frank Fruit Company occupied the space before 1929 through 1948. For a brief period prior to and in 1929, the Wisconsin Rabbit Fur and Products Company located at 120 E. Mullett. The Nold Wholesale Company leased 112 E. Mullett, now removed, during the same period and also occupied 106 E. Mullett (48/23) from sometime prior to 1927 through 1937. The Portage Iron Works erected the east portion of the building about 1891, and it completed the west section between 1905 and 1910 (Sanborn-Perris Map Co. 1889; 1894; 1901; 1910; 1918; 1929; Portage Daily Register 7/2/1952: 27; Columbia Co. Treasurer 1863- [1890-1892; 1905-10]).

Retail Businesses

The district and area east of E. Wisconsin near the canal contained a small number of retail concerns. The only identified business, an automobile dealership, grew from the Portage Iron Works established in 1862.

The first automobile appeared on the streets of Portage at the turn of the century. By the late 1920s, most families in Portage owned one (Columbia County Historical Society 1982; Portage Daily Register 5/22/71). Liveries either closed their doors or converted to automobile repair as did the Stain Livery along W. Cook. Since removed by the expansion of the post office, an oil station replaced the Hyland Livery Stable at the corner of W. Wisconsin and W. Conant (Portage Daily Register 1/9/35). As the use of the automobile rose, the city council passed a large number of ordinances allowing the construction of gas stations within the city limits in the 1930s (e.g. Portage, City of 1930-41 [1930-31: 118, 120, 122; 1932-33: 106-07, 109, 111; 1937-38: 65]). An increasing number of automobile supply and repair services also appeared in Portage during the 1920s including Art Williams, vulcanizer at 210 W. Wisconsin between 1924 and 1929, the Portage Boat and Engine Company which began at 105 W. Mullett by 1908 and moved to its new garage at 126 E. Cook in about 1917. The Portage Boat and Engine Company repaired automobiles. The first floor of 214 W. Wisconsin (24/24) served a number of automobile-related functions. By 1919 through 1929, Wright and Robbins and then John Helman operated a garage at this location (Sanborn-Perris Map Co. 1901; 1910; 1918; 1918; 1929; Columbia Co. Treasurer 1863- [1915-30; 1920-30]; Smith-Baumann Directory Co. 1929; Polk, R.L. & Co. 1905-06; 1908-09; 1911-12; 1913-14; 1915-16; 1917-18; 1919-20; 1927-28; Farrell 1917-18; Voshardt

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1910; Commonwealth Telephone Co. 1937; 1938).

Three automobile dealerships were located in Portage's central retail and industrial districts. The one at 201-211 E. Wisconsin and E. Mullett developed from the Slinger Foundry, Machine, and Auto Company which had begun to shift its operations to the more profitable car repair and sales in the second decade of the twentieth century. The company with Andrew Slinger as its president constructed what later became the Hyland Garage in 1920 (201-211 E. Wisconsin, 48/25) (Columbia Co. Treasurer 1863- [1919-30]; Polk, R.L. & Co. 1921; 1927-27; Smith-Baumann Directory Co. 1929). This two story, brick and wood truss building included a automobile showroom and garage (Sanborn-Perris Map Co. 1929). In 1930, Slinger Foundry and Auto Company also established an oil filling station at the corner of E. Wisconsin and E. Mullett in or adjacent to their dealership. The city council permitted the City Bank to raze the Hyland Livery at Wisconsin and W. Conant and erect the Hyland Garage in 1934 (Portage, City of 1930-41 [1930-31: 123]; Wisconsin State Register 12/1/34; Portage, City of 1930-1941 [1934-35: 51, 55]). In January, 1935, the Hyland Garage Company relocated its quarters to the Slinger dealership and became Portage's Chevrolet dealer. (Portage Daily Register 1/2/35; 1952 [7/2: 2/9-10, 11]).

Area of Significance: Architecture

The Portage Industrial Waterfront Historic District contains a vernacular commercial, retail building and astylistic utilitarian, industrial forms. The term vernacular refers to a rather wide range of simply designed buildings displaying little stylistic influence. They were erected in Portage during the last half of the nineteenth and the first three decades of the twentieth century.

Often long, narrow, one to three story, retail buildings, the commercial vernacular forms include large display windows along the first floor building fronts and plainly designed, rectangular window openings along the upper floors. Original doors along the building facade leading between the display windows into the retail areas or to upper floor rooms are usually paneled wood and glass with transoms above. If included, decorative elements are limited to detailing immediately above the store front such as corbeling or a string course which visually divides the two floors along the exterior. A more emphatic treatment along the cornice may include brick corbeling, denticulated brick, wood molding, or metal frieze perhaps with end detailing such as additional corbeling or finials. Minimal decorative brick work may also occur along the upper story. (Wyatt 1986 [vol 2, architecture]: 3-10).

A small number of one to two story, low, horizontal red and cream brick, retail buildings utilized as garages and car dealerships were erected in Portage during the second and third decades of the twentieth century. Without significant elaboration, the buildings belong to the commercial vernacular architectural type. Erected in 1920, the Hyland Garage at 201-211 E. Wisconsin (48/25) (Columbia Co. Treasurer 1863- [1919-30]; Polk, R.L. & Co. 1921; 1927-27; Smith-Baumann Directory Co. 1929) is a two story, brick and wood truss, horizontally proportioned building. While red brick composes the facade, the remainder of the

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building is constructed of cream brick. The building once included an automobile showroom and garage on the first floor (Sanborn-Perris Map Co. 1929). Its irregular shape accommodates the lot on which it was placed and the long spaces needed to display its automobiles. The horizontally composed building is defined by vertical pilasters, a string course between the juncture of the floors, and simple brick corbeling along the parapet.

American textile mill buildings and eventually many other kinds of industrial buildings gained a common overall form by the late eighteenth century and retained this shape until the close of the nineteenth century. Originally, their long, narrow, rectangular forms rested on heavy post and beam wood framing covered with vertical siding. The timber framing remained substantial or was enlarged to reduce the number of vertical members which fed the frequent fires common to textile and other industrial buildings. These buildings were later constructed with brick masonry or veneer over a heavy timber frame. Although industrial buildings dating prior to the mid-nineteenth century were often closed with gable roofs, after the mid-nineteenth century they began to gain flat roofs. Erected by the mid-nineteenth century, external towers permitted access to each floor, housed a bell in their cupola to regulate work hours, and provided space to hoist materials. Each floor lacked intervening dividing and support walls creating large spaces. They permitted the operation of bulky machinery placed along long walls from a single shaft which spanned the length of the building. The horizontal shafts along each floor were geared to a vertical shaft driven by a power source, originally a water wheel and later steam. A floor height of about twelve feet allowed space for the installation of shafts and belt usually suspended along the ceiling. The long rows of evenly spaced windows along the side elevations provided natural illumination for machinery operators. The introduction of electricity and concrete at the end of the century altered the common construction material for factories and resulted in more variable building forms. Electric lights rather than long rows of windows illuminated the work, and machinery powered by electric motors was freed from a central power source installed in each floor of the long, narrow buildings. Although predominately astylistic utilitarian buildings, industrial forms occasionally became quite elaborate, gaining the decorative elaboration of the period (Milquet 1993).

Depending on their function and the period in which they were erected, the properties in the Portage Industrial Waterfront Historic District reflect these industrial building forms. They belong to the astylistic utilitarian type and lack decorative elaboration associating them with architectural styles.

Constructed at 107 E. Mullett, the Portage Hosiery Company grew incrementally through the construction of long, narrow building forms lit by rows of windows along each floor. Decorative elaboration is limited when present. The 1881-1882, 50 by 80 foot, two and a half story brick factory building (48/19) is covered with a gable roof (Columbia County Treasurer 1863- [1880-82]; Stoner 1882). It is pierced by horizontal rows of 6/6 light windows and exhibits no decorative elaboration. The company erected its office, shipping, and factory building in 1891. The two and a half story, cream brick, gable roof office, shipping, and factory building (48/15) is simply organized by horizontally aligned windows and lacks additional details. Built in 1904, the addition to the

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original 1881-1882 factory building (48/18) is a simple, three story, cream brick, flat roof building displaying a brick parapet with corbeled cornice. Horizontally and vertically aligned segmental arch windows organize the elevations. The three story, flat roof, cream brick warehouse (48/13) was erected in 1918 (Columbia Co. Treasurer 1863- [1890-1920]; Sanborn-Perris Map Co. 1889; 1894; 1918). Horizontally and vertically aligned openings organize the building. Tile coping occurs along the plain parapet. Although the overhead door represents an alteration, the wood hood and overlight remain over the loading area. The 1936, two story tile building with aligned, steel frame windows also lacks decorative detailing. Thus, the long, narrow form is retained, and alternative building materials were not introduced until the 1930s.

The firm of Livermore and Samuelson are the only architectural firm associated with the construction of a building in the district. Little information is currently available about their practice. It is known that the firm maintained offices at 2 South Carroll in Madison by 1939. In 1938, Livermore and Samuelson provided plans to remodel the Dr. W.J. Folke residence in Poynette from an Italianate to a Tudor Revival style (Wisconsin HPD n.d.b [Wisconsin State Journal 7/3/1938]). Then known as Livermore, Barnes and Samuelson, the company designed Tracy's Avalon Theater in the Main Street Commercial Historic District of Platteville in 1930 (Wisconsin HPD n.d.b).

The massive, long, narrow, gable roof, 1916-1918 (Sanborn-Perris Map Company 1918; 1929; Columbia Co. Treasurer 1863- [1916-18]) concrete block warehouse erected at 114 Dodge (48/27) displays no decorative detailing to relieve the expanse of its walls. It is a strictly utilitarian building intended to store seed and grain. Oral testimony by the owner (Portage Tire Mart) indicates the existence of massive timber framing intended perhaps to carry the weight of the products it once stored. Rows of windows illuminate the interior. Except for its exterior building material, it follows the common industrial building form of the nineteenth century.

The Portage Iron Works includes the 1891 one story, cream brick, gable roof foundry and machine shop (106 Mullett, 48/23). Its entrance occurs in the gable end. Added to its west elevation is the one to two story, rock-faced concrete block, flat roof machine shop, woodworking, and molding room (48/24) which dates to 1905-1910 (Butterfield 1880: 633, 663, 898; Portage Daily Register 9/3/1909; Wisconsin State Register 1862 [11/1: 3/1]; Columbia Co. Treasurer 1863- [1890-1910]; Sanborn-Perris Map Co. 1889; 1894; 1901; 1910). Both portions display little detailing. The west section is simply elaborated by an overhanging cornice. The one story, cream brick industrial building at 120 Mullett (48/22) was also erected in 1918 by the Portage Iron Works. This building functioned as their machinery, woodwork and molding section (Sanborn-Perris Map Co. 1918; 1929; Columbia Co. Treasurer 1863- [1918]). Covered with a shed roof, this building is simply elaborated with exposed beams along the northwest elevation. The Portage Iron Works emerged as a large craft serving a local or at the most regional market. Although factory production may not have occurred inside, the 1891, one story building is a cream brick, long and narrow building pierced with a row of windows along each side elevation. The form and concrete material of the two later buildings may reflect the absence of factory line production as

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much as their twentieth century origins.

The form of the Wentworth grain elevator at 131 E. Mullett (48/20) (Wisconsin State Register 1862 [9/20: 3/1]) reflects its function. Grain elevators of the 1840s were one story, frame warehouses or flathouses which stored limited amounts of barrelled or sacked grain for short periods prior to shipment. Wide, low bins were added to hold the grain. The timber cribbed elevator first appeared in Wisconsin cities in the 1860s and 1870s, their construction continued to the end of the century. These elevators enclosed bins composed of two foot by eight or ten foot timbers. The timbers were stacked one on top of the other and secured at their ends in the fashion of a log cabin. This form of construction withstood the outward pressure created by the grain against the walls. Corrugated metal often enclosed the cribbing to reduce the hazard of fire. These elevators frequently stored 100,000 to 1,750,000 bushels of grain. They were once commonplace along the railroad tracks of most Wisconsin communities (Wyatt 1986 (industry, vol. 2): 8-8).

The 1862 Wentworth grain elevator is an early example of the timber crib elevator. This example is a fifty foot high, timber frame, board and batten elevator with its cupola protected with sheet metal. It displays no decorative elaboration. A small example, the elevator stores 4000 bushels of grain. The property also lacks the metal cladding common to the building type. The adjacent, one story, frame and sheet metal feed warehouse along its northeast elevation was erected sometime between 1918 and 1929 (Sanborn-Perris Map Co. 1918; 1929).

Architectural Integrity

The buildings within the Portage Industrial Waterfront Historic District maintain relatively high integrity of design given the additive nature of their expansion. Modification has primarily occurred through window and door replacement. Several recent additions have also been made. They include the two story, concrete addition placed at the southwest end of the Portage Hosiery (107 E. Mullett) in 1952 (48/11) and several small, one story concrete additions at the northeast end. A sheet metal shed was added along the northeast elevation of the T.H. Cochrane warehouse (114 Dodge, 48/27). Despite these alterations, the buildings maintain much of their original design, workmanship, and materials. The area adjacent to E. Wisconsin and Dodge which was excluded from the district has undergone considerable change from its nineteenth and early twentieth century industrial character, and the commercial area to the northeast has probably experienced considerable building loss. However, the high concentration of industrial vernacular buildings within the district and its association with the canal to the northwest remains. Thus, the immediate setting and historical associations with the canal are intact within the district.

The Portage Industrial Waterfront Historic District thus gains significance in the areas of industry and architecture illustrating the development of an industrial complex within small to medium Wisconsin cities through intact examples of vernacular or astylistic utilitarian building forms. Because it

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represents the development of a small, industrial area within Portage, the district gains significance at the local level. The Portage Industrial Waterfront Historic District has a period of significance ranging between 1862 (1), the building date of the Wentworth grain elevator, and 1936 (2), the building date of a major addition to the Portage Hosiery mill.

- (1) Wisconsin State Register 1862 [9/20: 3/1].
- (2) Register-Democrat 1936 [7/25: 1/4].
- (3) Register-Democrat 1936 [7/25: 1/4].

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Wisconsin Word Processing Format
(Approved 1/92)

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10. Geographical Data

Boundary Description

As illustrated on the enclosed district map, the boundary of the Portage Industrial Waterfront Historic District follows either the edge of the Portage Canal National Register Historic Site to the northwest, lots lines or the nearest edges of Dodge and E. Wisconsin streets.

Boundary Justification

The district boundary of the Portage Industrial Waterfront Historic District encloses a concentration of intact industrial, commercial, and retail buildings. By running adjacent to the Portage Canal National Register Site, it maintains its historical functional association with that property. Along the other edges, the boundary excludes altered or replaced buildings.

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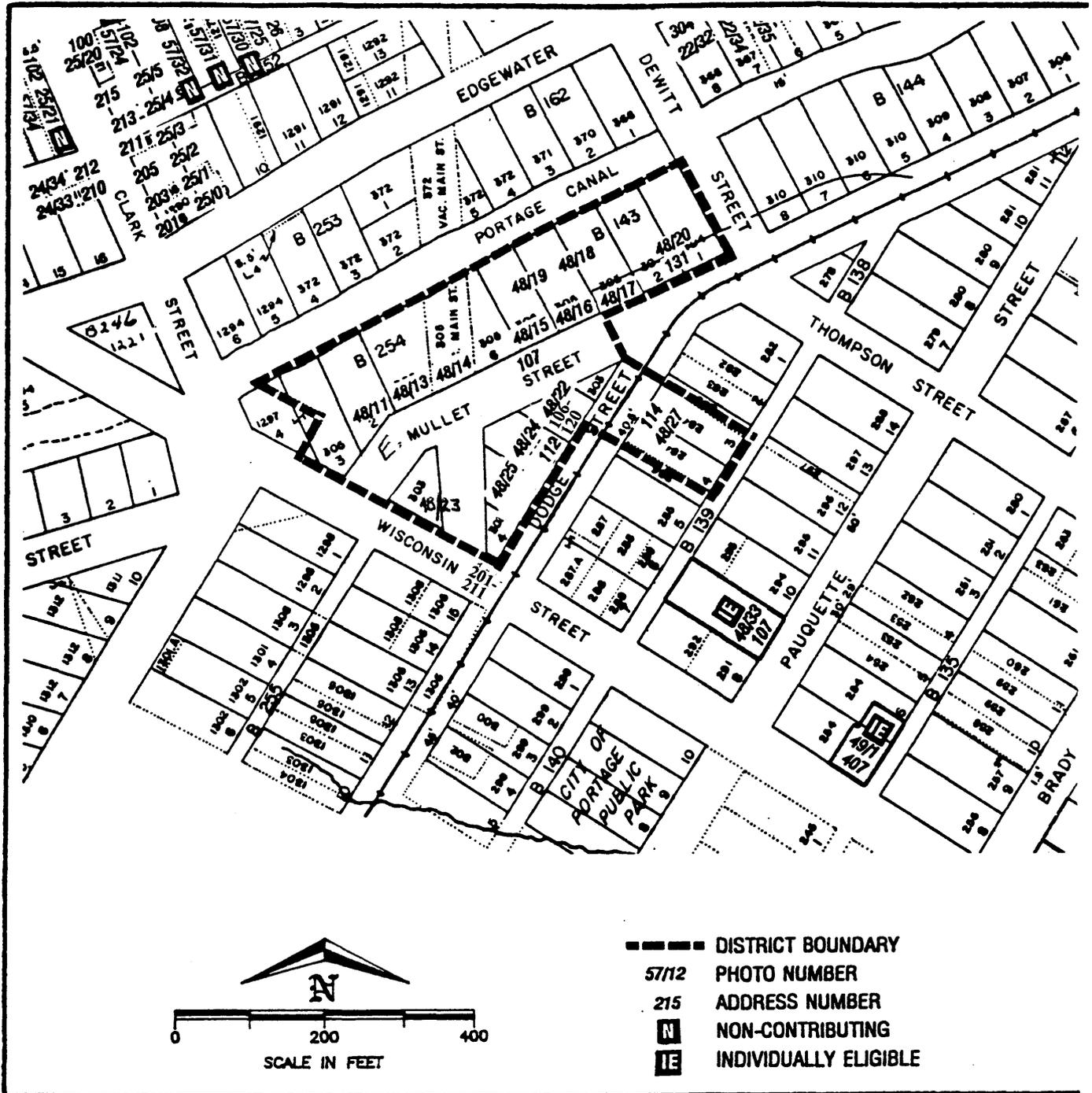
Photographic Documentation

Name: Portage Industrial Waterfront Historic District
Location: Portage, Columbia County, Wisconsin
Photographer's Name: Joyce McKay
Date: 1992-1993
Location of Negatives: State Historical Society of Wisconsin

Photographic Identification and Camera Direction:

1. Portage Hosiery building complex at 107 E. Mullett facing northeast (58/24).
2. Portage Hosiery building complex at 107 E. Mullett from the Portage Canal facing southeast (58/29).
3. Portage Hosiery Warehouse at 107 E. Mullett facing north (48/13).
4. Portage Hosiery Shipping and Office at 107 E. Mullett facing northeast (48/15).
7. Wentworth Elevator at 131 E. Mullett facing north (48/21).
6. Portage Iron Works at 106 and 112-120 E. Mullett facing southwest (58/21).
7. T.H. Cochrane Company at 114 Dodge facing southwest (58/1).
8. Hyland Auto at 201-211 E. Wisconsin facing east (55/23).

**PORTAGE INDUSTRIAL WATERFRONT
HISTORICAL DISTRICT
City of Portage Intensive Survey
1992-1993**



PORTAGE INTENSIVE ARCHITECTURAL/HISTORICAL SURVEY
1992-1993

CITY OF PORTAGE
COLUMBIA COUNTY, WISCONSIN