Footnotes to Chapter I:
The Apprentice in Detroit


3. M.M. Quaife, This is Detroit, 1701-1951, Detroit, 1951, 35.

4. Smith states that the presiding judge of the Michigan Supreme Court suggested that he enter the bar. See footnote 5.

5. Frank B. Woodford, Mr. Jefferson's Disciple, a Life of Justice Woodward, East Lansing, 1953. Woodford states that Woodward was presiding judge on page 8.

6. Ibid., 1-5.


9. Ibid., 25.


11. Letter from Jefferson to Harrison, 1803, U.S. Dept. of State, Territorial Papers, 89.

Notes to Chapter 2:
The Plan for Prairie du Chien

1. Doty's work as a circuit judge is documented by: Alice E. Smith, 

2. For a brief history of the early city see: Peter L. Scanlan, Prairie Du 
Chien, Menasha, 1937.

3. The 1824 deed with which Doty conveyed the courthouse property to 
Crawford County is preserved in the archives of the Wisconsin Historical 
Society. See the Doty Letters, Box #2.

4. This highway, although contemplated as early as 1824, was not laid 
out until 1832. Construction on the project was not completed for 
several years after that date.

5. Several plans of the fortress as built on Doty's property can be found 
Notes to Chapter 3:
The Plan of Munnomunne


3. This was an act of the Legislative Council in Detroit entitled "An act to establish the seats of Justice within the Counties of Brown and Crawford", which had been signed into law in 1824 by Doty's supporter, Michigan Territory Governor Cass.


Notes to Chapter 4: The Military Road

1. This quote is from a copy of a letter from Doty to Austin E. Wing, December 1, 1826, in Volume I of the Doty letter Book. This book is in the Huntington Library in Los Angeles, California. A microfilm of the book is in the Wisconsin State Historical Society Library, in Madison, Wisconsin.

2. In Doty’s correspondence to Wing, he used the spelling "Munnomonee," which was the spelling used on the plat he did with Lawe. His earlier plat had the spelling "Munnomunee." Doty was scrupulous about Indian spellings.

3. An excellent example of the economic potential of the military road construction can be had in the Wisconsin lead mines in the southwest corner of the state. Before the road, miners had no reasonable access to Lake Michigan shipping commerce to move the heavy products of their work. Year-round horse drawn cart transport made their products more competitive and accessible in wider markets.


Notes to Chapter 5:
The Plan of Astor


2. Astor's fur trade is described by Alice E. Smith in both the *History of Wisconsin*, Vol. I, and *James Duane Doty*.

3. For a brief discussion of Whitney see: Rudolph, *Birthplace of a Commonwealth*.

4. For a period plan of New York, and other cities as drawn around the time that Doty would have seen them, see: Melville C. Branch, *Comparative Urban Design*, New York, 1978.

5. Some of these observations were presented in simpler form in: James W. Shields, "J.D. Doty and the Design of Cities on the Wisconsin Frontier," Wisconsin Architect, August 1986.

6. This sounds trivial, in fact Astor's early investments and "donations" were substantial.

7. The bank on Crooks Street went under almost immediately after opening.

Notes to Chapter 6:  
The Plan of Fond du Lac


3. Some of these ideas were first published in: James W. Shields, "J.D. Doty and the Design of Cities on the Wisconsin Frontier," Wisconsin Architect, August 1986.


5. Act Concerning the Town of Detroit, Laws of the Territory of Michigan, 1807.

6. Doty worked and lived only one block from such a square.


8. Much of Doty's original plat was deemed to low to develop, and the modern city is plagued by water problems.


10. Ibid., 334.

11. Dog trot houses, common to the southern united states, are not common in Wisconsin. A review of the early structures depicted in, Richard W.E. Perrin, Historic Wisconsin Architecture, Wisconsin Society of Architects, 1976, reveals not a single Wisconsin dog trot. I have assumed therefore, that such a building type was not run of the mill, and could be the result of Doty's thinking on the subject.


13. See chapter 7 of this text: The Plan of Marquette.
Notes to Chapter 7:
The Plan of Marquette


Notes to Chapter 8:
The Plan of Kentucky City

1. For an early history and description of the region see: History of Columbia County, Western Historical Company, Chicago, 1880, 726-32.


3. Ibid., 185.

4. This plan is from The Moses Strong Papers in the State Historical Society Collection in Madison. Doty hired Strong in 1837 to resurvey the layout of Madison, and many plans of Madison are also in the Strong Papers. It is possible that Strong was involved in the design of Kentucky City, although his role remains uncertain.

5. Brief histories of Columbia County paper cities are given in: Andrew J. Turner, The Family Tree of Columbia County, Portage, 1904, 48-54.
Notes to Chapter 9:
The Plan of Wisconsinapolis


2. Alice E. Smith has suggested that Suydam was referring to Kentucky City, due to his misstatement that Wisconsinapolis was located on the Wisconsin at the mouth of Duck Creek. Kentucky City was not located on Duck Creek, but several miles south on Doty Creek. A paper city called Baltimore City was laid out at the mouth of Duck Creek, about which little literature survives. It is known that the Marquette and Swan Lake Canal Company wished to reach the Wisconsin by means of Duck Creek. This would have produced a continuous link between Marquette, Wisconsinapolis, and Baltimore City, a scheme that could suggest Doty's involvement in all three towns.

3. The Marquette and Swan Lake Canal Corporation is described in: *History of Columbia County*, Chicago, 1880, 842-43.


5. Relevant minutes of the 1836 Wisconsin Territorial Legislature can be found in: *Wisconsin Historical Collections*, Volume 6, 394.

6. This quotation is taken from: *History of Columbia County*, Chicago, 1880, 842.
Notes to Chapter 10:
The City of the Four Lakes


2. A survey crew headed by Orson Lyon carried out this work for the federal government during 1834.

Notes to Chapter 11:
The Plan of Madison


2. Suydam’s account is published in: Wisconsin Historical Collections, Volume 6, 1872, 390-392.


4. The cities under consideration were: Astor, Bellevue, Belmont, Burlington, Cassville, City of Four Lakes, Du Buque, Fond du Lac, Helena, Koshkonong, Madison, Milwaukee, Mineral Point, Ooscoda, Peru, Platteville(?), Portage, Prairie du Chien, Racine, Wisconsin City, Wisconsinapolis.


8. Ibid., 67.


10. Re-plattings and "densification" are described in: David Mollenhoff, Madison, A History of the Formative Years, Madison, 1982, 352-357.
Notes to Chapter 12:
The Town of the Island


3. This observation comes from an interview of a long time Neenah resident (conducted in 1949 by Alice E. Smith) whose father had spoken of the loggery.