

June, 1835. He became a member of the judiciary committee on public lands, and was elected by the settlers at the court-house, on March 13, 1837. When he came to Milwaukee, Solomon Juneau and his employees, Horace Chase, Joel S. Wilcox, Albert Fowler, Willie J. Evans, and a few transient *carpenters* were there, of whom Horace Chase is the only man still a resident. In 1837 he moved to the farm where he now resides. He was a member of the assembly in 1840-51, 1853, and 1870. He received the Whig vote in 1850. He was the third president of the "Old Settlers' Club." In April, 1835, there was no tavern between Chicago and Milwaukee. In coming from Coldwater, Mr. Chase found considerable difficulty in finding accommodations for his family at night. The first two nights they were obliged to sleep on the "soft side of a floor," and the last night on the bare ground near Oak Creek. Dr. Chase was married to Julia Ann Ellsworth, March 24, 1835. She died Jan. 5, 1837, leaving an infant daughter. He was married to Nancy M. Bromley, Sept. 24, 1837, who is the mother of ten children, five of whom are still living. Dr. Chase is upright and just; and his word is as good as his bond. He is an obliging man, and a pleasant neighbor.

E. H. BRODHEAD, C.E.—he was born in Plattekill, Ulster County, N.Y., in 1809. His father, Oliver Brodhead, was a farmer. Mr. Brodhead worked on the farm during the summers, and attended school in the winter months, till he was eighteen years old. Subsequently, he attended Will-ett's Academy in Dutchess County. In 1830 West Point was the only institution where engineering was taught as a separate branch. Desirous of taking a shorter course, he obtained private instruction from the professors of that institution; the practice of which has since been discontinued. Here he was prepared for field work, and for constructing railroads, then just commencing. In 1832, leaving West Point, he obtained a situation on the Ithaca and Oswego Railroad, then about to be commenced under John Randall, Chief Engineer. In 1833 and 1834 he was appointed deputy surveyor-general, for the purpose of retracing the boundaries of the Onondaga Reservation, and especially the town of Syracuse. The same year he was appointed assistant engineer on the Utica and Schenectady Railroad.

Soon after his engagement on this work, the chief engineer, William Young, transferred him to the charge of the Hudson and Berks-shire Railroad. He completed the survey and location of that line of road in 1834; but, as the company was not then ready to commence its construction, he became the assistant engineer, under Alexander Twining, on the Harford and New Haven Railroad. Soon after the completion of the location of the line, and the work put under contract, Mr. Twining resigned; and Mr. Brodhead was appointed chief engineer. The work was finished in 1837, with the flat rail, then almost exclusively in use in this country. In 1836 he made a survey as chief engineer for the Housatonic Railroad, and acted as consulting engineer for Mr. Talcott in making a contract with Mason and Bishop for its construction. In the fall of that year, Mr. Brodhead was married to his present wife, a daughter of Nathaniel Fletcher of Newburyport, Mass. In 1837 he removed to Brooklyn to enter upon the survey, in connection with John Stoddard, of the new portion of the city under a commission by the legislature. This work required great care and accuracy, and was not finished till 1839. The canal commissioners chose him to survey the country for the extension of the Black-river Canal, between Booneville, Watertown, and Sackett's Harbor on Lake Ontario, and Ogdensburg on the St. Lawrence River. In 1840 Gov. Seward appointed him chief engineer under an act passed by legislature, authorizing a survey to be made of the northern portion of the State, known as the "John Brown" tract. The report of this survey, with the estimates, maps, and plans, was completed and submitted to the legislature in 1841. The next year, he surveyed a route for a railroad from Catskill on the Hudson River, to Canajoharie in the valley of the Mohawk. A small portion of the route had been built, but was so badly located and constructed, and the whole route proved of so formidable a character, that, upon his report, the project was abandoned, and the portion constructed taken up. In 1843 the canal board resident engineer appointed him to the enlargement of the Erie Canal, between Little Falls and Syracuse, and also to act in the same capacity on the Chenango and Black River Canals. This work was completed in 1845, when he accepted the position of chief engineer