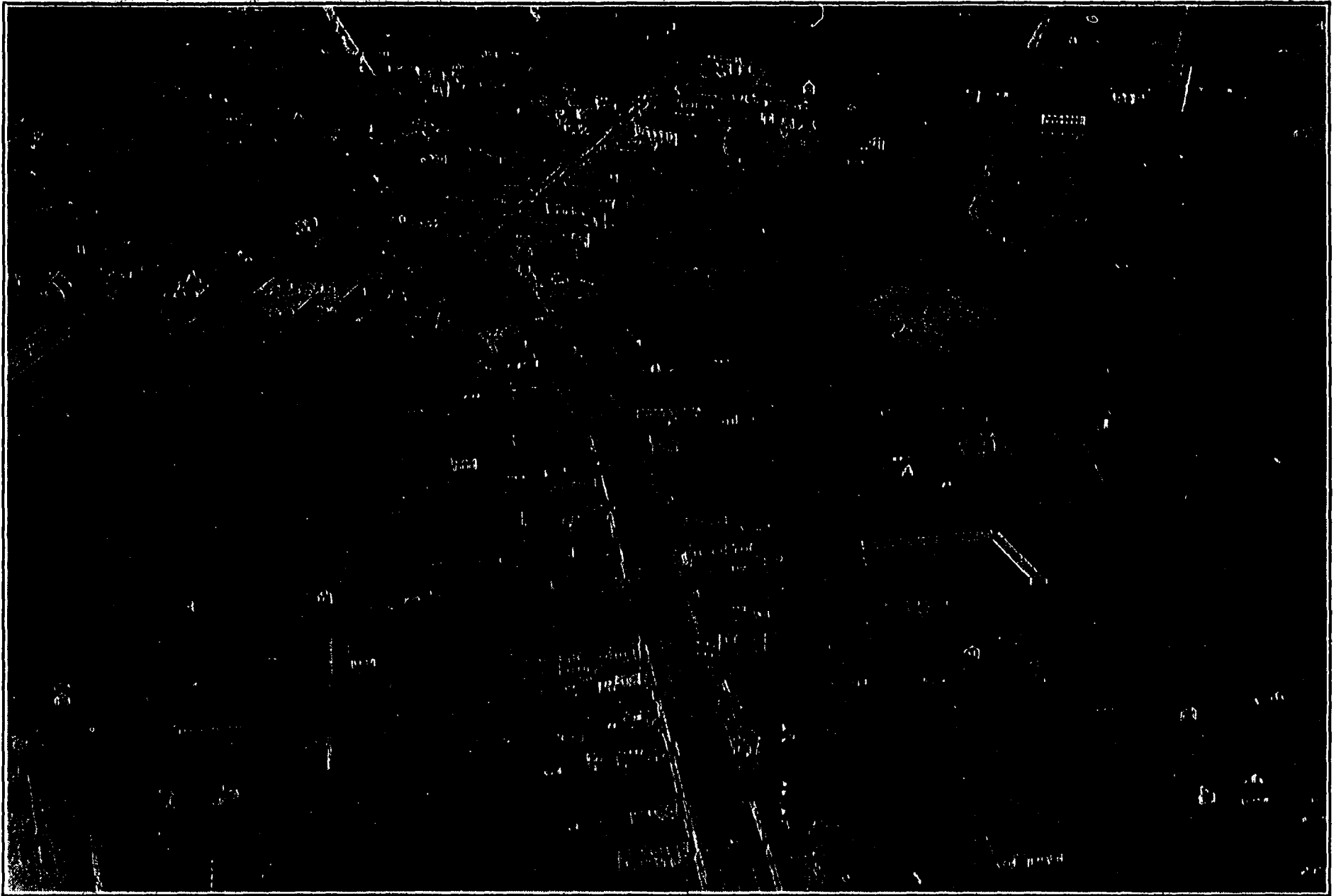# HISTORY OF CLINTONVILLE

CLINTONVILLE IN 1927

HISTORY

of

CLINTONVILLE, WISCONSIN

*From Pioneer Days
to the
Present Time*

By
NICHOLAS D. DIEDRICH
and
JOHN BRITTEN GEHL

INDEX
By
JOSEPH BAUM MARX

1937

DEDICATION

To the spirit of self-help and self-reliance of the Clintonville Pioneers who with their own resources of brain and brawn, with axe and plow, changed the face of the earth of Clintonville into a proper home for them and their children ever after them; and whose example serves as a lesson in a present-day whining and puling world, this book is dedicated.

CONTENTS

PREFACE

When Solomon wrote with a weary air, "of making many books there is no end; and much study is an affliction of the flesh" he must have just finished reading a new "best seller," that, being just another book, served no purpose. The writing of the History of Clintonville was also "an affliction of the flesh," for much time and research was spent on the compilation of its pages. However, the writers of this book felt that they were accomplishing a useful purpose. To date, there has been written no history of this interesting city. That alone, to our thinking, is reason enough for another book.

In our day of ease and comfort, it serves us well to know that our present-day well-being rests upon the work of our forefathers. With back-breaking toil, they cleared the land of stones and stumps and forced it to yield a living. They built the roads and set up the institutions of civilization and good living; and, if the reading of world histories is cultural, so much the more must the knowledge of the history of one's birthplace enlarge the bournes of the spirit. If the elements that founded our American settlements are attractive, the history of Clintonville is more romantic and edifying. Characters appear in the opening scenes of the drama of the founding of Clintonville as glamorous as any that strode across the pages of American pioneer history. And, if they are no better known, it is because their stage was small and their audience few.

Children in school are taught the history of their country the better to understand its roots and institutions to the end that they be better citizens, that they love their country the more. Our government is democratic and our people govern themselves by governing their local affairs. Government of local affairs is the root of democracy. For that reason, a knowledge of the history of their natal city should be the root of patriotism. Patriotism is love of

home and country and to know the history of our home town is to love it; the more so a settlement having the gripping history of Clintonville. Certainly, our schools could do no better than to include in their studies of history, the history also of their own city.

Also, the history of Clintonville can be written well at this time because events can be seen and judged in proper light and perspective. Contemporary history is seldom satisfactory because time has not yet settled matters into stratas of relative importance. Moreover, should the writing of the history of Clintonville be deferred much longer, much of it could never be written. Many facts lie hidden in the recesses of the memory of older people and each time one of them is laid to rest, a page of Clintonville's history is obliterated forever.

These are the reasons that motivated the writers to present this History of Clintonville to the reader, of whom is asked indulgence of judgment as to its merits, when, having read the book, he lays it aside.

INTRODUCTION

History — United States History is Recent — Historian Likened to a Boy Searching a Refuse Heap or to an Archaeologist — Pioneers Were Concerned With Immediate Needs — People Locate Where it is Easiest to Make a Livelihood — Cities are Built in Places of Convenience and Usefulness.

All history is interesting. We all like to listen to a story; and what is a story but the history of an event well told? History is the record of life. It tells us how peoples of other times lived; how they battled for home; what culture they possessed; what struggles they made; what the conditions were under which they lived; what they believed in; what works of art and literature they created; but, chiefly, what lasting achievement was theirs. Not only are the lasting works of a nation, a people or an individual worth recording; if they built well and solidly, it is the building and founding that is of greater interest, for, upon whatever principles a nation or an individual life is founded, by these also it achieves immortality or suffers the curse of oblivion.

History as we have it in the United States is recent, is new. The dust of time has not yet settled deeply on the records of events that are but of yesterday. Much history still lives in the memories of men, and is yet to be traced on the more enduring face of the printed page.

After a lapse of years, history is clothed with romance. A glamorous veil is cast over all which softens harsh, forbidding outlines and stern details. Just as sun, rain, wind and snow will smoothen the jagged edges of a rock freshly broken from the face of a cliff, so the years mold into rounded contours all rough, hideous events of

history. Life is hard, raw in its making, but when the hand of time has strewn the dust of years over the tablets of memory and the light of life burns low, then we dream and romanticise to sigh wishfully for the return of days gone by.

Even in the brief space of eighty years much has been forgotten of the history of Clintonville, and many records lost. So, should the reader recall a noteworthy incident that is not recorded in these pages, let him remember that it was omitted not with intent, but because the writer knew not where else to look for buried treasure; for treasures they are — these facts — a wealth, an heirloom, that we wish to pass onto our children that they may not forget the names of, nor fail to imitate the heroic, God-loving and God-fearing men whose blood flows in their veins.

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To compile a history of this kind, research must be made into many known and more not-so-well-known records; many people must be questioned; the help of many people must be enlisted; so that, while this book appears under the names of the compilers, it yet became possible only through the continued kind assistance and encouragement of Clintonville people. We hereby gratefully acknowledge their help.

However, while we enlisted the help of many, we are most deeply obligated to the following: Charles Bennett, William A. Besserdich, Mrs. August Bussian, Mrs. Elmer Byers, John Chapedoc, Roswell Ewer, Dr. William H. Finney, Nicholas Geiger, Sr., George W. Jones, Herman Kratzke, Mrs. Etta Kuester, A. Jack and Martin Lyon, Noyes and Zoph Matteson, Frank A. and Earl Moldenhauer, Otto L. and Walter A. Olen, Mr. and Mrs. John Olmstead, Ernie J. Perkins, Dave J. Rohrer and Leonhart O. Rohrer, Allie B. Roberts, William Schauder, John H. Spengler, Mrs. Anna Stanley, Max Stieg, Mrs. Even Vaughan, Andrew A. Washburn, Mrs. George Werner, Gust Winkel, Mr. and Mrs. Matt Zehren, Otto Zachow, and the editors and publishers of the Dairyman's Gazette and the Clintonville Tribune for the use of their files.

———————

Patriotism is love of home. And, because of home, patriotism embraces the nation. The love of one's country must find its roots in the home and home town; otherwise, it is a garment put on for the expedient moment. There are those who rant about their patriotism and shout it to high heaven to hear — and do nothing in proof. It was patriotism, unselfish and sacrificing, that prompted the citizens listed hereafter to make the printing of the "HISTORY OF CLINTONVILLE" possible.

Dr. Irving Auld
Stephen W. Brunner
Christian Mothers of St. Rose Congregation
Clintonville Knights of Columbus
Dr. William H. Finney
John Fralish
Leonard A. Heuer
Francis M. Higgins
Arthur F. Hoffmann
Floyd D. Hurley
Anton E. Klingert
Henry J. Laux
Reuben L. Lendved
Frank J. Long
William T. Luedke
Richard Milbauer
Dr. Edward A. Miller
Dr. James H. Murphy
Otto L. Olen
Walter A. Olen
Harold Olk
David J. Rohrer
Rudolph Schmidt
John H. Spengler
Max Stieg
Andrew A. Washburn
John Winkler

The historian is also an archaeologist; with this difference — he prowls around the ruins of humanity and the refuse heaps of memory. He sifts the dust of years to find a broken fact. He pores over a choice glint of remembered gold! When he has conned over, fondled, sifted and admired, and is awed by what he has found, he hastens to show it to the world. Like his friend, the archaeologist, who displays his trinkets all well labeled in the cases of museums, the historian shows forth his findings in the settings of verbal display.

Paradoxically, the historian thrives on forgetfulness. If people remembered everything, what need for an historian? But how easily the people forget! How short their recollection! One wonders how it is possible that cities, once rulers of the world, could be forgotten so completely that even their site is indefinite.

But why speak of ancient time? We need speak only of days less than a century past. Even truly important facts are forgotten. How interesting to us, now, are the facts and stories of pioneer days.

This historical sketch is not the record of a mighty city, of a lost tribe or the triangulation of an eroded mountain peak. It is only the record of Clintonville. Yet how little can be discovered about its beginnings! Still within the memory of living man was it founded; eighty-five years ago it was, in this year of grace 1935.

Yet we can understand why the first-comers were not concerned with the distant but only with the immediate future. The familiar props of civilization and culture had to be set up, physical wants had to be satisfied, adaptations had to be made. And it was all so lowly and humble! Who would want to know about it? The pioneers themselves tried to change conditions about them as rapidly as brawn and finances would permit. Why record that which they tried so hard to change? And this is the excuse the historian advances for these meagre details of the beginning of Clintonville.

Clintonville was founded in 1852. Not formally, with pomp and circumstance, but by a lone man who came, remained, and built a bark hut. In 1853 the forms of permanent settlement were observed — land was purchased — rights of ownership established. Only the

land owner makes for permanency — not the explorer, the hunter, the trapper, nor the surveyor.

One wonders why cities are built where they are. Looking at a map of Wisconsin, one sees its cities scattered, now thickly, now sparcely, over its entire area. Why did men congregate to build these cities where they did? The true answer is food. Men find it easier to make a livelihood at one place rather than another. Men are much like animals or fish. Where food is plentiful, a fox will make his den; a trout lies in that eddy of a stream which offers him his fullest breakfast.

So also man. One man comes to a strange country because his former home saw him making a losing struggle, or, an indifferent one, in the battle for existence. He looks for more grateful fields. So, one man settles where game is plentiful, or the soil is fertile. If the first comer's hut is easy of access and well chosen, others will also come. And in coming, a certain highway must be followed; a stream of traffic is formed, however tenuous. And again along this human stream and at its end, the shop-keeper offers his wares for sale. The reason is again the same: an easier means of livelihood.

Looking at a map of Wisconsin, one sees that the greater number of its consequential settlements were made on waterways. Witness the lake cities; from Kenosha to Algoma they dot the shore. Always they are situated on the mouth of a river. Then the Fox River chain; that of the Wisconsin River, the Rock, the Chippewa, the Eau Claire and the Menominee.

The reason is again the same. When white men first came to Wisconsin, the rivers were the only highways. Travel was by means of them, as was commerce. They were the great highways of the Indian, the explorer, the trapper and the trader. Later, they were the great carriers of the annual log harvest.

But why choose just a particular spot along the course of a river on which to build a city? Cities in Wisconsin were not built, like Susa of old or Madrid, with intent. Their location was chosen because of convenience or usefulness. A confluence of streams, a waterfall because of its power, was frequently arresting enough to coagu-

late the venturesome streams of humanity into a settlement. Much, it was, like the log-jams that formed at the same places when the winter's cut was floating down the rivers on the crest of the spring freshets. So, one man stopped and built a home. Another came, found it good and also stopped. A settlement was gradually formed, scattered and sparse, to be sure, but still a focal point, orientating the mind geographically in that wilderness of forests, brush and streams. A particular spot was perhaps also the easiest overland place of access to a river; or there was a waterfall, a halting place made necessary by a portage, a power site, a place to grind grain into flour or a sawmill. Most often it was the location of logging camp No. 1.

For the convenience of the lumber "jacks," a saloon was erected as close to camp as the logging boss permitted. When the land was logged off, settlers came to make up the land for farming — if the soil was fit. If so, a general store, postoffice, feed store, all the places of business usual to serve a community were erected, and so the city was well on its way to greatness.

PIONEER BEGINNINGS

Pigeon, Present-Day Clintonville — Naming of Waupaca County — title to Land Transferred — Surveying.

Some settlements grew into cities because they were in the center of a large feeder area. Such cities are Marshfield and Antigo. The lumber industry started them, railroads aided them, and the soil kept them alive.

Pigeon, Present-Day Clintonville. Clintonville is also a city. No great water course flows through it; just a creek meeting a small river. Land was purchased or pre-empted there, a saw-mill erected. That determined it. A village had to be built to house the mill hands. And because the soil was fertile enough, the settlement lived. Had the soil been poor, Clintonville would have been numbered among the ghost towns of the lumber barons, the names of which dot the old maps of Wisconsin. So, I repeat, food, and the means of a livelihood determine the site of a city.

The country about present day Clintonville was at first called Pigeon, and included an undetermined tract of wild country drained by the Pigeon River. The river was called Pigeon from the vast flocks of wild pigeons that nested in this region.

When anyone said he was going to the Pigeon, he could designate quite accurately the spot he intended to visit. When men trespass through a region, though wild, they give names to certain sections thereof so that in speaking about the region in question, they can orientate their conversation quite accurately, geographically speaking. The same procedure obtains even today in "deer camp" as any deer hunter knows. While the region hunted may be wild and unfenced, the hunters acquainted with the territory have a habit of

giving names to a certain section. A creek, a noteworthy tree, an old logging road, an incident or an accident may give its name to a spot.

Marritt Lyon was the first white man to come to what is now Clintonville. Marritt Lyon did not, of course, call the locality Clintonville. He merely said he was going to the Pigeon. And anyone acquainted with the territory knew that he meant he was going to the rapids of the Pigeon River a little above its confluence with Honey Creek.

The general country, of which Pigeon is a part, had a name given it by the Indians. This entire section, including the township of Larrabee and the east part of Waupaca county with its teeming hunting grounds, lakes, and streams once constituted the traditional home of the numerous and friendly tribes of the Potawatomi Indians. The first white man to enter this country was Alpheus Hicks who in 1843 settled in what later became Waupaca county.

The Naming of Waupaca County. Before Wisconsin attained to statehood, the lands included in present-day Waupaca County, were occupied by the Potawatomi and Menominee Indians. June 1, 1852, the Indian title to these lands was vested in the State. There was, of course, here as elsewhere, a penetration of whites into territory even before the State had acquired the property. And as to whether the whites or the Indians named the land "Waupaca" is today much disputed; there are, likewise, several opinions as to the proper translation of the word "Waupaca." No less than four versions are offered, namely:

1. Waupaca from Wau-pug-ga, meaning "white bottom" or "Pale water."
2. Waupaca from Waupuka — or Wapuka, which was the personal name of a clan of the Potawatomis named the "Bald Eagle Clan." The word meaning, "looking or peering;" "looking ahead," as into the distance; or, as to time, seeing tomorrow, today.
3. Waupaca from Wapuka, meaning seeing or looking at, a name of Sam Wapuka, a prairie Potawatomi of the Bald Eagle Clan.

4. Waupaca from Waubuck Seba, meaning "Tomorrow River."

The word or name Waupaca is, most likely, a word of the Potawatomi language. The prefix "wau" or "wa" in this language means "white." For example, the name Waubeno means "White Rabbit," the name of a Potawatomi tribal diety. Members of the Potawatomi Tribe are still to be found living at Wabeno, Leona and Crandon.

Those who translate the word Waupaca with "tomorrow" and hence give this name to the river that drains the western part of Waupaca County, use this explanation. The Indians, they say, called the land "To-morrow" or the "Land of To-morrow" because they saw in the first white man the vanguard of an invading force of white settlers; so that the land of "To-morrow" was no longer the Indians' but the land of the white man.

However, there lived in the land of present-day Waupaca an Indian chief of the Potawatomis, called Wapuka or Waupaca; Sam Wapuka, the whites called him. He belonged to the clan of the Bald Eagle. And some have it that the land was named after this chief. This idea is given some foundation by the fact that John Chopedoc, grandson of Chief Waupaca, claims that his grandfather, Chief Waupaca, named it himself. The following questions were placed to John Chopedoc, in writing November 9, 1936, by Otto L. Olen and answered by Mr. Chopedoc:

"Was Waupaca city and town and county named after Chief Waupaca? Yes.

How do you know that the town, city and county of Waupaca was named after Chief Waupaca? My grandfather names his self.

If the town, city and county was named after Chief Waupaca, how did the town, city and county get its name? My grandfather names this his self."

This contention is strengthened by a story told the writer by Mrs. August Bussian, formerly Miss Julia Robbins. Mrs. Bussian, now eighty-three years old, as a young girl, worked for a family in what is now present-day Waupaca City, where she also learned, and understood it to be common knowledge, that the county was named after Chief Waupaca. Mrs. Bussian tells this story: Chief Waupaca

with his warriors was on a trek through the country and, having halted near the site of Waupaca City, the warriors determined to massacre the whites they found squatting on their lands. The chief dissuaded the braves from their bloody deed. However, after having successfully harangued his followers, when mounting his pony to continue the journey, the chief fell dead from his horse. The Indian braves thereupon buried their chief within or near the present-day city limits of Waupaca. However, a few years later, when the limits of the settlement encroached on the chief's grave — for the whites notoriously profaned wantonly the places held sacred by the Indian — some of the Potawatomis, relatives of the chief, purchased eighty acres of land from the Fox River Improvement Company of Appleton for $1.25 per acre. This company had obtained a tract of land in what is now Waupaca County from the state of Wisconsin for improving the Fox River, — dredging, etc. This land which the relatives of the chief bought is described as follows: the west half of the northwest quarter of section 26, township 25 north (Dupont), range 13 east. The Potawatomis then exhumed the body of their chief at the city of Waupaca and buried it on the north half of the eighty acres which they purchased from the Fox River Improvement Company. And there the body of the chief lies unmolested to this day, and should one wish to visit his grave, he can find it immediately east of County Trunk "A," Waupaca County, about three and one-half miles south of Marion. That the site be not forgotten, the Marion Woman's Club erected a tablet on the grave with these words inscribed thereon: "Chief Waupaca. Tribe of the Potawatomis. Erected May, 1926."

Some time after transferring the body of the chief to its present resting place, the relatives returned to the Fox River Improvement Company the forty acres on which the chief's body lies in exchange for the forty acres described thus: the south east quarter of the north east quarter of section 27, township 25 north (Dupont), range 13 east. Thus the forty acre plot on which the chief rests has passed out of the hands of the Potawatomis. It is now the property of F. M. Devoud.

Because of the kindness of Chief Waupaca, Mrs. August Bussian states, the inhabitants of the little settlement called the land "Waupaca."

Permit me to continue. There are those who give this explanation to the name Waupaca. Indian names, as ours, are descriptive. Why the Potawatomis should call the land "Waupuka" or "Waubuck" meaning also "Pale Water" or "White Sand"—a more accurate translation of the Indian name, so they say, can easily be understood by one who has seen the Chain-o-Lakes at Veteran's Home, Waupaca County. The bottom of these lakes is composed of a whitish marl; which gives the water a distinctive pale-green tint. Hence, they say, the Indians called the land the "Land of the Pale Water" or, "Pale Water Land."

Which explanation shall we accept? To begin with, each explanation offered enjoys some foundation in fact.

That the land was named after Chief Waupaca is plausible, and I think we should accept the tradition as handed down to us by Mrs. August Bussian. The land may have been named after the chief, but it still does not tell us what the proper translation of the word "Waupaca" is.

Those who favor the translation of "pale water" also have plausibility on their side. The outstanding feature of the topography of the land is the Chain-o-Lakes with their white marl bottom and pale green water. However, they have but one syllable of the word Waupaca to aid them; namely, "wau," meaning "White." If the Indians meant "Pale Water" to be the name of the land they would have called it "Wau-gamme" from "Wau" meaning "white" and "gamme" meaning "water."

Those who translate the word Waupaca to mean "tomorrow" offer two explanations, namely, first; these protagonists deduce the word tomorrow from "Waubuck" very ingeniously. Waubuck, they say means "to look," to "see." Taking it to mean looking intently or peering and translating the meaning from place to a point of time, then "to look ahead." In other words, "to look forward from today"—"To-morrow." They say that the Indians called the

land the "Land of Tomorrow" because they saw in the first white man the vanguard of an invading force of white settlers; so that the land of "Tomorrow" was no longer the Indians' but the land of the white man.

This explanation the writer thinks too labored and therefore untenable.

A second translation of the word Waupaca with "Tomorrow" is offered with a better explanation. Waupaca, they say, must be translated and understood with Weyauwega. Weyauwega means "Here we rest." So, the Indians ascending the quiet waters of the Wolf and thence the Waupaca river to present-day Weyauwega would say "Here we rest." Camp would be made for the night and the trip continued on the morrow. Hence that portion of the river was called, they said, the "To-morrow River."

Kindly permit the writer to offer this translation and explanation. "Wau" means "white," and "puka," "seeing" or "peering intently." This is the descriptive Potawatomi word for what we call the white-headed or bald-headed eagle. The Indians described this bird as the "white looker" or "peerer," for they say the bald-headed eagle perched so frequently on the topmost bare branch of a lofty tree, searching the landscape; and the Indians with the word Waupuka described two of the eagle's characteristics: his white head and his peering, and thereby gave the bird a name. That the Indians named animals and things by description is not so unique when it is remembered that ancient languages, such as the Hebrew, Chaldean and Sanskrit do the same. For that matter the English language does likewise become evident when we study the etymology of a given word. So then, the "white looker" was Potawatomi for the bald-headed eagle.

I offer this in addition; the land of Waupaca was the home of the powerful "Waupuka" clan. The name of this clan, was always, in pioneer times as well as now, known as the White or Bald Eagle Clan.

Also, Waupaca County was the home of the Bald Eagle. The writer himself has seen a bald-headed eagle in the Township of

Lebanon as late as 1926, and which was later shot, mounted and displayed in a New London business place.

Further, one of the famous boats to serve New London was called the Eagle.

Finally, the division of the Union Army mustered in Waupaca County took the name of the Eagle Division. For a mascot, the soldiers carried with them throughout the war, a bald-headed eagle from Waupaca County. This bird after it had died was mounted and displayed at large fairs, and imprints of the bite of its beak sold for souvenirs, and can now be seen surmounting the speakers' rostrum of the Assembly in the Wisconsin Capitol. All of which shows that, rightly so, the whiteheaded eagle had a more than common significance in the land named after it. It is the writer's contention, based on the above reasons, that Waupaca Land means the "Land of the Bald-headed Eagle."

Title to Land Transferred. The title of the Menominee Indians to the land east of the Wolf River had been transferred to the Federal Government several years before Wisconsin acquired the rank of Statehood, by the "Treaty of the Cedars." A tablet marks the spot and commemorates the event on Federal Highway No. 41 immediately west of Little Chute, Wisconsin. In October, 1848, negotiations were begun also for the transfer of the title to lands lying west of the same river. On June 1, 1852, this tribe surrendered all claims to their entire traditional homelands to the Federal Government. When the transfer of the Menominee land was in process, and the tribe had migrated as far as Sauk City on the Wisconsin River enroute to their new home in Kansas, they became homesick and refused to move on. Father Bonduel, who accompanied them, thereupon made such representations to the Federal Government that the Menominees were allotted the six townships of their present reservation.

Surveying. However, in the land of the Menominees as elsewhere, we see white men operating years before the transfer of title. Already some years prior to Merritt Lyon's trek to the Pigeon in 1854 the country had been surveyed in part. In August, 1849,

William B. Mumbrue had been commissioned to blaze a line running from the east bank of the Wolf River through the principal settlements north and west. While this line served in part as a basis for future surveyors, it also, because of its inaccuracy, caused much confusion.

The township of Bear Creek was surveyed by Samuel Perrine in 1852; that part of the same township that now forms the town of Larrabee, together with the town of Dupont, the north half of Helvetia and a fraction of the town of Matteson, was surveyed by the Hon. A. V. Balch in the winter of 1852-53.

THE FOUNDERS

Clintonville's First Land Owner — Merritt Lyon — The Clintons — The Clintons Move to the Pigeon — The Roswell Matteson Family — The Esben Ewer Family — Elhanen Winchester Bennett — Urial P. Clinton.

Clintonville's First Landowner. The first man to own land in the immediate vicinity of Clintonville was William F. Maxfield. The tract book of the United States Department of the Interior, General Land Office, shows that he purchased, at the Menasha Land Office, on November 3, 1853, under Certificate No. 16772, the North East Quarter of the South East Quarter, Section twenty-six. The patent was issued on the entry of October 2, 1854. These forty acres are at present, owned by D. L. Kitzman, and are located immediately south of the city limits of Clintonville, east of the present U. S. Highway No. 45.

Merritt Lyon. In the spring of 1853, there arrived at New London, Johnson's Landing, then so called, from New York State, via Oshkosh, Merritt Lyon, then aged 26 years, with his wife and two children. He, with his family, sought lodging with the Perry Brothers, who conducted a hotel of sorts, consisting of a small log cabin built on the site now occupied by the Grand Theatre. Merritt Lyon continued to live with the Perrys nearly two years and, having some skill in carpentry, assisted the Perry Brothers to enlarge their log cabin by the addition of a frame structure. The sawn lumber was procured by scow from a mill on the Little Wolf River. During the first winter he also worked in W. G. Law's lumber camp.

Hearing, no doubt, of the fact that the U. S. Government had acquired the lands of the Menominees lying west of the Wolf River,

Mr. Lyon anticipated a land boom. Accordingly, during the middle of July, 1854, he moved to the Pigeon River. The only teams at that time in the town of Mukwa were two yoke of oxen owned by the Hanson Brothers. He hitched a yoke of oxen to a bob sled, loaded thereon his wife and two children with a trunk containing their clothing, and set out for the Pigeon. While it was summer time, the only conveyance that could have been used was a sled. The sled glided quite smoothly over the rich mold of the Indian trail that led from Johnson's landing to the Pigeon. The journey was completed in a day and a part of a night.

Upon his arrival at Pigeon, he built a bark shanty about where the St. Rose Catholic Church now stands, and "squatted" forty acres of land. When the dwelling was finished and his family housed, Merritt Lyon returned the sled and oxen to the owners and walked the way back.

At the Pigeon, Merritt Lyon "lived the life of Riley" while he waited for the land boom that did not come. However, in the meantime, life was pleasant; game and fish were abundant and, if one needed it, one could always earn a few dollars at the nearest lumber camp, summer or winter.

If his family wished to visit, they could call on their neighbors. These lived some distance away to be sure, but they were neighbors still. There was "Old Man" Allender, who lived eight miles northeast on the Embarrass River near the present Belle Plaine Bridge; Welcome Hyde lived eight miles south near where the village of Bear Creek now stands; "Old Man" Girard had his home on the banks of the Wolf River seven miles to the east; and fifteen miles or so southwest, there lived Meiklejohn on the Little Wolf.

During the spring of 1855, Merritt Lyon journeyed to Menasha and on May 17, purchased at the Land Office under Certificate No. 20248, forty acres of timber land. The patent was issued to him February 22, 1858, and describes the land sold to him as follows: "The Northeast quarter of the Northeast quarter of Section twenty-six in Township twenty-five north, of Range fourteen East, in the
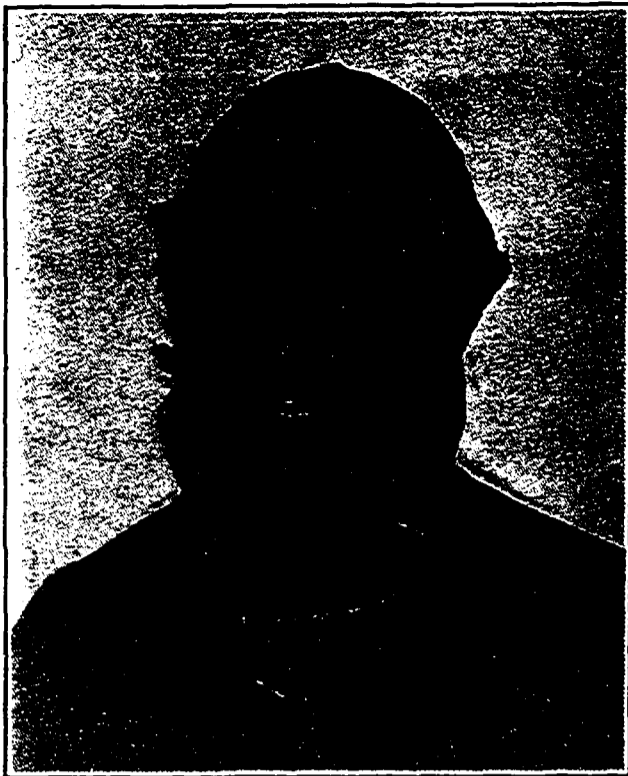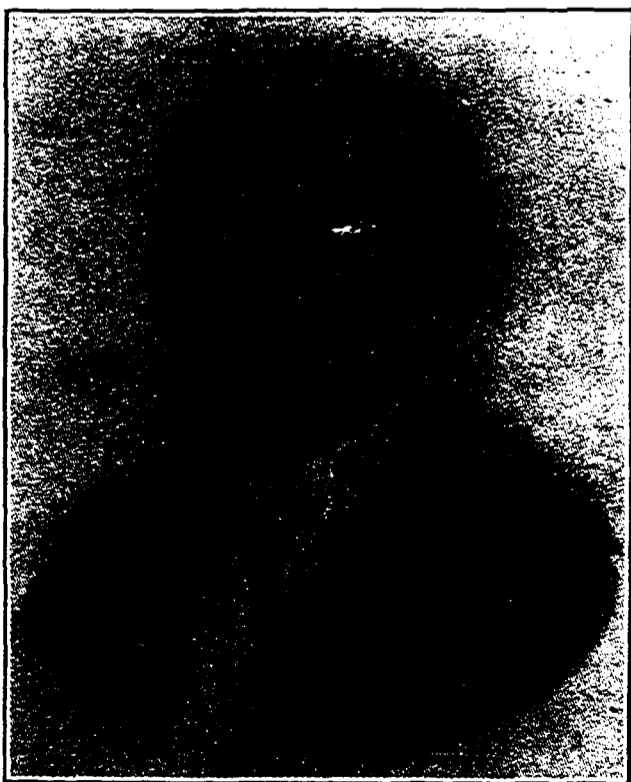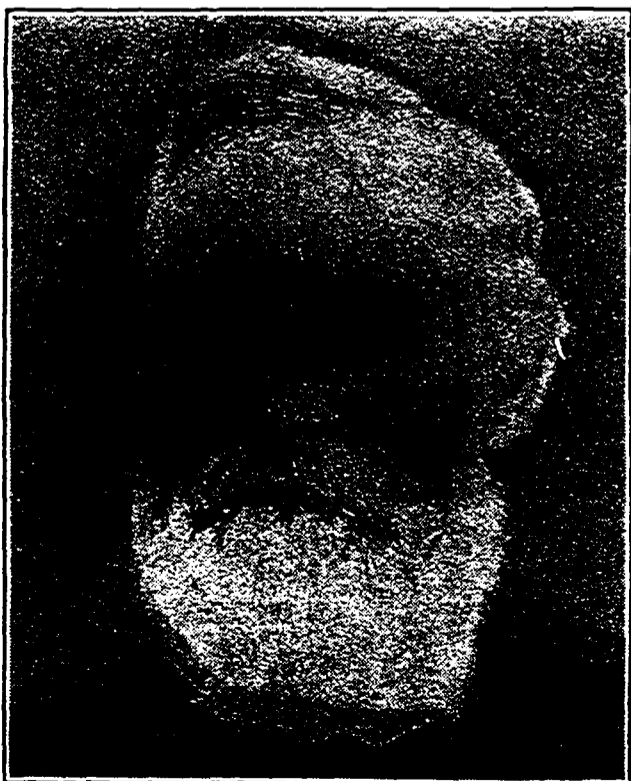
NORMAN CLINTON

MRS. NORMAN CLINTON

ELHANEN WINCHESTER (CHET) BENNETT

MERRITT LYON

URIAL P. CLINTON

district of Lenas subject to sale at Menasha, Wisconsin, containing forty acres."

During the summer of 1855, Merritt Lyon sold three acres of his land to Isaac Buck who thereupon built a half-roof shanty on the banks of the Pigeon River in "the old burying grounds."

The land boom did not materialize, so Mr. Lyon moved his family to Hortonville where he met Chet Bennett who at the time ran a hotel there. Mr. Lyon rented the hotel for two years after which he returned to the Pigeon where, having learned the hotel business, he set about building the "Lyon House."

On what is now South Main Street, several rods north from present 7th Street, Mr. Lyon built his hotel of birch and hemlock logs. These still could be found growing conveniently near the place, for birch was not logged and "God made the pine and the devil made the hemlock"— in abundance. The hotel measured 20' x 30', a story and a half high. The hotel was no grand caravansary. The floor and partitions were made of puncheons, that is split and hewed-down bass wood logs. The roof was of shakes, consisting of split shingles two feet long, fastened to pole rafters spaced 24" apart. There was no glass in the window openings.

Merritt Lyon ran the hotel for two months during the winter, when he persuaded his erstwhile landlord, Chet Bennett of Hortonville, that Clintonville was a coming community and that it needed him to give it a first class hotel. Chet Bennett listened and was persuaded to buy the "Lyon House."

Bennett ran the hotel on the same plan as did Mr. Lyon. In the spring, however, he somehow got a bit of money "from the east" and with that in his pocket, the following January set out with a yoke of oxen and a sleigh and drove to Hortonville where he bought lumber, windows, beds and other hotel paraphernalia. Lumber now replaced the puncheon partitions, and the bona fide beds replaced the built-in bunks. The Lyon House was now the "Bennett House," Clintonville's first class hostelry.

After selling his hotel, Merritt Lyon moved out of the settlement and pre-empted as much land as he, his wife and children could,

which was 300 acres in the Town of Matteson in Section No. 19. Albert Klemp is the present proprietor of the land. This land after its sale, about the close of the Civil War, was known as the "Old George Warren farm."

After the sale of his farm, he moved about where the village of Angelica now stands, and bought 35 forties of land. This he later sold to Hiram Briggs.

Mr. Lyon next made a contract with Hiram Briggs, Augustine Briggs and A. B. Jackson, to enter 30,000 acres of land for A. B. Jackson of the Menasha Land Office. This land lay in the northwestern part of the state. The present site of the city of Ashland was included in this tract. A. B. Jackson bought college script from the government for sixty cents per acre and sold it for two dollars per acre. Briggs, Lyon & Company were to share half of what was made.

Whether any profits were derived from this source is not known. Mr. Lyon later returned to New York. His son, John, continued to live, however, at Clintonville. In 1912, Merritt Lyon returned to visit Clintonville relatives and friends. Though at this time 88 years, he was still hale and hearty. (Editor's note: The dates given by Mr. Lyon in his memoirs as told to O. L. Olen and the New London Republican do not coincide with dates as given by unimpeachable sources. Helen Van Tassel in her memoirs states that when they came to Johnson's Landing, they found there among others, Merritt Lyon who "had come about five weeks before from the east." This was in 1852. The writer has followed the chronology as given by Noyes Matteson, historian for the Matteson family, the records of the Clinton family and written government documents.)

The Clintons. Norman Clinton, however, is rightly regarded as the founder of Clintonville, for he was the first white man to make the Pigeon his permanent home.

Norman Clinton was born at Ferrisburg, Vermont, on the 29th day of December, 1796. He was a Vermont Yankee of the famous Clinton family which is now scattered over the eastern and most of the western states.

Mr. Clinton was a staunch Baptist all his life. By trade, he was a carpenter. However, upon his arrival at Clintonville, he was engaged, for the most part, in the lumber and sawmill industry. While perhaps never very rugged, Norman Clinton suffered a great deal from calculus in his later years. He used much medicine and finally submitted to a major operation performed at Milwaukee by the famous surgeon, Dr. Wolcott. Mr. Clinton died on September 22, 1868, at the age of 71. He had lived a useful life and left an enviable record.

Norman Clinton's wife, Lydia, was also born at Ferrisburg, Vermont, in 1800, of Quaker parents. She was a strong and well-built woman, who used her strength to full advantage at her hard work. She was greatly devoted to her husband and her family, and was noted for her kindness to both man and animal. During her ageing years, she was injured in a runaway accident, which left her quite helpless. She died June 7, 1875.

Three sons, Urial, Lewman and Boardman, and a daughter, Martha, were born to the Clintons. Martha, it is thought, was born after the family had moved to the Pigeon. Libby was an adopted child.

The Clintons had moved westward from Vermont and had settled at Menasha, Wisconsin, where Mr. Clinton conducted a general store. After some years, this business failed.

After these reverses, the Clinton family looked for another home. They learned, no doubt, from the Land Office at Menasha of the Menominee lands ceded to the United States on June 1, 1852. That they chose the Pigeon, however, came about quite by accident. During the winter months of 1855, Urial P. Clinton, Norman's oldest son, visited Ezechiel (generally known as Matt), and Charles Matteson, in the lumber camp they were operating on the Embarrass River about five miles north of present Clintonville. In passing through the Pigeon country, Urial noticed the fine opportunities this section offered. Returning home, he described the country he had seen.

Urial told of the snow that then covered the ground with a heavy blanket; of the timber that grew there: hemlock, maple, basswood, rock-elm, mixed with white pine, beech, birch, soft maple, bitter nut, red and white oak, brown and white ash and soft and red elm.

The forest, he said, teemed with game. The deer were so plentiful that they had well beaten paths leading through the forests and across swamps and streams. Of upland fowl, the Mattesons told Urial of quail, prairie chicken and partridge; but particularly, of the wild pigeons, fine birds for table use, weighing about a pound and a half dressed. These birds were so numerous along the Pigeon River, he said, that in flight they obscured the sun. They could be knocked down easily with a long pole even when on the wing.

Of the character of the soil, Urial could only judge. But he followed the old Yankee dictum which says that hardwood trees grow in abundance only on good soil. And so it proved. While the soil around Clintonville is for the most part of sandy character, it is very productive. To the north of the present city of Clintonville, there are at present rich farms of fine sandy loam. To the south, the soil is fertile clay. However, to the west and to the east, there are sections of arid sand, of sand so light that it drifts with the wind.

The numerous streams and fresh water springs were also noted by the young man. Also an occasional waterfall offering water power for a mill was noticed by him. All this Urial told his father and brothers on his return.

Upon learning of this country and hearing, upon inquiry, that the land was government property and could be acquired cheaply, Norman Clinton visited the country with his youngest son, Boardman, to see for himself the country described by Urial. They found that Urial had not exaggerated. Through good fortune, the Clintons stopped, either on their way up or back, at the home of Captain Welcome Hyde, who had settled at what is now Bear Creek, in the spring of 1854. Mr. Hyde emphatically counseled the Clintons to acquire the land at the Pigeon. This advice, no doubt, had its effect.

Returning to Menasha, the proposed removal to the Pigeon was

thoroughly discussed by the family. No decision, however, was immediately reached.

The Clintons Move to the Pigeon. One day, however, the elder Clinton came to a decision. While Urial, the oldest boy, and it is thought also the other two boys were absent, Norman Clinton loaded a big bob sleigh with some lumber, household goods and provisions, and started for Pigeon via Hortonville and New London. He was accompanied by his wife, his adopted daughter, Libby, and a hired man. The hired man was to return to Menasha with the yoke of oxen and the sleigh.

The little company arrived at Pigeon on a Friday afternoon about the middle of February in 1855. They found the Pigeon still covered with a two-foot blanket of snow. The destination of the Clintons was the Matteson lumber camp on the Embarrass River. But as fate would have it, at the rapids of the Pigeon, at present day Clintonville, one of the oxen became sick and refused to move any farther. Perforce, a halt had to be called and preparations made to pass the winter night in the woods.

It was a sick ox that determined the site of Clintonville. In such fashion are weighty matters decided.

Some shelter had to be erected for the night. Mrs. Clinton who had walked the distance behind the sleigh all the way from New London, was tired. So Norman Clinton felled a big hemlock, shoveled away the snow from about one side of the bole, cut a number of saplings, lopped off the branches and set these against the bole of the fallen hemlock to form a roof. These saplings he covered with branches of the felled tree. A sort of rude hut was thereby formed. Next, a big fire was built on the open side of the shelter and the ground between the fire and tree trunk covered with hemlock branches. After having eaten what food could be prepared, a blanket was hung across the opening and the party went to sleep as best they could. This improvised dwelling was erected on what is now Clintonville's Main Street. (Some think that it stood a few feet west thereof, on a spot about ten rods north of the Pigeon River.)

Norman Clinton was up before "daylight in the swamp," for it was only five in the morning (Saturday) when he reached the Matteson camp to ask for help.

Charles and Matt Matteson accompanied Norman Clinton back to the Pigeon. It was decided that here was as good a place as elsewhere to build a house. Accordingly, they selected a site a few rods northwest of the brush shelter and cleared away the snow therefrom. What determined the exact site of the house was a very fine spring that bubbled out of the ground, three rods south of the site.

The cabin they erected measured 12 x 14 feet with a height of eight feet. The cabin had only one window and one door. A metal stove pipe served for a chimney.

The men worked with might and main felling trees, snaking them with the aid of the healthy ox to the building site, notching them and rolling them into place. Yet when evening came, it had been completed only to the eaves. It yet had no roof.

The Matteson boys volunteered to return the next day, Sunday, to help finish it. However, Norman Clinton demurred at that, "Never in my life," said he, "have I worked on a Sunday, and I won't start now." So, for this Sunday also, the Clintons lived in the rude shelter.

On the Sunday, the Matteson boys went to an abondoned lumber camp and removed the shakes from it. These they piled onto a sled and with them came the next morning to the Clinton home. That day the cabin was roofed, the door and window put into place, bunks built, the stove set, and provisions, clothing and bedding moved into their new home on the Pigeon. We may well imagine the gratitude the Clintons expressed to the neighborly Matteson boys.

During the summer of 1855, U. P. Clinton built a log house near his father's log cabin.

Lewman Clinton, who was later shot while serving in the army (Civil War), built his house near where the grist mill stood.

Once established, Norman Clinton, as soon as convenient, returned to Menasha to file forty acres of land which is described as

follows: The Northwest quarter of the Southeast quarter, section 23, entered under location of the warrant No. 101666, 40 acres, act of 1855, by Norman Clinton, March 12, 1855, and patented to him April 15, 1856.

According to Merritt Lyon, there was a lull after the Clintons came, but about 1857 there was a wild rush to claim or pre-empt land. This rush may have been caused in part by the hard times of 1857, when people had no work; and farm produce was ridiculously cheap.

The Roswell Matteson Family. A family which deserves first rank recognition in the history of Clintonville, is the Roswell Matteson family. Two sons of Roswell Matteson, Ezeckiel Daniel and his brother, Charles K., were the first of the family to settle on the Embarrass River about five miles northeast of Clintonville. In the fall of 1854, they purchased the northeast quarter of Section Five of the Township which later was named after Roswell Matteson. Ezekiel and Charles immediately opened a logging camp. It was while on a visit to this camp, during the first months of 1855, that Urial P. Clinton came upon the site of present Clintonville.

When on a visit with their father, or by mail, the Matteson boys would tell of their new home, placing emphasis on the fine opportunities offered by the new country. Their fulsome praise of the new land finally decided their father to sell his forty acre farm near Hartford, Wisconsin — which he did for $800.00 and remove to the camp of his two sons on the Embarrass River.

With Roswell Matteson were still three other sons. When ready to move, he sent these ahead with the stock consisting of twenty-three head of cattle, two yoke of oxen, and one horse. David and John drove the stock, while Zoph, then a boy of twelve, rode the horse.

No difficulty was encountered on the way except that at New London, the cattle had to be induced to swim the Wolf River because no bridge crossed the river. The party arrived at the Matteson camp some time during the early part of May, 1855.

Roswell Matteson and his wife followed their sons some weeks later. They made the trip from Hartford to Fond du Lac in two days, riding on a lumber wagon drawn by a yoke of oxen, which belonged to a neighbor, Halbert Bright, whom they had engaged to transport them for three dollars. From Fond du Lac, they traveled by steam boat in one day to Oshkosh where they were met by David Matteson who had come from camp to New London on foot but by boat down the Wolf River to meet and guide them.

The Matteson party made the trip from Oshkosh to New London in one day by river steamer. At New London, by chance they met their son, Charles, who had just tied up with a raft of logs. John, who by now was at the lumber camp, also learned of his parents' arrival at New London. Strange how news traveled even in those days! He had been searching for the cows that had strayed and thus lost his way. Coming upon an Indian trail he followed it; and fortunately, it led him to Allender's Landing, three miles north of the village of Embarrass. Here he learned from Barb Allender that his parents had arrived at New London. Spending the night with the Allender family, he returned next morning to tell his brothers the news. Unknown to his brothers, Zoph then left camp and managed to find his way through the woods to New London to greet his parents.

Roswell Matteson, upon arrival at New London, began the construction of a scow on which to transport his household goods up the river to the Matteson camp. Having finished it, the family boarded it and, with their two sons, David and Charles, doing most of the poling, pushed their way up the river and on the afternoon of July 4, 1855, they landed at the confluence of the Pigeon and Embarrass Rivers. The same day, they walked on foot to call on the Clintons on the Pigeon where they celebrated the Fourth by a candy pull.

Roswell Matteson and his family lived with their sons at the lumber camp for some time until Roswell Matteson purchased and built a house, measuring 18 ft by 24 ft., on a tract of land, lying less than a mile northeast of Clintonville. Their son, John, was later

killed in the Civil War. Charles, who lived to the ripe old age of 93, died in 1928.

The Esben Ewer Family. According to a statement made by Roswell Ewer, Esben Ewer, a son-in-law of Roswell Matteson, was the first settler of Clintonville to engage in farming. Esben Ewer had purchased from the Federal Government one hundred and sixty acres of land at $1.25 per acre. The land was densely covered with a growth of hard and soft timber. Eighty acres of his farm was the west half of the northwest quarter, section 19, in the township of Matteson; the other eighty acres lay immediately against the west boundary of the first.

The Ewer family came originally from New York State, and belonged to the class of Yankees known as "Blue-belly" Yankees. Emigrating from New York State, Mr. Ewer purchased an eighty acre farm near Hartford, Wisconsin, where he continued to live for several years. In 1855, he sold this farm and, during September of the same year, removed to Clintonville. The family included four children: Lena, the eldest; Charles, Emma and Roswell. Roswell at the time was an infant-in-arms.

Esben Ewer moved from Hartford to Clintonville with his family and personal property in one party. Their few belongings were transported in a lumber wagon drawn by a yoke of spotted oxen. His cattle followed the wagon, his two cows having been tied to the wagon gate, while a few heifers and a bull were driven by Tom Ewer, a nephew of Esben Ewer. During the six days it took them to make the trip, the party lived on the milk of the two cows and a few loaves of bread purchased along the way.

Upon arrival at the Matteson logging camp, the Ewer family lived for six weeks at the Roswell Matteson home, a house measuring 18 ft. by 24 ft., when they moved into the Matteson camp, there to stay until the end of December, 1855. With great satisfaction, they, at this time, moved into their own home built upon land purchased from the government and lying a mile northeast of Clintonville.

Mr. Ewer immediately began to clear his land with the help of his oxen, which soon after his arrival had gained the reputation of

being the best in the country. Acre by acre, the fringe of the forest was pushed back until his holdings were fine farm land. Even today the same farm, now owned and managed by John Topp, is considered one of the more productive of the Clintonville farms. In the early days, its maple trees yielded from 2,500 to 4,000 pounds of maple sugar. One season, 700 gallons of syrup were harvested. This, together with the products raised on the farm, brought the Ewer family deep contentment, which is attested in doggerel composed by Chet Bennett, Esben Ewer and Chet Cronk on a rainy day, about the year of 1859.

While the verses are by no means masterpieces of poetry, they are set down because they are history.

> The wilderness was our abode
> Full forty years ago.
> And if good meat we chose to eat
> We shot the buck or doe.

> Our houses they were logs of wood
> Rolled up in squares and corked with mud.
> If the bark was tight the roof was good
> In this new country.

> We cleared our land for rye and wheat
> For the stranger and ourselves to eat.
> From the maple tree we drew our sweet
> In this new country.

> Of deer skins we made moccasins
> To wear upon our feet.
> The checkered shirt was thought no hurt
> Good company to greet.

> And if a visit we wished to pay
> On a winter's night or winter's day
> Our oxen drew our ladies' sleigh
> In this new country.

For fish we used the hook and line
We pounded corn to make it fine.
On johnny cake our ladies dined
In this new country.

Elhanen Winchester Bennett. At this point in my story, I must introduce to the reader, Clintonville's most famous pioneer and character. Trapper, hunter, timber cruiser, statesman, detective, explorer, surveyor, sportsman, dentist, humorist, poet and philanthropist, was this singular man, Elhanen Winchester Bennett — Chet, to his friends.

Chet came to Clintonville in 1855 from Hortonville where he had arrived from the east in 1854.

In Clintonville, he bought land and a hotel; a hotel called a hotel by a stretch of the imagination. The hotel was but a shelter, for Chet served no meals and furnished no bedding. The wayfarer brought his own blankets and prepared his own food on the kitchen stove.

The venture was not financially remunerative, for Chet, kind-heartedness personified, took too much pleasure in giving. Living at a time when it was comparatively easy for a man of his opportunities and abilities to gain a competency, Chet remained poor. He had not the acquisitive sense some people have — which the Clintons had to a degree — to consider things in the light of possessions. Where the Clintons acquired sections of timber lands, built saw mills and grist mills and stores and hotels, to take toll by profit from both the native and transient, Chet was satisfied to help here or there, enough to make a living.

However, in the meantime, he taught himself the art of the surveyor. As early as 1869 he made a trip alone to Lake Superior and back. It was his boast that he knew every section line from Clintonville north to Ashland. And no vain boast it was, for on a trip he could predict the section corner, its number and the marker, be it a witness tree, a stake or a bowlder.

Though he knew every fine stand of pine and the description of the land on which it grew, he yet was the philanthropist. In a sense the north woods were his. He knew its trees, its hills, rivers, bogs and lakes as he knew the contours of his own empty pockets. Since he could give (for the world came to him to ask where this land was or that), he showed them. They took the trees and the land and Chet wandered on, poor but satisfied. If you should wonder, when
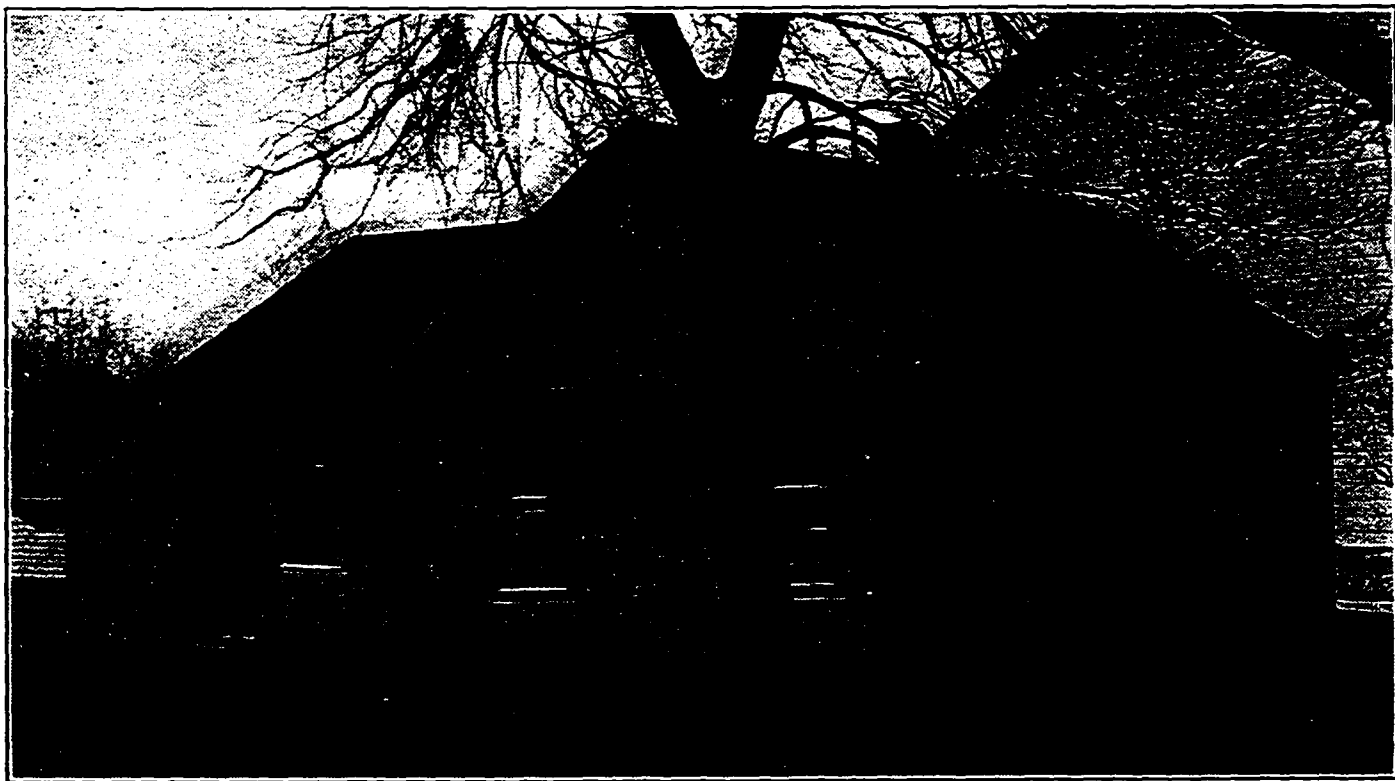
THE HOME OF ELHANEN WINCHESTER (Chet) BENNETT

next you drive your car through the Land-o-Lakes country why a given lake is called Ox Bow Lake, Clear Lake or Horse Shoe Lake, know that it was Chet who first called it that. The name fitted and so it remained. No leader of a proud-breasted galleon plowing the blue deep, no Balboa naming his oceans with pomp and circumstance, only Chet, in nondescript clothes, walking his way alone through woods and swamp, over streams and bogs, who, when he happened upon a lake, named it, and recalled it to others as he came and went. For Chet it was who gave northern Wisconsin to the people of our state.

Did there come a stranger into the settlement? Chet must go to visit him to see that all was well with him. Did he need anything? If possible, Chet would procure it for him.

When the Catholic society was organized, they went to Chet with their troubles. Where should they build their church? Where else but where it now stands, on Chet's own land, of course. They had no money. No matter, neither did he. Make out a deed for two acres more or less and he'd sign it. Give him a dollar for it to make it legal. Needn't really give him the dollar but just put it so in the deed. Thanks, Chet! May the good God reward you in His own way for your goodness of heart.

To describe the appearance of Chet, one would have to use the word, non-descript. Old clothes always, he wore. Never anything new. An old felt hat on his head, perhaps an old campaign hat of Civil War days, protected his head from sun, rain and snow. A wool shirt, trousers and a frazzled mackinaw in winter covered him; shoes, if he had a pair, otherwise he walked barefoot or wrapped his feet in burlap sacking. A long beard covered the lower part of his face for there was no time to shave.

When he tramped the woods, he took with him no gun, only an axe and food; bacon, salt, coffee, tea and flour. He was as much at home in the forests as at his own fireside.

Was an ox sick; or a horse? Chet was called to doctor it. Was a man sick? Chet again was called and herbs he brewed, and medicines he concocted, and modes of treatment and nursing he prescribed. And the man regained his health as did the ox and the horse. Even of dentistry he learned a minimum, and purchased the elementary tools of the profession. Had a man a toothache? Chet pulled it. Didn't believe in a man carrying a dead tooth around in his mouth to infect his system. Out they should be and out they came at the end of Chet's forceps. The forceps you may view even today in the Clintonville museum.

And Chet it was who added the spice to the everyday life of the Clintonville pioneers. The faces of men brightened when he came among them. He told the stories and sang the songs on long winter

evenings and at parties. Like the wandering troubadours of chivilrous days, Chet sang and entertained. As the Minnesingers of old, he wrote verses. No epic poems like Homer's; doggerels they were about an old ox who died faithful in his service to death; and of pioneer hardships and joys he sang. For it was Chet who had the kindly spirit, the gentle spirit, the human spirit in those hard days.

On Sundays, the "boys" played ball, the great American game. Chet was amongst them, of course. He was put to fielding for the team and of his chasing after "flies" there was no end in the days of the big scores. The field was sandy and slow was his running and heavy, after "flies." Loud were the taunts of the spectators, but Chet outwitted them. The next game he came prepared — he brought his snow shoes with him.

Now, lest the reader gather the idea that Chet was a bafoon, let me disabuse him of the idea. Chet had the respect and confidence of his fellow men. Elhanen W. Bennett was elected Justice of the Peace. As justice he did what perhaps none before him had done, granted a divorce to a fighting, nagging couple whose difficulties he could not patch up, by giving each a quit claim deed. He was also trusted by the community, for he served as town treasurer of Larrabee Township and a second time as its assessor.

Elhanen W. Bennett played the role of detective when Clinton's mill was maliciously burned. He secured a confession from the culprit and brought back a refugee accomplice.

That Chet should be a patriot is but natural considering his love of his home land. This virtue he learned from his father who had served his country in the War of 1812. So, when his country needed him, Chet enlisted, in 1863, becoming a member of Company "K," Third Wisconsin Infantry and was mustered into service at Madison, Wisconsin. He served to the close of the Civil War with the 20th Army Corps. He participated in the battles of Murfreesboro and Jonesboro and took part in the Carolina Campaigns. He was with Sherman on his march to the Sea; he marched in the review at Richmond, Virginia, and also in the Grand Review at Washington, D. C. On July 18, 1865, he was honorably discharged and

returned to live on his eighty acre farm at Clintonville. While he was never wounded during service, he came home afflicted with the "jundor" (jaundice).

In 1878, there came to Clintonville an important looking group of prosperously dressed men, the vanguard of railroad builders. A railroad had been built to New London from the south and was to be extended through Clintonville, perhaps, and points north. The men wanted to know where to lay track, where the best pine stands were, where lay the easiest grades. They asked business man and private citizen, but no one could tell them; all said they'd better see Chet. Finally the idea grew in their minds that Chet must be an imposing personage. After much importuning, Chet consented to meet the group. The men were nonplused at seeing Chet. One can well imagine that Chet took delight in appearing before them, dressed even more disreputably than when he had been refused lodging in an Ashland hotel after one of his treks through the north woods. They asked Chet questions, but he was non-committal. He didn't know anything that could be of possible use to them. However, they persisted in their probing and finally came to the conclusion that in Chet they had an indispensible man. Chet knew that the railroads came to take away the business of his friends, the stage coach operators, that the railroads were being given by the State of Wisconsin practically one-twelfth of lands and forests, much of which they obtained by chicanery. But Chet also knew that the country could be developed only by the railroads and when they offered to engage his services, he assented.

When construction engineers, technicians and surveyors, who knew all about grades, curves, saliants, maximum loads, live weights and angles or repose, came to stake out a right-of-way for the railroad, Chet told them where to build the road bed. They thought they knew more than he, but when they followed their own notions they ran against a hill or bog. Finally they folded up their spidery-legged transits and set stakes where he showed them. Chet worked with the railroad vanguard seven years, and when the construction work was finished, he worked thirty years more for them as in-

spector of tracks; the last two years, as inspector of bridges and abutments.

Elhanen W. Bennett was born in a log cabin near Rushford, Allegheny County, New York State, March 31, 1823, and was educated in the country schools. His father, Andrew Bennett, of English descent, was a farmer and served in the War of 1812. His mother was Rachel Alcott Bennett also of English descent. In 1854 Chet married Eleanor Emeline Knowlton of Rhode Island, a young lady also of English blood. The year of his marriage he moved to Hortonville and then in 1855 to Clintonville.

Chet Bennett was an ardent Democrat all his life. He professed no definite religion. He joined the Masons in New York State and was a charter member of that order at New London, Shawano, and a member of the Clintonville Lodge No. 197 F. and A. M. Five children were born to the Bennetts: George Victor, the first child to be born at Clintonville and who in 1900 became the first native born mayor of Clintonville; Charles of Clintonville; Andre and Emmet of Townsend and Abbie, now Mrs. Mereness of Mole Lake, near Crandon. Elhanen W. Bennett died July 9, 1909.

Today, there is no monument erected to this man; not even in Clintonville. Unwittingly, however, the railroads themselves are a monument to him, for beneath the road bed of each railroad running north out of Clintonville, lies preserved the foot prints of Chet, Elhanen W. Bennett. God rest him!

Urial P. Clinton. Roamers and n'er-do-wells may discover the site and build the first shanties of what later become great cities, but it is the stable, working, thinking, conservative men, men of solid character, judgment and ability that give a settlement the reason for its existence. That Clintonville is Clintonville is due to Urial P. Clinton more so than to any other man. In this case, he, besides giving it stability, also chose the site.

Urial P. Clinton was born in Potsdam, St. Lawrence County, New York State, January 14, 1823, of Norman Clinton and Lydia Higbee Clinton. His father was a native of New York State; his mother

was from Vermont. Urial's grandparents were Henry and Eleanor Clinton, his grandfather having served in the war of 1812.

In 1840, the Clintons, the grand-parents, and parents, with Urial and Amanda, his sister, and his two brothers, Lumen and Boardman, moved to a farm in Waukesha County, Wisconsin. Here Urial, though seventeen years old, attended the newly established Waukesha Academy to which he daily walked five miles. When Urial was twenty years old he married Mary Bowman of Waukesha.

Shortly after his marriage, the Clintons, that is his parents and their family, the grandparents having died in the meanwhile, moved to Menasha. Menasha, at the time was but a name, for Urial built there the first frame house. Here the young man plied his trade of carpentry. His Yankee nature asserted itself even in these new surroundings, and soon he established a general store and at one time milled flour in company with William A. Barstow who became governor of Wisconsin later.

Because of business reverses, Urial decided to try his fortune elsewhere, and on visiting the Matteson camp near the present town of Embarrass, made up his mind to locate in that vicinity. In 1855, early in the spring, the Clintons trekked to the Pigeon.

In Clintonville (Pigeon), Urial's character showed itself. He built his home on the banks of the Pigeon and acquired twenty-nine forties of land. In 1857, he built a sawmill operated by water power. In that year, also his young wife died and he buried her on the banks of the Pigeon River. Her death was the first in the new settlement. In 1858, he built a store and hotel. On July 17, 1857, Urial P. Clinton was appointed Pigeon's first postmaster and had the honor of having the settlement named after him. He was elected justice of the peace and in 1858 performed the first marriage in Clintonville, when he united Martin Lyon and Anna Brix in matrimony.

During the Civil War, Urial volunteered for service but was rejected because of ill health. When his name showed up in the draft, he again was rejected for the same reason.

In 1864, Urial married his second wife, Anna Fritch, of Milwaukee, but native in New York State. One son, Philip, was born of this union.

When in 1861 the original mill was burned, Urial Clinton rebuilt it in company with Giles Doty in 1867. U. P. Clinton was county supervisor for years, and town chairman. He was elected the first president of Clintonville when the village was incorporated in 1879.

Always willing to sacrifice personal gain so that the community might advance both socially and economically, he donated the land for the first cemetery of Clintonville, the land for the school and for the railroad depot.

In December, 1894, his wife, Anna Fritch Clinton died. Urial P. Clinton was a member of the Clintonville Lodge No. 197 F. & A. M. in which "he had passed all the chairs." Politically, he was a Republican; religiously, his affiliation was with the Congregational Church.

Urial P. Clinton spent his declining years on a farm lying west of Clintonville, with his son, Philip. He died April 4, 1910, at the age of 87 years. His remains lie buried in the Graceland Cemetery, Clintonville.

WILDERNESS

Fine Timber — Early Experiences — Adventures With a Wolf — Trapping — Fish.

Fine Timber. The early settlers at the Pigeon found the land good. Content was in their hearts truly. A man who worked had the wherewithall of life in abundance.

A great forest covered this entire territory. The predominating trees were maple, hemlock, basswood and rock elm, with a thinner stand of white pine, beech, birch, soft maple, bitter-nut, butter-nut, red and white oak, brown and white ash, and soft and red elm. Old settlers tell of rock elm standing with perfect shafts thirty to forty feet without a limb. The maple in Clintonville and extending toward Marion, Caroline and Tigerton, on the authority of D. J. Rohrer, a lumbering man living at Clintonville for many years, is reputed, because of its freedom from mineral content, as fine and hard as any in the world.

Early Experiences. Stories of experiences with the denizens of the forest, when told by the early settlers, always intrigue us. They make one wonder at the change man can work on the face of the earth. Where deer once had their runways, highways and streets now run. Where stand rows upon rows of corn, the bear and wolf once roamed. Venison could be purchased from the Indian, if the settler had no gun nor perchant for hunting, for twenty-five cents a hind quarter. Deer fed on the farmers' haystacks in winter. And in the early days, it was the farmer's constant care to guard his pigs against a marauding bear.

Roswell Ewer told the author a story of such a bear. The event happened in 1864. He was at the time only a boy of nine. The

family was awakened one night by the squealing of the pigs. His father jumped out of bed, dressed sketchily, the while calling to Ruswell to bring the lantern. His father led the way to the pig pen, armed with an axe. They arrived at the pen just in time to see a bear, holding a two hundred pound pig in one forearm, climb up the stoutly built walls of the sty. When he raised his head above the top log, Esben Ewer hit the bear on the head with the axe, which so stunned the bear that he rolled back into the pen. Several added blows put an end to bruin.

When fourteen years old, young Roswell was making some pocket money by trapping in the swamps. Setting out one day with a gun and a dozen traps in a small skiff, he paddled down a small stream, called Burnt Rollway Creek, so named from a burnt rollway whose charred logs were still to be seen a few years ago. Coming nearly to the confluence of this creek with Pigeon River, he banked his skiff on what is now the Matteson farm. Walking along the bank, he stopped to listen to a rustling noise coming from some nearby oak trees. He heard a branch fall, then another. Approaching, he could make out a bear cub feeding on acorns in the tree top. He brought the cub down with his gun. With the shot, the mother bear, who was feeding in another tree, came down and made for the boy, hesitatingly, and awkwardly in narrowing circles. When twenty feet from him, Ruswell killed the old bear also with one shot. Upon the second shot, the rest of the bear family, of which there were several more in the trees, fled into the woods.

Early settlers speak of wolves, fox and porcupines. Of wild cats there were many, and weasels were a scourge to the farmer's barn-yard fowl. Boardman Clinton told a ludicrous story concerning a weasel. Boardman Clinton had the misfortune of having chopped off a toe with an axe. He hobbled into the house, pulled off his shoe and dressed the wound. The amputated toe he laid on the clock shelf. During the night a weasel entered the house to forage about and discovered the toe, and promptly carried it off.

Adventures With a Wolf. Of the chores a farm boy had frequently to perform in the day of no fences, one was to look for lost

cows. To aid in their location, one of the cows carried a bell strapped around her neck. The boys would walk in the most likely direction, stop, look and listen. If he saw or heard nothing, he would advance a quarter of a mile and again look and listen. The procedure at times took them so far from home that night frequently found them deep in the woods.

Roswell Ewer told a story of such an experience. His father had told him to get the cows. He continued looking for them until it was too dark to see. By now he was in a swamp. Being philosophical about it, since there was nothing else he could do, the boy lay down beside a huge log to wait for morning. He slept after a while, but awoke with a start. He thought he saw the moon shining through the trees. Thinking that now he could find his way home in the moonlight, he started to rise and perceived that it was not the moon he saw but the bright glittering eyes of a wolf. With a cry and a jump he scrambled up a small birch tree. For an hour or more, the wolf kept up a continuous howling and pacing about the small tree. Other wolves joined the first one until there were a dozen.

After what seemed to him an interminable time, the wolves left. Rain, sleet and cold had added to the boy's discomfort, but he gladly remained in the tree until morning. In the meantime, his father was looking for the boy and the cows. To find the boy, he had with him an old ox horn, which he continued to blow at intervals as he walked along. Only in the morning did the father hear an answering shout from the half frozen boy.

Trapping. In the early days, the Pigeon was a trapper's paradise. All the valuable fur-bearing animals usually found in Wisconsin could be caught here. In the course of time, because their habitat was destroyed, they also disappeared.

Of all these animals, the muskrat remained the most numerous because his habitat was the least disturbed. As late as 1912, so Mr. Nicholas Geiger, Sr., an experienced trapper, told the author, he had caught more than a hundred of these animals. Their pelts even at that time sold from fifty cents to a dollar, according to quality. Mr. Geiger also told of having received ten to fifteen dollars for mink

hides which he likewise harvested around Clintonville. About the only fur-bearing animals to be found now in the vicinity are skunks and muskrats.

Fish. Did the settlers wish to vary their diet of corn bread and venison, they had but to seek the nearest stream to catch in a short time more fish than their immediate needs required, of pickerel, black bass, blue-gills, sun fish, bull-heads, perch, suckers, trout and sturgeon. Of necessity, the people were "pot-fishers" and therefore, for the most part, they used nets. It is said that farmers, in the spring of the year, dipped wagon loads of suckers out of the streams to haul home for food for pigs.

RIVER AND ROAD TRAFFIC

River Traffic — Michael Caton's Scow — Roads — Clintonville Streets — Names of Streets — Railroads — Railroad Accidents.

River Traffic. The ox cart was the private mode of travel and the transportation of goods. But it was the river that bore the conveyances of the common carriers. Only after the Indian trails had been greatly improved and to an extent metalled did the stage coach compete with the river steamers.

Clintonville commerce, as almost everywhere else, also at first used the river as a highway. From the days before 1850 until the advent of the railroad in New London, the scream of the steamer whistle and the splash of the side or stern paddles scattered the mallards in hurried flight or sent the deer buck scampering into the security of the forest.

The first trip up the Wolf River from Oshkosh was made in 1844 by the *Manchester,* captained by Mr. Hotelin. The *Manchester* was an old Erie Canal boat which had been brought to Manitowoc to be shortened. This was the first and only time the Manitowoc shipyards ever performed such an operation on a boat. The *Manchester* was fitted out with the engines of the *"Old Eagle."* With the *Manchester,* Captain Hotelin carried saw mill machinery to the Farnsworth Sawmill in Shawano in 1844. The trip was uneventful except at such times when snags had to be removed from the river bed. The boat easily swung around the sharper bends of the river because of its shortness.

The first steamer to send its raucous voice echoing among the pines from Oshkosh to New London on regular trips was the *"Peytonia."* The *"Peggy"* was her successor. Both of these boats

were small and it took them two days to make the trip from Osh-
kosh to New London, which in those days was called Johnson's
Landing.

The only accommodation the early boats carried for the con-
venience of the passengers were rough tables, which having served
their rightful purpose during the day, were used at night as bed-
steads.

When the above mentioned boats were retired from service, the
Oshkosh Transportation Company, the largest navigating company
operating on the Wolf and Fox rivers, ran its then most famous
"The Northwestern" with the *"Tigress"* between Oshkosh and New
London. They maintained a daily schedule between these two cities,
carrying logging-camp supplies, food, mail and passengers. Their
boat *"Milwaukee"* made regular trips between Oshkosh and Gill's
Landing even after the Wisconsin Central Railroad had built to
that point.

Other boats to travel the Fox and Wolf Rivers were the *"K. M.
Hutchinson,"* an old and famous boat; the *"O. B. Reed,"* used on
the Tustin trip; and the *"Neff."* The boats were of shallow draft
with low freeboard. The side or stern paddle wheels were driven
with horizontal cylinders having from a three to a five foot stroke.

In those days, boats were built even at New London. Such were
the *"Wolf,"* built in 1858; the *"Eagle"* (named after the first boat
"Eagle"), built in 1858. This boat was used on the Shawano route;
the *"Keshena,"* built in 1859, was used also on the Shawano route;
and the "Union," built in 1862. This boat was a side wheeler, 105
feet long, with 18 foot beam carrying two engines having 10 x 36
inch cylinders. This was the last boat to be built at New London.
Another boat that was used on the Oshkosh-New London route was
the *"Little Pearl."* In 1857 it was placed on the Shawano route.

The Pigeon River settlement received its supplies and kept up
communication with the outside world via New London. Logs
were floated down the Pigeon and Wolf Rivers into New London
and the trip back was made either on foot or on a raft that was
slowly poled upstream.

Michael Caton's Scow. Since not all commodities could be trans-
ported on the makeshift rafts, a large scow was built by Michael
Caton. He hewed by hand the planking and timbers for the water
craft, jointed them and floated the hull down to New London
where be built thereon the superstructure with sawed and dressed
lumber. After the scow was finished, regular trips were made with
it to New London and back again. It was poled up and down stream
by three strong men. For years all machinery and supplies were
conveyed to Clintonville with this scow.

A second scow was built for the Wolf River to carry traffic be-
tween New London and Shawano. This scow continued to operate
between these two points to within a short time of the laying of
rails for the railroad. The Clintonville-New London scow, however,
was abandoned some years before this because of the establishment
of a serviceable and shorter highway between these two towns. The
coming of the railroad put a definite end to the use of the Wolf
River as a carrier of traffic and commerce.

Roads. The first highways in our country were the rivers and
lakes. They were at hand and on them the first explorers penetrated
into every nook and corner of the land. True, the streams were the
easiest and for many purposes the cheapest way into a country and
from the hinterland to market. The canoe laden with pelts moved
smoothly from stream to river, from river to lake, to market. The
pine logs of the lumber camps could be easily and economically
floated down stream to the saw mill. However, the rivers were not
adequate to the growing needs of the commerce of the country.
For frequent and steady use, they were too uncertain; turbulent
with melted snow and rain in the spring, too low in water during
the summer; and covered with ice during the winter. So, of neces-
sity trails had to be established.

Man is a creature of habit. What he has done once he does more
easily the second time. The same applies to roads or trails. Where
he has walked once, he will walk again and others will step into
his foot prints. Even animals have this habit and learn to follow
trails.

Indians had certain, very definite trails which they followed and which white men used after them. In fact, the highways of Wisconsin are but monuments to the first Indian to walk the trail.

Trails and roads are a necessity to even the most savage people. But when the need of travel and transportation is made imperative by commerce, the trails must give way to broader lanes, roads and highways. To be passable at all times of the year, the trails had of necessity to follow high ground, ground well drained during the entire year. That explains the crookedness of some of the roads. When next you travel a concrete highway and wonder why it winds this way and that, remember that at one time the road was a trail and meandered still more, that the highway commission eliminated most of the curves. But look about you and you will see that a curve was made to avoid what was at one time a swamp, a creek bed, spring flood ground of a too-sharp gradient.

The first roads definitely followed into the forest were tote or supply roads. From the last outposts of civilization, a tote team found passage along an Indian trail between stumps, around swamps, sloughs and hills, to the nearest logging camp. As camps were established deeper into the forests, the tote road followed with its meandering indirection. These roads the settlers utilized until the section line roads were established and surfaced. However, in many places, the old tote roads, straightened, shortened and better metalled are doing duty today as state and federal highways.

The ox cart was the first means of transportation overland into new country. Slow, creaking, ponderous, lumbering, with a speed ranging between a snail's pace and two miles per hour. Smoothness of road-bed? Well, what of it? go slow enough and the roughest road will seem smooth.

Before 1850, there were few roads north of Milwaukee. Indian trails, yes. And a few miles of rough tote roads inland from the lake ports. And there was the Military road from Green Bay to Fort Crawford at Prairie du Chien, Wisconsin.

However, with the rapid opening up of the country, roads had to be built. And the desire to have a better surface than mud for the

road, prompted the use of plank roads. The land was still so covered with trees that the locations of gravel pits were unknown. A plank road was built from Kaukauna to Appleton. A Manitowoc-Stevens Point plank road was proposed but never finished even though some grading had been done. In 1852, Reeder Smith of New London secured a charter to build a plank road from Menasha to New London. Planks were promised and the new settlers were jubilant because they thought to get work. But there was no money. Not even planks were furnished. Some grading was done and planks furnished for the small bridges to cross creeks. In 1853, a plank road was built across the bottom land from Weyauwega to Gill's Landing on the Wolf River. This was built by popular subscription.

To get to Clintonville in 1850 or even later, one followed an Indian trail from New London which at Clintonville crossed Honey Creek near Charles Kirchner's farm, formerly Matt. Alft's place, running west of Honey Creek to cross the Pigeon River near the present dam. The ford was a rapids at the site of the dam and was obliterated when the dam was built. In fording the Pigeon, because of the steepness of the bank, a conveyance had to be snubbed down the incline. This was done by tying a rope to the vehicle and wrapping the free end once or twice around a large hemlock stump that stood on the top of the bank a little west of where D. J. Rohrer's Mill office now stands, and slowly paying it out.

Regarding the indirectness of the trail, jokers of old gave the admonition to new-comers that if they did not want the draft team to eat the load of hay they chanced to be hauling, they better station a boy at the rear end of the load — the trail being that crooked. Since Paul Bunyan was operating in Wisconsin at the time, it is difficult to understand why he was not engaged to hitch Babe, his famous ox, to the end of the trail and pull it straight!

When Welcome Hyde began to lumber in the Pigeon Region, in 1850, the only road he had to a point of supply was a rutted ox trail that led down from Shawano, along the east side of the Wolf River, via Shiocton and Greenville, running six miles west of

Appleton to Oshkosh. This road is now County Highway B north of Shiocton and State Highway 76 and U. S. 45, south of Shiocton. Because of this inconvenience, when Mr. Hyde began lumbering in Section 8, Town 24, Range 15 (in Outagamie County), he brushed out with the help of eight men, the Indian trail leading from New London, over what is now County Highway D, to within about a mile and a half south of Bear Creek, at which point he left the trail and swung to the east and then to the north, to the site of his logging operations near the Embarrass River. This was the first improvement made on the trail. As an influx of settlers purchased, mostly by tax receipts, the slashing left by the loggers to clear them into farms, the road to Clintonville was eventually brushed out the entire distance.

The Indian trail from New London to Clintonville continued over Shawano and Keshena north until it ended at the waters of Lake Superior at Keweenaw Point. Loggers brushed out this trail and used it for a supply road as they pushed farther into the woods. About 1860, Rufus Way and C. M. Hughenin brushed out this road all the way to Rockland and Ontonagon, and over it carried the mails. After the road had been made more passable, these men ran a line of stage coaches carrying mail and passengers to the settlers and camps along the way. Their freight teams were in great demand by the mining companies in the copper country. Over this road also, large droves of cattle were driven to supply the various lumber camps along the way.

In 1864, the Federal Government made land grants to a private company to build a military road from Fort Howard at Green Bay to Fort Wilkins at Copper Harbor on Keweenaw Point, Michigan. This road was built during the years of 1864–1871, by James A. Winslow, Squire Taylor and Jackson Hadley. By 1866, the road had been improved with corduroy surfacing to Keshena. At intervals of twenty-five or thirty miles, stopping places were established for the accommodation of travelers and exchange of horses. The old Military Road is now, approximately, from Shawano to Argonne State Highway 55, from Argonne to Three Lakes State Highway 32, and

from Three Lakes to the fort U. S. Highway 45, State Highway 26, and U. S. Highway 41. Originally there was an Indian trail from Green Bay, passing by or over Clintonville to Stevens Point. The tote road, the old State Highway 26, before it was rerouted in 1934, from the old State Highway 26 before it was rerouted in 1934, from Clintonville north as far as the old John Way Farm, now Dave Nero's Place, about five or six miles beyond Marion, followed, more or less, this Indian trail. On the John Way Farm the Indian trail swung to the south west by west, while the tote road continued more toward the north.

When the State Highway Commission was created at Madison and the road work unified and systematized, the historic New London-Clintonville-Shawano Road became State Highway 26 south of Clintonville and 22 north of Clintonville. It was so named on the original trunkline layout of 1918. It was again approved by the Legislative Interim Commitee in 1923. Regarding this road Walter A. Olen, in a letter written to Father Nicholas Diedrich, states: "There was another road that is quite frequently called a military road by some, but by others it is called a tote road, which started from Oshkosh, went out to Butte des Morts, then to Winchester Corners, Medina, Hortenville, New London and Clintonville. From Clintonville it followed the lower road or the one nearest to the Oconto Branch of the railroad to Embarrass. It crossed the river where the bridge is now located on Highway 22. From there it branched off to the left and went up to where the cemetery (Friendship Cemetery) is now situated. There it swung to the right and went straight to Shawano and connected up with the Military Road."

U. S. Highway 45 from Clintonville to Antigo was originally a tote road, constructed to furnish supplies for the building of the railroad in 1879-81. This tote road had been improved considerably by 1900. When first placed on the State Highway System, it was called State Highway 39; during 1917-18, considerable work was again done on this road and after that it was known as State High-

way 26. In 1934, after it had been re-routed and extensively improved, it was called U. S. Highway 45.

State Highway 156, leading from Clintonville to the east was placed on the State system of roads by the Interim Committee in 1923.

U. S. Highway 45 was concreted from Clintonville to a mile south of Bear Creek Corners in 1921. State Highway 22 from Clintonville to the north county line was concreted in 1929. U. S. Highway 45 from Clintonville to Marion was concreted in 1929. State Highway 156 was graded and gravel surfaced in 1928.

Clintonville Streets. The original streets of Clintonville were but continuations of the early trails and roads. For this reason, they were also the principal thoroughfares of the community and of necessity continued to be so. What improvement in surfacing was to be done would be done on these roads first. Main Street, therefore, received attention first. That part which lies between the Pigeon River and the railroad tracks was paved in 1914. That part which lies between the railroad tracks and the south city limits and the section north from the Pigeon River to Fifteenth Street was paved in 1915, while the section from Fifteenth Street to the north city limits was paved in 1925.

Twelfth Street, the dividing line of Clintonville, the second most important street, was paved in the fall of 1917. The paving of West 12th Street had to be relaid partly because of damage by frost to the newly-laid concrete. Eighth Street and Eighth Place were paved in 1925. North 12th Street and the west end of 6th Street were paved in 1926, while Sixth Street from South Main Street to Stewart Street was paved in the fall of 1936.

The secondary roads and streets of Clintonville were laid out as the various additions were made to the city.

Names of Streets. The streets of Clintonville were named as they were opened after some prominent family, a business operating on the street or according to the fancy of the individual adding a plat or division to the city. From time to time existing names were changed.

In 1918, the City Fathers took the matter of naming the streets in hand. The nomenclature was completely revamped. The base or starting point for numbering the cross streets was the Pigeon River bridge on Main Street. All streets intersecting Main Street south of the bridge were given an odd number. For example, what is now 10th Street was then 1st Street and what is now 9th Street was then 3rd Street.

All streets intersecting Main Street north of the bridge were given even numbers. For example, what is now 11th Street was called 2nd Street and what is now 12th Street was named 4th Street.

The result was confusion. Even the home people had so much difficulty with the system that a change was made in 1922 or 1923. This time the cross streets were named consecutively and the starting point was the south city limits.

The homes and business places were given a number in 1918. In 1922 or 1923, the dividing line running east and west was changed from the Pigeon River bridge to 12th Street. Since then, all of Main Street south of 12th Street is known as South Main Street, while all of Main Street north of 12th Street is known as North Main Street.

As stated above, Clintonville streets at one time had names and numbers different from the present. Even before 1918, names of some streets had been changed once; others oftener.

Present street name	Was	Once
Main Street	"	New London Avenue
16th Street	"	Vincent Avenue
Garfield Avenue	"	First Street
McKinley Avenue	"	Second Street
East Second Street	"	Sutherland Street
East Third Street	"	Dorr Street
Cedar Street	"	Apiciana Street
Seventeenth Street	"	Home Avenue
Twentieth Street	"	Maple Avenue
Tenth Street	"	Mill Street

Present street name	Was	Once
Depont Street..........	"	......Waupaca Street
Waupaca Street........	"	......Depont Avenue
Sixth Street	"	......Brix Street. Before that called Central Ave.
Fourth Street..........	"	......Guernsey Street
Bennett Street	"	......Power Street. Before that called Bismark St.
Brix Street	"	......Marion Street
Eighth Street	"	......Brix Street
Ninth Street..........	"	......Larrabee Street
West Twelfth Street....	"	......Shawano Street
Thirteenth Street	"	......Church Street
North Twelfth Street...	"	......Pella Street
Seventh Street	"	......Pigeon River Road
Fifth Street...........	"	......Young Street
East Madison Street....	"	......Schemmer Street. Before that called Osceola Street
Auto Street...........	"	......Depont Avenue
Garfield Avenue...... .	"	......Garfield Street
Lincoln Avenue........	"	......Lincoln Street
East Fourteenth Street..	"	......Menasha Street
Fifteenth Street	"	......Grover Street
Eleventh Street.........	"	......Mendota Street
Second Street..........	"	......Johnson Street
Clinton Avenue........	"	......Clinton Street

It is unfortunate that so many of our City Fathers have such little imagination and know so little history of the city they represent. Why, for example, should a street in any city be called by the prosaic name of Eleventh Street when no doubt, in the history of the city there are names to conjure by. Or First Street. Imaginative as an old shoe or a rusty tin can. Why call a street by a number when there are names like Lyon and Clinton and Bennett and Matteson? Names that mean something to Clintonville. After all,

are not names as easy to remember as numbers? And would not the children who are taught all sorts of history of foreign lands and nothing of their own city, have their imagination stirred when Main Street would be Clinton Avenue. And Seventh Street could be called Lyon Avenue because Merritt Lyon was the first one to live within the confines of present Clintonville and lived in a bark hut that stood about where the Catholic church now stands. And Twelfth Street, would be called Bennett Avenue because in all Clintonville there was not such a man. A man who knew every forest trail in Northern Wisconsin; who knew section lines and locations of witness trees and could find his way in the trackless forests as well as you can find your way about Clintonville during the bright noon day. He who gave names to countless lakes and rivers; he who dictated where roads should be built and steel be laid has not even an important street named after him in the city he helped found.

After all, why must common things be homely or ugly. Does not the man call the maid he loves beautiful names even though in the eyes of another she be plain? Why? Because his imagination is stirred. And, say a man loves a gun. Is he satisfied to let it rust? Certainly not. He keeps it polished and if he can afford it he has it carved and chased and inlaid; and the stock will be of the finest figured black walnut. Surely it is but a gun; so prosaic as wood and steel. But it is more than that in the eyes of the possessor. Life and the common things of life can be beautiful as well as useful. And when it is both useful and beautiful, life is complete. And the connotation of a name stirs the imagination as its denotation never does.

It is hoped that Clintonville's City Fathers will change at least some of the names of the Clintonville streets so that their children and their children's children can shake hands across the years with the men who made Clintonville.

Railroads. Clintonville by 1870 had a system of transportation vastly better than that offered by the Indian trails followed into Clintonville by Merritt Lyon. Stage coaches now made shipment by freight certain though slow; and passenger service offered comparative comfort if not speed.

But the country waited for more expeditious means of travel and transportation. For this reason any scheme to build a railroad was listened to. Men with ideas and no money got a hearing. Men with ideas and little money got a hearing. But the men with ideas, little money, large grants of public monies, lands and forest lands built the railroads.

When the vanguard of railroad builders came into a given section, they were greeted with open arms for it meant not only the railroad but also victory over a rival community that too wanted the railroad. It meant that the successful community was more lavish in bonding themselves, in the giving of right-of-ways, of timber lands, of building sites. One might say with little fear of contradiction that the early Wisconsin railroads were built on a shoestring with peoples' money and peoples' lands.

That a given community also hoped to gain by the construction of a railroad is certain. The people realized that only by the fast, large-bulk transportation offered by a railroad could a community hope to prosper and grow into a city. The people themselves speculated in land values for, the closer to a railroad did a piece of land lie, the greater the value set upon it.

While the railroads built into the communities that came to them with the fullest hands, the general route was laid out to get the business. Where the stagecoaches were operating, there was the business and paralleling these routes they laid their steel. Witness the Oshkosh-Neenah-New London route taken over by the Northwestern; the New London-Clintonville-Shawano and points north route by the same railroad; the Gills Landing-Stevens Point coach road by the Wisconsin Central and the New London–Green Bay mail route by the Green Bay and Western. The railroads put the stagecoaches out of business because they could offer better transportation.

One may easily imagine the excitement caused in the settlement of Clintonville when it was rumored that a railroad was to be extended to their very doors. When the builders did actually come, all possible help was extended them. And of all men, none gave

more than the redoubtable Chet Bennett who dispensing with all new fangled ideas of surveying road beds, walked ahead and told the surveyors to set the stakes in his foot prints. Which they did after their misgivings were allayed.

So then, in the fall of 1878, the Milwaukee Lake Shore and Western Railroad was built from New London to Clintonville. What joy in Clintonville when the iron rails actually were spiked down to the ties lying before the frame wood station. And when the first train pulled into town, well, the entire town was there to meet and greet it with lusty yells that drowned out even the blast of the locomotive. We may be sure that Clintonville celebrated that momentous event with all means at its disposal.

The following year the road was extended to Marion and Tigerton. Tigerton remained the terminus of the road until 1881 when rails were laid to Antigo.

Clintonville was destined to be more than a mere station along the line, for, during the summer and fall of 1884, the St. Paul and Eastern Grand Trunk Railroad (What big names the little railroads used!) built out of Clintonville to Shawano and beyond. The "Y" joining this new road with the Milwaukee Lake Shore and Western lay about a block east of the present freight depot.

The selection of Clintonville as the junction point was a joy supreme for its citizens and a victory to be properly celebrated, for, had not Tigerton also tried to have their little nest be the great railroad center of the north? What was Tigerton anyway, thought Clintonville, but a rival upstart? Merely a rotting lumber camp with a few shacks around it? Why if you were not a good driver, you'd hang up your wagon on the stumps still standing in Main Street! What about it, fellows? Why, of course! And, Bottoms Up! once more for good old Clintonville!

It is with astonishment that we learn that the new branch line paid money for the right-of-way, $2,585.00. The train made its first trip over this road on October 14, 1884.

About 1887, the St. Paul and Eastern Grand Trunk Railroad Company sold its holding to the Milwaukee Lake Shore and West-

ern Railroad Company. This latter road in turn was purchased in 1893, by the Chicago and Northwestern Railroad Company.

Because of the flourishing condition of the lumbering industry and the mill products which the region exported, the business of the railroad in the Clintonville area taxed the capacity of the equipment. During the 80's, there were sixteen trains arriving and leaving Clintonville every twenty-four hours. Almost daily, extra trains had to be made up to relieve the congestion in the local freight yards. However, with the decline of the lumbering industry and its products, the business also decreased. With the improvement of highways and the coming of the motor truck, the railroad suffered a further decline. Today, railroads no longer excite the interest, ambition and cupidity of communities.

Urial P. Clinton donated the land for the first Clintonville railroad station which stood about where the present freight house now stands. It served the dual purpose of passenger and freight depot. The building was destroyed by fire shortly after midnight of December 15, 1883. A locomotive whistle gave the alarm but the citizens were by now accustomed to hearing engines whistle at all hours of the day and night. That the whistle blew oftener or more raucously than usual, well, that also was usual. So only between twenty and thirty men responded to the call for help. But when these arrived, the building was so far destroyed that all the comers could do was to stand and enjoy the fire.

In less than a week's time, a crew of men set to work erecting two new buildings, one to house the freight, the other to serve the passengers. The station was built 32 x 42 feet and was erected near the main highway, then known as the Shawano Road, now U. S. Highway No. 45. The freight depot was built 32 x 100 feet and erected near the site of the old depot, about where the present freight house stands. The telegraph office was equipped with the most modern instruments that at the time money could buy.

On October 14, 1887, the freight depot again burned to the ground, the fire again being of unknown origin. The local fire department being called upon for help, were unable to bring their

equipment to the scene of the fire for lack of horses. Shortly after, a new depot replaced the old one on the same site.

Railroad Accidents. During the early days of railroading, cattle were a great annoyance and menace to the railroad. Farmers permitted their cattle to roam at will in the great unfenced regions. Quite frequently, therefore, a cow or horse wandered onto the tracks and was killed by the engine. Such an accident which could have resulted fatally for human lives is recorded for the middle of August, 1885, when a southbound train killed seventeen head of cattle near Bear Creek. The railroad, however, made a prompt payment for the stock, paying the owner $300.00 within a week.

While accidents in which stock and property are destroyed are sad and regrettable, nevertheless they cannot compare with accidents in which human lives are lost. The first accident resulting in the death of a man occurred on the St. Paul and Eastern Grand Trunk line near Clintonville, when on October 28, 1884, a laboring man of German extraction jumped off a moving car, directly into its path and was crushed to death by the wheels.

The most serious accident which occurred in this part of the country took place on Saturday morning of April 17, 1886. At the time, it was customary for farmers and contractors to use black powder to blast stumps and in doing general construction work. Kegs of black powder were therefore, frequent freight shipments and were safe to handle. Near the Clintonville depot, on the date above, several freight handlers were engaged in transferring, with other freight, eight cans of powder shipped by the American Powder Company of Chicago, to L. Rollman of Shawano, to the branch line running into Shawano. The powder exploded killing three men and wounding five. Those killed were: Arthur Edwards, a baggage man of Clintonville; James Ringwood, a night operator, of Marinette; and George Storm, a brakeman, of Clintonville. James Gagnon, a brakeman, of Kaukauna, was badly burned about the face and neck; George Hollister, a conductor, of Antigo, was slightly burned; Edward Stewert, traveling man of Milwaukee, was slightly burned and bruised; Peter Jensen, a mason of Clinton-

ville, was burned and also slightly bruised. The Milwaukee Lake Shore and Western Railroad Company instructed their local representative to do all in his power for the men involved.

Later a thorough investigation was conducted to determine the cause of the accident; whether the cans contained black powder as alleged, or dynamite. Some of the torn and twisted containers were sent to the railroad superintendent, Mr. J. Donahue. No proof or residue of black powder was found although both shipper and consignee were willing to swear that the cans contained only black powder. The coroner's inquest, however, declared, as the findings of the jury, that "the American Powder Company is directly responsible for the death of the men mentioned above in not properly labeling the contents of the kegs by their proper names, namely, "Nitro Glycerine or Giant Powder."

Another serious railroad accident occurred here on Sunday morning about 10:30, September 17, 1922. Passenger train No. 141 northbound was late. While the freight engine No. 1875 had left its load in the yards and had run up the track for a supply of water, later to switch into a side track, the passenger suddenly appeared around the bend at high speed. The engineer of the freight engine reversed his engine to minimize the shock and the brakes were immediately set on the passenger train. However, a collision was unavoidable. Larry Hoffman, the engineer of the passenger train, blew his whistle to warn the passengers of the impending crash and then jumped to the road bed fracturing both legs. The collision was terrific. The engines piled up on the track pinning Rudolph Engle, the fireman of the passenger train, so that he was unable to extricate himself. Before he could be liberated he was badly scalded with steam. When freed, he was rushed to the office of Dr. Finney where several doctors had been called together to care for the wounded. Mr. Engle died the same afternoon. Six passengers were wounded but all recovered.

The reader may wonder why we mention railroad accidents where only one man or at most a few men were killed. Today we

are inured to reading of the violent death by automobiles of scores of men and women each day. When more than 35,000 people are killed annually by highway traffic the incidents are not so attention arresting. In simpler days, accidents such as were mentioned, were news of the first class.

CHAPTER VI

BEGINNINGS IN TRADE AND COMMERCE

Business — Government and Political Units — Town of Larrabee Set Up — Larrabee Town Hall — Village Hall — City Hall — Clinton Dam — Hotels and Taverns — Building of the First Saw Mill — Early Industries — Saw Mills — Grist Mills — Bridge — Blacksmith Shops.

Business. Settlements are made at some point of advantage or convenience. Clintonville offered a power site; that was reason enough to start a settlement. Later it became a stopping place on the way into the woods from New London and a source of supply for the settlers and lumbermen.

The first place of business was "The Lyon House," a "serve-yourself" hostelry built in 1855. Next there was in 1856, the Clinton House, a more pretentious caravansary offering deluxe service. In quick succession there were built the Clinton sawmill in 1857, the Clinton store and post-office in 1858 and the school in 1857.

By 1872, the service offered by Clintonville business men had widened. At that time there were the following places of business: The Stacy and Clinton Mill (various mills, i.e. grist, wagon-parts, saw mill); the Guernsey and Doty Store; the Dr. Well Store; Teskie's Blacksmith Shop; the post-office; the Clinton Hotel (now called the Ward House); the Larrabee House built by Stacy; and the school house.

Only a few frame houses stood in the settlement in 1872. The U. P. Clinton home, the Gile Doty home, the F. M. Guesnsey home, the Marcus Doty home, the J. A. Hickok home and the Robert Warren home. For the most part the business structures also housed the families of the business men.

About 1875, Clark Colborn built a drug store which shortly afterwards was sold to Stacy and Knapp. In 1878, Stacy built another store.

In 1887, Clintonville had two saloons. While that may seem more than the local community could support, it must be remembered that the business was drawn largely from the "jacks" in the woods.

By 1879, Clintonville had developed into an incorporated village. It then boasted the following places of business: The McNiel House; the Ward House; Stacy and Lawson saw mill and manufactory; H. A. Meilike, drug store; Sutherland and House, drug store; A. A. Knapp, grocery store (and post-office); G. W. Jones, grain buyer; F. M. Young, station agent; Eng. Brix, general merchandise; A. Bucholtz, general merchandise; N. Ottermark, hardware; H. Winters, hardware; A. Spicer, photo gallery; H. G. Lutsey, jeweler; George McCorrison, furniture; W. H. Cook, foundry and machine shop; Gust. Ruth, general merchandise; E. W. Knapp, restaurant; A. Scholtz, harness maker; N. Nemoede, harness maker.

At this time also, Clinton and McNiel ran stage coaches, five daily, to Shawano and points north.

In 1877, two physicians had offices in the town; Dr. John Finney and Dr. W. H. Oviatt. M. C. Phillips and F. M. Guernsey were attorneys.

Government and Political Units. The Northwest Territory, of which the present State of Wisconsin was a part, was set up by order of the Congress of the United States under the Ordinance of 1787. Out of this territory on July 4, 1800, there was formed the Indiana Territory, which included present Wisconsin, with its capitol at Vincennes.

When on March 2, 1810, the Illinois Territory was formed, it included all portions of the present State of Wisconsin except what are now the counties of Manitowoc, Kewaunee and Door. This territory was excepted because it had better means of communication and was historically more united with the Detroit than with the Illinois Territory.

When Illinois was given autonomy, the district comprised by present Wisconsin was added to the Michigan territory, April 11, 1818. In the fall of that year, on October 26, Wisconsin was accorded distinct civil entity. For purposes of law administration it was at the time divided into two counties, Brown and Crawford, the line being drawn through the City of Portage dividing the territory into east and west portions.

This year, 1936, Wisconsin is celebrating the centennial of its political unity, for on July 4, 1836, Wisconsin Territory was set apart from Michigan Territory. Wisconsin then was divided into six counties: Brown, Milwaukee, Iowa, Crawford, Dubuque and Des Moines. The population of Wisconsin, July 3, 1838, was 18,149.

Wisconsin was accorded Statehood May 29, 1848. The number of counties also had increased with the increase in population.

The erection of Waupaca County was approved February 17, 1851, and the first meeting ordered to be held April 1, 1851.

The first meeting of Waupaca County was held at Mukwa, April 1, 1851, in H. Rolph's Tavern. At this meeting there were chosen the following officers: County Board, David Scott, Chairman, with Tyler Caldwell and Peter Meiklejohn. Town Clerk, C. L. Gumaer; Justices of the Peace, Moses Chandler, Albion Brandy, S. F. Ware and John Boyd; Sheriff, John M. Vaughan; Register of Deeds, W. G. Cooper; County Treasurer, C. E. P. Hobart; County Surveyor, George W. Taggart; Clerk of Supervisors, James Smiley; Coroner, John Boyd.

These officers held their first meeting at Rolph's Tavern on May 6, 1851. At this meeting, Tyler Caldwell acted as chairman and George W. Taggert was appointed treasurer. A bounty of five dollars was voted on wolves. Eight road districts were voted.

On October 7, 1851, the County Board met to name the voting precincts for the coming fall elections. They named the homes of W. G. Cooper of New London and the house of A. Tibbits of Weyauwega as polling places.

The general election was held November 4, 1851. A total of 127 votes was cast. At this election Simon C. Dow was voted in as

County Treasurer, James Smiley as Register of Deeds and Clerk of Supervisors, John Boyd as Coroner and Ira Sumner as County Surveyor. Mukwa with its three houses, that of Rolph's Tavern, Davis' Store and Smiley's House was the County Seat. Smiley's House was the court house but the vault was his hat for in it's crown he carried all county papers.

The fight to transfer the courthouse to Waupaca, or the Falls, as it was then called, began soon after the establishment of the county. Physical violence was often resorted to when words no longer could express the partisanship of the two protagonists. But Smiley continued to carry the court house around in his hat.

On March 5, 1852, a meeting of the County Board was called to divide the county into six townships. All supervisors were present. The following towns were set off, namely; the Towns of Lind, Weyauwega, Mukwa, Waupaca, Centerville, and Embarrass. The first Tuesday in April of 1853 was set as the date of which the inhabitants of the newly created towns were to hold their meetings and elect their respective officers. The polling places were set as follows: for the Town of Lind, the house of Thos. Spencer; for Weyauwega, the home of R. Baxter; for Mukwa, the Horace Rolph Tavern; for Waupaca, the house of Mr. McIntosh; for Centerville, the home of Peter Meiklejohn; for Embarrass, the house of A. Wheeler.

The fight for the county seat continued unabated and waxed so strong that two sets of officers, at this time, were elected into office. However, Mukwa's was a losing cause because other towns were equally ambitious and increased faster in population and therefore in voting power. When the Muka protagonists noticed this they, at a county election held April 17, 1856, threw their votes to Weyauwega and Weyauwega was declared to be the official county seat and La Dow's Hall in that same village declared to be the court house. Smiley reluctantly surrendered what books and papers he had in his hat. He felt satisfied that at least Waupaca did not get the Court House.

At the next spring meeting held May 4, 1857, at Weyauwega of the board of supervisors all were present. At this meeting the following were elected to office: Louis Bostedo, chairman; C. E. Redfield, clerk; Brown, treasurer; Chamberlain, who was the clerk of the opposition set of officials was ordered to surrender his books but was retained in office until the fall elections.

By 1860 the county was well organized and steps had been taken to set up other townships. From the original six townships the others were formed as follows:

From Centerville, the towns of Harrison, Wyoming, Dupont, Iola, Helvetia, Union, St. Lawrence and Little Wolf.

From the town of Embarrass were formed Larrabee, Matteson, Bear Creek and Lebanon.

From Waupaca, Scandanavia and Farmington.

From Weyauwega, Fremont.

From Mukwa, the town of Caledonia.

On July 9, 1861, the county was divided into three supervisor districts in accordance with state law.

At a meeting held November 12, 1861, with all town chairmen present (U. P. Clinton for Larabee) the county board voted 13 to 8 to transfer the county seat to Waupaca. The next meeting was to be held at Lord's Hall in that same village. This finally settled the vexatious matter of the location of the County Seat.

Town of Larrabee Set Up. The section of the Pigeon that was surveyed and called Bear Creek Township — at which time it included the present town of Larrabee — was organized in the spring of 1852. Welcome Hyde, who lived near the present site of the village of Bear Creek was elected its first chairman; Norman Clinton and Elhanen Bennett were its first supervisors.

Because settlers already by the year 1860 had taken up much of the land of the Bear Creek Township, a resolution was passed in the November, 1860, meeting of the County Board to set off the town of Larrabee from the town of Bear Creek. The first town meeting was ordered to be held "at the school house in District No. 2 of Bear Creek Township." District No. 2 was the Clinton-

ville area, and the school house designated was the log school at Clintonville.

For reasons of convenience the meeting was held at the U. P. Clinton Tavern instead of in the school house on April 2, 1861. The voters chose to separate from Bear Creek and elected U. P. Clinton, Chairman; Supervisors, H. P. Truesdale and G. Smith. L. W. Clinton, Clerk; Treasurer, Elhanen W. (Chet) Bennett. Justices of the Peace, John Sharp, J. Bird, J. Doty and D. Melton. Assessors, Norman Clinton, L. W. Clinton and D. Melton.

When, however, the question arose of naming the newly formed political unit, violent dissentions and quarreling arose. Two factions quickly formed. One party insisted on the name Randall, in honor of R. M. Randall, a pioneer resident of the town; the other party pressed the name of Larrabee in honor of Dick Larrabee, also a pioneer settler of the same town. The board finally decided in favor of the name Larrabee, and Larrabee Township it is to this day. Mr. Randall had honor sufficient later for he became the Civil War governor of Wisconsin.

Larrabee Town Hall — Village Hall — City Hall. As told in another part of this history, the towns of Larrabee and Bear Creek at one time formed a single unit of government. On April 2, 1861, Bear Creek Township was divided into two halves, the southern half retaining the name Bear Creek, the northern half, in which Clintonville is situated, taking the name Larrabee. Shortly after the establishment of Larrabee Township a town hall was erected in what was later to be the City of Clintonville.

In 1879, Clintonville was incorporated as a unit of government separate from the Township. Clintonville, however, continued to use the old town hall for village purposes. By 1887, Clintonville had grown to urban stature and was accorded a city charter March 25 of the same year. The old town hall still continued to do service.

This building was a two story frame structure with a one story addition. Part of the one story addition served to house the fire fighting equipment. The second floor of the main part served main-
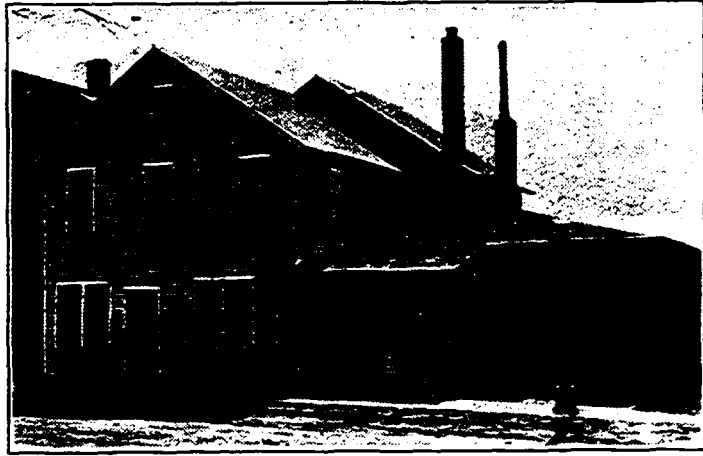
THE LARRABEE TOWN HALL, 1861-1879.
THE CLINTONVILLE VILLAGE HALL, 1879-1887.
THE CLINTONVILLE CITY HALL, 1887-1894.
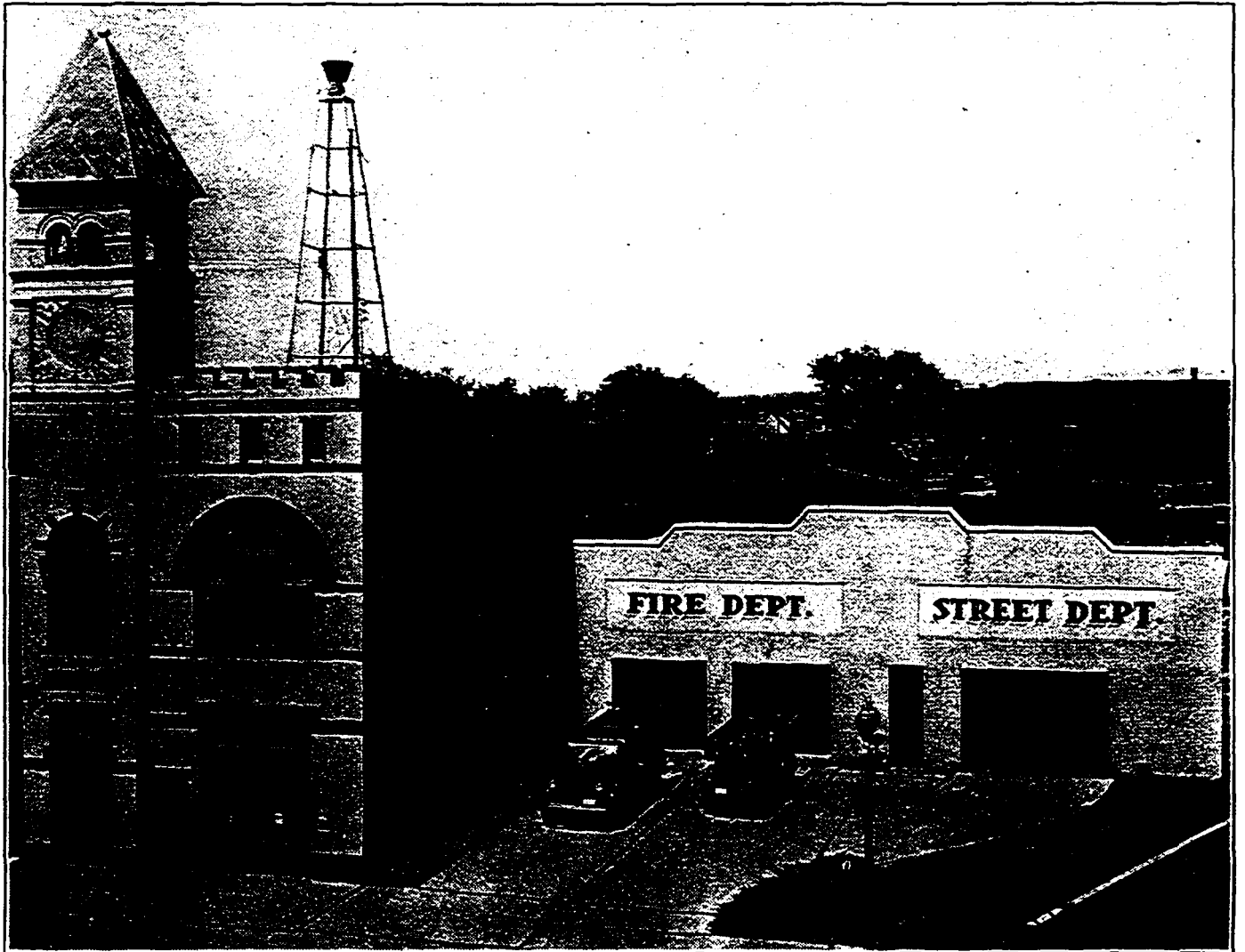
THE CITY HALL AND GARAGE

ly as a gathering place or, less frequently, as a court room. The building stood on the site of the present city hall.

Whether this old city hall is the one erected at the time of the establishment of Larrabee Township is not definitely known. However, there is every reason to think that it was. The writer has it on the authority of Matt Zehren, who came to Clintonville in the fall of 1875, who stated that when he came to Clintonville the building already appeared old and weather-beaten. "It hardly had any paint on the siding and was already well weather-beaten at the time," stated the pioneer.

In 1894 the new city hall was erected on the site of the old town hall. It is a large red brick, two story building with a tower. The tower houses the fire siren and serves to dry fire hose. The second floor has a large hall for gatherings and city clerk's room. The south side of the first floor houses the police department and the north side, the fire department. The jail is in the rear part of the building. During the spring of 1935, a large garage to house the fire-fighting equipment, trucks, etc., was erected to the north side. While the building reflects the architectural style of its building period, it yet is a substantial structure and should serve the community for many years.

The Clinton Dam. Since time immemorial, people have diverted water by dams or used water so impounded to do their work. The Pharaos of old built dams and to this day those rulers are known for the building thereof. Our presidents today have their names perpetuated by huge dams financed by the public treasury.

The Clinton Dam served the lowly purpose of operating the muley saws of the lumber mill and later on turned the stones of the flouring mill.

As nearly as can be determined, the first dam across the Pigeon River was erected in 1857. If we can judge by the old logging dams still holding together their rotting structure, the Clinton dam was made of log built, stone filled, cribs.

The dam served the dual purpose of impounding the waters of the Pigeon as well as a viaduct. The banks of the river at the ford

were so steep that they could be scaled with difficulty, but the dam, having raised the causeway, leveled the road bed so that it could be more easily traversed.

To haul logs, stone and clay for the building of the mill dam, oxen were used. While the construction of this dam was in progress, Grims, an old ox that had faithfully given his service to help build pioneer Clintonville as well as the first mill dam, died. Old Grims, sick a long time with hollowhorn disease, yet continued to work to the end. The carcass of the old ox was buried beneath the stone and dirt of the dam and undoubtedly lies there today, unless washed away by later floods. Grims, the old ox, so inspired the lyric muse of Chet Bennett that he broke out in doggeral verse, a stanza of which runs thus:

> Old Grims is dead,
> That good old ox,
> And buried under ground.
> He made his will
> To build the mill
> With his old carcass poor.

Notwithstanding the death of Grims, the mill dam was completed and the saw mill likewise. Henceforth, sawed lumber, instead of logs, floated in cribs down the Pigeon and Embarrass to New London and Oshkosh.

The first Clinton dam was swept away by the flood waters of 1872. Rains, during the summer of this year, were so excessive, that the dam could not withstand the pressure.

This dam was replaced with another of similar construction during the same year. Undoubtedly, the logs forming the cribs were bolted together a bit more stoutly with more lavish use of iron than the first one. In 1881, this dam was again swept out by flood waters "which swept the dam clear from one side of the bank to the other." The dam, together with the bridge which the same flood destroyed, was rebuilt the same summer.

In 1912, another flood brought on by rains, washed out the dams of Marion and Buckbee and when the crest of the flood struck Clintonville dam, it also went out with a slow heaving and rending of timbers. To prevent further damage by the waters, the stone bridge across the Pigeon below the dam was dynamited out.
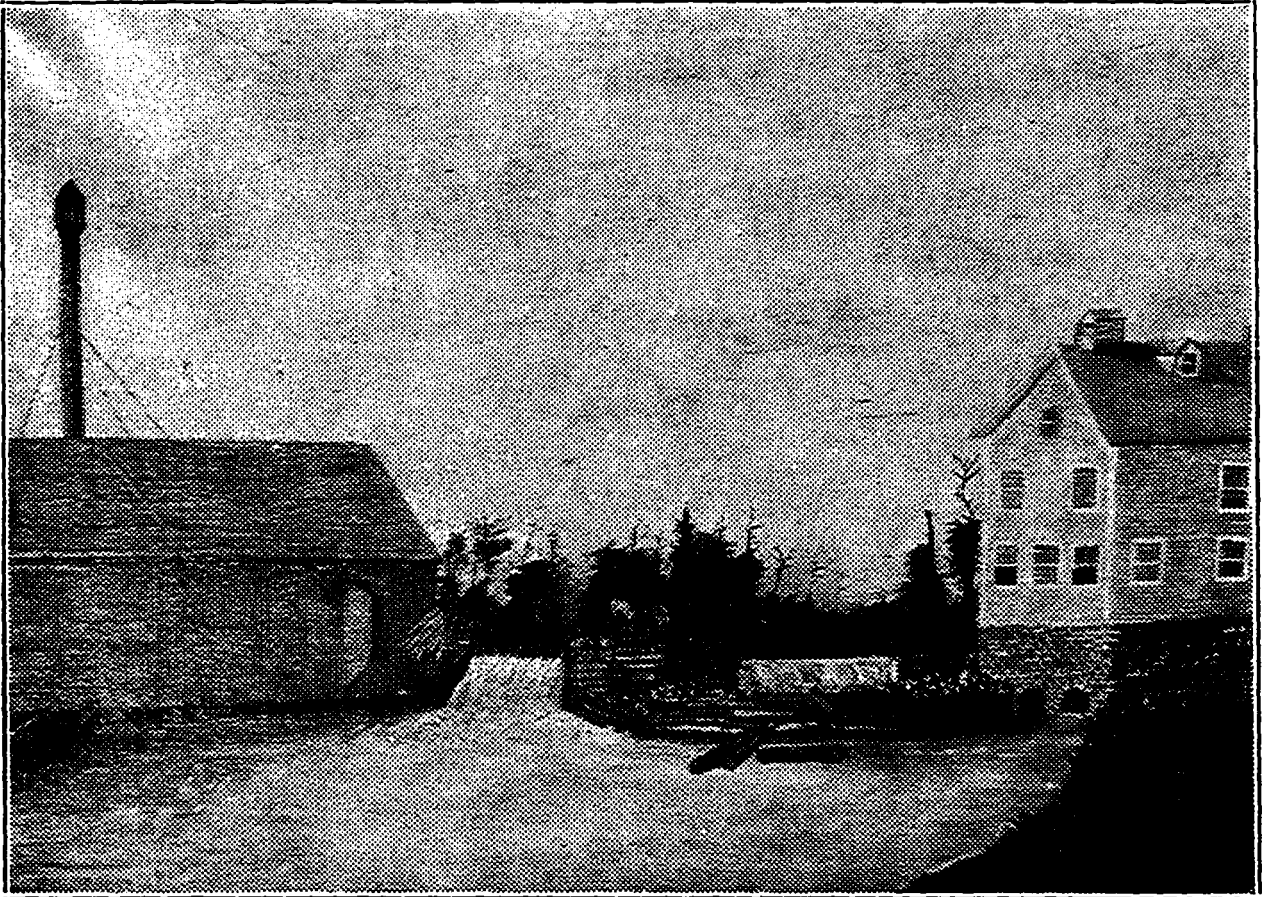
THE FIRST MILL-DAM
Built in 1857, by Norman Clinton and Son, Urial P. To the Left: Second Saw-Mill,
Built in 1867, by U. P. Clinton & Giles Doty. To the Right: First Grist-Mill,
Built in 1872, by U. P. Clinton & Henry Stacy.

The dam was again rebuilt during 1912. However, instead of logs and stones and earthfill, concrete, well bedded and footed, was used and offers to be a structure that no ordinary flood will sweep before it.

Before the dam was rebuilt, Dave J. Rohrer had made this proposition to the city council: to install concrete abutments for a public bridge across the dam and thus connect North and South Clinton Avenues. This new bridge was to replace the old private plank bridge which had also been swept away by the flood. The conditions were that the citizens built the super structure of steel. The

City Fathers declined this proposition, fearing it might draw business away from Main Street.

The Clintonville dam is the one structure in Clintonville that interests the historian. It carries the mind back to the first ford, the rapids, the early days, the sawmill and logging days, the grist mill. And to the writer's mind, it is the most fitting monument to the Clintons of Clintonville.

Hotels and Taverns. Many hostelries have become famous for their cuisines, the outstanding rank of their guests or because they were the sene of some far-reaching event. While the Clintonville taverns and hotels can lay claim to no such fame, they did, however, show that the settlement, from its beginning, always provided hospitality for its visitors.

Already in 1855, Clintonville boasted of a tavern. It was built by Merritt Lyon after his return to Pigeon from Hortonville. It is true that the structure was only the merest shelter from the elements. However, it was a stopping place and rendezvous. The 20 ft. by 30 ft. tavern stood on what is now South Main Street, several rods north from present Seventh Street. The floors and partitions were made of puncheons, that is, logs split and hewn smooth with an adze or broadaxe. Puncheons were also used for doors and windows. The guests had to furnish their own bedclothes and sleep on the floor. They also had to furnish their own provisions; but the use of the kitchen stove to prepare a meal was readily granted. A few months later, this tavern was purchased by Chet Bennett who, thereupon, made a trip to Hortonville to purchase lumber for doors, floors and partitions; and real glass for windows did he bring along. The tavern was thereby quite modernized for Clintonville.

About the year 1857, Urial P. Clinton also built a log tavern measuring 20 ft by 24 ft. with a second story. It stood on what is now Eleventh Street about two hundred feet from present Main Street. The second floor was entirely open, not yet having been partitioned off into rooms. In 1866, Mr. Clinton sold the log hotel to N. B. Carter. Soon after this transfer, it passed into the ownership of Fred Ward and his son-in-law, Rufus Way, whereupon,

Stacy and Clinton built a new hotel, called the Larrabee House, directly west of the old Clinton Tavern, or, on the present north east corner of Eleventh Street and Main. In its heyday, it was the most modern in this part of the State. In 1885 it was acquired by T. Behling of Appleton, who operated it for many years. He in turn sold it to the Madel Brothers, Frank and Mark, and Alex Stewart. In 1920 is was purchased by A. G. Main. Under his ownership, it was almost completely destroyed by fire. After the fire, Mr. Main moved the building to its present site on Eleventh Street, opposite Central Park, remodeled it extensively and added a third story. Mr. Main sold the hotel to E. G. Van Heuklom who is the proprietor at the present time.

The Main Hotel, standing near the freight depot, was built in 1878. It was then known as the Bernard Schemmer Hotel.

The Lade House was built during the late 80's or early 90's, on the south end of Main Street. In 1913, August Matucsszczak bought the building and converted it into a garage.

The Wisconsin House, on South Main Street, was for many years a popular hotel. About 1895, a brick addition was added to the structure. Mrs. Eva Van Patten is the present owner and proprietor.

In 1916, William Helms purchased the ruins of the old steam laundry on West Twelfth Street in the first block from South Main Street. He remodeled the building, put an addition thereto and since that time it has served as a hotel and boarding house. Howard Bovee is the present proprietor of the hotel.

The Columbia Hotel was built by John Frieder on South Main Street in 1905. G. A. Wurl, the present proprietor, purchased the hotel in 1914.

Justly ranking among the most modern in the State, is the Marson Hotel on North Main Street. It was built in 1927–28. The plans were drawn by Oppenheimmer and Obel of Green Bay and erected by the Lemke-Sengstock Construction Company of Clintonville. The building has forty guest rooms. Its cost was $120,000.00. $30,000.00 was spent on furnishings. The hostelry was formally opened June 10, 1928. Mr. Roger Marson is the proprietor.

While undoubtedly in times past there were many boarding houses that catered to mill hands, they were of such inconsequence that the memory of them failed to survive their alteration or final ruin.
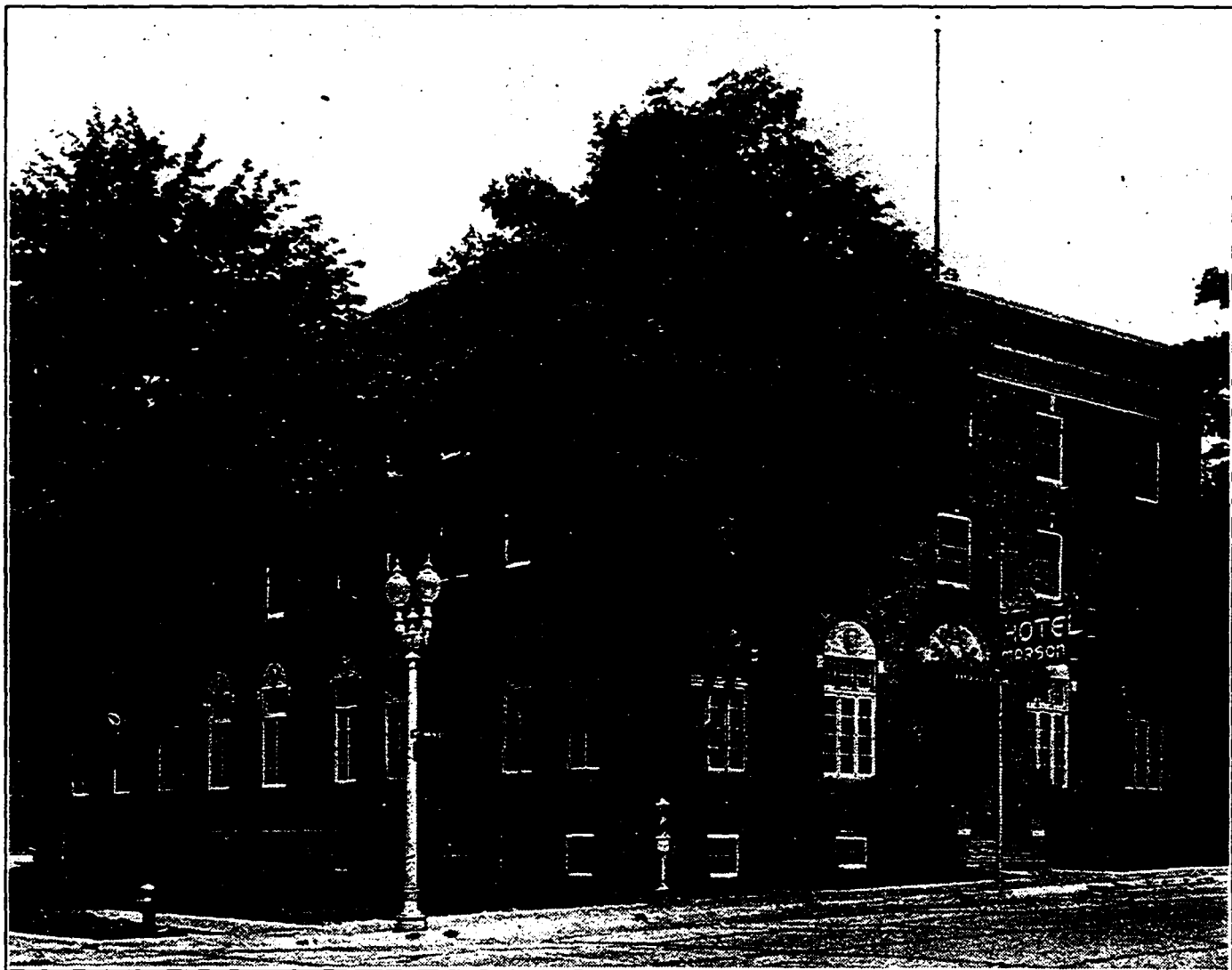
THE MARSON HOTEL

Building of the First Saw Mill. During the first years, Norman Clinton and his sons were engaged in cutting and marketing logs from the thirty-five forties of land they had acquired. The logs were floated down the Pigeon River into the Embarrass and thence to New London, to be sawed into lumber. It was not until 1857 that Norman Clinton and his eldest son, Urial P. Clinton built the first saw mill. The mill was erected on what is now the site of the present D. J. Rohrer saw mill. The machinery was brought up the river on scows.

This mill was destroyed by arson in 1861. The story is told that once when a raft of shingles was being floated to market, two young men, one named Johnson and the other, Charles Brackett, who usually loitered about the Embarass River hunting and trapping, helped themselves to a goodly number of shingles. They later floated these down river to New London and were just on the point of selling them when one of the hired men of Clinton's recognized the shingles and stopped the sale.

Upon his return to Clintonville he reported the affair to the Clintons; whereupon, one of them went to New London and had the young men arrested. The Johnson boy's mother, a widow, sold two cows to free her son, while the other young man had to serve time.

In a spirit of revenge, Mrs. Johnson during one night poured kerosene around the saw mill and set it afire. The mill was completely destroyed, but the mill-dam and the lumber were saved. Mrs. Johnson was apprehended by Chet Bennett and convicted of arson. She was sentenced to State Prison, where she also died.

Early Industries. The earliest settlers were loggers and sent the products of the forests to Oshkosh to be sawed into lumber. However, when Clintonville loggers had some money at their disposal, saw mills were erected at home because there was more money in finished lumber than in raw logs, also because of the smaller cut which could no longer be floated down to the Oshkosh mills economically. Custom sawing now also was done for the scattered settlers who had second grade logs or second growth timber.

The William and Fred Pribnow Saw Mill. The Pribnow saw mill, owned by William and Fred Pribnow, two brothers, was one of the earlier saw mills of Clintonville. It was located about one-half block east from South Main Street, midway between the railroad tracks and what is now East Third Street. It was destroyed by fire, it is thought in 1887.

The Clinton-Wall Saw Mill. William H. Clinton, son of Urial P. Clinton, and T. R. Wall operated a saw planing mill for some time on what is East Second Street. It was situated on the north side of the street and about one and one-half blocks east of South Main

Street. The mill was eventually turned into a shingle mill. It was dismantled in the early 90's.

The Power Street Saw Mill. In 1885, a group of men formed a company, built and operated a saw mill north of the railroad tracks on what is now Power Street. After operating for only a few years, the structure was destroyed by fire. It was never rebuilt.

Shingle Mill. M. L. Munsert, F. M. Guernsey and N. B. Carter operated a shingle mill in Clintonville in the early 90's. It was located a little more than a block from South Main Street between the railroad tracks and Fourth Street. After operating about ten years the machinery was dismantled and moved to Carter and Wabeno.

Torrey Cedar Company. The Torrey Cedar Company was organized in 1885, by L. Z. Torrey and Thomas R. Wall. The office and yard are located on East Third Street about a block from South Main Street. During the first year, the company dealt exclusively in railroad ties. The second year it began to market fence posts, and all other kinds of poles in addition to the railroad ties.

However, since 1924, the company has ceased operations. It, however, still has holdings of about 6,000 acres of virgin cedar, spruce, and hemlock timber lands in northern Wisconsin and Upper Michigan. Thomas Robert Wall, G. H. Wall and Mrs. Marion Davis Wall, all of Oshkosh, exclusively hold the stock of the Torrey Cedar Company.

The Kratz Brothers' Lumber Yard. The Kratz Brothers, S. H. Kratz and W. T. Kratz, discontinued their lumber business at Waupaca in 1928 and moved to Clintonville. They bought a number of lots between East Third Street and the railroad tracks within the first block from South Main Street, erected suitable buildings and sheds to house their lumber and building materials. The yard is called the Service Lumber Yard.

The D. J. Rohrer Lumber Company. The beginnings of the Rohrer Lumber Company are to be found in 1857 when Norman Clinton and his eldest son Urial P. built the first saw mill at Clintonville. The Clinton Saw Mill stood where the present Rohrer

Saw Mill stands, that is about a block west from South Main Street on the south bank of the Pigeon River. The Clinton Saw Mill was maliciously destroyed by a Mrs. Johnson, a widow who one night poured kerosene about the mill and ignited it. The mill burned but the mill dam and the yards were saved. (For a more detailed account of this, see preceding chapter.)
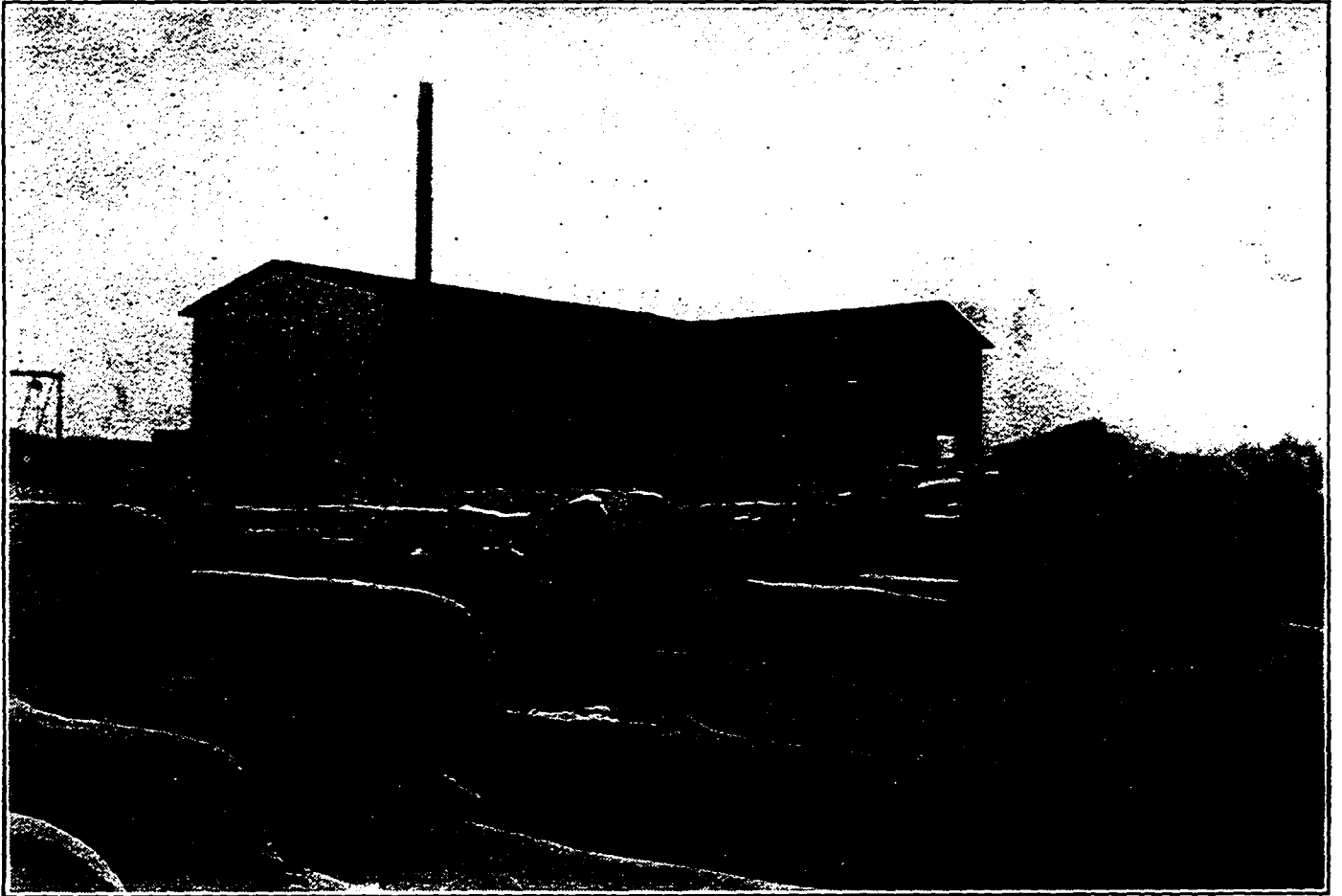
THE ROHRER SAW AND SHINGLE MILL
Built in 1886, by Leonard Rohrer.

Shortly after the Civil War, there came to Clintonville Giles Doty formerly a plantation owner of Virginia, who it was said, was a high-ranking officer in the Confederate Army. His slave holdings were in excess of $75,000.00, and his land holdings in proportion. What he could salvage he did and moved to Clintonville where he met Urial P. Clinton and in company with him rebuilt the Clinton Saw Mill in 1867.

A few years later, in 1872, Giles Doty sold his interest in the mill to William Henry Stacy for $6,000.00, who moved to Clintonville

from Embarrass. A few years later the mill passed into the owner-ship of P. V. Lawson.

In 1882, Leonhard Rohrer of Menasha bought the mill from P. V. Lawson. Mr. Rohrer was versed in the manufacture and finishing of lumber, for at Menasha he, with John Schneider, owned and operated a sash and door factory. Leonard Rohrer traded the half

THE ROHRER SAW MILL
Owned by the D. J. Rohrer Lumber Company, May, 1937.

interest he owned in the Rohrer-Schneider mill at Menasha, two brick houses and other property for the Clinton saw mill then owned by P. V. Lawson.

In 1886, Leonard Rohrer built a large frame building 200 or more feet west of the saw mill about midway between the Pigeon River and Tenth Street. This building was shaped like an L, the wing running east and west, measuring 30 ft. by 100 ft., was equipped with some of the machinery from the old saw mill with the addition of new machinery and was used as a saw mill. The

wing running north and south, measuring 40 ft. by 80 ft., was intended for a furniture factory. However, because the city fathers declined Mr. Rohrer's petition that to aid him in this enterprise, it be exempted from taxation for a period of five years, the furniture factory never became a reality.

This latter wing was operated later by Leonard Rohrer and his son Leonard O. Rohrer as a shingle mill. When in the early 90's Leonard O. Rohrer came into sole possession of the single mill he added a grist mill unit. Some of the machinery and the mill stone were purchased from the old Krueger-Lochman Grist Mill of Neenah, Wisconsin. This stone, one of the present attractions of Central Park, is reputed to be over a hundred years old.

When Leonard O. Rohrer had operated the grist and shingle mill for more than twenty-five years it became unprofitable, due to lack of business, the building was taken over by David J. Rohrer, a brother of Leonard O. Rohrer. To escape taxes, for the building was now useless, it was torn down and the lumber and machinery salvaged. Part of the foundation of this mill stands to this day. The boilers may still be seen on the site. The boilers were constructed of plates of such size that but two seams were needed to fabricate them. They were made by the Erie City Iron Works of Erie, Pennsylvania.

In about 1913, the saw mill was removed by Dave J. Rohrer to the first mill site, or the original site of the Clinton Mill, and where it stands today. It is now the property of the D. J. Rohrer Lumber Company.

The Wisconsin Building Material Company. In 1916, The Wisconsin Building Material Company, whose Main office is located at Schofield, Wisconsin, began business at Clintonville. They purchased a lease of a parcel of land, with the option of buying it after ten years, lying on the north side of the first and second block of Fourth Street, from George J. Huhn. After operating for nine years, the company sold the business and lease to D. J. Rohrer Lumber Company who also purchased the leased land from Mr. Huhn. These lumber yards were then called D. J. Rohrer Lumber Company, South Yards.

In 1929, the D. J. Rohrer Lumber Company purchased from the Retail Lumber and Supply Company of Shawano, Wisconsin, the lumber yards at Embarrass, Wisconsin, which is now conducted as a branch yard of the D. J. Rohrer Company.

Grist Mills. Grist mills were a prime importance to the early farmers. And no matter where located, soon the farmers found a

THE LAWSON GRIST MILL
Formerly the Lawson and Shaver Mill and Prior to that the Clinton and Stacy Grist Mill and the Third Dam. (Picture Shortly Before the Flood of About 1912.)

road thereto; for a grist mill obviated the tedious chore of toting flour and ground feed many miles, most usually by man power. So, whoever built a grist mill in a new country would be sure of having work to do.

The Clinton-Stacy Grist Mill. The first grist mill at Clintonville was built by Urial P. Clinton and William Henry Stacy in the early 70's. It was erected on the north bank of the Pigeon river, directly across from the Clinton Saw Mill. The mill was later sold to Lawson and Shaver. It was destroyed by fire in the early 90's. Mr.

Lawson had obtained sole ownership of the property either before or shortly after the fire. Lawson not being inclined to rebuild the grist mill, a company was formed, known as the "Clintonville Mill and Improvement Company," which purchased the old mill site from Lawson and his two-thirds share of the water power. David J. Rohrer owned one-third of the water power. The grist mill was rebuilt, this time of brick and more substantially, and was equipped with a hundred barrel capacity flour roller, then but newly invented and patented. The mill was soon ready for operation. In August of 1912 it was again destroyed by fire, never again to be rebuilt.

The W. H. Stacy Grist Mill. In 1884, W. H. Stacy built a grist mill measuring 40 ft. by 40 ft. and 30 ft. to the eaves high, on South Main Street between Fourth Street and the railroad tracks. The building was destroyed by fire December 27, 1895, and was never rebuilt. The site has for a long time been occupied by the cheese house of the C. A. Strauble Co. of Green Bay, Wisconsin.

The Rohrer Grist Mill. The 40 ft. by 80 ft. north and south wing of the Leonard Rohrer Saw Mill, at one time intended for a furniture factory and later used as a shingle mill, was used in part after about 1895 for a grist mill. Operating until about 1918 when the business proved unprofitable it was discontinued. The building was dismantled by the D. J. Rohrer Company shortly thereafter.

The Dairy Products Company. In the fall of 1922, Otto R. Schwantes purchased the old Tribune Building located on the north side of 11th Street about a block off Main Street. The building is frame measuring approximately 30 ft. by 70 ft. Mr. Schwantes is sole owner. The Dairy Products Company engages in the pasteurization of milk, the manufacture and sale of butter, cheese and ice cream.

The Clintonville Pickle Factory. In 1913 a number of local citizens organized and bought stock in a Pickling Company. It erected a large, one story frame building with basement for its work. The company contracted with local farmers for pickles and kraut which it then processed for sale.

THE CLINTONVILLE PICKLE FACTORY

In 1934, five individuals purchased all outstanding stock and thereby acquired the ownership of the building, business and good will. The company engages only in the manufacture of pickles at the present time. In the spring of 1936, the Flanagan Brothers of Bear Creek purchased the Clintonville Pickle Factory.

The Clintonville Canning Company. A. C. Weber, Albert Trathen and King Weeman of Shawano formed a corporation known as the Clintonville Canning Company and proceeded to erect a building for its purpose. Its building consists of a large, one

THE CLINTONVILLE CANNING FACTORY

story brick building used as a warehouse, and an L shaped one story, frame building housing the processing machinery. In 1929 a substantial addition was made to the warehouse. The building stands to the right off 7th Street across the Chicago and Northwestern Railroad tracks of the Shawano Branch. The canning of corn and beans is its business.

The Dairy Industry. The early settlers who came to Clintonville to farm brought with them their cattle. These cattle at first played but a small part in the rural economy. Slaughtered, they were sold as beef to the nearby lumber camps or kept for home use. Also, the milk from the cows was but for home consumption. Any excess was made into butter, and bartered for groceries at the local stores. Not much attention was paid to the milk production of cows, which were milked haphazardly and for only a part of the year. For cash, the farmer depended on grain and such cash as he could earn working in the nearby lumber camps of mills.

As time went on, because wheat production dwindled to an unprofitable yield and lumber camps moved to virgin timber stands, the farmer cast about for other sources of income to meet the rising cost of living and taxes. The new source of income was one that lay at hand but so long neglected — the milch cow.

Early American settlers brought with them from the mother country the knowledge of the manufacture of English Chedder cheese, a cheese that was named after the small English village of Chedder. American cheese is a slight modification of this cheese. At first, the cheese was made in homes of the settlers, and marketed locally. As time went on, however, a "factory" was established, and nearby farmers sold their milk to this factory. From the east, the factory system spread into Wisconsin.

In the late 70's, a cheese maker named Hamilton opened the first cheese factory in the Clintonville area. His factory was located about a mile and a half north of the present city limits on what is now State Highway No. 22. It stood on the east side of the road, on the south bank of a little stream that flows into the Embarrass River. The land on which this factory stood is now owned by William

Rosnow. After operating, after a fashion, for a few years, the enterprise was abandoned because farmers were slow to change traditional methods. The building was closed and later dismantled.

A second start — this time successful — was made by Robert C. Metzner, in the early 80's. He acquired, by foreclosure, the farm of Giles Doty which was a tract of land on North Main Street, north of and including the present Otto C. Eberhardt homestead as far

ROBERT C. METZNER'S CHEESE FACTORY
IN THE EARLY 80's

as the present city limits; to the east, the farm extended beyond the city limits. On this land, Giles Doty had erected a number of outbuildings, among which there was a combination barn and granary. This building Mr. Metzner acquired with the land. The building still stands back of the Frank Bucholtz old frame residence and is now owned by him.

After acquiring the property, Mr. Bucholtz had a basement constructed under this building. The granary part (first floor) of this structure Robert C. Metzner remodeled into a cheese factory. He, thereupon, engaged William Yohn, an expert cheese-maker, from Plymouth, Wisconsin, then the heart of the Wisconsin dairy industry.

The building of a cheese factory was Mr. Metzner's least work, for he now had to educate the farmers to new farm practices. Patiently, one farmer after another was induced to gear his farm

to dairy tempo. Other farmers beyond the scope of his factory adopted the idea and, as units were organized, cheese factories were built throughout Waupaca County. Today, a world-famous cheese maker operates a factory about twelve miles southwest of Clintonville on State Highway No. 22. Many are the trophies he has acquired by the excellence of his products.

It was the practice of the early cheese makers to run the whey drained from the milk curds into a outside vat from which the patrons would pump it to take home for use as an essential part of hog rations. Valuable fats and salts were thereby lost. However, a method of extracting the fats was discovered. Peter Zehren, a cheese-maker at Buckbee, a village southeast of Marion, was the first in Waupaca County to skim whey and make butter from whey cream, thereby adding to the farmers' cash income.

In 1924, the Dairyman's Gazette, with fine foresight, began to agitate for tuberculin tests for dairy cattle. Due to this propaganda, Waupaca herds were the first in the State of Wisconsin to be certified clean.

Health officers in various communities also began to demand as a condition of sale of milk that producing herds be clean. In 1925, Dr. A. Bundeson, health officer of Chicago, prescribed that dairy products marketed in Chicago and produced in the Chicago milk shed come from clean herds. This order was to go into effect April 1, 1926, the intervening time being given herdsmen for opportunity to cull their herds. The Bundeson order was directly responsible for the coming to Clintonville of John Winkler, Robert, his brother, and Edward Schultz. These men, with Gust Laabs, owned and operated the Merton Dairy Products Company of Merton, Wisconsin. Their plant was in the Chicago milk shed. They foresaw that farmers could not or would not meet the conditions laid down by Dr. Bundeson quickly enough to continue the use of their market. Accordingly, the men sold their interests in the Merton plant, and John Winkler, Robert Winkler and Edward Schultz came to Clintonville because here they would find clean herds and, therefore, an immediate market for dairy products in Chicago.

The three men, upon their arrival at Clintonville, persuaded Max Stieg, Herman Rindt and David J. Rohrer, to form a dairy products company. The six men did form such a company and purchased the buildings of the Silent Washer Company, standing at the foot of Sixth Street. The price paid for the buildings and lots was $4,000.00. The new company was named The Clintonville Milk Company. In the fall of the same year, an addition was made to the original buildings. On July 1, 1928, the south wing was destroyed by fire

THE BORDEN MILK PLANT

with an estimated loss of $95,000.00. Because it was completely protected by insurance, the wing was immediately rebuilt. The company's original investment was $136,000.00.

The two Winkler brothers originally came from Switzerland; John, in 1892 and Robert, his brother, in 1896. John, after working on a farm for a year, learned cheese making. From 1898 to 1912, he made butter and American, Brick, Limburger and Swiss cheese. In 1912, the Winkler brothers, with Gust Laabs and Edward Schultz organized the aforementioned Merton Dairy Products Company which produced and marketed cream and powdered milk.

October 1, 1928, the Clintonville Milk Company sold out to the Borden Milk Company. The sale was made by transfer of stock.

John Winkler who had been President of the Clintonville Milk Company was retained as manager of the now Borden-owned plant.

The Borden Company continued the manufacture of powdered milk which found a general market; their cream during the years 1932 and 1933 was shipped largely to New Jersey. A carload of 200 40-quart cans was shipped every second day. Since 1933, the Chicago market has again absorbed the Borden produce.

An all-time, high-mark, one-day, milk receipt of 162,000 pounds was established at the local plant in 1926. At present, 112,000 is the average daily receipt. The large receipt is-for the most part due to the premium of forty cents paid above the normal market by the Borden Company. The premium is paid because of the high grade of milk produced by the farmers of Clintonville.

The Utility Supply Company. In the spring of 1920, the Four Wheel Drive Auto Company of Clintonville purchased the Menominee Motor Truck Co. of Menominee, Michigan, and transferred the factory to Clintonville. To house the machinery, it built at the end of East 12th Street, a brick building measuring 100 ft. by 180 ft. with a saw tooth type roof. Upon completion of the building during the summer of 1920, the machinery and stock were installed. The company then assumed the name of the Menominee Motor Truck Company of Wisconsin.

The company produced five models of trucks ranging from one to five tons capacity. All were equipped with the conventional rear drive.

In 1929, the name of the Menominee Motor Truck Company was changed to the Utility Supply Company and the manufacture of trucks discontinued. The factory still is manufacturing various kinds of derricks, trailers, winches, power-take-offs and tools.

The Topp-Stewart Tractor Company. Mr. Dave Stewart of Antigo, Wisconsin, invented in 1915 a four-wheel drive tractor. After manufacturing a tractor and obtaining a patent thereon, he interested some Clintonville people in his new invention. Accordingly a company was formed which erected a manufacturing plant 66 ft. by 198
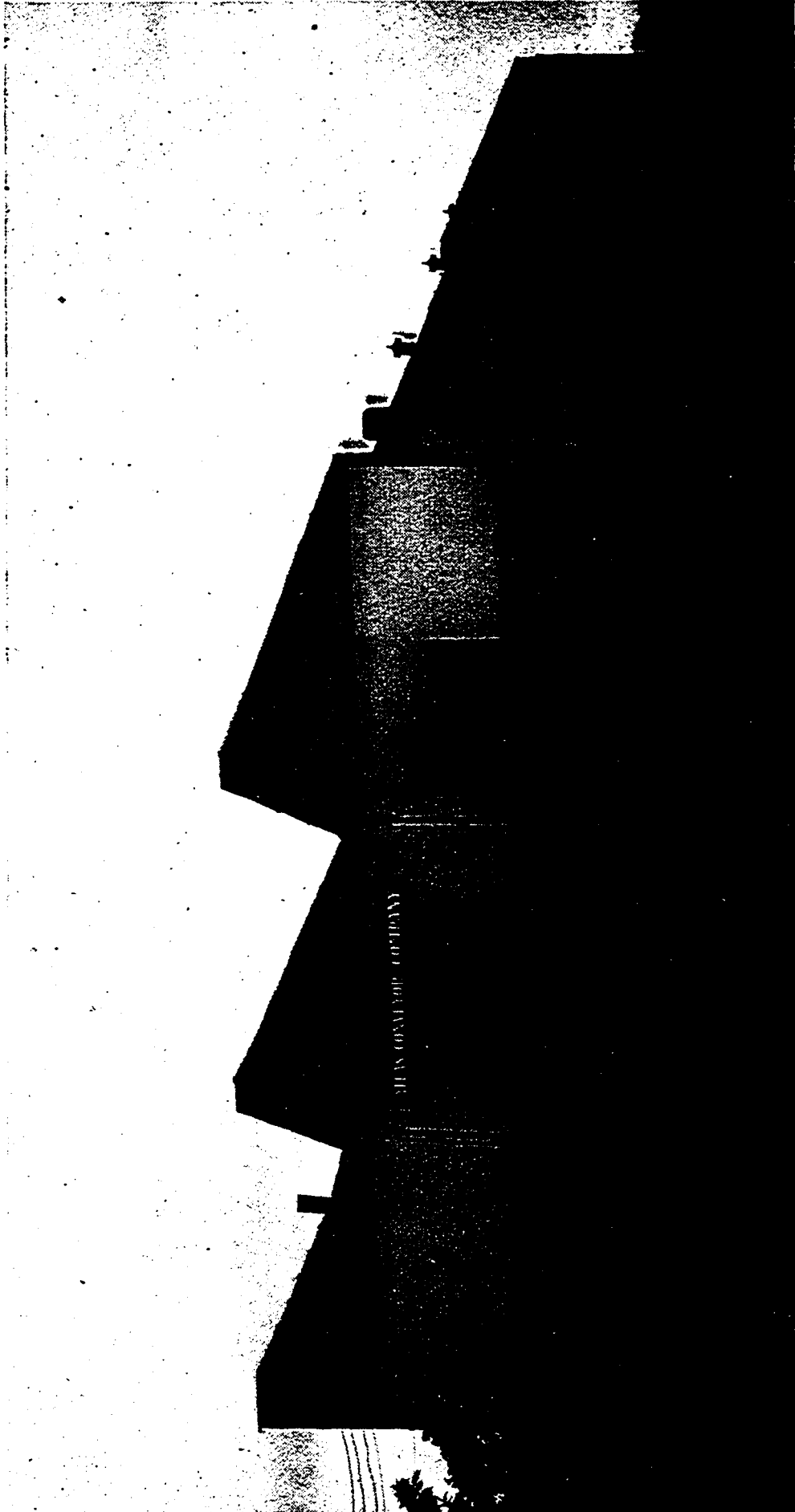
THE ATLAS CONVEYOR FACTORY

ft. at the extreme east end of 15th Street. The new industry was launched under the title of "The Topp-Stewart Tractor Company."

The company had fair success in the manufacture and sale of the tractor. However, because of financial pressure, the company sold out in 1928 to the Atlas Engineering Company of Milwaukee, Wisconsin. The Atlas Engineering Company operated only a few years when in 1931 it was forced into receivership.

Atlas Conveyor Company. In 1932, David J. Rohrer purchased the assets of the Atlas Engineering Company and founded a company known as the "Atlas Conveyor Company." The company was incorporated under the laws of the State of Wisconsin. It manufactures rotary snow plows, conveyors designed for moving coal, sand, gravel, etc. The office personnel consists of David J. Rohrer, President; Clerence W. Zachow, Vice-President, Treasurer and Manager, and William C. Schumacher, Secretary and Superintendent.

The building, which is of brick and fireproof construction, 66 ft. by 198 ft., is situated on a seven-acre plat, on the extreme east end of Fifteenth Street. The Atlas Conveyor Company, on October 5, 1936, purchased this entire property from the Topp-Stewart Company. The company is operating on a sound financial basis and has good prospects for future growth.

The Patterson Manufacturing Company. Mr. T. A. Patterson invented a speedometer drive unit to be used on the Model T Ford. Accordingly, early in 1925, the Patterson Manufacturing Company was organized. The company rented space for its machinery in the Topp-Stewart Building at the foot of 15th Street.

In the fall of 1926, it purchased a brick building on the southwest corner of South Main and 3rd Streets, heretofore used as a grocery store and measuring 30 ft. by 90 ft. and moved its machinery into it. In 1927, the market for its speedometer was lost because Ford discontinued the manufacture of his Model T due to competition with the Chevrolet Motor Company.

In 1927 a brake tester, perfected by T. A. Patterson, was put on the market by the company. The machine was to test the adjustment of brakes on automobiles equipped with four wheel brakes.

However there was a market for the tester for but two years. The Company continues to work, but on a smaller scale, manufacturing and repairing various devices.

The Utility Tool &Body Company. In July, 1936, The Utility Tool and Body Company, owned and operated by Arthur Giersbach, William Legge and Max Schroeder, moved to Clintonville. Originally the company operated at Oshkosh, Wisconsin. The busi-
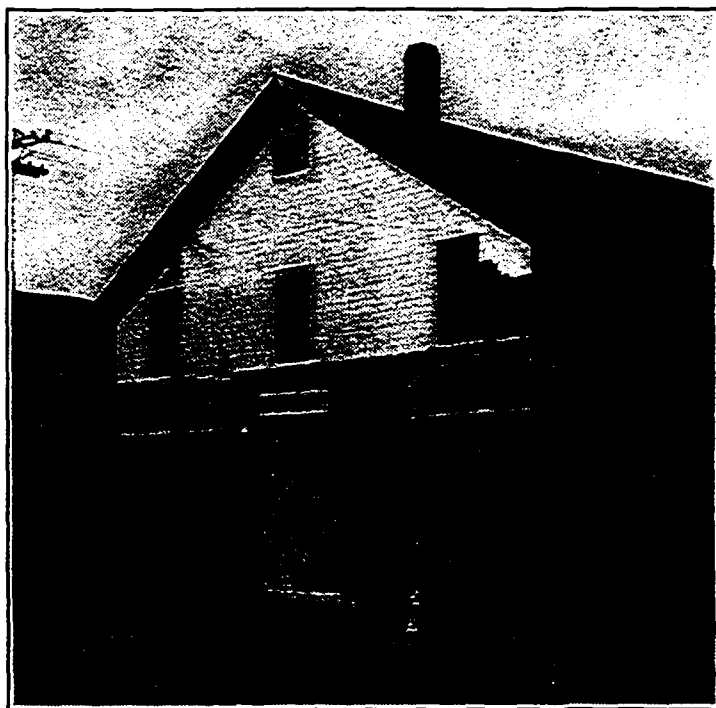
THE UTILITY TOOL AND BODY FACTORY

ness is housed in a large two-story frame building owned by Richard Milbauer on Eleventh Street next to the Folkman Building. Among other things, the plant manufactures gas tanks, stokers, oil clarifiers, small service truck bodies and general sheet metal work.

Bridge. The old tote road running from New London to the camp of the Matteson Brothers on the Embarrass River and to Shawano, crossed the Pigeon River at a shallows or rapids running where the dam now is. The banks of the river were steep, but the immediate approaches to the river, however, were overgrown with reeds and rushes.

Because the ground a block down the river from the dam offered an easier gradient for the road, a log bridge was constructed approxi-

mately where Main Street now crosses the Pigeon River. This bridge was swept out with the dam in the flood water of 1872.

The bridge was immediately rebuilt. It was an ordinary wooden bridge with timbers flung across the river after approaches had been built with wooden piles forming a retaining wall, the intervening walls of which were then filled with logs, stones and debris. A
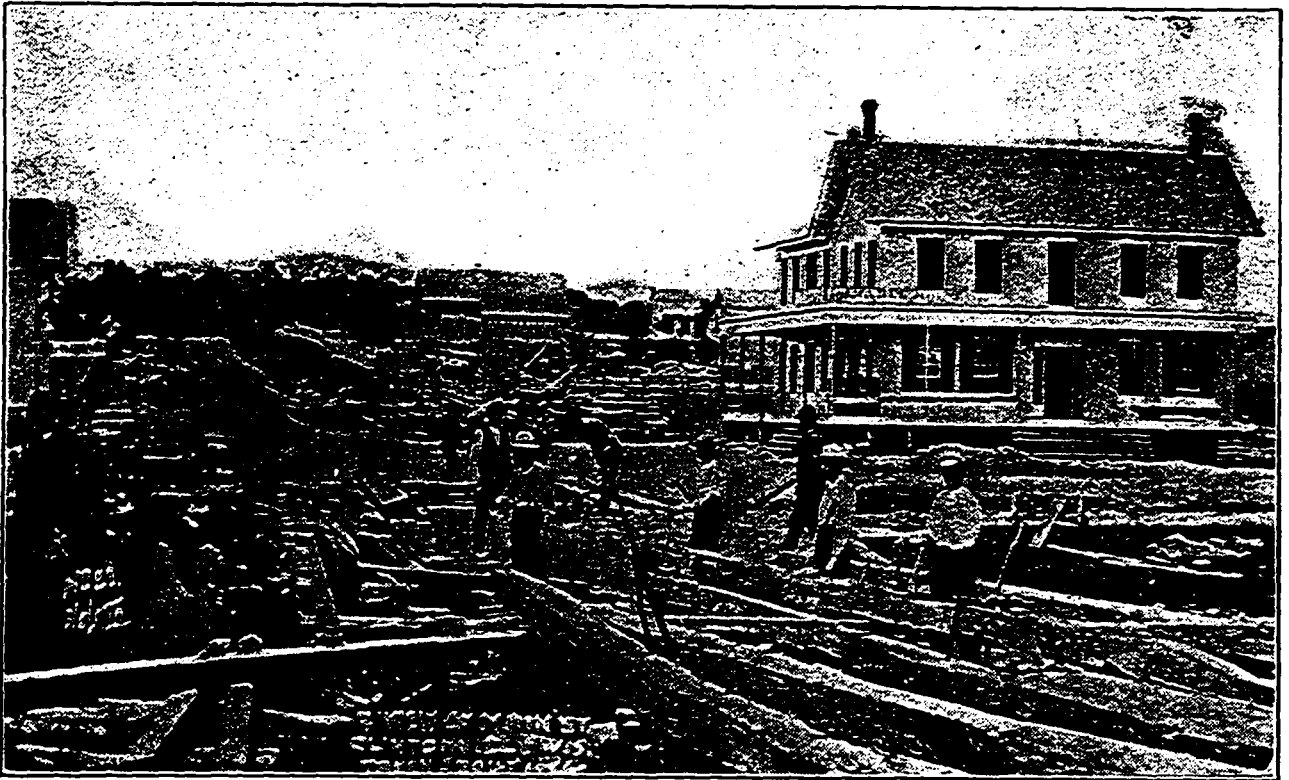
CONSTRUCTING THE FIRST PERMANENT MAIN STREET BRIDGE IN THE
EARLY OR MIDDLE 70's
To the right the Ward Hotel, originally the U. P. Clinton Hotel, started in about 1857.

wooden rail served as guard. "This bridge broke down once," says Merritt Lyons, "when a four team wagon of Upham and Russell crossed it. It was immediately repaired."

However, the flood of 1881 swept this bridge away. The job of building a new one was let to one of the bridgebuilders who had worked for the railroad as it was built to Clintonville in 1878. He made use of the trestle construction, common to the wooden bridges then used by the railroads. The compression members, three in number, formed an angle to each other, these being joined with three iron tie rods to the tension member that paralleled the surface of the bridge bed. These trestles, one on each side of the road bed and one in the center of the bridge, formed the sustaining members and

rested on piers built on each river bank. No doubt, the older filled-in approaches were further heightened with rubble, logs and earth fill.

This bridge served the traveling public until the early 90's, when it was replaced by a double stone arched bridge built by Charles Doty and Frank Guernsey.

This bridge was used until the flood of 1912 or 1913 which swept out the Marion and Buckbee dams as also the Clintonville dam. The bridge, even though of stone, could not resist the water pressure because floating debris shut the arches. Dynamite was used to destroy the bridge to release the pent up waters which then went out with a roar, tearing with it the footings of the bridge.

Upon the subsidence of the water, plans were immediately drawn and work begun to erect the re-enforced concrete bridge that now spans the Pigeon River at Clintonville Main Street.

Blacksmith Shops. Blacksmith shops, at all times, were an integral unit in the economy of lumber camps. So, where a camp was located there also a smith was to be found. These smiths had of necessity to be master artisans, for, far from supplies, they had to fashion and repair the tools of a new industry. Through the ingenuity of unknown smiths in forgotten shops were the first models of the logger's tools, such as the canthook, the barker, the "dog," fashioned; whose value was exploited not by the inventor but by some acquisitive observer.

To these camp shops came also the first settlers to have a broken chain link repaired, or the steel bit of an iron ax sharpened, their oxen or horses shod.

The first independent shop in the region about present Clintonville stood about one and one-half miles north on the Shawano Road — the present State Highway Number 22 — on the east side of the road on what is now the William Rosnow, Jr., farm.

As Clintonville grew into a village and, later into a city, more blacksmith shops of necessity came into existence. During the era immediately preceding the automobile, six shops were required to serve the city and its surrounding territory. A man by the name of Teskie for some time was the owner and smith of a shop standing

across from the city Hall. He later sold the shop to Frank Luebke, also a smith.

Ferdinand Goerlinger, in the later 80's, built and operated a shop immediately off South Main Street on the south side of 6th Street. Although Mr. Goerlinger has not been plying his trade during the past few years, the shop still stands and since the fall of 1935, has been operated by Charles Fischer.

Theodore Weiland had a shop on South Main Street in a building which was later turned into a restaurant by his son-in-law, H. J. Haskins.

William Laabs, a wagon maker by trade, owned a blacksmith shop for several years on South Main Street, midway between 9th and 10th Streets, in a building now a harness shop owned and conducted by Anton Bohr.

Jacob Besancon, one of Clintonville's early blacksmiths, conducted a shop on the corner of West Twelfth Street and North Clinton Avenue. The shop is now owned and operated by Frank Pollack.

Directly across the street from the Pollack Shop, on West Twelfth Street, stands the shop originally owned and operated by Henry Thorne. After plying his trade there for many years, Mr. Thorne sold the shop to William Splitgerber, who eventually sold it to Charles Fischer. Mr. Fischer operated the shop until the fall of 1935. This shop is still standing with its tools in place, but the doors are closed.

In the early or middle 80's, John Alft operated a blacksmith shop on South Main Street — 4th door south of 6th Street. A few years later Charles Gehrke started a blacksmith shop next door south of Alft's. In 1888, the two shops as well as five other buildings within the block were destroyed by fire. An infant of Charles Gehrke was burnt to death in the fire. Mr. Gehrke rebuilt his shop, and eventually sold it to Charles Knapp, who turned it into a harness shop. Today, the front part is used for a barber shop while the rest of the building is being used for private dwellings. The blacksmith shop of Mr. Alft was never rebuilt.

The last representatives of the time-honored called still plying their trade are Frank Pollack and Charles Fischer. Occasionally, only now, does one hear the ring of the anvil. Older people, however, will always remember with pleasure the blacksmith shop of earlier days with its busy, noisy life.

Guernsey and Doty Brick Yard. There was a brick-yard north of Clintonville, immediately out of the city limits. The place is now intersected by State Highway No. 22. The yard was started in about the middle 80's, by Frank M. Guernsey and Charles Doty. Most of the brick buildings erected at Clintonville after that, until about 1901, when it was discontinued, were manufactured at this yard. After that, Mat Alft started one on his land which was southwest by south of the city. The farm is now owned by Charles Kirchner. After operating about two years, it too was discontinued.

STEPS TOWARDS HEALTH AND SAFETY

Pioneer Physicians — Sewage Disposal Plant — Water Department — Fire Department — Telephone — Electric Light Plant.

Pioneer Physicians. Of necessity in the days of a forming settlement, pioneers were their own physicians. People kept a store of medicinal herbs and teas from which they made infusions as need arose. These with neighborly assistance, advice and nursing kept the settlers in good health in spite of the dearth of physicians who in primitive days could not find enough paying patients to make their stay among them possible.

Dr. Cutting Marsh. The first person to doctor sick people in the country contiguous to Clintonville was the Reverend Cutting Marsh. He would give medical aid to people who were too poor to pay for the services of a doctor. Whether or not the Reverend Missionary ever studied medicine, formally, is not known. Perhaps he did to a limited extent for an elementary knowledge of medicine was of paramount importance to the early missionary.

Elhanen Winchester (Chet) Bennett. In and about Clintonville it was Chet Bennett who functioned as the first physician. He administered simples and concocted herbs whose virtue he learned from books or Indian lore. To widen the field of his medical usefulness, he acquired the tools and the elementary knowledge of the dentist's profession. His ministrations were not confined to people — they included also the dumb beast.

Dr. J. W. Perry. The first man to hold the title of doctor legitimately in the Clintonville area was Dr. J. W. Perry. The Perrys were at New London already in 1854, where Edward and Robert, sons of Dr. J. W. Perry, operated a log tavern and hotel "At the

Sign of the Buckhorns." Martin Lyon, before coming to Clinton-ville, worked for Allen Perry, a carpenter and another son of Dr. Perry. Edward P. Perry was an attorney of some note in the early New London settlement. Robert was drafted during Civil War days, but jumped off the train enroute to camp and was not seen for some time thereafter.

These men, besides Stephen, were the sons of Dr. J. W. Perry. In 1856, Dr. Perry with his son Stephen came to the site of present-day Marion and purchased it, as some accounts have it, for ten dollars. Here, they built a dam and a water-driven saw mill. The place, after Dr. Perry laid out a block or two of land for residential purposes, was called Perry's Mills. The name Perry's Mills was changed to Marion by a surveyor and realtor named Frank Door, when he platted an addition to the original site.

Dr. Perry did not work at his profession with any degree of attention. He was too much occupied with his business. Only when passing through Clintonville, going to and from New London or when patients interrupted him at his work in the saw mill were the inhabitants of the Clintonville area given the services of Dr. Perry. Dr. Perry's son, Stephen L. became Marion's first post-master, mail carrier and the founder of the "Marion Advertiser."

Dr. James Everett Breed. The early physician for the most part could not find patients enough nor could the occasional patient em-burse the doctors sufficiently to enable them to live exclusively on the fruit of their labor. None illustrates this better than perhaps Dr. Breed, who to make a living, besides working at his profession, in turn operated a drug store, served as school master, as a public official, cleared land and ran a farm.

Dr. James Everett Breed was born March 28, 1823, at Adams, Jefferson County, New York State, of Rueben and Martha (Everett) Breed, old American stock. James attended school at Adams and for three years at Sacket's Harbor. Medicine he studied in Michigan and began to practice at Florence, Oneida County, New York, in 1843. In 1844, he entered the Jefferson Medical School of Phila-delphia to add to his medical knowledge.

On October 8, 1845, Dr. Breed married Catherine Marrow of Utica, New York, a young lady also of Revolutionary Yankee Stock. Dr. Breed practiced medicine in New York State until 1856 when he moved to Oshkosh, arriving there on May 22nd. August 24th that same year he moved to New London where he continued his practice, and in 1857 also opened a drug store. In 1858, he moved his family to Maple Creek, Township, Outagamie County, where he continued his medical practice and, it is said, taught school. In January, 1862, he homesteaded 120 acres of wild land in the township of Matteson, Waupaca County, near Embarrass.

In 1864, Dr. Breed enlisted for one year in the U. S. Army with the 38th Wisconsin Volunteer Infantry, Company "C." The regiment was sent to Petersburg, Va. Dr. Breed was on detached duty in the hospital at Washington, D. C. He was discharged at Washington, May, 1865.

Upon his return, Dr. Breed again took up the practice of medicine in the country about his farm which was now conducted by his sons. In 1894, he with his wife came to live at Clintonville where his wife died in 1898 and he in 1902.

Dr. Breed was a Congregationalist, being a charter member of the New London church. He served in public office in the city of New London and Maple Creek and Matteson townships. He was commander of the G. A. R. post at Embarrass and was a charter member of the Shawano Lodge F. and A. M. He was official meteorological observer for this locality for the Smithsonian Institute of Washington until he retired from the farm in 1894.

While Dr. Breed was not very active in his profession at Clintonville proper, people of the Clintonville area came to him with their medical problems because of the proximity of his residence. Dr. and Mrs. Breed lie buried in the family lot in the River Side Cemetery, Embarrass, Wisconsin.

The Doctors—Wells. In about the year 1871 there came to Clintonville the first resident doctor; two of them, Dr. John Wells and his son. They built a drug store which also contained their offices and residence on South Main Street, the second building south from

West Twelfth Street it was. Their services were required so seldom and such as was asked was so unremunerative that when in about 1873, Alexander Bucholtz came to Clintonville and in that year purchased their building, the doctors moved elsewhere. Their leaving deprived the community of the convenient physician until the coming of Doctor John Finney in 1874.

Dr. John Finney. Dr. John Finney was born the eldest of nine children in Rochester, New York State, in 1846, of Patrick Finney and Julia Donahue Finney, both from Ireland by way of Canada. In 1849, Patrick Finney moved his family to Washington County, Wisconsin, where he homesteaded land. Later, he operated a general store at Milwaukee and a hotel at De Kalb, Illinois. In 1855 he settled on a farm in Clayton County, Iowa, but in 1861, he went to Madison, Wisconsin, where in August of that same year, he enlisted in the Seventh Wisconsin Volunteer Infantry, Company "A," the so-called "Iron Brigade." He lost an arm in the battle of Gainesville, Va. He returned to Madison, Wisconsin, where he died in 1888.

Dr. Finney received a part of his medical education at the Ohio Medical College at Cincinnati from 1868–1870. Dr. Finney felt the need of keeping abreast with the most advanced medical practice and knowledge and in succession, after having begun the practice of medicine, attended the Bennett Medical College of Chicago, graduating March 20, 1881, and the famous Rush Medical College of Chicago, graduating from that institution in the spring of 1894. He also attended clinics at the University of Pennsylvania at Philadelphia where he specialized in surgery and in female diseases. His interest in his work and his continued studying guaranteed the success of his work as a surgeon and physician.

Dr. John Finney began the practice of medicine April 5, 1870, at Oshkosh, Wisconsin. August 10, 1873, he removed to Kaukauna practicing at that city and in the country to the south thereof about Hollandtown. In June, 1874, Dr. Finney moved to Clintonville where, from 1876–1878, besides practicing his profession, he conducted a drug store. From 1878 to 1890, he devoted his entire time

to the practice of medicine, but in the later years he organized the Finney Drug and Medicine Company.

Politically, Dr. Finney was a Republican. He was Clintonville's first Mayor and assisted in framing its charter. He served as president of village and school boards. In 1888 he was elected presidential elector of the Ninth Congressional District and cast his vote for President Harrison.

Dr. John Finney was a member of the Clintonville Lodge No. 197 F. and A. M., of the New London Chapter No. 64 and of the Oshkosh Commandery No. 11, and Wisconsin Consistory and Mystic Shrine, Tripoli Temple. He also was a member of the Clintonville Lodge No. 314, I. O. O. F., and of the Waupaca Lodge K. of P. He was a member of the Sons of Veterans of Wisconsin and a state organizer of G. A. R. Posts.

On June 15, 1873, Dr. Finney married Miss Isabelle O'Brien of Oshkosh, but a native of Norristown, Pennsylvania. Two children were born to the union, John Alexander, who lived but two years and seven months, and the present Dr. William Harrison Finney. Mrs. John Finney died at Clintonville in 1906. Dr. John Finney died in 1898. Both he and his wife lie buried in the family lot in the Riverside Cemetery at Oshkosh.

Dr. William Harrison Finney. For over sixty years the name Finney has been associated with the medical profession at Clintonville. The traditions of fine and conscientious work of the elder Dr. Finney have been continued by his son, Dr. William Harrison Finney.

Dr. W. H. Finney was born at Clintonville July 14, 1876. After finishing the local schools, both primary and secondary, he attended the University of Pennsylvania, where he completed the sciences and pre-medic courses. In 1899, he graduated in medicine from Northwestern University of Chicago. Since that time Dr. Finney practiced medicine in the city of his birth continuously save for interruptions when he attended courses in the great medical schools of Vienna and Berlin.

In 1922, Dr. Finney was united in marriage to Elsie Luebke of Clintonville.

Doctor Finney does not restrict his time and attention solely to medical affairs; his broad cultural education force upon him interest in civic and economic affairs of his community as well. He organized with William Besserdich and Otto Zachow the original company for the manufacture of the Four Wheel Drive Automobile and he assisted in setting up the present Four Wheel Drive Auto Company of Clintonville. He is also director of the Clintonville National Bank; is owner of the two theaters and of several pieces of valuable real estate in Clintonville. Dr. Finney donated to the city of Clintonville a valuable piece of land upon which was built the Finney Library.

Dr. William H. Finney, as his father before him, is a member of Clintonville Lodge No. 197 A. and F. M., having passed through all the degrees and is a member of the Consistory and Mystic Shrine of Milwaukee.

Dr. W. H. Oviett. During the days when settlements formed, vagrants, adventurers, farmers and professional men, came but remained only if the surroundings were congenial or opportunities satisfactory; otherwise, they sought their fortune elsewhere. One of these was Doctor W. H. Oviett who came to Clintonville in the early 80's. He practiced in the community for a few years when, because better opportunities offered themselves in Oshkosh, Wisconsin, he removed there, where he later was held in high esteem for the excellence of his work.

Sewage Disposal Plant. In early days, the sanitation system of Clintonville was, of course, primitive. However, as the settlement grew in numbers, individuals made some provision for the proper disposal of sewage.

On July 1, 1905, J. Kalmes, S. H. Rondeau and others proposed to lay a sewer from upper end of Main Street to the River. Their suggestion was that a company be formed to lay the lines and should the city later decide to build a sewer system, the lines would be turned over to the city.

The city went into the matter of sewers seriously July 10, 1908, when the council published notice that the city would be divided

into sewer districts. Plans for such a system were drawn up and on August 11, 1908, the council adopted the plans for the sewer districts.

On September 25, 1908, the council accepted the bids of J. Rasmussen and Sons Company of Oshkosh, Wisconsin for approximately 2,000 feet of sewer to be laid for $5,906.65.

As time went on, the system was developed until it served the entire city.

Unfortunately, the waste emptied into the river to the detriment of public health. At the present time, however, plans are being made for the construction of a sewage disposal plant.

The practice of permitting sewage to flow into the Pigeon River untreated as was the custom since sewers were laid in Clintonville is highly unsanitary and detrimental to the natural attractiveness of the stream. For the past several years, city officials were urged by state health officials to provide a more sanitary method of sewage disposal; and, at last, were on the verge of being forced legally to take steps to mitigate the evil.

Sensing the stringency of the situation, about a year ago, the city officials engaged the engineering firm of Robert Cramer and Sons of Milwaukee to draw up preliminary plans and specifications and estimates of cost. Basing their requests to the federal government for federal WPA grants on these plans, and estimates, $30,273.00 was asked for; and on October 23, 1936, Mayor A. A. Washburn was notified that the federal government had granted the amount.

The plans of the consulting engineers were based on prices obtained in 1935 and for summer trench work. Because of the added cost of materials, machinery and wages based on the 1936 and 1937 rates, the first total estimate of $67,273.00 had to be raised to $80,-000.00. An effort is being made to obtain the differential from the federal government. However, so as not to impede the start of the work, the city council authorized the issuance of bonds in the amount up to $50,000.00. The Clintonville National Bank and the Dairyman's State Bank agreed to purchase the bonds which are to be issued in units of $1,000.00 bearing four and one-half per cent interest and are to be named "Sewage Disposal Plant Bonds."

On November 12, 1936, a contract was signed with the Robert Cramer and Sons Engineers of Milwaukee to draw up work plans and specifications for the project. The firm was also retained as engineers to supervise the construction.

The plans as outlined at present are: the lead-in or intercepting sewers are to be laid from East Twelfth Street and on Fifteenth Street, the former, the longer of the two, to serve the entire section south of that street; the latter to serve the entire north side.

At first thought the Rosenow tract was to be purchased as a site for the plant, but because of its general low level, the engineers advised against it and a tract of three acres was purchased from the Four Wheel Drive Auto Company. The plant will be of the activated sludge type, and will have a peak capacity of 650,000 gallons per twenty-four hours.

According to estimates, the project will employ thirty-three men for a period of four months. Actual work is to begin January 11, 1937, and one year allowed for completion. The work will be constructed by private contractors successful in competitive bidding.

Water Department. The beginnings of the water plant date from the days when greater protection against fires was sought by the citizens. The city at the time was built largely of wood and, therefore, the smallest fire could easily grow into a conflagration. After acquiring various pumpers and other fire-fighting equipment, the city fathers decided to make water available for the pumpers at the main business sections. Heretofore, the only water available was from private wells; or, where the length of water hose possessed by the fire department could reach, the waters of Pigeon River or Honey Creek were used. The citizens, however, at least a part of them, continued to demand a better water supply, it being difficult to keep individual wells sanitary and uncontaminated from surface water or sewage.

To meet this demand, Mayor Prenzlow at a meeting of the city council on April 13, 1906, proposed to lay water mains on North Main Street. At a meeting held April 17, 1906, the council adopted a resolution to lay water mains from the engine house to Church

Street, now Thirteenth Street. Charles F. Folkman and Ferd. Goer-
linger were appointed a committee of two to investigate installa-
tions of similar nature in other cities.

Opposition to the council's plans arose, and was focused in a peti-
tion circulated August 10, 1906, to stop the laying of a water main.
The opposition, however, could not muster effective numbers, for
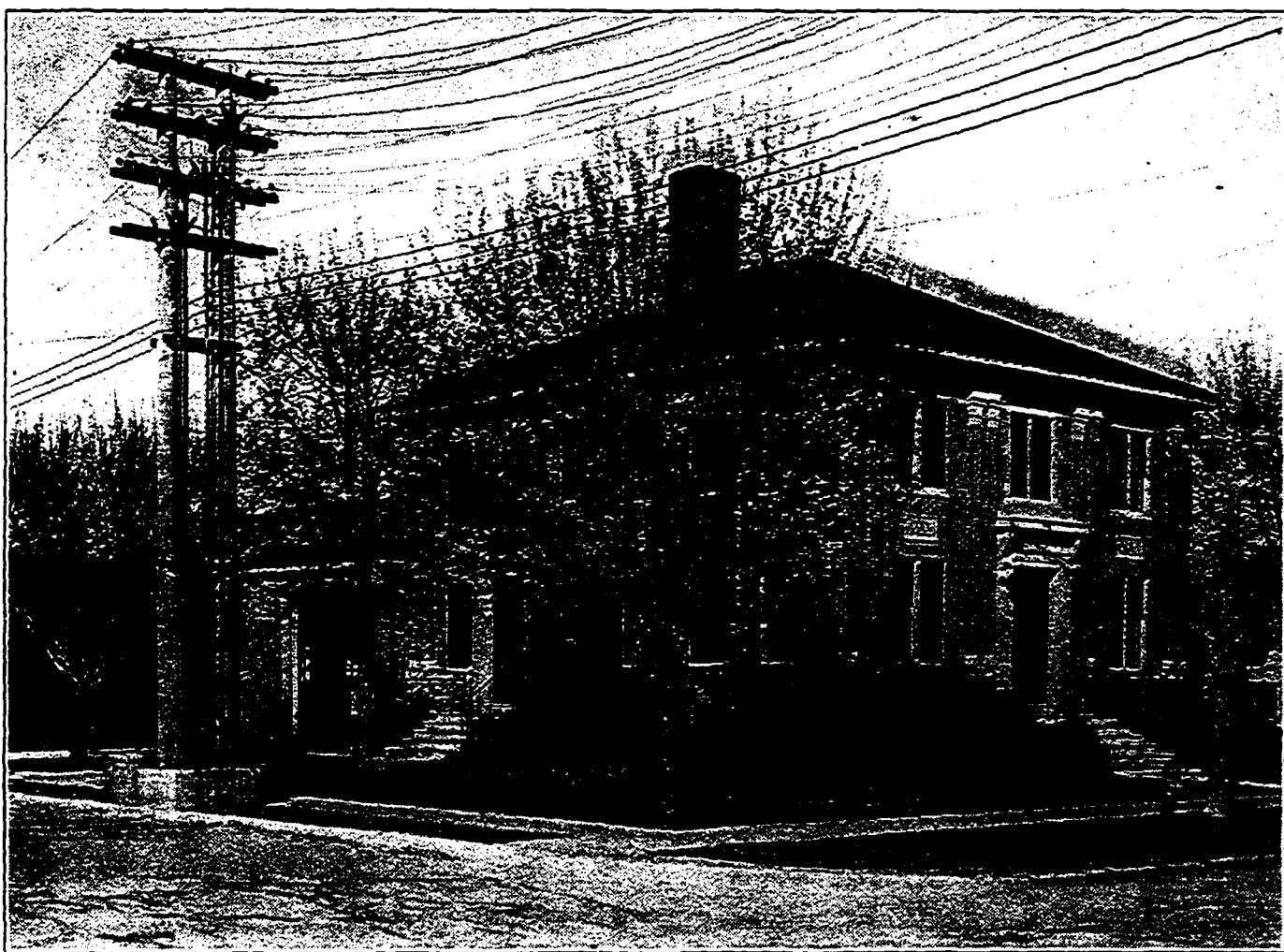
THE CLINTONVILLE WATER AND ELECTRIC PLANT

at a meeting held August 25, 1906, the council voted to advertise
for bids for the laying of a water main.

On September 4, 1906, the council awarded the contract to lay
water mains to Ralph Mierswa for $2,825.00. The specifications
called for 2,050 feet of eight inch main. By November, the project
was completed, for on the 23rd of that month the water main was
tested and approved.

On July 2, 1907, the city council authorized the laying of water

mains from the City Hall to Dorr Street, now East Third Street, a distance of 2,855 feet. On August 28, 1907, the contract for this project was awarded to Langstad and Meyer Co. for $4,810.00. Charles F. Folkman, Geo. L. Huhn and Bernard Kratzke were appointed as a committee to look after the work. While this work was in progress, an unfortunate accident injured two men engaged in the laying of the mains. A cave-in occurred, on November 8, 1907, due perhaps to the inexperience of the foreman or lack of caisson work, injuring Ed. Thurk slightly, but William Fischer, a young man, fatally.

The work was halted by frost on November 22, 1907, and the completion time set for June 1, 1908. On December 15, 1908, the council voted to purchase an electric motor and pump to keep water mains filled at all times; prior to this, Steamer No. 2, pumped water into the mains as it was needed.

On May 4, 1909, the council voted to lay water mains from Bohn's corner to the Electric Light Plant. On December 7, 1909, the council ordered plans to be drawn for a water tower to equalize the pressure in all mains. February 1, 1910, plans for a water tower were submitted by O'Feefe and Robinson Engineering Co.

On May 24, 1910, the foundations built for the water tower were approved. On July 17, 1910, the council authorized the drilling of wells and the purchase of a pump for the water tower. The water tower and pumping station were erected on Power Street. The original wells for the system were driven and were only about twenty feet deep.

With the re-organization of the Water Department concomitant with the Electric Department, greater efficiency was created and the citizens given more for their money.

In 1919, three ten-inch wells were sunk forty feet deep on the city-owned block on East 12th Street between Garfield and McKinley Avenues. These wells have a capacity of 325 gallons per minute. Upon their completion, the old driven wells on Power Street were abandoned. To meet top loads, an open dug well was sunk near the new wells to serve as a reservoir.

In 1931, a well 168 feet deep with a capacity of 100 gallons per minute was drilled at the extreme north end of McKinley Avenue. The well is equipped with a turbine pump, electrically driven.

In 1932, another well was drilled at the extreme east end of 15th Street. This well is 124 feet deep. Its electrically driven turbine pump delivers 230 gallons of water per minute.

Begun in 1935 and finished in 1936, another well was drilled on East Twelfth Street across from the Water and Electric Plant. The well is only sixty feet deep, but has a capacity of 275 gallons per minute. Its pump, also a turbine, is electrically driven.

In the spring of 1937, a second water tower was constructed at a total cost $14,700.00. It is located on Harriet Street, one block from North Main Street. The reservoir has a capacity of 250,000 gallons.

The water plant that at the time of its re-organization on October 14, 1913, was valued at $21,586.40 has at the present time a valuation of $190,534.00.

The City of Clintonville certainly can be proud of its public utilities and the way in which they are managed in the best interests of the people. Both light and water are furnished the citizens at a minimum of cost; certainly a model for cities that still must pay dearly for privately furnished public service.

Fire Department. Fire, in the days of frame building was a serious menace. A village or city of wood lived at the mercy of this element. A small blaze could easily grow into a conflagration, and a municipality could hope only to hold fire loss at a minimum by the organization of a capable fire-fighting company.

Clintonville organized its first fire-fighting company in the spring of 1881 under the name of The Embry Hook and Ladder Company. The personnel comprised fifteen men. Their equipment consisted of buckets, axes, hooks and ladders. Shortly after their organization, they were further provided with a hand pumper and several lengths of water hose.

In the fall of 1885, the Leonhard Rohrer and Sons Company offered to furnish power from their saw mill to operate a pump of a

size sufficient to flood a building in any part of the village, provided, however, that the village purchase the pump and the necessary hose.

While the offer of the Rohrer Company was not accepted by the village, it did awaken its citizens to a realization of fire hazard. Accordingly, the following year, in May, sixty prominent citizens signed a petition, presented to the village board, to buy a steam pumper. The village board acceded to the request, and purchased from the Clapp and Jones Manufacturing Company of Hudson, New York, a steam pumper equipped with 800 feet of 2½-in. double eagle water hose for the sum of $3,825.00. The company allowed the village a discount of $250.00 on their old hand pumper. Buying on the installment plan was known even at that early date for we read that payment was to be made as follows: $1,575.00 upon acceptance of the pumper; $800.00 on or before May 10, 1887, and the balance of $1,200.00 on or before May 10, 1888. Because Dr. John Finney was president of the village at the time, the pumper was called "Finney No. 1."

When Clintonville was incorporated as a city in 1887, the fire department became subject to city administration. Accordingly the name of the company was changed to "The Clintonville Volunteer Fire Company No. 1." Its charter members were:

Fire Chief, W. H. Stacey   Secretary, Ed. Der Motte
Foreman, C. M. Huginum   Treasurer, O. G. Augustine

MEMBERS

H. Thorne	F. A. Sedgwick	G. C. Fergot
T. Cleaveland	H. G. Lutsey	John Finney
Wm. Swinton	R. Helms	Eph. Krage
F. D. Doty	L. H. Rohrer	Gust Winkel
Theo. Folkman	Geo. Stein	P. Plunkette
Frank Turney	C. A. Spearbraker	L. Balliet
C. W. Jones	T. Quinn	Chas. Gansen
Willard Rice	A. Schultz	W. H. Cook
Geo. Uttermark	A. S. Newcomb	H. Johnson
	Wm. Laahs	

In 1899, the city bought its second steamer from the American Fire Company for $4,700.00. This pumper, known as steamer No. 2, is still in service to augment the newer equipment.

At present one of the main fire-fighting units is a four Wheel Drive Motor Fire Truck, purchased in 1919 for $6,800.00. This unit is ideally suited for the service it may be called upon to perform, for it is a combination hook and ladder, chemical carrier and pumper. Since the truck carries at all times 500 gallons of fire-fighting chemicals, it is of use even where there is no water supply. In the spring of 1936, the city purchased at the cost of $8,500, a new 750 gallon, dual-controlled FWD fire engine.

From 1887 to 1937, the Fire Company has been led by the following Chiefs:

W. H. Stacey	Charles Schroeder	Chas. Meilike
John Miesner	H. C. Spearbraker	Wm. Madel
Hans Werner	D. J. Rohrer	Ed. Loose
G. M. Goodrick	George Lang	Martin Lyon
	H. A. Warner	

From the burning of the Clinton mill to the present day due to the efficiency of the Fire Chief and his men, Clintonville has never been seriously threatened by fire.

Telephone. The means and methods of communicating thought are devious and interesting. Man uses all methods, from the sign of the hand or gesture to the radio, to communicate thoughts. When mankind was young, consisting of but a family or two, it sufficed to talk, to make a sign, or at most to shout. When families separated, little Johnny, or the synonym of Johnny had to traipse over to the neighbor to ask this or to tell that. But Johnny would linger on the way in manner of Johnnies since the world was made. He was too slow and he'd forget. So a system of sounds was invented to carry over distances that the most stentorian-voiced member of a tribe could not span. Drums thumped and boomed messages about the sick; the strangers that were observed; the tribe that was going to war; the fight the neighbor had with his wife or the funeral to-

morrow. So a savage humps over a drum-fashioned skin stoutly stretched over a hollow log. He taps and drums and fills the nightly dusk with his booming. Farther on, another repeats the tappings and booming. And so, on and on, until all who speak the language of the drum know the message. For uncounted centures, primitive peoples of Mexico, Brazil and Africa have used the drum as means of communication. It is stated that in Africa, when King Edward the V died, the savages knew about it sooner than the British subjects in the hinterland.

To communicate thought, man used fire and its concomitant smoke as, witness of Indian, of the plains, in story and fiction. Signs were marked on a tree or painted with ochre and vermilion on skin. Semaphores at one time stretched their arms into the sky to carry messages across France, but all these methods were cumbersome. A banker could not well go out on the roof of his temple of finance, and light a beacon to ask his fellow banker whether so and so's check is good for seven dollars and fifty-three cents. Mrs. So and So could not well shout across the town to ask Mrs. So and So what to do for the baby. So there had to be invented some means of communicating, that obviated all the drawbacks of older methods.

Morse with his telegraph, Bell with the telephone, and Marconi using principles already discovered but patting them to work in his wireless, solved the problem. How much more bearable is the circumscribed life with the radio. And the party line! That certainly was a gift from heaven for the gossipy souls who would sooner listen to a bit of delicious news than stir the burning soup!

Alexander Bell invented his telephone in 1876. In New Haven, Connecticut, in 1878, there was erected the first switchboard permitting a person to speak to more than one party on a line. All within a generation has this mighty industry grown up. In 1930, there were 20,233,000 phones in use in the United States.

What is not generally known is that a telephone was patented by a man named Murdock of Tigerton in 1885, just a few years after Bell patented his. This telephone of Murdock's had the merit that it

could be operated very cheaply. The business people of Tigerton gave it great encouragement. An organization was formed that began setting telephone poles between Marion and Clintonville. The work had proceeded for a considerable distance by the fall of 1885. The work was never resumed because when the system had been
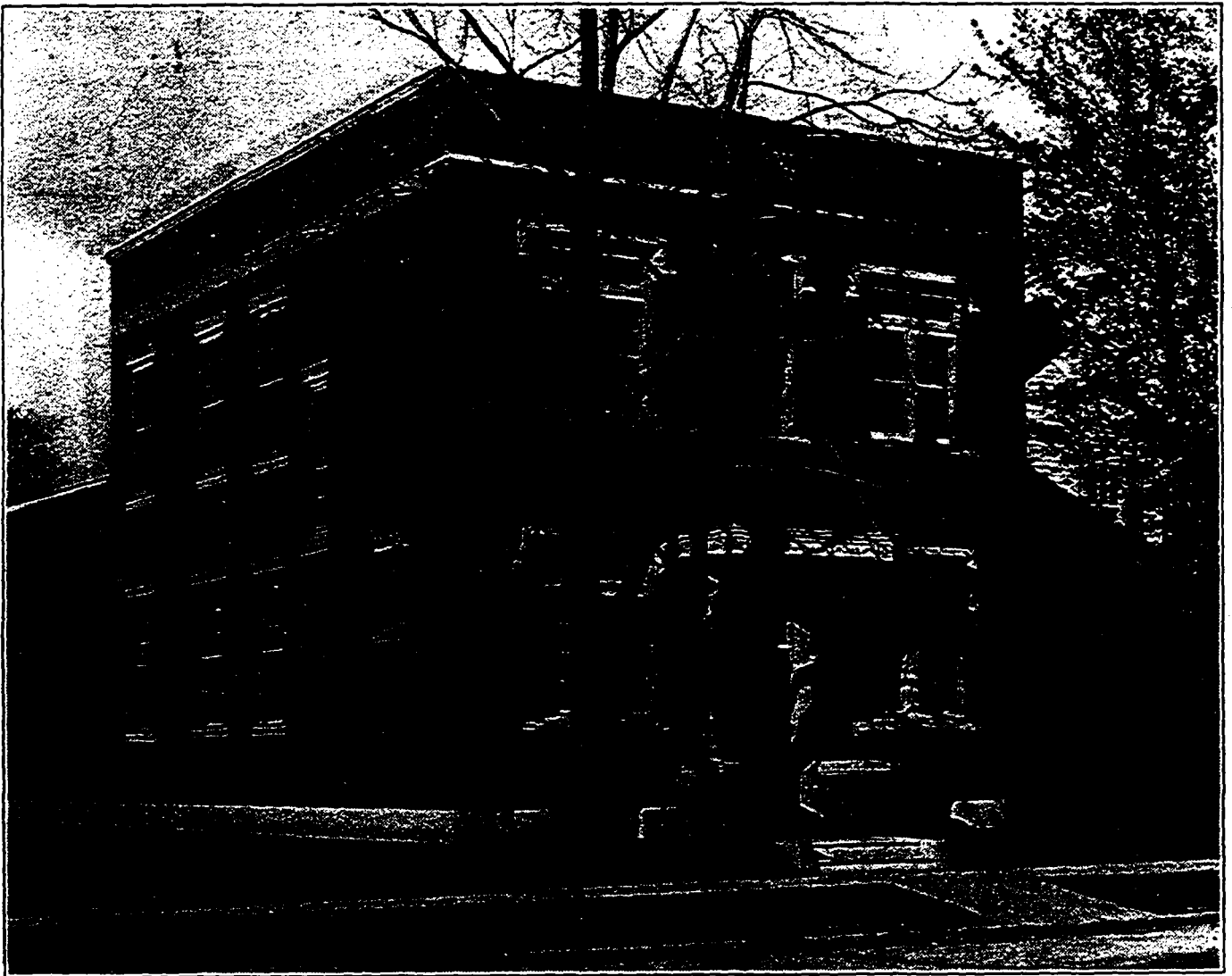
THE URBAN TELEPHONE EXCHANGE

commercialized at Marion, it refused to work. Had the inventor been given time and money, he might have been able to eliminate the "bugs." However, the Bell System began rapidly spreading throughout the United States and had already worked out a system that discouraged competition.

The first telephone to operate at Clintonville was the phone of the Wisconsin Telephone Company, a subsidiary of the Bell Telephone Company, installed in 1886. The date 1886 is given because it was after the Murdock attempt and before 1887, for an early settler

who came here in 1887 states that the telephone had already been installed in Clintonville upon his arrival.

The exchange was placed into a building standing a little north across the street from the Marson Hotel, on Main Street. The exchange was managed by William Clinton.

In order to induce people to rent a phone, the rate was lowered to fifty cents per month. Fear of competition perhaps was also a factor in determining the price.

After operating the exchange for some time, William Clinton induced Gustave Winkel to take over the operation of the system. He accordingly moved the switchboard to his residence on South Main Street (across from the present L. A. Heuer building). Mr. Winkel serviced the lines and phones, and his daughter, Miss Alma Winkel, operated the switchboard.

About the year 1897, another organization known as the Farmers' Telephone Company was formed. It had its office on East 12th Street, about a half-block from Main Street. Because of the difficulty of calling people on this line, it was soon discontinued.

In 1898, the Little Wolf Telephone Company of Clintonville, was organized. Its office and exchange were housed in a small, shanty-like building on South Main Street, about three doors south of 10th Street. Upon completion of this system, the switchboard of the Wisconsin Telephone Company was removed from the Winkel building into the Little Wolf Company building. The two local telephones were then managed by Adolph J. Schultz, who at present is manager of the Green Bay Exchange of the Wisconsin Telephone Company.

In May, 1901, the Marion Telephone Company built a telephone system for the village of Marion. The company incorporated in April, 1902, under the name of the Marion and Northern Telephone Company, and proceeded to build a toll line from Marion over Tigerton to Antigo.

After operating for some years, the Little Wolf Telephone Company ran into financial difficulties and, some time before 1903, was taken over by the Wisconsin Telephone Company.

On February 1, 1903, the Wisconsin Telephone Company and the Marion and Northern Telephone Company entered into even exchange whereby the Wisconsin Telephone Company traded its Clintonville exchange, including the absorbed Little Wolf Telephone Company's toll line, running from Clintonville to Tigerton, for the Marion and Northern Telephone Company's toll line, running from Marion to Antigo. By this exchange the Marion and Northern Telephone Company came into sole possession of the Clintonville exchange. The Wisconsin Telephone Company, however, controlled the toll line and hence all connection with the outside. The Wisconsin Telephone Company retained the ownership of the telephone instruments in use in the homes and offices of the Clintonville exchange, and continued to charge a rental for them until April, 1908, when it demanded and received the price of $175.00 for the antiquated and long used instruments.

The Marion and Northern Telephone Company continued to operate in the shacklike building once occupied by the absorbed Little Wolf Telephone Company building until 1914 when it purchased and installed into the Folkman Building, a new, hand-operated, switchboard.

The Marion and Northern Company made steady progress since its initial organization. By the year 1929, besides Clintonville, the company served the communities of Marion, Tigerton, Bowler, Bear Creek and Caroline.

The organization and equipment was to undergo a drastic renovation during 1929. A new two story brick building was erected on West 12th Street, a little less than a block from North Main Street, to house the automatic exchange which was contemplated. The old instruments were exchanged for the new dialing phones. The lines were moved from the streets into the alleys, thereby adding much to the sightliness of Clintonville streets, for nothing is so ugly, hideous and repelling as the mass of wiring strung along on poles above our city streets. It is unfortunate that even in the country the lines cannot at present be laid underground, for many a beautiful road, tree lined and shady, has been ruined by the stringing of tele-

phone lines. The poles themselves are an added hazard to driving

The offices of the Marion Telephone Company were also housed in the new Clintonville Telephone Building. From the time of this installation, the telephone system is known as the Urban Telephone Company. The cut-over from the hand operated switchboard to the automatic was made May 1, 1930.

With the re-organization of the company, Mr. John H. Spengler with the company's employees, were transferred to Clintonville, when it became the site of the central office.

John H. Spengler at present is manager of three telephone companies, the Bear Creek Telephone Company, the Caroline Telephone Company and the Urban Telephone Company. These exchanges serve more than 2,000 square miles of territory.

The local manager of the Urban Telephone Company is Howard H. Bovee. This company employs a personnel of twenty.

Electric Light Plant. The inventive genius of man is evident never so much as in the provisions it made for lighting. Even the first man must have wished to see also when the sun set and darkness filled the earth. From the flickering light of the fire of fagots, to the pine knot stuck into a crevice in the rock wall of a cave was an advance. The oil lamp and candle were an improvement in convenience and cleanliness. The kerosene lamp and later the gas lamp were adopted because of the amount of light they generated. However, to date the electric lamp is man's best substitute for sunlight.

When electric lighting became a fact in 1879, the imaginative of a community toyed with the idea of a municipal light plant. In Clintonville, it was the inventive imagination of Otto Zachow and William Besserdich that prompted the idea. In the spring of 1898, Otto Zachow and William Besserdich bought for use in their machine shop an electric generator from the Hobart Electric Manufacturing Company of Troy, Ohio. This generator was set up in their shop, standing on the south side of 11th Street about a half block off South Main Street. The generator was operated by a steam engine and was used to furnish light only for their shop.

During the same year, Zachow and Besserdich conceived the idea

of organizing a Public Service Company, and selling electric current to the citizens of Clintonville. They accordingly applied for a franchise to use the street for their poles and other equipment of distribution. Accordingly, a mass meeting of the citizens was called during the summer (perhaps fall) of the same year to decide the question of the franchise. As happens so frequently in such mass meetings, the citizens decided that question by indirection, by determining another not thought of before the meeting. The people wanted, above all, adequate fire protection and clamored for an improvement of the haphazard, take-a-chance, fire protection they had. Acting upon this mandate, the city council voted the purchase of its second steam engine fire pumper which they, upon purchase thereof, called "Steamer No. 2." Zachow and Besserdich did not receive their franchise and the generator that was to service the city still is to be seen in the Zachow Machine Shop.

However, Zachow and Besserdich did give the citizens of Clintonville an idea which they did not relinquish until it was acted upon favorably.

The next one to petition the council for a franchise to install a light plant and set up distributing equipment was W. W. Giese. His estimate of cost was $10,000.00. His petition was denied September 11, 1901.

Six months later, on February 7, 1902, F. P. Mansfield made a third attempt to obtain the necessary franchise; again this petition was denied.

However, the frequency with which this question came up at council meetings made the city fathers realize that the matter would not be at rest until it was submitted to a popular referendum. Accordingly, Mayor Nehls, on February 14, 1902, issued a call for a public meeting to settle the question of a light plant, the meeting to be held February 25, 1902.

This public meeting was held as determined, and was opened with a call to order by the Mayor, Mr. Nehls. N. M. Smith was chosen chairman and E. E. Carr, secretary of that meeting. After much discussion, a resolution was agreed upon, that if a light plant were to

be built, it should be city-owned and operated. A committee composed of John Kalmes, Geo. J. Huhn and Claud E. Gibson was appointed to investigate light plants operating in cities of comparable size. A second committee composed of F. Guernsey, Meisner and Frank Bucholtz was appointed to determine the number of lamp units for which electric current had to be generated.

The investigating committees set to work immediately so that, only a week later, on March 4, 1902, they were able to make a report. The committees' report was favorable, stating that cities of like size found the operation of a light plant neither burdensome nor too costly.

With the information made available by the investigating committees, the city council, on March 12, 1902, voted to submit the question of a municipal light plant to the voters at the April 1st election. The questions to be answered by the referendum were:

1. For bonds not to exceed $10,000.00
    Against bonds not to exceed $10,000.00
2. For building a light plant
    Against building a light plant.

On April 4th, following, the city council recorded the results of the balloting as follows:

For the bond issue...................................... 154
Against the bond issue................................. 18
For the light plant..................................... 291
Against the light plant................................ 32

At a meeting held April 10, 1902, it was suggested that the light cost rate be set at ten cents per kilowatt; or a minimum charge of one dollar per month be made.

A week later, on April 17, H. H. Cole was elected superintendent of the proposed plant with J. Kalmes, Fred E. Ruth and David J. Rohrer as light-plant committee.

Mayor Nehls called a special meeting of the city council for July 24, 1902, at which the council authorized an issue of bonds for $10,000.00; the bonds to be marketed in units of $500.00 and to bear four per cent interest coupons, payable January 2nd and July 2nd

of each year until called. It was further determined that when the light plant was installed, 25% of the contract price to be paid upon delivery, placement and acceptance of the equipment; 25% upon completion of the contract, and the balance of fifty per cent thirty days after acceptance of the completed contract.

Since the city council was not conversant with electric equipment, proper units, and proper specifications, they engaged Prof. B. V. Swenson, an electrical engineer from the University of Wisconsin, to drawn up plans and specifications. Professor Swenson, accordingly, at a meeting of the council held August 1, 1902, presented his plans. They called for a 100 H.P. boiler, a 75 H.P. steam engine, and a 45 kilowatt alternating current dynamo to serve 22 arc lights of 750 watts each for street illumination. The council accepted the plans and specifications, and issued a call for bids to be submitted to them August 9th of that same year.

At a meeting held August 5, 1902, the common council appointed two committees; the first to serve as a Power House Building Committee consisting of Patterson, Rever, and Stein; and the second, to serve on a Lights and Equipment Committee consisting of Prenzlow, Rondeau and D. J. Rohrer.

The contract to furnish the electrical equipment and install it was awarded to Langstad and Meyer Electric Company of Appleton, Wisconsin; they being the lowest responsible bidders offering a price of $6,495.00. This contract did not include, of course, the erection of the power house.

At a meeting held August 22nd, following, it was discovered that no bids had been submitted to construct a power house. So as not to delay matters, the council empowered the mayor and building committee to proceed at once with the building of the foundations. At the September meeting of the council it voted to buy Antigo brick of Edward Boettcher. At this meeting also, it was learned that the First National Bank purchased the bond issue at $60.00 above par and $15.00 for printing, making a total of $75.00.

Apparently the city did not contract for the building of the power house, but purchased the necessary materials and hired the labor.

The power house was built on a street named Power Street (called so no doubt after the plant) on the west side of this street, one-half block south off Sixth Street.

At the October 7th meeting, the proposition made to the council by the telephone company permitting the mounting of the power lines to the telephone poles was accepted. At a meeting held three days later, the council fixed the light rates at 15 cents per kilowatt with a 2% discount if paid before the 10th of each month.

On November 7, 1902, H. H. Cole was appointed superintendent of the light plant with a salary of $75.00 per month, his salary to begin as of December 1st. Herman Boershardt was hired as fireman with a wage of $40.00 per month.

At a meeting held November 20, 1902, Rondeau, Stein and Roemer were appointed to act with H. H. Cole to set up an accounting system for the light plant. The question of a well for use of the light-plant was referred back to the committee on the light-plant.

The work on the power house and the installation of the generating and lighting equipment had progressed so rapidly that by December 5, 1902, the lights were turned on for a test of all equipment. On December 19, 1902, Professors Swenson and Richter upon inspection of the plant and total set-up, found the installation according to specification, and reported to the council that S. F. Warner, superintendent of construction for the Langstad and Meyer Electric Company, had fulfilled the contract. H. H. Cole thereupon took over the active operation of the light plant. However, Professors Swenson and Richter on January 2, 1903, gave the plant a final check to determine current production, combustion, hardness of water used, and general efficiency. Upon their favorable report, the council on January 12, 1903, voted to accept the plant and pay the balance due.

On February 6, 1903, after operating the light plant for several weeks, the council lowered the light rate to ten cents per kilowatt. On April 17, the council hired John Kuester as fireman in place of Herman Boerschardt. On July 1st of the same year, the council

authorized due bills for less than one dollar per month; with the proviso, however, that the yearly bill be twelve dollars or more.

Because of the increased demand for electric power, the City Council on August 3, 1904, authorized the Light Commission to receive bids on a second generating unit consisting of a 100 H.P. boiler furnishing steam to an 85 H.P. steam engine coupled to a 65 kilowatt dynamo. Two weeks later, the council approved the contract with Zachow and Besserdich for the new machinery. The equipment of the above specifications cost $4,165.00. The new unit was installed shortly after its authorization.

In the September meeting of the council, the mayor corrected the Light Commission to C. F. Knapp, C. F. Folkman and Ferd. Goerlinger.

In June, 1905, John Kuester quit his job of fireman and Frank Ebert was hired in his stead.

Because of the installation of a second generating unit in 1904, the power house quarters became very cramped. To remedy this, the council on June 9, 1905 agreed to build an addition to the building.

On October 6, 1905, the council considered the giving of all-night service for a period of several months. Nothing came of this. Again the matter was brought up at the November 10th meeting in which the council decided to make a four-months test of extra costs. However, the mayor at a meeting held a week later, vetoed the measure. His decision was influenced perhaps by the report of H. H. Cole that the net profit for the fiscal year was $1,800.00.

After having been superintendent of the plant for three and one-half years, Mr. Cole tendered his resignation to the council at a meeting held April 6, 1906. At this meeting, after H. H. Cole's resignation was accepted, it was proposed that a Board of Public Works be created to supervise the light plant. Nothing was definitely done about the matter, for on April 17th, following, A. F. Easton was appointed general superintendent of the plant. Mr. Easton remained in charge less than a month, however, when he also handed in his

resignation to the council. In his stead, John Kuester, who at one time was the fireman at the plant, was engaged.

On June 5th, following, the council resolved that no more credit slips be issued on light bills. On October 2, 1906, the council voted to give all night service.

On April 24, 1908, Mayor Prenzlow appointed Ferd. Goerlinger, A. Carter and Fred Kroll to the Light Commission; John Kuester continued on as superintendent. On August 4, 1908, the council authorized twenty-four hour service.

On August 16, 1909, an ordinance was passed creating a Board of Public Works. The council since the erection of the light plant was groping toward a proper administration of the light plant. The creation of a Board of Public Works was another experiment. On September 23, next, following the mandate of the council, the mayor appointed Alex Stewart, W. A. Besserdich and Levi Larson as members of this board. On April 30, 1910, Ray Vanderwalker was hired as fireman for the light plant.

From its inception in 1902 until its re-organization in October, 1914, the light plant, although, efficient in itself, was poorly managed because of interference by too many self-constituted managers. The attempt of 1912 to better conditions by the appointment of a Board of Public Works consisting of the city clerk, the city attorney and the city engineer did not bring about the desired improvement. The reason was besides the one stated above that no proper system of bookkeeping was in use, men serving on the city council and light plant board were in office too short a time to become thoroughly conversant with the proper operation; this, coupled with the usual inefficient and wasteful political interference, operated to the detriment of Clintonville. However, the good sense of the Clintonville citizens is to be admired that they did not then make the mistake of handing over for a little money such a valuable thing as their light plant franchise to a public service company who then later would exploit the city by high rates.

A change for the better was made when on October 14, 1914, a Water and Light Commission was organized. It consisted of Edward

Felshow, Julius Spearbraker, Ferdinand Goerlinger, Rudolph Schmiedeke and Otto Zachow. George Stuart was appointed superintendent of the plant when the above-mentioned commission began to function. Martin Lyon, who had worked about the plant since 1913, was made superintendent of it in 1919.

Under the new Water and Light Commission, a new bookkeeping system was installed with the prompting of the Wisconsin Railroad Commission, and a thorough overhauling of old equipment was made with the installation of new, badly needed units. The boilers were reset and a Corliss engine of 200 horsepower installed to take the place of the 85 horsepower engine. The plant after it was revamped was valued by the Railroad Commission at $16,454.26.

During 1915, a white-way was installed on Main Street; which could be done with the new generating unit just installed.

During 1917, an addition was built to the plant, and two Wicks vertical boilers installed; each boiler generating 150 horsepower.

On November 13, 1918, an ordinance was passed by the council, empowering the Clintonville Power Company by franchise to furnish electric power from the Water Power Plant at Hayman Falls. On January 7, 1919, the city of Clintonville entered into a contract with the Clintonville Power Company to furnish electric service for a period of ten years at a cost of two and three-quarter cents per kilowatt. On September 9, 1926, the council approved the recommendation of the Water and Light Commission to sell the boiler and machinery in the old power plant, electricity being now brought in from Hayman Falls.

In 1929, a new two-story brick building was erected on the corner of 12th Street and Garfield Avenue, on a city-owned block. The building complete including switch-boards, machinery, furniture, etc., cost $33,000.00. Without charging excessive rates, the profits of the plant during the ensuing ten months paid for the building with its equipment of switchboard and furniture.

In 1935, the light plant was valued at $144,634.00.

This plant is owned by the citizens of Clintonville. While the plant charged rates not higher than those charged by private companies, the city owns a modern plant which is conducted, as it should be, for the benefit of the city and not to fatten the purses of the public service companies.

IN TIMES OF WAR

Civil War — Spanish War — World War — Casualties of the World War.

Civil War. The State of Wisconsin had a population in 1860 of 800,000, a tremendous growth from 1846 when the population was 155,277. Heavy immigration from Germany swelled the number of inhabitants.

When the Civil War came upon the people, it found Wisconsin woefully unprepared. It had a State Militia of only 1989 enrolled as follows: Infantry, 922 men: artillery, 198; cavalry, 104; riflemen, 765. There was little organization and little attention had been paid to drill and discipline. The state owned only fifty-six tents, six brass cannons, long out of use; 135 flintlock muskets, 796 percussion muskets and 811 rifles, all out of date. A good club would have been as effective in battle. Besides this, the state owned 35 flinklock pistols, 66 percussion pistols, 40 cavalry sabres, 118 artillery sabres, 44 swords and a few gun-slings and pistol holsters.

According to the census of 1860, Wisconsin had 130,000 men eligible for service. Of these, eventually more than 91,000, almost 92,000 men, served. Wisconsin mustered fifty-three regiments, a company of sharp-shooters; three Cavalry regiments, thirteen light artillery batteries and one heavy artillery battery.

The fact that Wisconsin was a growing and young state was, no doubt, the reason why so many of her men served or were ready to serve in the war to preserve the Union. Many men enlisted from logging camps of whom future communities built on the sites have no records. An old settler, William Egan, of the Township of Lebanon, stated that during the war almost all the young men were

gone to war, more than two hundred of them from a single township. However, because of the presence of lumbering camps, the proportion of young men was abnormal.

Waupaca County furnished 1,100 men for the Union armies. The men of the New London, Bear Creek, Clintonville, and Embarrass areas, organized the famous Eagle Regiment of Company A of the 8th Wisconsin Volunteer Infantry. Other men of the county joined Company B of the 38th, Company G of the 21st, Company B of the 14th, Company A of the 42nd and Company D of the 50th Wisconsin Infantry. A scattering of men served in the First and Third Wisconsin Calvary.

Clintonville, like other Wisconsin communities, did its share. While its population was indeed small, even with the populaton of the surrounding logging camps added to its roster of citizens, it furnished more than its share of men. Today, only the names of men who had relatives or families in the community are recalled. There must have been scores of young men working in the camps who enlisted from Clintonville.

The roster of remembered names who enlisted or were drafted, reads as follows:

Charles Matteson	Gilderoy Smith
Alfred Cronk	Elhanen Winchester Bennett
Esben Ewer	Lewman Clinton
Louis Kleinkoff	John Matteson
George Phillipi	Warren Wooden

Charles Matteson, Gilderoy Smith with three others, whose names cannot be recalled, walked all the way to Madison on foot to enlist.

John Matteson was killed in the battle of Fort Sumter. His body was not returned to Clintonville. George Phillipi was invalided out of the army during the war and was disabled for the remainder of his life. Lewman Clinton also was "shot in the army," according to the memoirs of Marritt Lyon.

Many of the single men did not return to Waupaca County, but established a home elsewhere. On July 10, 1868, Post No. 78 of the

Grand Army of the Republic was organized at Embarrass, with forty members.

Spanish War. Four men of Clintonville, Fred Elsbury, John Hogan, William Hogan, and Fred Safford, enlisted in the army for service in the war against Spain. All returned. Of these, John Hogan became a private guard to President McKinley. The war was a "small" war and of short duration.

World War. Just at the time when Senator Nye is making known his findings as to the causes that led us into the World War, I write these lines. There is a cynicism that comes to the surface, do what we will. My thought is that if only the moneyed interests would love America as do the common people, how much better would the welfare of the United States be served.

However, the rank and file of Americans, when war was declared, questioned no further. We were at war and must stand by our country and its flag. Clintonville, without question, threw its weight and effort, men, provisions and money with the country.

It is remarkable to read the amount of money subscribed by the people of Clintonville. Upon declaration of war, the First Liberty Loan Drive was made (spring of 1917). It is no longer remembered what the quota for Clintonville was; there was perhaps no amount specified. Nor is it on record for Clintonville as a unit what they did subscribe. However, the Clintonville Boy Scouts, under scoutmaster Frederick Guyer, were the first to solicit for the Liberty Bonds. The Four Wheel Drive Auto Company purchased the first, which amounted to $1,000.00.

When the second drive for a loan was made, things were better organized, and Clintonville's quota was $100,000.00. The city over-subscribed this amount by buying $101,300.00.

The Third Liberty Loan Drive took place in May of 1918. The Clintonville quota for this drive was again $100,000.00. However, this time Clintonville subscribed $400,000.00. For this deed the city received from the Treasury Department of the United States a three-star flag, each star signifying an oversubscription of 300 per cent.

The Fourth Liberty Loan Drive was begun in September, 1918. Clintonville's quota was again $100,000.00. This time the subscription was $186,650.00.

The Fifth or Victory Loan Drive started April 25, 1919. War had brought prosperity to Clintonville. Of work there was no dirth; workmen were receiving unprecedented wages; farmers were being paid desirable prices for their produce. And when the Victory Loan Drive was announced, the citizens of Clintonville made it an event. This drive started at 7:00 p.m. with a grand Victory Parade. The parade was headed by the National Emblem, followed by the FWD band. In the parade marched all soldiers, sailors, marines and nurses of the country side, war mothers, Liberty Loan workers, the State Guard Reserve Company 38, the mayor with the members of the city council and all city officials, and the boy scouts. The quota for the Victory Loan was again $100,000.00. Clintonville bought $130,800.00.

While the war activities of men and materials were more perceptible on the surface, there was also great activity in the homes of the people under the auspices of the American Red Cross. During the years they gathered, as the books of the organization show, the sum of $14,942.63. Of this amount $11,699.56 was disbursed for various articles, such as garments, bandages, etc.

Under Red Cross supervision, women of Clintonville were induced and encouraged to make garments for the soldiers. Of the women, there was none so active and interested as Mrs. Mandel Stein. It is a matter of record that she herself during the war knitted 800 sweaters, 1,200 pairs of stockings, 300 woolen helmets, 600 pairs of woolen wristlets and 250 pairs of mittens. Besides this, Mrs. Stein knitted a sweater for most of the boys before they left Clintonville for the war. Certainly Mrs. Stein deserves public recognition and the gratitude both of the community and the nation for such deeds of kindness.

What brought home to Clintonville a livelier consciousness of war was not the work of the Red Cross or subscription of funds for war purposes, but the enlistment and departure of her sons for train-

ing camps and enshipment for the war area. Clintonville certainly furnished her share of soldiers as she did in other lines of duty. The list is astonishing when the total population of the community is taken into consideration.

Casualties of the World War. Walter Kluth. Born March 25, 1896. Enlisted in the Naval Service of U. S.

While on duty on Chaser Craft No. 60 a machinist's Mate 2 cl U. S., N. R. F., guarding the American coast, the chaser collided with an American ship. The chaser was running in the dark. The engine in the chaser fell on Walter Kluth's legs and because he could not be extricated he and the Machinist (who was also pinned under it) went down with the ship and are buried in the Atlantic Ocean. The rest of the crew were saved. Walter Kluth died in U. S. Naval Service October 1, 1918.

Oscar J. Tilleson enlisted during the early part of the war in the the state of Washington (his home was, however, at Clintonville). In the course of time, he advanced to Top Sergeant in the 5th Artillery Corps Park. In the fall of 1918, Mr. Tilleson contracted Influenza and died October 7, 1918, in his own tent in France. His body was returned to the United States and buried in the Rock Island National Cemetery, Illinois.

Arthur Reinhard Gensler was drafted. Left Clintonville October 1, 1917. He was in the 341st Infantry in the United States. Overseas, he was in Co. D. 26, Infantry, France. He took part in four battles. He was wounded in the fourth battle on the 10th day of October and died October 24, 1918, in the base hospital No. 31, Contraxville, France. His body was returned to Clintonville June 16, 1921 (date of arrival), and was given a final resting place in Graceland Cemetery.

SOCIAL AND CULTURAL LIFE

Churches — Cemeteries — Public Schools — Newspapers — Sports — Finney Library — Community Hospital — Armory — Miss Kelly, Queen of Wisconsin Dairyland.

Churches. When Clintonville's pioneers had reared their first hastily flung-up shelters for themselves and their beasts, their next concern was to establish in their new home, the institutions and conventions of their old home. So, next to their quest for food was the quest for God and His worship. They knew that "Not alone by bread doth man live but by every word that proceedeth from the mouth of God."

The Clintons, in their reverence for the law of God, refused to build even the necessary house for themselves on the Sunday. The Sabbath they kept holy. And as neighbor joined to neighbor, like religious gathered in each other's homes to offer communal worship to God. Clintonville was founded by God-fearing men. May future Clintonville be a worthy heir of these men.   •

The Clintonville pioneers were recruited from all walks of life, of many nationalities and creeds. Hence, it could but be another grouping of the composite picture of any one of our northern cities. For this reason, also, was represented that multiplicity of creeds that, in our country at least, thank God, can live side by side in peace.

The earliest religious service ever to be held by a minister of religion in what is now Clintonville, was the funeral of Mrs. U. P. Clinton, June, 1857, conducted by the Rev Alfred C. Lathrop, a Congregational minister. At New London, however, we read of the pioneer ministers Smith and Cutting, Father Louis Dael, pastor of St. Joseph Church, Fond du Lac, Wisconsin, and Father Farinacci,
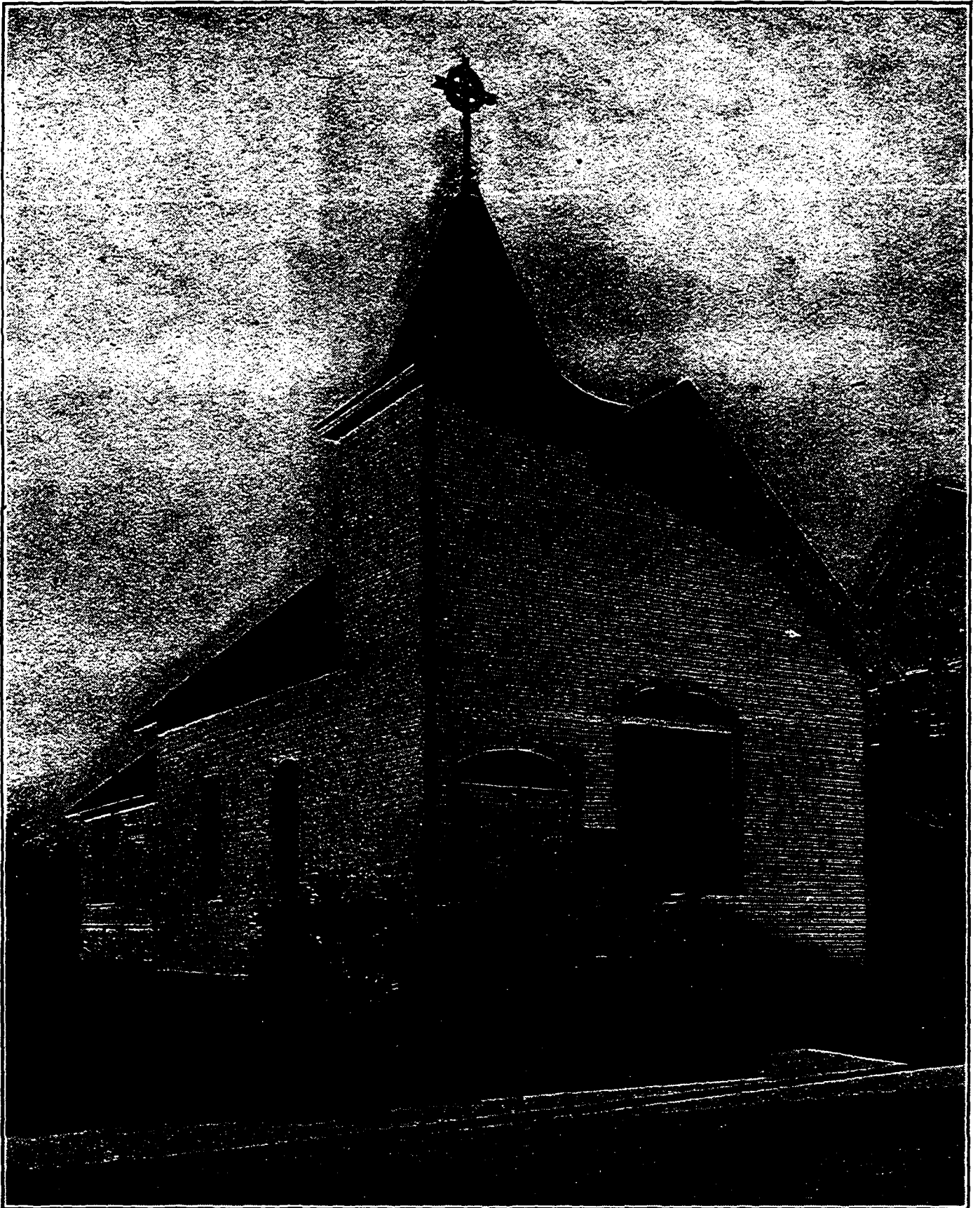
BETHANY EVANGELICAL FREE CHURCH

a Servite Father from Menasha, Wisconsin. To these the earliest settlers, before the establishment of a resident pastor in their midst, went for their spiritual needs.

Bethany Evangelical Free Church. The Bethany Congregation of Clintonville was organized with eighteen members, in 1893, as the Scandinavian Free Church.

The little church group was the result of a spiritual awakening among the Scandinavian settlers, mostly farmers, of this vicinity. In the spring following its organization, the little group affiliated with the Northeastern Association of Congregational Churches, and ever since the Bethany Evangelical Free Church has been Congregational.

On May 8, 1893, the congregation purchased from the Rohrer Manufacturing Company the little frame church on Power Street, formerly housing the Christus Lutheran Congregation, for $700.00, of which $350.00 was borrowed from the Church Building Society.

On February 2, 1903, the Bethany Congregation sold their church building and property to the German Evangelical St. John's Congregation for $1,100.00. The Bethany congregation thereupon built a neat frame church on property purchased on Seventh Street within the second block off Main Street. The house that stood on the property at the time of purchase, was remodeled to serve as a parsonage. The present church membership is 49. The Rev. L. G. Moland is the pastor.

The Christus Lutheran Church. The Christus Lutheran Church was organized in the summer of 1888 by the Rev. C. C. Hein, who at the time had charge also of the Lutheran congregation at Marion. At the time of its organization, the church counted eighteen members.

The first church, a frame building, measuring approximately 24 x 60 feet, stood north of the railroad tracks near the old water tower on Power Street. It had been erected complete with furnishings for $1,600.00 by the Rohrer Manufacturing Company.

A few years later, the Christus Congregation built a small frame church within the first block from Main Street on Fifth Street,

THE CHRISTUS CHURCH AND PARSONAGE (Lutheran)

where also the present church stands. Upon completion of this second building, the first church on Power Street reverted to the Rohrer Manufacturing Company. In 1893, the Rohrer Company sold it to the Bethany Congregation, who, in turn, disposed of it to the German Evangelical St. John's Congregation.

Because of its rapid growth, the frame church proved too small to accommodate its members, and in 1904 the congregation built its present brick church. The frame church was sold to Charles Bohn, who moved the building next to the present Dairyman's State Bank building. The building was enlarged and veneered with brick. It now is used by H. I. Schroeder for a department store.

The present church membership numbers 575. Active auxiliary societies are: The Ladies' Aid Society, the Men's Brotherhood, and the Luther League. The pastor in charge is the Rev. Emil C. F. Stubenvoll.

Congregational Church. As early as 1858, the Congregational settlers of Clintonville, few in number, made arrangements with the Rev. S. D. Peet, pastor of the Congregational Church at New London "to preach the Gospel to them one-quarter of the time." On the intervening Sabbaths, one of the lay people led the small group in singing and prayer. Services were held in the public school, a small log structure erected in 1857 at the rear end of Gustave Ruth's lot, near the banks of Honey Creek (a little back of what is now Lendved Bros. Hardware Store). The Rev. Peet had spiritually cared for his people at Clintonville for a year when the Rev. Elder Sharp, a devout Baptist minister residing at Clintonville, took up the work. He preached to the Congregationalists for two years.

When in 1868, the Methodist Conference established a circuit and placed a Methodist minister at Clintonville, the Methodist and Congregational Societies, by common consent, observed a union form of worship. This union endured until the spring of 1875.

In the spring of 1875, the Congregationalists of Clintonville and vicinity, appealed to the Congregational Missionary Board for a minister of their own denomination. The appeal was signed by U. P. Clinton, O. M. Doty, G. S. Doty, C. J. Cheney, R. M. Way,
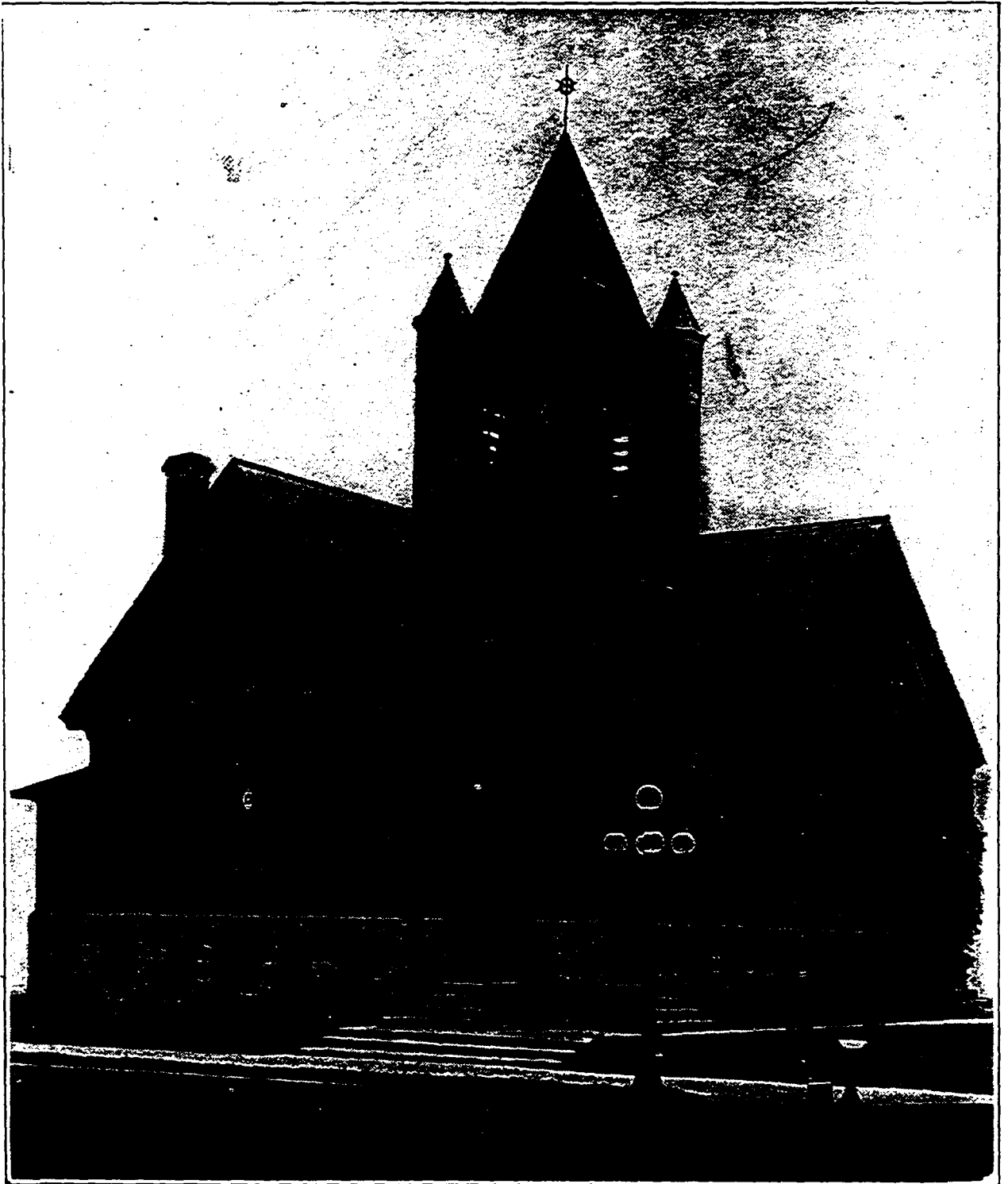
THE CONGREGATIONAL CHURCH

N. B. Carter, W. H. Stacey, B. P. Clinton, and twenty-nine others. The request was at once granted and the Rev. O. P. Clinton of Menasha accepted the charge on the 25th day of April, 1875. He was commissioned to hold services on alternate Sundays.

In February of 1876, the Rev. Clinton was succeeded by the Rev. N. S. Moon, who resigned after three months. In June of the same year the Rev. Clinton was recalled. On November of the same year, work was begun on a chapel and was completed by December 31, 1876, when the first service was held in it. The chapel became known as the "Congregational Chapel." The chapel stood on what is now Eleventh Street, within the first block from Main Street on the south side of the street. It consisted of two stories, the first floor being used for a church, the second, for a parsonage.

In 1885, the Congregational Society built a handsome brick church in the heart of the city on the triangle bounded by Main and Eighth Streets and Eighth Place. The site was purchased from William Dittberner. The total cost of the church and the site was $6,950.00. The Y.P.S.C.E., donated a 1,500 pound sonorous bell at a cost of $232.00. The old Congregational chapel was sold to the local Odd Fellows and is still serving them and the Rebekahs to this day. It stands on the original site. The pastor in charge of the Congregational Church is the Rev. N. E. Sinninger.

German Evangelical St. John's Congregation. In the year of 1901, the Reverend Kieter of Wausau came to Clintonville and organized a local church of the German Evangelical Synod of North America. Services were held for the first time on July 21, 1901, in the little Seventh Day Adventist Church on East Twelfth Street, and the parish continued to hold its services there for a year and a half.

On March 5, 1902, Messrs. Gustave Winkel, William Schauder, Julius Prenzlow and Valentine Wolf, met with O. Olen, Notary Public, to sign the documents of incorporation. The little group was from then on known as the German Evangelical St. John's Congregation of Clintonville. The new society was organized for religious, charitable and educational purposes. On February 2, 1903, the cor-
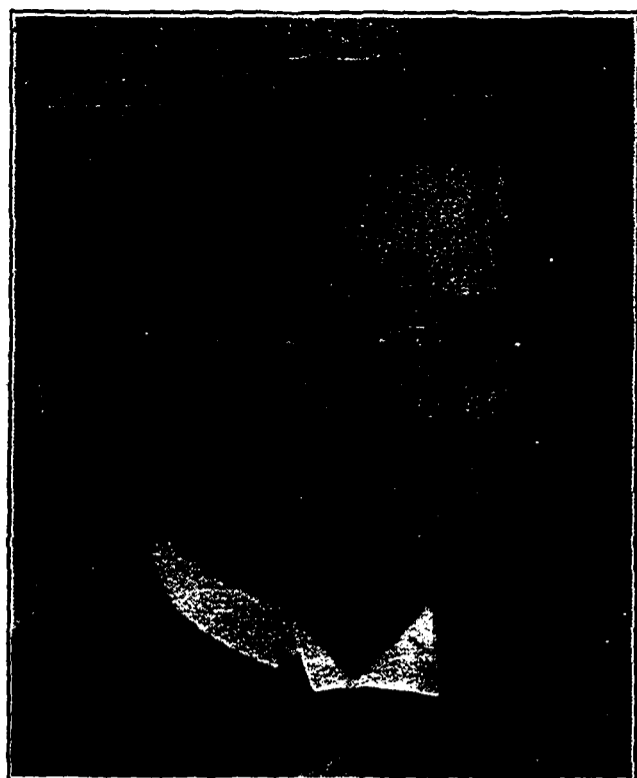
REV. WILLIAM H. WIESE
Pastor of the Methodist Episcopal Church.
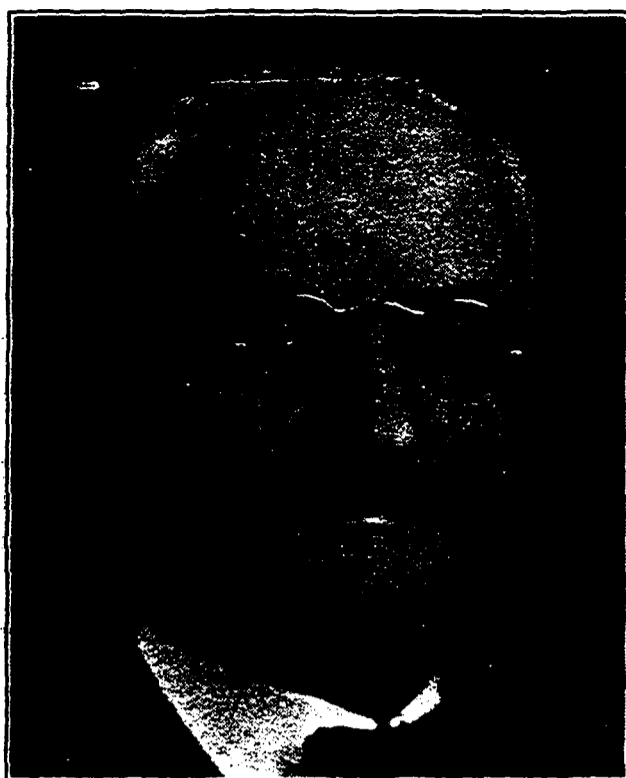
REV. E. W. MARKS
Pastor of the Salem Evangelical Church
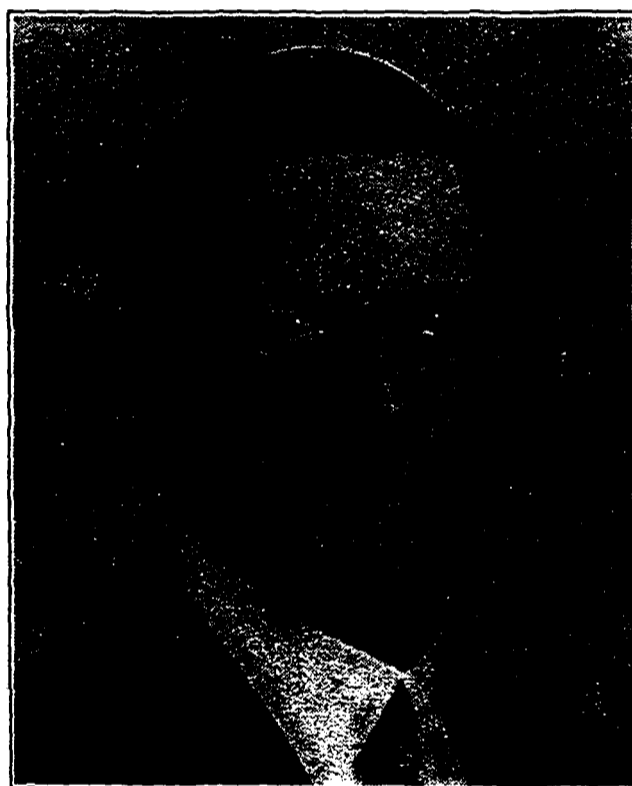
REV. EMIL C. F. STUBENVOLL
Pastor of Christus Church
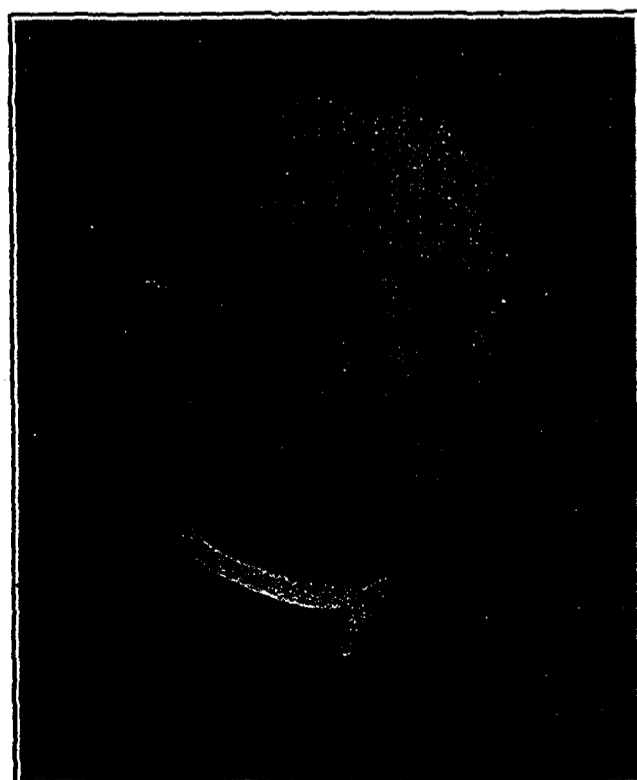
REV. NICHOLAS DIEDRICH
Pastor of St. Rose Church.

REV. WALTER O. SPECKARD
Pastor of St. Martin's Church.

poration purchased for $1,100.00, the little frame church on Power Street, from the Bethany Congregation.

The growth of the congregation, however, was disheartening, and after sixteen years of precarious existence ceased to function as a unit. The last services were held November 11, 1917.

Following this, the church building stood unused until an English Lutheran congregation was organized in Clintonville, by the Rev. Walter Sharritt, who rented it for their use. A year or two later, the Rev. Sharritt organized an English Lutheran congregation at New London, and then took charge of that church as a mission from Clintonville. Services at Clintonville were discontinued after about three years.

In the spring of 1925, Messrs. Arnold A. Schauder and Wm. H. Schmidt, bought the church building for $200.00 and used the lumber to build cottages at the lakes. Ownership of the building site, however, is still retained by the original corporation.

Methodist Episcopal Church. Prior to 1876, the Methodists of Clintonville congregated in the homes of one or the other member for prayer, the singing of hymns and the reading of the Scriptures. These meetings were only occasional, but in the fall of 1867, the Methodists of Clintonville organized and held regular Prayer Meeting in the small one-room frame school house, situated between Eighth Place and Ninth Street, about where Dr. E. A. Miller's office now stands.

In the summer of 1868, upon the earnest solicitation of Mrs. Doty, the Rev. Joseph Anderson, the presiding Elder of the Waupaca District, organized a class of twelve members; which may be said to have been the nucleus of an organized Methodist Church at Clintonville. During the same year, at the Wisconsin Annual Conference of the Methodists held at Racine, Bishop Edward R. Ames appointed the Rev. C. Baldock pastor of the Methodist Congregations at Embarrass and Clintonville.

Upon the appointment of a resident pastor, the Congregationalists, by unanimous consent, affiliated themselves with the Methodists,

worshipping with them and likewise sharing with them the burden of supporting the church unit.

In 1875 the further use of the school building for church purposes was denied the congregation. The Congregationalists thereupon appealed to the Congregational Missionary Board for a minister of
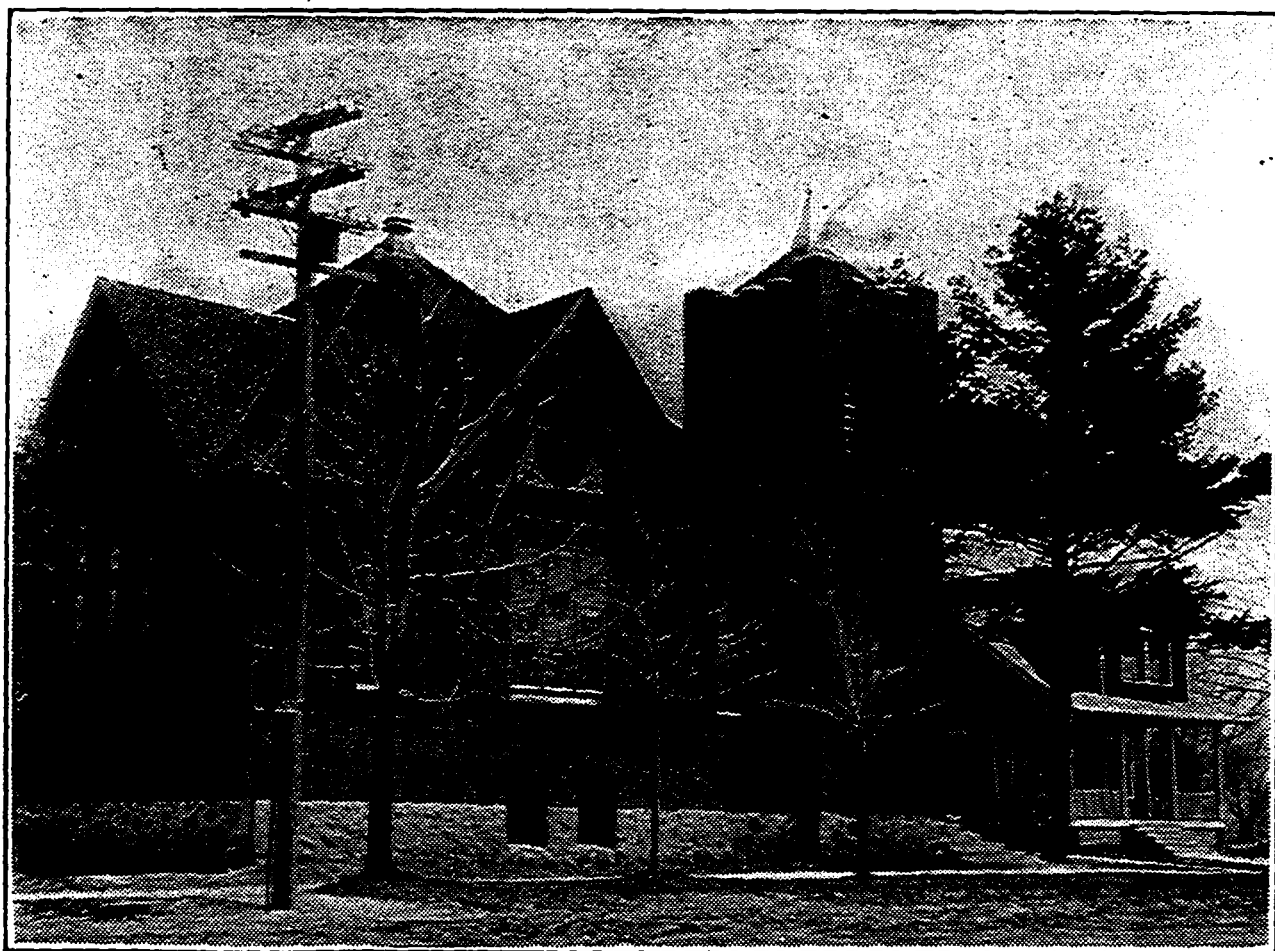
THE METHODIST EPISCOPAL CHURCH

their own denomination, whereupon the two denominations separated into almost equal halves. The Methodists accepted an offer of quarters for Sunday services on the second floor of the Clinton, Johnson and Doty building. This building stood on North Main Street, a few doors north of the present new post office.

In 1876, the Methodists began the erection of a church building on what is now the northeast corner of Thirteenth Street and North Clinton Avenue. However, before the building was completed, a heavy wind demolished the structure. The Methodists, thereupon, transferred their place of worship to the Masonic Hall over Guern-

sey's Store located on the corner of North Main and West Twelfth Streets.

In 1877, during the pastorate of Rev. D. Brown, the present Methodist church was built on the site of the first church. In 1900, the church building was rebuilt at a cost of $3,700.00. In 1918, the present parsonage was built at a cost of $6,000.00. In the fall of 1932, $4,000.00 was spent in remodeling and renovating the church. The congregation on October 23 and 24 of 1932 celebrated with appropriate ceremonies, its sixty-fifth anniversary. The Rev. William H. Wiese is the pastor.

St. Martin's Lutheran Church. Although there appears to be some evidence of Lutheran ministerial work performed in the town of Bear Creek as early as 1863, it perhaps was a few years after the date mentioned that the Rev. P. H. Dicke of Shawano was commissioned by the Missouri Synod to do missionary work in the two townships of Larrabee and Bear Creek. The Rev. Dicke, it is thought in 1872, turned over the missionary work in these two localities to the Rev. J. R. Lauritzen, then pastor of the Lutheran congregation at New London.

On October 19, 1874, the Rev. J. R. Lauritzen organized the St. Martin's Congregation of Clintonville, with fourteen charter members. A site for a church building was donated by Stacy and Clinton with the proviso that the structure be at least twenty-four feet high. In 1875 a combination church and school, of frame construction, was erected on what was later to be called Clinton Avenue, on a spot directly back of the present St. Martin's Church. The first floor served the congregation as a house of worship while the second floor was used for scholastic purposes.

For a number of years, the pastor of the Lutheran church of New London ministered to the spiritual wants of the Clintonville flock, but when in the summer of 1882 the congregation had grown to man's stature, the parish officers sent out a call for a resident pastor. The Rev. W. P. Weigle was engaged, who, besides conducting divine worship, also taught the parochial school.
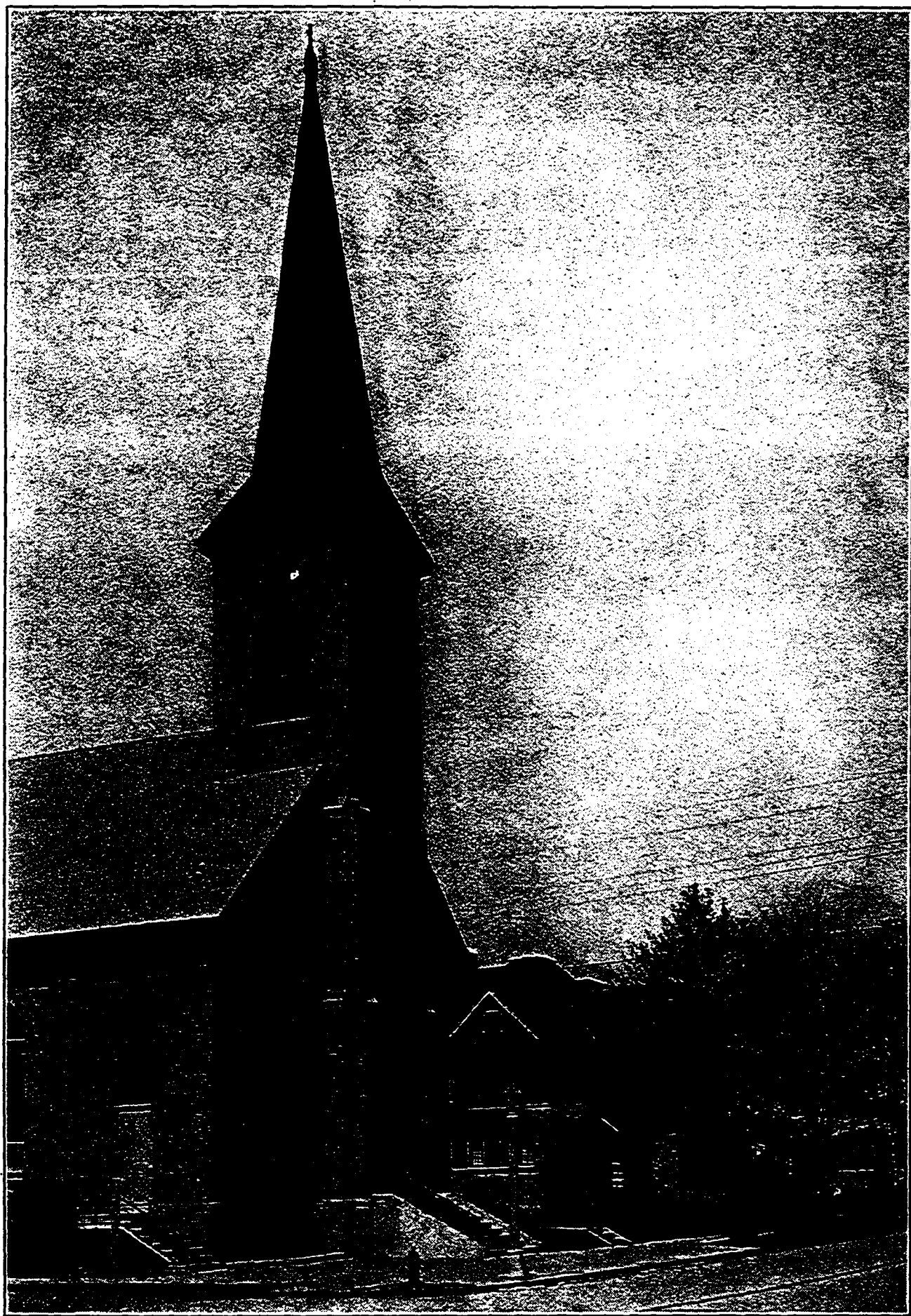
ST. MARTIN'S CHURCH (Lutheran), SCHOOL AND PARSONAGE

On May 2, 1886, the congregation affiliated itself with the Missouri Synod. During this year, a separate school teacher was engaged.

In 1890, the present large brick church was built. Upon its completion, two fine church bells weighing 600 and 1,000 pounds, were mounted in the tower. In 1916, the present commodious, brick school was erected.

Active units of the parish are the Ladies' Aid Society, the Y. P. S., Walter League, Aid Association for the Lutherans and the A. L. L.

The St. Martin's congregation today is the largest religious group in the city of Clintonville, its membership being 1,548. The Rev. Walter O. Speckhard is the pastor.

St. Rose of Lima Church. In 1868, Elhanen Winchester (Chet) Bennett donated to the small group of Catholics of Clintonville, about two acres of land on what is now Seventh Street, for a church building site.

As early as 1870, the pastors of the Church of the Most Precious Blood, New London, Wisconsin, came to Clintonville to conduct religious services, which were held in private homes. The Engelbert Brix home, a one and one-half story, log structure, was the first to serve as such a place of worship when the Reverend Clement Duerr of New London and later Father Annen of Lebanon came to Clintonville. In turn, the Alexander Bucholtz, the James McNiel, and the Neal Gillis homes were used for a like purpose.

Prior to the coming of a priest regularly to the Clintonville community, the Catholics met in the home of one of their number for private worship. The rosary was recited, and the epistle and gospel, for the respective Sunday, with the commentary thereof, was read from the Goffine, a book especially written and widely used by pioneer Catholics, deprived by distance of the service of a priest.

Before the erection of the first church building, which occurred in the summer of 1875, the parish was called St. John's Congregation. However, at the dedication of the edifice, the parish was placed under the protection and patronage of St. Rose of Lima, the first American canonized saint. The church, a frame structure, was

erected on the spot now occupied by St. Rose School. St. Rose Church was the first church building erected in Clintonville.

Father Arthur O'Conner's appointment, during the opening months of 1876, to the pastorate of St. Patrick's of Lebanon, also carried with it the obligation of looking to the spiritual needs of the Clintonville Catholics.

In 1878, the care of the rapidly growing mission of St. Rose was re-transferred to the New London Parish, Father F. X. Scholz being pastor at the time.

During the last three months of 1880, St. Rose Parish enjoyed the blessing of a quasi-resident pastor, Father Zephyrinus Engelhardt, a Franciscan monk. After his appointment elsewhere, Father F. X. Scholz of New London once more assumed the pastorate of the Clintonville congregation until the arrival of Father Peter J. Lochman on July 6, 1881.

Anticipating the arrival of a resident pastor, the congregation, early in 1881, purchased the corner lot of Seventh and Auto Streets on which stood an old boarding house. Father Lochman, after his arrival, with the help of volunteer labor remodeled the old house into a rectory.

The following year, the congregation purchased a four-hundred-pound bell, manufactured by the Van Duzen and Tift Company of Cincinnati, Ohio. The pitch of the bell is "C" natural, a little sharp. In 1932, Adam Mirkes, a member of the congregation, donated a nine-hundred-pound bell to the parish. This bell has a true natural "G" tone. It was purchased also from the Van Duzen Foundry.

The lot south of the previously mentioned corner lot was purchased in the summer of 1883, for $500.00. On it stood, at the time of purchase, a small stable and a new, well constructed barn. The barn was rebuilt into a school and Sisters' dwelling. Upon completion of this work, the Franciscan Sisters of Christian Charity of Alverno, Wisconsin, were engaged to teach the school which opened in the fall of the same year. Mother Mary Gabriel, the founder of the above-mentioned order, with Sisters Mary Cecilia, and Mary
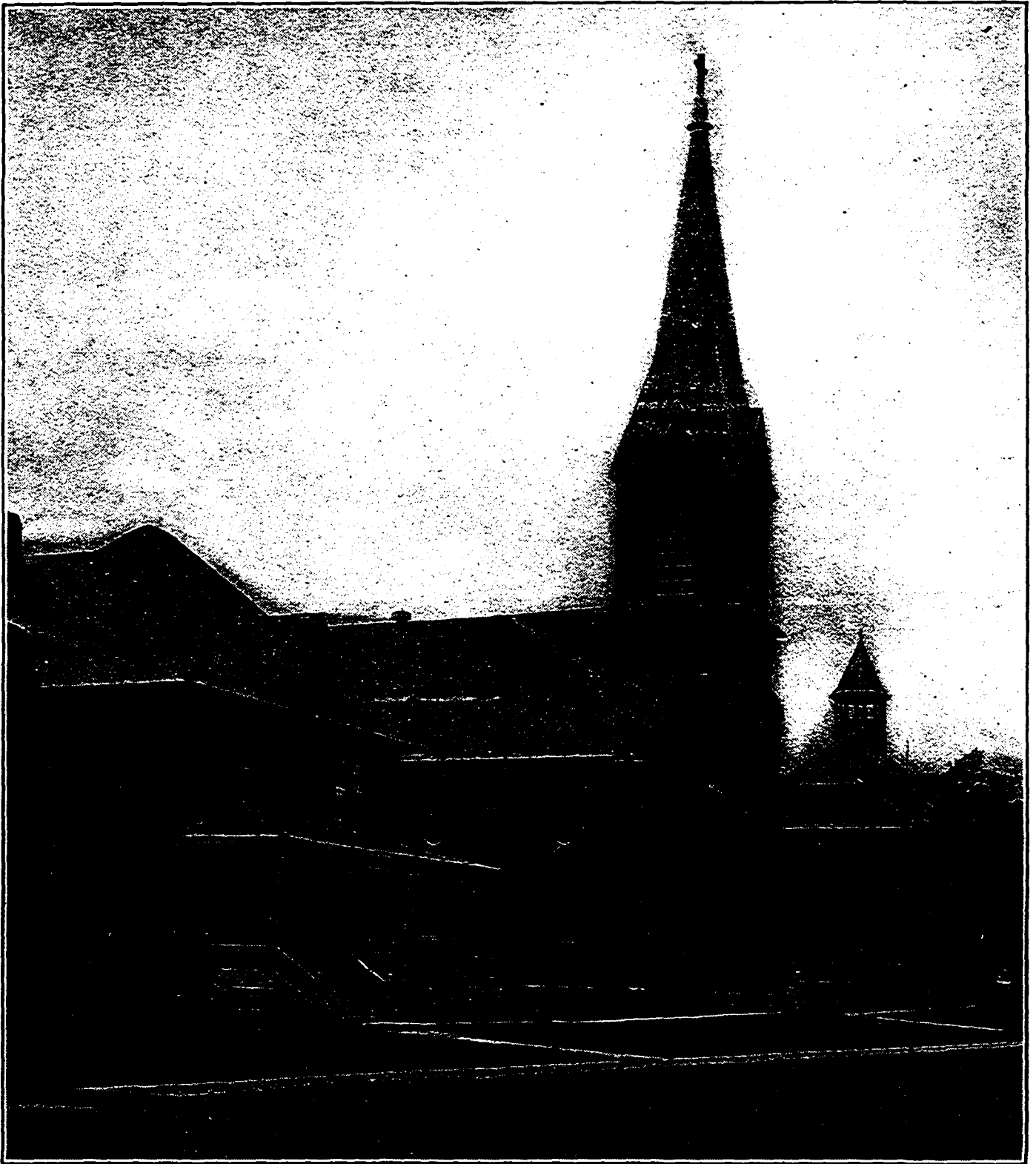
ST. ROSE OF LIMA CHURCH (Catholic), SCHOOL AND RECTORY

Magdalen, opened the school. The present Sisters' convent served as a school and Sisters' home until 1893.

In that year, the present brick church was built at an approximate cost of $13,000.00. The little frame church was then remodeled to serve as a parish school. This school was destroyed by fire on February 19, 1904. A new four-room brick building, erected that same year at a cost of $5,000.00, replaced it. While the new school was under construction, the school was again moved back into the Sisters' residence. Two years later, the present brick rectory was built at a cost of $3,112.00.

During the first ten years of the pastorate of Father Nicholas D. Diedrich, the present incumbent, more than $16,000.00 were spent for improvements made on the buildings and grounds.

The following is a chronological roster of pastors who have served St. Rose of Lima Congregation since the appointment of a resident pastor.

Father Peter J. Lochman, July 6, 1881, to September 1, 1883.

Father John Seubert, September 1, 1883, to foreport of 1887.

Father F. X. Scholz and Norbert Wilkelm, O.S.F., from forepart of 1887 to July 3, 1887.

Father Arthur Belle, July 3, 1887, to December 8, 1892.

Father Peter Schmitz, December 8, 1892, to January 1, 1893.

Father Bernard Hugenroth, January 1, 1893, to July 28, 1896.

Father Peter Schmitz, July 28, 1896, to October, 1899.

Father Aloysius Bastian, October, 1899, to May 4, 1912.

Father John J. Loerke, May 4, 1912, to September 4, 1921.

Father Henry Kuhl, September 4, 1921, to July 1, 1923.

Father Michael Gonnering, July 1, 1923, to October 1, 1926.

Father Nicholas D. Diedrich, October 1, 1926, to the present time.

Salem Evangelical Church. The Salem Evangelical Congregation of Clintonville, dates back as a unit, to the year of 1875 when Evangelical ministers from various neighboring towns came to minister to their people. Before this time, the members of this congregation attended church at Maple Creek, New London, or some other nearby place. The following families constituted the original local Salem

Evangelical Society: Messrs. Ernest Stolt, Fred Ewert, Mathias John, William Nass, John Buelow, Herman Bleck and Bockhaus. The Rev. A. M. Finger was the first pastor.

For seven years, the faithful gathered in some private home or public hall for worship. However, in 1882, they built their own
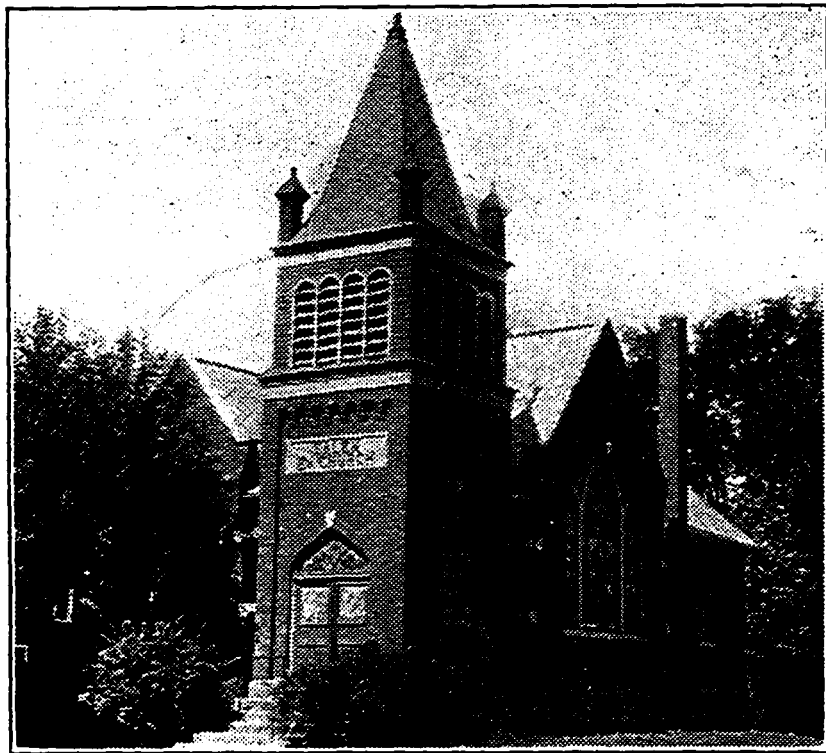
THE SALEM EVANGELICAL CHURCH

church and parsonage. The first church was a little frame building erected on the corner of North Clinton Avenue and Thirteenth Street. This building was remodeled during the pastorate of the Rev. C. Puncel (1890–92). In the year of 1912, the Rev. William F. Berg built a new church on the same site at a total cost of $4,535.46. The old rectory was replaced by a beautiful new home erected in 1916, during the pastorate of the Rev. J. H. Bernd, at a total cost of $3,975.74. In the year of 1929, the Rev. Henry Rabe redecorated the interior of the church and rebricked the exterior with tapestry brick.

The Rev. E. W. Marks is the pastor.

Seventh Day Adventist Church — During the winter of 1881–82, a group of thirty-two members of the Seventh Day Adventist Church worked enthusiastically to raise funds to build a church.

Land was acquired on the north side of East Twelfth Street, within the first block off Main Street, and construction was begun in the early spring of 1882. By May, the building was sufficiently completed for use and the first service was held in the small frame church on May 14, 1882. The services were conducted by the Rev. Elder H. W. Decker.
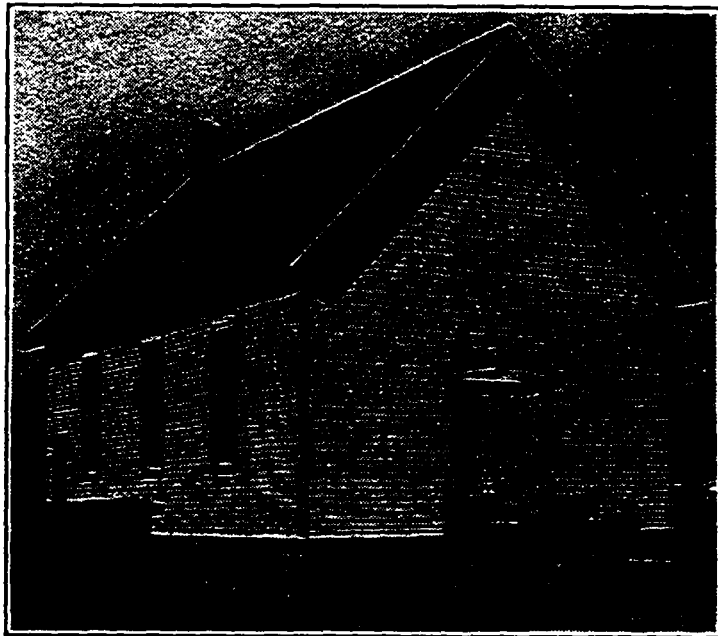
SEVENTH DAY ADVENTIST CHURCH

At present, the Rev. Elder Summerville of Waupaca has charge of the congregation. Mr. Fred Nehring of New London substitutes for the pastor on such Sabbaths when his duties prevent him from coming. The parish membership has increased but little since its inception in 1882.

CEMETERIES

Town of Larrabee Cemetery. Mrs. Urial P. Clinton was the first one to die in present Clintonville. Her death occurred in June of 1857. Her husband buried her on the banks of the Pigeon River on land lying in the second block east of present Main Street, immediately south of present Seventh Street. Other burials were made on the same plot in following years. These burials must have been made with the consent of the owner, Marritt Lyon, for the plot was a portion of the forty acres of land (NE ¼ of the NE ¼ Section

26, Township 25 North of Range 14 East) for which he had filed entry at Menasha on May 17, 1855, and for which he was granted a patent on February 22, 1858.

The necessity of a public burial ground became apparent. So the public-spirited Urial P. Clinton purchased from Merritt Lyon by Warranty Deed, for one hundred dollars on July 11, 1862, the plot of land which was used for the cemetery. Mr. Clinton further purchased on September 12, 1864, from the State of Wisconsin by Tax Deed for three dollars and thirty-five cents, the East ½ of the NE ¼ of the NE ¼ of Section 26 and added a portion thereof to the original cemetery land. This cemetery he then donated to the Town of Larrabee and it was henceforth known as the Town of Larrabee Cemetery.

However, Urial P. Clinton never deeded the land to the township, and old settlers recall that the gift carried the condition that should the land ever be used for other than cemetery purposes, it should revert to him or to his rightful heirs. The land did actually revert to Mr. Clinton in 1888 when the City of Clintonville bought the property comprising present Graceland Cemetery and transferred most of the bodies buried in the Town of Larrabee Cemetery to the new location.

In 1910, Urial P. Clinton sold the old cemetery land to M. D. Olen (Mrs. Otto L. Olen). In 1920, Mrs. Otto L. Olen gave the deed of this land to her husband, Otto L. Olen, and he in turn in 1933, deeded the land, gratuitously to the City of Clintonville. By this act, the City of Clintonville again became owner of the original Town of Larrabee Cemetery.

Graceland Cemetery. In 1888, the City of Clintonville purchased from Elhanen W. Bennett all of the West ½ of SW ¼ of the SE ¼ of Section 26, Town 25 North, Range, 14 East. This tract lies west of Federal Highway No. 45 and a quarter mile south of the city limits. Because Section 26 is a "large" section, the half "forty" which was purchased actually comprises twenty-two acres. In 1899, the City of Clintonville sold from this plat four acres and 34 rods lying on the south end to the St. Rose Congregation with the stipulation that the land be used exclusively for cemetery purposes.

After the purchase of the new burial grounds, the city improved the land by levelling it and seeding it to grass. The city also engaged Mr. Johnson to plat it. To relieve the bareness of the land, a number of box elder trees were planted. Most of the bodies resting in the old Larrabee Township Cemetery were now transferred to the new grounds.

In 1918, the City of Clintonville, engaged A. E. Bennett to re-plat the entire cemetery. He laid out the drives and lanes artistically but left the lots the same size, 18 ft. by 18 ft. as they were laid out in the original platting by Mr. Johnson.

In 1920, a Cemetery Association was formed, composed of the lot owners. The Association meets every first Monday of March to elect three trustees and to transact other business of the Association. The affairs of the cemetery are conducted by nine trustees, three of which are elected each year to serve three years. The trustees elect a president, a vice-president, a secretary, a treasurer and a perpetuity officer from their own number.

The Association immediately upon its organization set about to beautify the grounds. A large number of select trees and beautiful shrubs were set out. Many of the trees were donations. The price of the lots also was raised to $170.00 for the more desirable ones lying along the main highway and to $160.00 for those lying farther back. The price includes perpetual care.

In 1922, the main circle and drive were dedicated to the memory of the world War Soldiers, Sailors and Nurses, and named Victory Drive and Circle. To perpetuate the names of individual soldiers, sailors and nurses, trees were set out and named after each.

Graceland Cemetery is a beauty spot and shows with what respect the dead are held in the memory of Clintonville.

Edward R. Fritz is sexton.

St. Martin Lutheran Cemetery. On June 29, 1885, St. Martin's Congregation of Clintonville purchased from Mrs. Lucretia Doty, a widow, for the sum of one hundred dollars, forty acres of land described as follows: "The SW ¼ of the NE ¼ of Sec. 22 in Town

25 North, Range 14 East." The pastor at the time was the Rev. H. J. Furhman and the trustees John F. Messner, Fred. Pingle and William Ebert. The land lies a little more than a half mile west of the city limits of Clintonville.

The first grave dug on this cemetery was for a young man, aged 23, whose name was not known. He had drifted into Clintonville, where he also died shortly after his coming.

The forty acre tract is dissected both by the Pigeon River and Federal Highway No. 45. It being too large also for their purpose, the congregation shortly after purchase, sold a seven acre tract lying across the Pigeon River to a farmer whose land abutted the cemetery land. Later, gravel was sold from this land to the value of several thousand dollars. Also, on that segment reserved for cemetery purposes, a gravel pit has been opened and gravel valued at several hundred dollars sold therefrom. Because of its low level, that section of the original purchase lying south of the Federal Highway No. 45 will be disposed of when occasion arises.

The sexton of St. Martin's Cemetery at present is August Hoffman.

St. Rose Cemetery. Before the establishment of a Catholic cemetery in Clintonville, Catholics were buried on the old Town of Larrabee Cemetery. However, after Chet Bennett in 1868 had donated a plot of ground for Catholic Church use, that land also served as a cemetery. Burials were first made east of the present site of St. Rose Parish School and later, on a line south of the present school and church. The first burial to be made on the cemetery was that of Mrs. Catherine Boehm who died January 11, 1871.

The choice of the present site of St. Rose church necessitated the removal of a line of graves lying beneath the present west wall of the church. In the spring of 1893, these graves were removed to the south end of Graceland Cemetery on which tract the parish held an option to purchase. This option was exercised in 1899, and this four acre tract is now the St. Rose Cemetery. Although some burials still were made after 1893 on the old burial ground south

of the church, the practise gradually ceased and the bodies lying in the old cemetery were disinterred and reinterred in the new.

The new cemetery at the time of purchase, although platted, was very rough. In 1920, with a great deal of labor, which was volunteered, the ground was leveled and trees and shrubs planted thereon.

The lots are now cared for by an annual contribution of two dollars per lot and the interest from perpetual care funds. The lots are sold for from $45.00 to $75.00 according to desirability. At present John Zehren is the sexton of St. Rose Cemetery.

Public School. Pioneers try to re-establish in their new land the desirable institutions of the old. So when settlers have built a rude shelter for themselves and their beasts and are assured a means of livelihood, their next thoughts are directed to the establishment of a church and school. It is astonishing how well early settlers in the Clintonville area managed in spite of all handicaps.

There is a tradition, almost forgotten, that hardly had a few families settled in the Clintonville region, when Mrs. Norman Clinton gathered the children of the community at her home to teach them the fundamentals of reading, history, geography, arithmetic and writing. The story is very creditable, for Mrs. Clinton was well educated and was, moreover, very charitable.

At any rate, there must have been evidenced a strong desire to provide educational facilities for the children, because as early as 1857 a public school was opened and was named District No. 2 of Bear Creek. The school was conducted in an adapted log building standing several rods back of the present Lendved Brothers' Hardware Store on Main Street. The first teacher of this one-room school was Miss Jennie Marsh. It is remembered that a Mr. Clark Colborn later also taught in this school.

In 1865, because of the increase in the number of pupils, the old log building was abandoned and the school moved into a used frame building standing nearly directly across the street. It also was a one-room school, and stood close to the street between Ninth Street and Eighth Place where Dr. E. A. Miller now has his office. The

siding of the frame building had never been painted, and the boards showed grey and weatherbeaten.

In the early 70's, a new two-story frame school was erected on land donated for the purpose to the village by Urial P. Clinton. Adolph S. Olmsted was the first principal of this school. The site is now occupied by the high school.

THE MAIN PORTION OF THIS BUILDING
SERVED AS THE PUBLIC SCHOOL FROM
1865 TO THE EARLY 70's.

The old school building was sold, and after it had been owned by several people and used for a shoe store and other purposes, it was moved several rods to a site on Eighth Place where, after it was remodeled and enlarged, a second story added, it has served as the home of L. L. Dilley.

In the fall of 1884 the enrollment list of pupils reached 180. To give better educational service, the school board that fall introduced the high school grades. Pupils who before this desired a high school education had to seek it elsewhere.

Fortunately, in all the history of the Clintonville public school, no building was ever threatened by fire. However, a serious accident occurred to one of the buildings. In the afternoon of September 10, 1884, the school was struck by lightning. Although no one was hurt, all occupants were much frightened. The lightning struck the building and after tearing off shingles and ridge boards for a distance of about fifteen feet, it entered the upper room where it followed the floor between pupils, Orva Warren and Ora McCorison,

THE PUBLIC SCHOOL FROM EARLY 70's TO 1896
High School Grades Added in Fall of 1884.
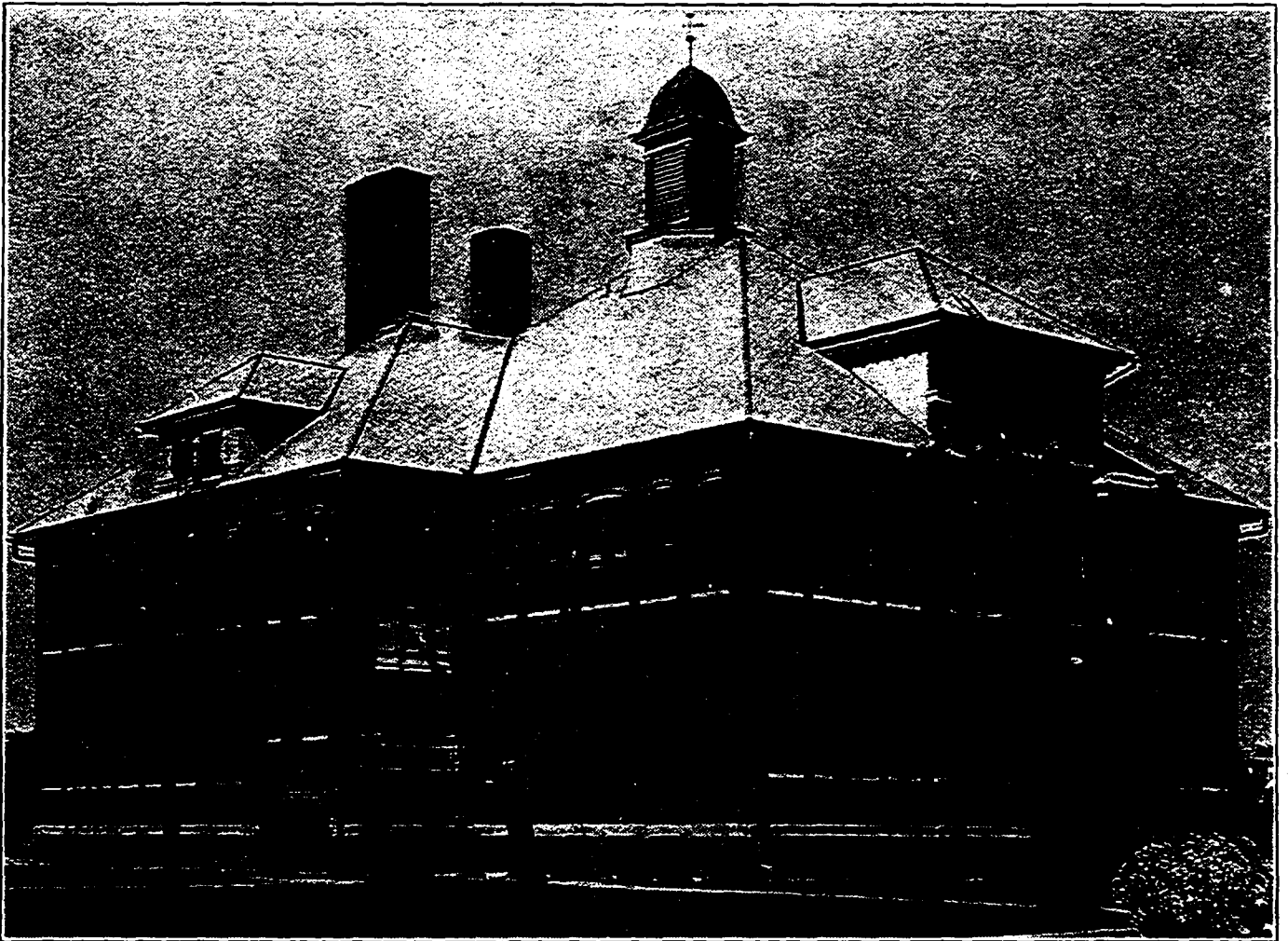
THE PRESENT GRADE SCHOOL (From Fall of 1896)
This Building Also Served as a High School from 1896 to 1918.

who were sitting about four feet apart. It next passed through this floor into the primary room where it struck the stove pipe and following the chimney, ripped off large areas of plaster and splintered the floor for twenty feet.

Clintonville grew rapidly, and before long the two-room school was too small. To relieve the congestion, two barracks were built to the east of the school. These housed the primary grades.

Because the use of the barracks was merely temporizing with the building problem, a special meeting of the citizens of Clintonville was held on March 9, 1895, to vote to bond the city for funds with which to build a proper school. The project was defeated.

The following year through a referendum voted on at the regular election in April, it was determined to appoint a committee to ascertain the school requirements and costs. Henry Anthes, Frank M. Guernsey and M. L. Munsert were appointed. This committee made the following report to a gathering held on April 27, 1896, at the City Hall:

"The committee held its first meeting April 15, for the purpose of discussing the question of the size of the building needed. At this meeting it was decided that, reckoning from the figures taken from the school register, or a basis of forty-five pupils to a teacher, it will require nine rooms at the present time, to furnish adequate accommodations. This includes a high school room and a recitation room.

"The committee also decided that a ten-room building is the smallest that they can consistently recommend, and they believe that this will furnish accommodation for the next ten years.

"At this meeting, after listening to the report of the committee, it was decided to correspond with competent architects and prominent school men for the purpose of ascertaining as nearly as possible the cost of a suitable building and of procuring plans for the same.

"As a result of this correspondence, two architects, Mr. W. W. Levisee of Clintonville, and Mr. F. S. Allen of Joliet, Illinois, appeared before the committee at a meeting held April 21, with plans
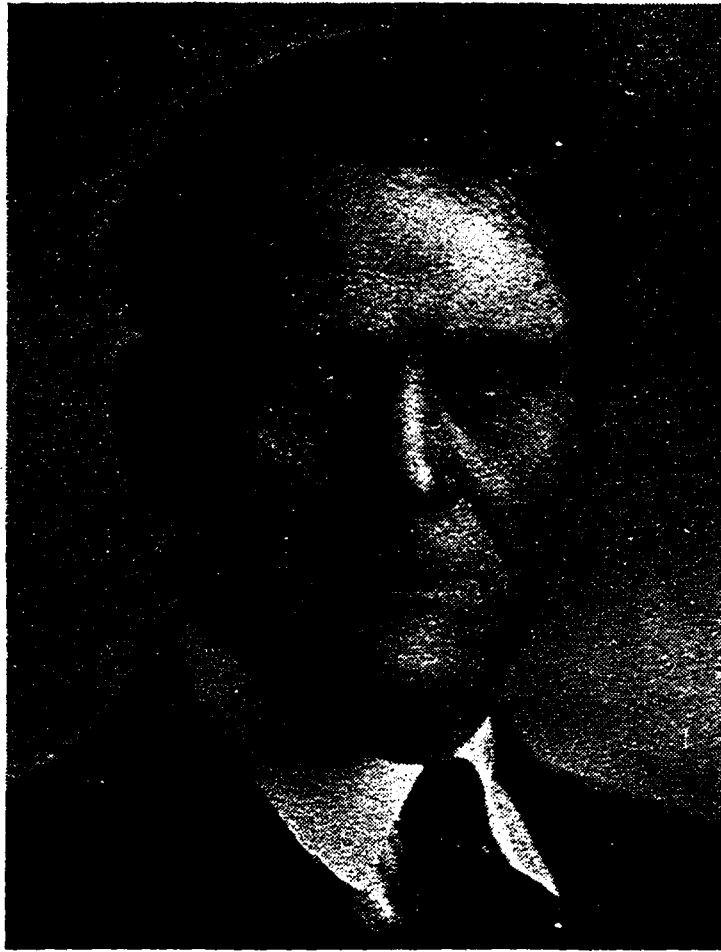
FRANCIS D. WARTINBEE
Superintendent of Clintonville Public Schools.
(September 1915 to June 1937)
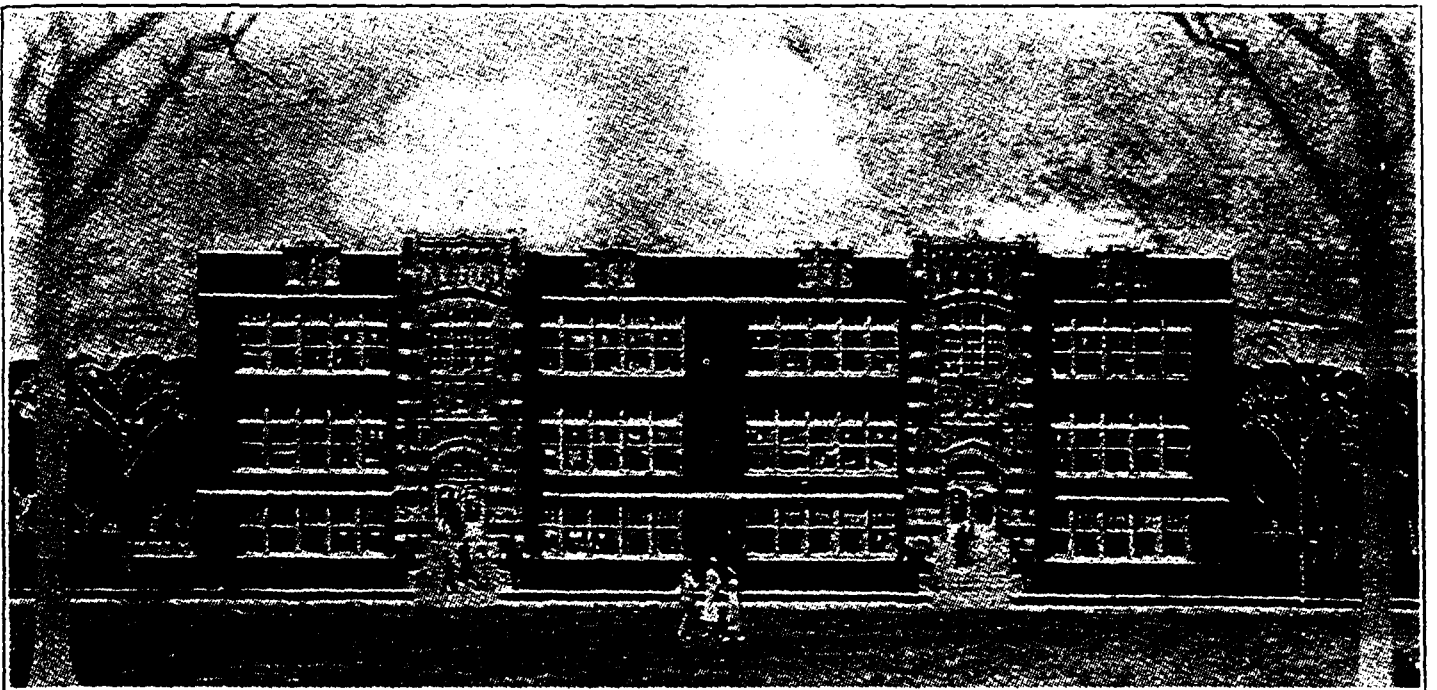
THE CLINTONVILLE PUBLIC HIGH SCHOOL

and estimates sufficiently detailed and of reasonable cost to satisfy the most exacting committee man.

"From these plans and estimates it was demonstrated to the satisfaction of the committee that a ten-room buildng, steam or hot air heated, such as will meet with the approval of the majority of voters of Clintonville, can be built at a cost of not exceeding $15,-500.00."

The question whether Clintonville should build the proposed school was decided by a referendum conducted about the first of May, 1896. The result of the balloting showed that 180 favored the building, while 20 voted against the plan.

The committee now proceeded in earnest with the matter. The state was petitioned for a loan of $13,000.00, which was granted. H. J. Van Ryn of Milwaukee was engaged as architect. The Polley and Thompson Construction Company of New London was awarded the general contract. The building was ready for use for the fall term of September, 1896.

When the new school was ready for occupancy, the old frame structures were disposed of by sealed offer to the highest bidders. Louis Kuester's offer of $50.00 was the highest for the two-story school. He moved the building to Eleventh Street and made some changes on it, the upper floor to serve as a community hall. Later the entire building was again remodelled into a flat.

One of the barracks was bought for $125.00 by the Germania Society. It was temporarily removed from the school grounds and later to Power Street, when also it was rebuilt and equipped to serve for meetings and socials held by the society. The other barrack was bought by John Frieder for $100.00. He moved it to the site now occupied by the Columbia Hotel where for many years it was used as a barroom.

In 1918 a fine modern high school was built at a cost of $200,-000.00. Parkinson and Dockendorff of La Crosse were the architects. The general contract was let to the Hagner Construction Company of Appleton.

Newspapers. During the summer months of 1879, there came to Clintonville, George Radcliffe and Mark Twaite, itinerant newspapermen, with an old printing press and some type. After setting up shop with their meager equipment, they engaged Frank Brady, then a very young man, and promptly published the first newspaper issued in and about Clintonville.

The paper, however, lived for only a few editions because both Mr. Radcliffe and Mr. Twaite were ardent prohibitionists and stated so violently in their paper. Clintonville at the time was still too close to the traditions of the lumber camps and was not yet prepared to accept the novel gospel preached by the editors. Because of the paper's editorial policy, the reading public failed to give it support and sympathy, and the venture had to fail.

Mark Twaite, the first of the partners to be discouraged, sold his interest to his partner, George Radcliffe. Radcliffe, in turn, soon thereafter was forced to suspend publication. To salvage what he could, he sold the press and type to Frank Deliglise of Antigo. Because Clintonville at the time was the terminus of the railroad, the press was moved to Antigo on logging sleighs, thus bringing to an end this infant publication after only a few months of querulous, unhappy life.

Historic Press of First Paper. The old printing press, prior to its shipment to Clintonville, had an interesting connection with the Mormons, during their sojourn at Nauvoo, a now vanished city. The Mormons, 15,000 in number, came to Commerce, a little village of Illinois, situated on the eastern banks of the Mississippi River, in the year 1838. Joseph Smith, the founder of this strange religion, changed the name of the village from Commerce to Nauvoo, which means "The City of Beauty." Within six years, the population of Nauvoo grew to 28,000 souls.

The people of the surrounding district grew very antagonistic towards the Mormons since it was rumored about that they were helping themselves to the farmers' fatted beeves, swine and other domestic animals. The farmers were strongly supported in their contention by the Mormon apostates.

Here permit me to quote an early settler of Commerce, an eye-witness to this antagonism, Clifton Johnson, in his book "Highways and Byways of the Mississippi Valley" (Published by the Macmillan Company, New York):

"The kickers" (Mormon apostates), "started a paper here they called the 'Expositor,' and they branded in with all those who wa'n't Mormons and wrote like the devil against the new religion. 'Drive the Mormons out of the country!' was what the Expositor advocated. The Saints got mad, and the city marshall went to the office with a blacksmith, who pounded the press to pieces and they threw the whole concern out into the street. That was the 7th of June, 1844, and twenty days later Joe Smith and his brother Hyrum was corpses. We had wild times for a while, and the outcome was that the Mormons thought they better skip from this region."

According to the early files of the "Clintonville Tribune," this was the old hand press which the Mormons, after partly demolishing it with sledges, threw into the Mississippi River. Later the press was salvaged, repaired and brought to Clintonville where it was used to print the first paper issued in this locality.

This press was destined to lead an interesting life. When Mr. Deliglise bought the press, he turned it over to Father St. Louis, then visiting pastor of Antigo, who with the press published Antigo's first paper, the "New County Republican" and later, the "Langlade County Republican." When Father St. Louis removed, because of ill health, to the St. Joseph's Orphan Asylum at Green Bay, he took the press with him. Here he published a paper for the Catholic schools of the Diocese of Green Bay for about two years with the same press. When Father St. Louis was appointed pastor of the Church of the Immaculate Conception at Florence, Wisconsin, in 1895, he left the press at the Orphanage. Not finding any use for the press at the Orphanage, the Rt. Rev. Bishop Fox turned the press over to the Franciscan Fathers of Pulaski, who began their now well established publication department with this press. When in 1917 the publishing work of the monks demanded larger and more modern printing machinery, ignorant of the historic value of

the press, they sold it for junk. Diligent search a few years ago for the press failed.

The Clintonville Tribune. The second venture into the field of Newspaper publication was made on August 11, 1881, when M. C. Phillips, a lawyer, and N. A. Burnham, a floater with some knowledge of printing, issued the first copy of "The Tribune." Phillips soon disposed of his interest in the paper, while a Mr. Fuller went into partnership with Burnham. Frank Brady who had been engaged by the publishers, as foreman, purchased the entire establishment in November of 1882.

The Tribune printing shop was located on the second floor of the Knapp and Stacy Store on Main Street, across from where the Marson Hotel now stands. At that time, the entire equipment consisted of a Washington hand press, a small jobbing press, a paper cutter, and a few stands of type.

In June, 1885, The Tribune printing shop was moved into a new building, the property of The Tribune, on Eleventh Street. In October, 1920, the Clintonville Tribune purchased from Dan Tanty the building, then a bowling alley, standing next to its own on the west side, and moved into this. The Dairy Products Company now occupies the former Tribune shop. The Tribune has been printed in the former Tanty building ever since 1920 on a larger and better scale.

On account of the liberal patronage received from the Marion people, the Tribune in July, 1885, devoted one page to Marion news and called it "The Marion News Boy." The following December the name of the Tribune was changed to "The Clintonville Tribune." With the July 17th issue of 1886, the paper began its first column headed "Sporting Notes." During the summer of 1888, the paper became known as the "Dual City Tribune," since it devoted a great part of its space to New London news and advertisements. At the same time, the paper extended its new field to the entire county of Waupaca. During the year, we find that a Mr. Patchen acted with Mr. Brady as editor of the paper.

The plan of servicing the two cities with one paper endured only

until March, 1891, because of keen competition. After that date, the paper was again published under the caption of "The Clintonville Tribune."

Beginning October 3, 1890, steam power was used to turn the presses of the Clintonville Tribune, the first paper to use such power for this purpose north of Oshkosh. The steam power was later replaced by a gasoline engine and, finally, by electric power.

Paper Consolidate. "The Clintonville Tribune" ("The Town Talk") published by Fr. H. Brady and the "Clintonville Sun" published by Wm. H. Barnum, consolidated October 11, 1901. It was thence issued as the Clintonville Tribune by Brady and Barnum. About this time Mr. Brady's health failed and he retired from editorial work. In April of 1902, Joe D. Cotton bought Brady's interest in the paper and became associated as editor with Mr. Barnum until June 1, 1913, when Mr. Cotton sold his interest to F. A. Moldenhauer.

The Barnum and Moldenhauer firm was incorporated in February, 1917. On August 4th of the same year, Mr. Moldenhauer bought Mr. Barnum's share in the paper and he has since been sole proprietor and publisher of this paper. From then until September 17, 1920, when Earl F. Moldenhauer, son of the proprietor, became editor, various editors had been employed by Mr. Moldenhauer.

Earl Moldenhauer edited the paper until January, 1933, when he resigned because of his duties as State Assemblyman. Markus Murray filled his place until September, 1934, when he was succeeded as editor by Raymond Hyde of Tennessee, who is holding this position today.

The Clintonville Tribune is a weekly newspaper devoted to the civic, business and agricultural interests of the community it serves. It has a circulation of eighteen hundred subscribers.

The Clintonville Times. "The Clintonville Times" at one time published at Clintonville was owned by a stock company and edited by Dale Hickok. This publication was short lived.

The Dairyman's Gazette. The Dairyman's Gazette, a weekly newspaper, was established at Clintonville by Robert Wright in

June, 1919. This newspaper was first published in the Nick Etten Building on South Main Street, five or six doors north from the corner of South Main and Sixth Streets.

Andrew A. Washburn, who had published a paper at Horicon, Wisconsin for twenty years, purchased the Dairyman Gazette plant in April, 1921, and has since been its editor. In 1926, Mr. Washburn built a modern and much larger brick building than the one he had been using, on South Main Street at the turn of Federal Highway No. 45, and moved into it in November of the same year.

The Dairyman's Gazette stands for a program of economic justice for the American Farmer. In 1924, it urged the tubercular test for all dairy cattle of Waupaca County. And that Waupaca County was among the first of the State to have all of its dairy cattle tubercular-tested was due in the main to the editorial prompting of the Dairyman's Gazette.

In 1924, the Dairyman's Gazette offered a banner to the cheese factory first in the county to have its contributing dairy cows test negative. The banner was awarded to the Enterprise Cheese Factory in the town of Bear Creek, with the Town Line Cheese Factory, immediately south of Clintonville, a close second. The Dairyman's Gazette has a circulation of 2,100.

Sports. The harder the work done the greater is the desire to play during the hours of rest. With lagging, tired step the lumberjack returned to camp; yet with what gusto he played his rough games to while away the short evening hours in camp! And not only the boys, but also the men would play.

During Clintonville's early days, hunting, fishing, skating, snow-shoeing, besides the parlor games and visiting, were the usual diversion of the people. With the passing of pioneer days sports were no longer those suggested by environment but were organized into a business. However, the keen interest that Clintonville has always taken in sports of all kinds indicates a strong heritage from pioneer times.

While the creeks, mill-dam, and various ponds afforded that finest of all winter sports, skating, the ice is as moody as a maid in her

teens. To assure good ice, Frank and Charles Bucholtz — the first ones to do so in Clintonville — built an ice skating rink on some lots lying west of Main Street north of the Pigeon River and owned by their father. They borrowed the city fire pump and hose for the flooding. But the first flooding was without success as we read from the lines that the editor of the local paper wrote, smilingly wrote, no doubt, in his week's issue: "The rain has at last come to the rescue of the Bucholtz boys and their rink is flooded."

Gust Winkel, however, was the first one at Clintonville to commercialize sports. He flooded a space east of Main Street, just south of the river, and charged a small sum for its use.

In 1884 a Turn Verein was organized by the younger set of Clintonville. The society which began with a membership of thirty-four, met twice a week, on Tuesday and Friday evenings at the Stacy Hall. To obtain the necessary funds to begin functioning, a mask ball was given by its members shortly after their organization, which netted them $35.00. It is remembered that Charles Bock and Mary Rosnow, representing German characters, were awarded first prizes. With the passing of the first generation, interest in this society was lost, and it ceased to exist.

In January, 1885, William Stewart, no doubt prompted by the interest shown in ice skating, opened the first roller skating ring in Waupaca County in the McNeil Building on the south side of the village. The venture must have proven a success, for on March 28th of the same year, Charles Folkman and Stewart opened a large modern skating rink in a new building erected for the purpose by the Folkman Brothers. The dimensions of this rink were 48 ft. by 110 ft., with a skating surface of 42 ft. by 100 ft. It soon proved a popular place for indoor amusement. The building was later destroyed by fire.

The first baseball association was organized by the Clintonville Tribune. All young men of the town interested in baseball were invited by the Tribune to appear at its office on May 3, 1886. At this meeting, because of the interest shown, Clintonville's first baseball club, then called "The Tribune Base Ball Team," was organized.

John Coffma was its first manager. A few weeks later he was released, and Harry Hicks unanimously elected to his office. The following young men constituted the first club: Steve Hicks, pitcher; George Sutherland, catcher; Mike Smith, first base; Elhanen (Chet) Bennett, second base; Jake Besancon, third base; L. C. Olsen, short stop; Mack Girard, left fielder; Jacob Morser, center field; and August Schreier, right field. So interested were the boys that, at first, daily practice was held.

The present public school grounds, which had been donated to Clintonville by Urial P. Clinton, and known as the "Public Square," served as the first community baseball diamond. The playing field must have been extremely sandy, for in one of the practice games, Chet Bennett came along wearing a pair of snow shoes, "to get through the sand," he said. Later a field that lay just outside of the city next to the slough on the north side of the Marion Road was used. After this field had served the purpose for a number of years, a baseball diamond was opened at the extreme west end of Tenth Street on the Frank Bucholtz property.

Because the need of better playing facilities was recognized, a part of Central Park was set aside for the purpose. This field, called the Athletic Field, was formally opened on Memorial Day, May 30, 1931, with a game between the "Badgers" of Marion and the local team. Clintonville defeated Marion at this game 2–0. All match games of baseball, football, and other outdoor sports are now played on the Athletic Field. During the winter months, the field is flooded and serves as a skating rink.

In 1892, horse racing rose to sudden popularity. A trotting circuit known as the "Wisconsin Northern Circuit" was formed.

In the fall of 1897, the Clintonville High School organized the first football team. They played Antigo High School late in November and won their first game 6–0.

The Clintonville Lawn Tennis Club, with J. E. Lehr, president, was organized in the spring of 1896.

The Clintonville Golf Club. In 1929, the Clintonville Golf Club was organized, with Leonard A. Heuer, president. In the fall of the

same year, a farm of the John L. Zehren estate was bought for $9,500.00. This farm is located about one mile northwest of Clintonville and is described as follows: SE ¼ of SW ¼ section 14 and N ½ of NW ¼ section 23, comprising one hundred and twenty acres.

In 1930–31, the farm was transformed into a beautiful golf course. Including land, labor, water system, machinery, etc., the golf course cost no less than $27,000.00. Memberships were sold for $175.00 and annual fees are set at $25.00. Since the course lies along the river, it is called "Clintonville Riverside Golf Club." The scenery is as enticing as the "sportiness" of the course itself. At present, the club has a membership of seventy-seven — seventy ownership members and seven associate members.

Since 1933, Kitten Ball, or Soft Baseball, became very popular, especially among the men. This game is admirably suited to the rapid organization of a game, for it requires a minimum of equipment; to which also, no doubt, it owes its popularity.

Park. As early as 1885, the people of Clintonville began to discuss the advisability of purchasing property for a public park so that both adults and children might enjoy the place for wholesome recreation. The old-timers remembered the wide open spaces and the original virginal forests of Pigeon; the deep-shadowed, whispering forests, homes of birds and beasts; and the darkly flowing streams — remembering them with pleasure. And they wished to preserve, at least, a bit of it for their children.

The idea of a park began to materialize in 1888, when Giles S. Doty, the mayor, received the assurance from Moses Hooper and Myron Reed, the owners of what was called the Cottrel property, that they would donate five acres of the tract for city park purposes. This would have given the city a park in the northeast section of the city. For some reason, not known, the city never took possession. (The writer suggests that perhaps the city would or could not meet the conditions of donation.)

Bucholtz Park. The city of Clintonville came into possession of its first park in 1896, when Frank Bucholtz, Sr., presented to the

city, five acres of land covered with fine, growing timber. The condition under which this donation was made was that the city expend, annually, $100.00 for five years on improvements of the tract. Bucholtz Park, as it was named, is situated on the south side of the city on East First Street.

Central Park. The second and larger park was obtained by the city in the spring of 1920. This park, 28 acres in extent, lies at the southeast corner of the First Ward. This tract is a conglomeration of lesser parcels of land that had already passed through many hands and had been put to a multitude of uses.

Origin of Title. Several acres of this tract lying along the east end of the park, were approved to the State of Wisconsin under the Internal Improvement Act of 1841. Approximately half of the rest, namely, that along the north side, was acquired by John Potter, Jr., by obtaining a certficate of entry from the register of the Land Office at Menasha, November 9, 1855, and patented to him May 10, 1859; while the south side of this portion was acquired from the government by Merritt Lyon on May 17, 1855, when he made a cash payment for the land at the Land Office at Menasha. This land was ceded to him by the government on February 22, 1858.

Giles Doty. After the Civil War, a great portion of what is now Central Park became the property of Giles S. Doty. Mr. Doty had been a wealthy slave owner in Virginia, where he operated an extensive plantation. During the Civil War, he was an officer in the Confederate Army. As all southern men of wealth, he lost tremendously because of the war. It is said that Mr. Doty lost more than $75,000.00 alone through the setting free of his slaves. After the war, he disposed of the residue of his Virginia property and moved to Clintonville, where he purchased a tract of virgin timber land embracing nearly all of that section of Clintonville which lies east of Main Street, practically from the Pigeon River north, and including, therefore, a large portion of what is now Central Park. For a long time after the death of Mr. Doty, the Doty section was known as "Grandma Doty's Pond."

Some few years after the acquisition of this property, Giles Doty established a brickyard thereon. In the beginning, the bricks were made by hand and were somewhat larger than the later standard machine-made bricks.

The house still standing at the extreme east end of Eleventh Street was Grandma Doty's house. It was built with short blocks of cedar mortared with brick clay taken from the brick yard.

Eventually a large portion of the Doty tract, comprising practically all of the land north of the river, became the property of R. G. Gibson and his son, C. E. Gibson. In the spring of 1920, the city purchased about fifteen acres of his holdings for $3,500.00.

Park Once Factory and Mill Site. On the south side of the park, there once stood during the late 60's and early 70's, directly across from the Herman Kratzke Cigar Factory, a hemlock bark extract plant. In early days, hemlock was not used for sawn lumber, and when a settler purchased timber slashings he found the hemlock trees still standing. These trees, however, were a source of financial return, for the farmers stripped the trees of their bark which they sold to the extract plant. The tannic acid leached out of the bark was used for the tanning of leather. This extract plant failed after a few years and the building was converted into a stave factory. A few years later, Micheljohn and Hettley of New London bought the building and used it as a sawmill.

Micheljohn-Hettley Saw Mill. Practically the whole southwest part of the park was used for many years, for banking logs. During the winter months, the logs were hauled here to the brow of the hill on which now runs State Highway No. 156. After the logs had been scaled, they were rolled into what was then called the "Slough." The logs that were not sawed into lumber at the local mill were floated down the river with the spring freshets to New London. Later in the season when the spring floods had abated or in such years when the spring floods were not high enough, Micheljohn and Hettley purchased dam service from the Rohrer Lumber Company, who then opened their sluice gates to provide the former

company with a sufficient head of water to drive their logs down river.

In the late 80's, this sawmill also failed, and many of the farmers who had sold logs to the company lost their price. After this mill had gone into receivership, Dr. John Finney purchased the property and in turn sold it to Herman Kratzke, who again in turn sold about one acre of his holding to the city of Clintonville for $325.00.

Practically all of the park grounds west of the river, excepting the H. Kratzke acre and a small tract in the northwest corner, owned and donated to the park by Walter A. Olen, belonged to the John Rosnow Estate. In later years, Walter A. Olen, Dave J. Rohrer and Joe D. Cotton bought the Rosnow tract and in 1920 sold it to the city for $1,900.00, which was the amount they originally paid for it. The tract embraced six acres more or less.

George Huhn, F. D. Dorau and Frederick G. Ruth Donations. George Huhn, Sr., owned a small piece of land across from the old city cemetery which he donated to the city park. In 1921, F. D. Dorau gave that strip of land to the park which lies between the Pigeon River and Auto Street north of the bridge on Auto Street. And that parcel of land lying south of the bridge along Auto Street was given to the park by the Frederick G. Ruth Estate in the year 1922.

Other Small Tracts. The part known as the island, containing about one and one-half acres of land was acquired by purchase from Bernard Kratzke for $335.00. Other small tracts were eventually added to the park, either by purchase or donation so that the park today comprises twenty-eight acres more or less of land.

Legion Names Park. The Legion received the honor of naming the park. Because of its location, Central Park was the descriptive name given. It is regrettable that the name "Pigeon," which has such great historic value for Clintonville, was not chosen and thereby perpetuated in the memory of man.

Park Improvements. When the city acquired the various tracts of land for the park, it was rough, unimproved land. Much of it was slough and swamp. Before the grounds could at all merit the

name of park, much labor had to be spent thereon. However, the community was willing, and for days worked without remuneration to bring the grounds into some semblance of usefulness. Farmers generously assisted by hauling filling; while the urban dwellers donated labor. Floyd Hurley, president of the Park Association, estimated that over 3,000 hours of man labor was donated. In 1929, D. J. Rohrer donated to the park the suspension bridge. The labor of installing it was donated by the FWD employees.

Park Attractions. At the present time, Central Park is one of the attractions in this part of the state; not so much on account of its fine and well kept athletic field and playground equipment as for its collection of unusual and historic stones brought here from different parts of the world.

One of the stones of interest is a large flint stone brought from Palestine. It was picked up from the side of the Damascus road, which leads into Jerusalem from the north. It is entirely possible that this stone served as a resting place for Christ, his Apostles or any one of the characters mentioned in Holy Scripture, when on their way to or from the Holy City.

Another stone, a limestone, also is shown, which originally came from what is called Solomon's Quarry, near Jerusalem. The stone used from building Solomon's stables was taken from this quarry. The Crusaders also made use of this quarry. It has long been customary for the lodges of the Masonic Order to use gavel blocks cut from stone taken from Solomon's Quarry.

The stone used in the building of Solomon's Temple was quarried by the artisans of King Hiram of Tyre. The fine red granite was quarried from the mountains of Libanus and floated on the Mediterranean to a designated site, whence it was carted overland to the temple site. The stone shown is, therefore, not from the same quarry and same kind wherewith Solomon built his temple.

A most unusual exhibit is a section of the famous Chinese Wall. This great wall was built by Chin Shih Huang Ti, the first emperor of China to link his forts across northern China. Like a huge, warty snake this wall crawls from the shores of the Pacific Ocean

for twenty-five hundred miles to the eastern frontier of Turkestan. It took ten years to build the wall, 300,000 men working at one time at the project — a kind of a primitive CWA. All men who were a burden to the State or who had been guilty of some crime were sent to work on the wall. The workers for the most part never returned, for they were either worked or starved to death. While the wall is truly colossal, faced with stone wide as broad, with a tower every three hundred feet, the structure is slowly crumbling. Yet so sacred is the wall, that only with the greatest difficulty may destructive hands be laid on it.

The stone used in constructing the small section displayed in the park was taken from a gap made in the Great Wall for the passage of a railroad into the interior of China. So far as is known, the section in Central Park is the only piece of wall ever to leave China. Four Wheel Drive trucks from Clintonville, used in the construction work of the railroad, carried the stone away disguised as auto parts. Walter A. Olen, president of The Four Wheel Drive Auto Company, however, obtained permission from the president of China, Sun Yat Sen and two Chinese officials, Ek Hock Fung and Edward Mow Fung to take these pieces of stone out of China, but only under the condition that the stones be removed secretly.

Of greater local interest is the set of grist stones of four tons in weight preserved in the park. This set had first been used in the old Krueger Mill at Neenah, Wisconsin, for about a half a centutry. In the early 90's the Rohrer Manufacturing Company, which at that time owned the local flour mill, purchased the set of stones and installed them in their own mill at Clintonville, where they were turned for years, by the waters of the Pigeon River. The stones were donated to the park by D. J. Rohrer.

In 1935 the exhibits were augmented by several specimens of lava flows from Hawaii and a large Babylonian brick.

The presentation of these historical specimens and the fixing of the exhibits on their glass topped pedestals were accompanied by brief dedication ceremonies. Floyd D. Hurley, Chairman of the Park Commission, made a short acceptance speech to the donor of

the specimens, Walter A. Olen, President and General Manager of The Four Wheel Drive Auto Company.

Brick from Babylon. The brick is from the ruins of an ancient Babylonian temple near Bagdad, Irak. It weighs 26 pounds and is 13½ inches square and 2¾ inches thick. The exterior is of an earthen tan color and the entire mass is composed of clay and straw.

Early in August of 1935, A. E. Fredenberg, Assistant Export Manager of The Four Wheel Drive Auto Company, wrote to A. J. Evanns, the company's representative in far off Bagdad, as to the possibility of obtaining an antique for the local museum.

The brick was sent to the University of Pennsylvania to determine its authenticity. Dr. Le Grain of the University of Pennsylvania, with the aid of authorities of the National Museum at Berlin, deciphered four faint lines of inscriptions on the face of the clay and rendered the translation which it carried on a card on the exhibit as follows:

"Nabukadnezzar, King of Babylon,
"Restorer of Esagila and Ezida,
"First born of
"Nabopolassar, King of Babylon."

According to the Berlin Museum the date on the brick is from 604 to 561 B.C., which approximates the date of the reign of King Nabukadnezzar (or Nebuchadnezzar). The two words in the second line, Esagila and Ezida, are the proper names of two buildings of the Temple of Babylon, the restoration of which was begun by Nabopolassar, King of Babylon, and completed under the reign of his son, Nabuchadnezzar.

Lava Flows from Hawaii. The four specimens of Hawaiian lava flow, which comprise the other new exhibit, were procured from Hawaii by R. H. Ely. Numbers on the samples denote the date of the particular flow from which they were obtained.

The specimen marked "1801" was taken from the lava flow of the Hualalai mountain eruption which occurred in the year of 1801. This lava flow, according to Mr. Ely, was said to have lasted from three to four weeks. The wall of lava moved at a speed of about

one mile per hour, slowly crushing all life and structures, and cooled into solid rock very quickly. It was about one mile wide with an average depth of 40 feet and flowed 15 miles into the sea.

The sample marked "1868" is of a different type of lava, known in the Hawaiian tongue as "alika." The substance is like plastic mud when hot, and flows with great speed. It usually cools on the outer edges, and leaves a channel in the center, down which the molten lava speeds at the rate of 15 to 20 miles an hour, This flow is usually from 300 to 400 yards in width, ranges from 20 to 25 feet in depth, and lasts about a week.

The other two specimens, marked "1919" and "1926," are known as "AA" lava, which pours from the sides around the 7,000 to 8,000 foot levels. Mr. Ely was a visitor to Hawaii during the 1926 flow.

International in Scope. These two exhibits, one from the far east and the other from the mid-Pacific, make fitting additions to the Clintonville outdoor museum. Along the curving park road, extends a row of exhibits international in their origin.

Close by, rests a section of petrified pinion or pine tree from the petrified forest of Arizona. Adjacent, is a mass of glass rock obtained from the obsidian cliff along Grand Loop road, Yellowstone National Park.

The last exhibit in the line, consists of a sandstone formation taken from the North Dakota Bad Lands.

An exhibit in Central Park that illustrates as nothing else does the manner in which Clintonville pioneers lived is the Nate Denn Log Cabin.

Nate Denn erected the ancient cabin in 1869 on what is now the south side of Eighth Street about three blocks from South Main Street. For ten years, Nate Denn plied his trade of making hoops, which he shipped by scow to New London, thence by boat to Oshkosh or Menasha. Because of the growing scarcity and increased cost of raw materials, Nate Denn abandoned the cabin and moved further north.

The land on which was built the cabin, was purchased many years ago by Ole Halverson. In 1929, Mr. Leonard Rohrer purchased

the cabin for about $25.00 and proceeded to make repairs on it at a further cost of $100.00.

In 1935, the City of Clintonville purchased the cabin for $75.00, and Scout Troop No. 1, of Clintonville (Troop No. 21 in the Valley Council) moved the cabin under the direction of Mr. Rohrer, to its new site on the banks of the Pigeon. The cabin was taken apart
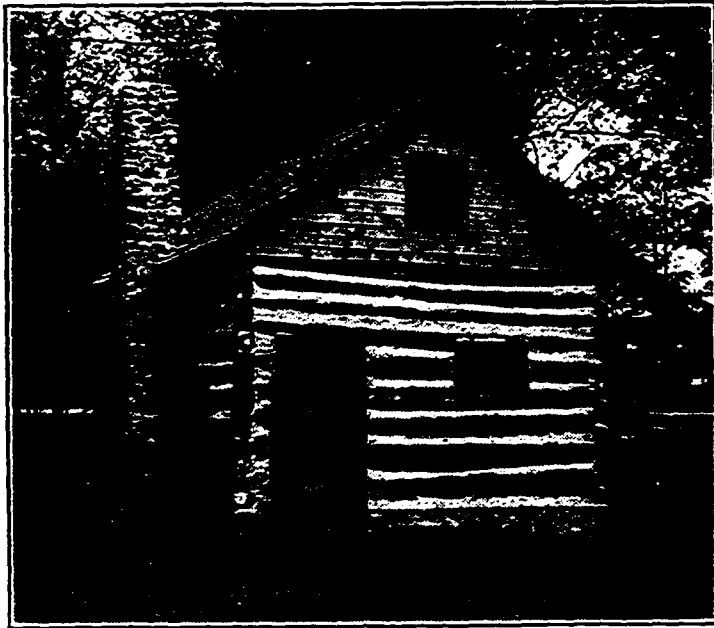
THE GIRL SCOUT CABIN
The Home and Hoop Factory of Nate Denn
in the Early 70's.

log by log, which was consecutively numbered and replaced in like order.

The cabin is now used by the Girl Scouts of Clintonville.

The Park, during the past year or two, has been further beautified by its inclusion in CWA and PWA projects.

Clintonville is indeed to be congratulated that its people and officials had the foresight to acquire the park grounds. In time to come, the cumulative value and the pleasure it will afford to Clintonville will be incalculable.

The Finney Library. The Clintonville Library, called the Finney Library, and one of the city's showplaces, originated in the parlors of the Congregational Church in 1884, when the Rev. A. C. Newcomb, pastor of the church, bought a half dozen volumes called the "Pansy Books" for a class of young ladies he had under instruction.

After the young ladies had read and reread the books, Miss Alice Torrey suggested that each member donate a book or a dollar with which to buy one. The suggestion was acted on and such interest was shown that soon non-class members also made contributions. Later the Christian Endeavor Society of the Congregational Church took over the library. Under its patronage, it rapidly grew into a serviceable collection.
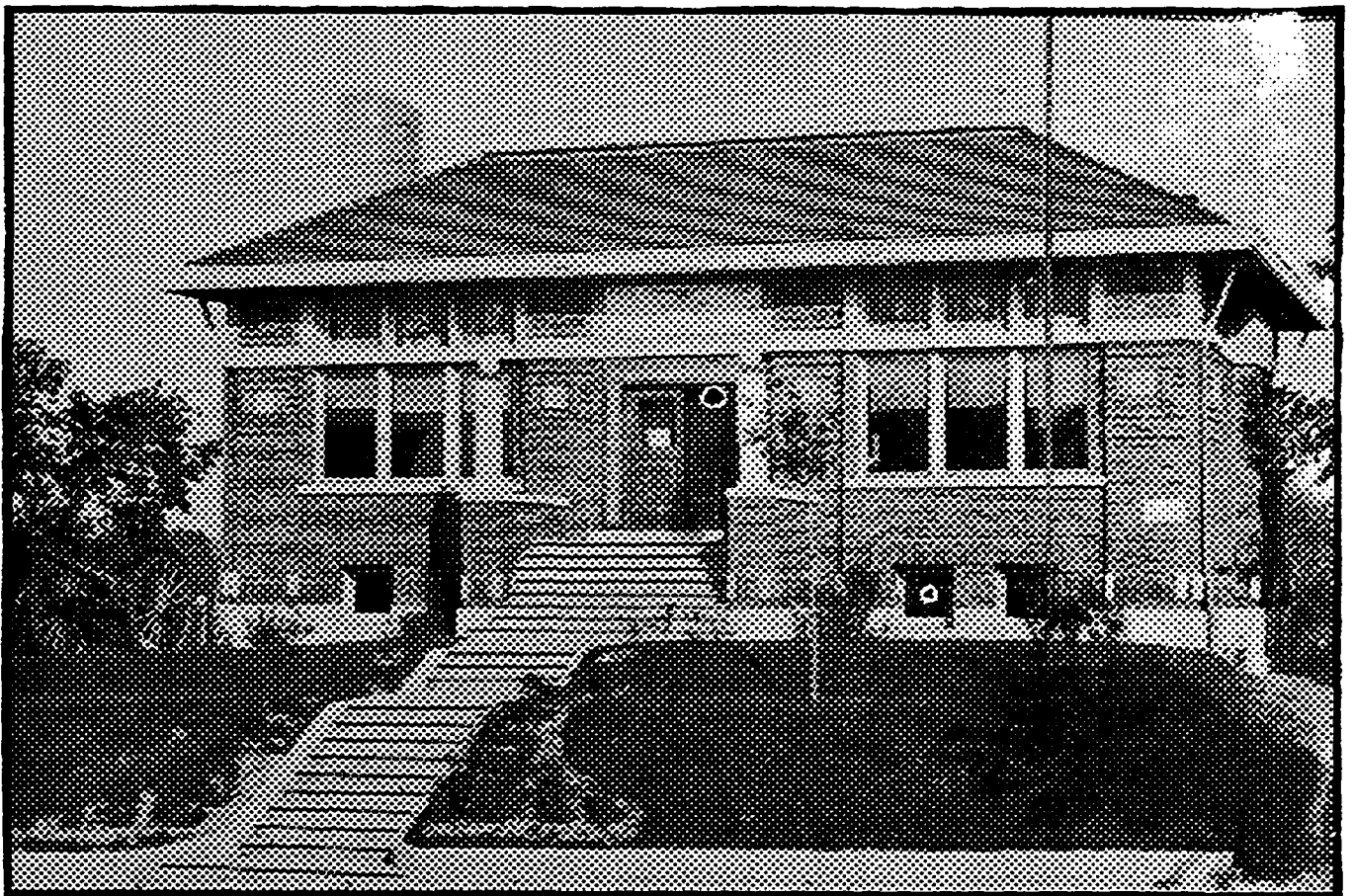
THE FINNEY LIBRARY
Built in 1917.

When the request for books by both church members and others multiplied yet more, the library quarters at the church proved too small for adequate service. Upon the suggestion of F. A. Sedgwick, a druggist who had his store on North Main Street between Eleventh and Twelfth, the library now containing 2,000 volumes was moved into his place of business.

After some years, the Christian Endeavor Society realized that, if the library was to serve the largest possible number of book lovers, it had to become a civic enterprise. Accordingly in a fine spirit of

altruism, the society offered the collection of books, then known as the Christian Endeavor Free Library, to the city. Astonishingly, the offer was refused. However, a year later, the council again took up the matter at a regular meeting and agreed to accept the library in the name and as the property of the city. They, at the same time, appropriated the sum of $200.00 to support and augment the library.

The Society having acceded to the conditions laid down, the city council appointed the following to serve as a Board of Directors: Rev. A. Bastian, O. L. Olen, C. E. Gibson, Dr. H. A. Meilike, Dr. G. W. Spang, F. A. Sedgwick and W. E. Switzer.

The first act of the Board of Trustees was to transfer the books to the city hall into a room now occupied by the city clerk. Miss Emiline Sedgwick was appointed head librarian, with Miss Meta Zachow, her assistant. Each was paid a monthly salary of $2.50. The library was open to the public only on Monday and Wednesday afternoons. The Board also agreed to spend money for more books but the amount was not to exceed $25.00 per year.

With the increase in the city population, the library service also became more liberal with a corresponding increase in salaries and appropriations.

Again for the third time, the library quarters became too congested. In June, 1914, therefore, the Board of Trustees took steps to secure an appropriation from the Carnegie Library Foundation. The request was granted and with the money so secured a fine building was erected on South Main Street immediately south of Honey Creek. Because the building site had been donated by Dr. W. H. Finney, the library was named the "Finney Library." The dedicatory services were held March 5, 1917.

The library now owns 5,472 volumes. It has approximately 2,115 listed borrowers. The personnel of the Board of Trustees is composed of Fred Ruth, President; Julius Spearbraker, Vice-President; Mrs. Anna Stanley, Secretary; Mrs. W. H. Finney, Max Stieg, Harold Olk, and F. D. Wartinbee; Miss Alice Faust, Librarian; Miss Dorothy Carter and Miss Jarmilla Kugel, Assistant Librarians.

NOTES: D. J. Rohrer maintains that Frank A. Sedgwick kept

books in his drug store, as early as 1882 or 1883, which he rented to the public for ten cents per week.

According to Miss Amilia Metzner, the library was located in the Congregational Church once more, for a short time, immediately before it was transferred to the city hall.

Community Hospital. Of vital importance to a community is health. Fortunate, therefore, the city that has able medical service

THE CLINTONVILLE COMMUNITY HOSPITAL

at its call. And equal to medical care is proper nursing and hospitalization. Wtih this in mind, Dr. Irving Auld introduced a discussion on the feasibility of the erection and operation of a community hospital for Clintonville at a regular meeting of the Methodist Men's Club, during the winter of 1932. After the matter had been considered from all angles, it was decided that the Club chairman appoint a committee of three members to investigate the matter thoroughly and make a report to the Club. Appointed were Dr. F. C. Walch, Dr. G. W. Spang, and D. J. Rohrer.

About this time two experienced, registered nurses, Mrs. Mildred Brill and Mrs. Floyd Stevens came to Clintonville from New London with the intention of interesting Clintonville people in a local

hospital. Because of the missionary work done by the Methodist Men's Club, their work bore fruit. Individuals as well as societies donated liberally to the cause.

When matters had matured sufficiently, the former residence of Dr. E. A. Miller, located on Waupaca Street, the second home west from the corner of Stewart and Waupaca Streets, was rented, and the Clintonville Community Hospital, with all new equipment, was opened in the spring of 1932.

Late in the fall of the same year, Mrs. Brill purchased Mrs. Stevens' interests, leaving Mrs. Brill sole manager of the hospital.

The hosiptal is well staffed and therefore, well patronized when occasion demands, by the local people.

THE ARMORY

Armory. An armory was built the fall of 1920 — summer of 1921 — at a total cost of $31,800.00. Of the cost the State of Wisconsin contributed $20,000.00 and the city of Clintonville $10,000.00. The business men of the city contributed an extra $1,800.00, to insure height sufficient in the building so that it could be used for a basket ball court.

Miss Kelly Queen of Wisconsin Dairyland. As the forest about Clintonville gave way slowly and grudgingly before the axe and the grub hoe, farms emerged that for productiveness ranked with the finest in the land. And Clintonville had the added advantage of having farmers who know their business and who are ever alert to adopt better farming methods.

At first, the farmers grew mostly grain. However, because this practice lead to a gradual deterioration and depletion of the soil, they were persuaded, certainly of necessity, to begin dairy farming. At the present time, Clintonville is a heavy producer of the quality milk and milk products that make Wisconsin famous.

Because of the sorry plight that farmers found themselves in during the lean years of 1932 and 1933, it was suggested that an inten-

VIRGINIA ELIZABETH KELLY
Queen of Wisconsin Dairyland

sive campaign of adverstising be conducted to bring the most healthful food to the attention of the American people. As a part of this plan, it was proposed that localities choose a Dairyland Queen. Those chosen locally were to contend for State honors. The State Queen was to be accorded national honors.

From among the numerous candidates vying for the honor of representing the Clintonville district, Miss Virginia Elizabeth Kelly was chosen.

Miss Kelly was born at Antigo February 11, 1916. Her father, John J. Kelly, who died in the spring of 1934, had been employed for many years by the Chicago and Northwestern Railroad. Her

Mother, Johanna Gibson Kelly, prior to her marriage to John Kelly, had been a school teacher. Four children were born into the family: John, Jr., Janet, Virginia, and Patricia. The family moved to Clintonville in 1923. Virginia graduated from St. Rose School at Clintonville in 1930 and from the local high school in 1934.

Having been chosen the local Queen, Miss Kelly was privileged to compete with thirty-three other Wisconsin candidates for State honors. This contest was held August 26, 1934, at Milwaukee. The Queens were chosen according to their personality, simplicity of costume, natural beauty and grace. Miss Kelly had made use of no cosmetics and was plainly garbed. The judges chose her to represent Wisconsin.

As Queen of the Wisconsin Dairyland, she made the trip to Washington on November 7th, where she presented Mrs. Franklin D. Roosevelt with Wisconsin blue-ribbon cheese and butter. Public honors were accorded her at the National Capital as well as at various cities along her trip to and fro.

A further gracious compliment was given Miss Kelly when the National Cheese Service, at a conference held at Madison, declared her the "Nation's Prettiest Dairyland Queen."

Upon her return to her home city, Miss Kelly was publicly feted and honored. The Hon. Arthur Campbell, the mayor of Clintonville, declared December 8th a local holiday, calling it Virginia Kelly Day. The public demonstration ended with a grand ball.

The proceeds of Virginia Kelly Day were $125.00 of which $85.00 was set aside for an educational fund for the young lady. To act as a committee looking after her interest were appointed Messrs. Geo. Graff, W. Luedke, R. H. Morris, H. Schellien, O. Schwantes, A. A. Washburn and Mrs. Geo. Graff and Mrs. A. Klingert.

That the original idea of the contest, namely national publicity, bore fruit, may be judged from the fact that during the fall of 1934 Miss Kelly's picture appeared in over six hundred leading newspapers and periodicals.

THE STORY OF FINANCE AND BANKING

Money and Credit — Bank of Clintonville. G. W. Jones, Proprietor — Incorporation of the Bank of Clintonville — The Gibson Bank — First National Bank — Clintonville State Bank and First National Bank Merge — Clintonville National Bank — The German Bank — Clintonville State Bank — The Dairyman's State Bank.

Money and credit today play such a dominant role in our lives that surely no history of Clintonville could be called complete without a chapter telling about money and financial institutions. What money Clintonville pioneers used they brought with them, no doubt. Some of it metal perhaps; for the most part it was paper during the days of private banks and lenient banking laws. It was a small bank indeed and its owner without influence that could and did not issue promissory notes against the paper of their clients.

What money the people had they kept in some place they thought safe at home. The loggers and mill operators must have operated a quasi-bank to make their payments. With cash, not so much; with currency mostly or with orders. New London, Appleton and Oshkosh, served them when indispensable need was had of a bank. However, because Clintonville from the outset produced a surplus of commodities for export, mostly lumber, which commanded a fair price in honest money, the store of money hoarded by Clintonville people as time went on must have increased from year to year to some proportions.

However, many an interesting chapter could be written about Wisconsin banks since the establishment of the first one, the Bank of Green Bay in 1835: of the benefits to communities and enterprises and the losses and heartaches when people saw their life sav-

ings being filched from them by dishonest bankers and banking methods. The writer of this history recalls the story of a record run having been made by a small four-wheeler railroad engine of the C. M. & St. P. R. R. Co. from Chicago to Milwaukee, a distance of eighty-five miles in seventy minutes. That record still stands. And this run was made to stop the run on Milwaukee banks in the panic of the year 1893.

Clintonville certainly was fortunate that it suffered no outstanding financial set-back during its years of development. This was due to the fact that when Clintonville was building, it had no bank of its own and used the old established banks of Appleton, Oshkosh and New London. Many Wisconsin banks during ante-bellum days held southern securities, and, since these at the declaration of the Civil War became worthless, many Wisconsin banks had to close their doors. A small local bank, certainly, could not have withstood the pressure business, and financial conditions must, at times, have exerted on even the largest banks. Only when Clintonville had won to a degree of financial stability was a banking institution opened.

Oddly enough, Clintonville's first bank was opened by an outsider. Restless souls, they were, those days. New land, new communities, new opportunities no doubt lured people on to move from place to place.

So one day there appeared a sign over one of the rooms in the Guernsey Building, a two-story brick building to the left on West 12th Street. It said: "Bank of Clintonville. G. W. Jones, Proprietor." Merely that. A small room on the ground floor was more than enough to house the few books, the sparse furniture and the stove.

George W. Jones had been, when 18 years old, a bookkeeper in the First National Bank of Fox Lake, Wisconsin. Seeking broader opportunities, he came north to Clintonville where he engaged in various activities, one of them being the buying of unbroken, western horses as far west as the State of Washington, and shipping them east for sale in the Dakotas, Minnesota, and Wisconsin — some of them to Clintonville, Wisconsin. Having once worked in a bank,

he noticed the lack of one between New London and Shawano. He decided that in Clintonville should be an opportunity and demand for a bank.

Accordingly, in February of 1884, Mr. Jones bought a few books, rented the aforementioned room next to the room used by the U. S. Post Office, furnished it, and, with $4,000.00, set up a private bank. The venture began to take on the appearance of a financial institution when in March of 1884 Mr. Jones installed a 4,500 pound, Diebold burglarproof safe.

That Mr. Jones was an important personage at the bank was admitted by him when he told of the work he did. "I was the whole thing from janitor to president and I came down in the morning, swept and started the fire, opened the safe, spread out the books, looked over the mail, tried to look wise as a banker should, and patiently waited for business which didn't come except in driblets."

One wonders how Mr. Jones was able to pay his rent. He must have had difficulty doing so, for the initial amount of $18.75 per month agreed upon was soon reduced to $12.50, which, no doubt, was more in keeping with the bank's ability to pay.

"The only business that did come," said Mr. Jones, "was an abundance of collections, and every mail I opened had its quota of drafts against some of our merchants or individuals and I had to chase all over town trying to make them good, and generally on call wasn't enough. If I failed to get the money, my time was entirely wasted, and if I did get it, and deducted a pittance for my remittance, generally not over twenty-five cents, for the collections were small, the parties often would think the charge was too much. It wasn't a bed of roses, I assure you, and as I think of it now, the thing above everything else that made me heartsick with it all was the unending petty collection business, and it proved to me that as far as banking as a business went, my place was outside and not inside the banker's rail."

Mr. Jones felt that for some reason or other, the bank needed a new cashier. Accordingly, he approached R. G. Gibson who for more than ten years was a merchant at Leopolis. Because he could

at the time dispose of his general store to advantage and because he felt that his family was entitled to enjoy the advantages of church and school contacts that a larger community offered, he permitted himself to be persuaded by Mr. Jones, and moved his family to Clintonville.

In the spring of 1884, Mr. Robert G. Gibson and G. W. Jones incorporated the Bank of Clintonville. The bank was to be capitalized for $15,000.00, half to be paid in. G. W. Jones put up $1,500.00 and R. G. Gibson a like amount. Their plan was to sell stock which they did to Robert Metzner, W. H. Oviatt, Mrs. E. Noble, Charles Binder and Charley Worden.

At the stockholders meeting, G. W. Jones was elected President, Robert G. Gibson, Cashier and Secretary. The cashier was to receive a salary of $75.00 per month. The rent for the first floor of the Guernsey Building which they shared with the post office continued to be $12.50 per month. The total investment for furniture and fixtures, including the safe, desk and chairs, did not exceed $450.00.

The first transaction of the new bank was an order from Charles Worden on the Menasha Woodware Company for $200.00 on April 2, 1884. The bank books show that the deposits subject to check or demand on May 1, were $2,800.00, which, within a month had increased to $6,700.00. By August, they had deminished to $5,200.00, but from that time on they continued to mount month by month.

From a perusal of the bank books of those days, Mr. Jones states: "Our Certificates of Deposit were $2,700.00 on May 1, 1884, and about the same a year later. The total credit for exchange and interest for April was $54.00 and $80.00 for May, but after that it ran from $100.00 to $200.00 per month. As this account represented practically our entire earnings you can readily see how meagre were the net profits. In fact, the prospects were so uncertain that the rest of the stockholders sold their stock to Mr. Gibson for a little less than they paid for it and I sold mine to him in July of 1885. He paid me $1,750.00 for my $1,500.00 investment, so I was ahead $250.00. However, I spent a good share of my time for eighteen

months in the bank and had made no charge for my services and so I was really glad to get out for there wasn't business enough for both of us and Mr. Gibson could devote his entire time to it and was willing to stay with it until it became worth while. In addition to this, he took the agency for a few fire insurance companies. He represented some of the ocean lines, and sold tickets for immigrants coming to America which he placed through their relatives on this side. He was a notary public, and drew all kinds of simple legal documents such as deeds, bills of sale, mortgages, wills, etc., for which he made a small charge. All told, he undoubtedly got enough out of these, with his small bank salary and from his private investments, to do at least fairly well from the first. As he wasn't dependent on the bank earnings for his living, he could afford to wait patiently through those early critical years of the bank's experience until he could build it up into a strong institution."

Mr. Jones paid a fine tribute to the man that really made banking respected and trusted in Clintonville when he said of Mr. Gibson: "If I deserve any credit in connection with these early banking experiences of mine, it is that I made a good and wise choice of a successor, and that I made no mistake when I turned the reins over to him. He was a true and trusted friend of the widow and orphan, and they could rely with implicit faith upon any counsel he gave them."

In the summer of 1885, Mr. George W. Jones retired from the banking business to go into the lumber business in which he sometimes handled 75 million board feet of lumber annually. After Mr. Gibson had purchased all the bank stock, the bank was called by him, "The Gibson Bank." Late in the 80's or early in the 90's, Mr. Gibson erected the brick building on Main Street, between Eighth Place and Ninth Street, which is now occupied by Dr. E. A. Miller, to house the bank's business.

The Gibson Bank continued to grow with the community and carried on as a financial institution until the spring of 1902, when it underwent a reorganization. Leander Choate, J. M. Bray, Thomas Wall, Harry Wall and Thomas Daly of Oshkosh, purchased the

bank building, fixtures, business and good will of the Gibson Bank and incorporated as the First National Bank. Claud E. Gibson, who had been cashier of his father's private bank, was employed as cashier in the First National. The original Gibson building housed the bank until August of 1921, when the present First National Bank Building, constructed during that year, was put to use.

Because of financial reasons, on July 28, 1930, the Clintonville State Bank and the First National Bank were merged. During December of 1932, the First National Bank, for the Clintonville State Bank had lost its identity in the amalgamation, purchased the assets of the Citizen's State Bank of Bear Creek. After the national moratorium of all banks declared in the spring of 1933 by President Roosevelt, it was judged advantageous to the interest of the creditors to liquidate the assets of the bank. Clement J. Sadlier was appointed receiver.

Clintonville National Bank. While the First National Bank was being liquidated, The Clintonville National Bank was organized. Its capitalization is $50,000.00 with a surplus of $10,000.00 and undivided profits of $5,000.00. It opened with the following officers: President, Rudolph H. Schmidt; Vice-President, David Flanagan; Cashier; W. Luedke; Assistant Cashier, Chas. J. Laux. The Board of Directors are: Rudolph Schmidt, Rudolph Schmiedeke, Hattie Schroeder and Albert Vollbrecht. The Directors are: Guy Billings, C. W. Binder, David Flanagan. Clintonville National Bank operates in the same room with the First National Bank.

The German Bank (Clintonville State Bank). In 1900, Mr. R. W. Roberts, who owned a number of private banks in neighboring communities, established a private bank also in Clintonville, which he called the German Bank. Mr. Sewell H. Rondeau became its cashier. It operated in the old Guernsey Bank Building on West 12th Street. Three years later, Mr. Roberts built a brick building on the corner of Main and 10th Streets, when also the German Bank was transferred to it. During this time — the summer of 1903 — the German Bank was renamed and incorporated as the Clintonville State Bank. The bank opened with a capitalization of $25,000.00. The incorporators

were: R. W. Roberts, Sewell H. Rondeau, G. F. Bennett, Theo H. Buntrock, J. M. Wait, Otto Voelz, G. H. Guernsey, Levi C. Larson and C. A. Spicer. The bank operated efficiently until July 28, 1930, when it merged its identity in the First National Bank.

The Dairyman's State Bank. For some years prior to 1920 a number of Clintonvile citizens thought that there was room for another bank. Accordingly, they approached local farmers, sold stock to

THE CLINTONVILLE NATIONAL BANK

DAIRYMAN'S STATE BANK

them and organized and incorporated a bank on March 8, 1920, called the "Dairyman's State Bank," with a capitalization of $35,-000.00. Its original Board of Directors were: Chas. Bohn, A. J. Pieper, J. A. Perkins, H. J. Steenbock, Richard Shoepke, Geo. Long, and O. J. Tilleson. A stately bank building was erected on the corner of Main and Sixth Streets. The deposits received the first day exceeded $100,000.00. One hundred and twenty-five stockholders, mostly farmers, became interested and elected the following officers: President, Chas. Bohn; Vice-President, A. J. Pieper; Cashier, Max Stieg; Assistant Cashier, W. H. Schultz.

Within six years, the Dairyman's State Bank grew to be the largest bank in Waupaca County. In 1930, its capitalization was increased to $56,000.00. It is owned by four hundred and twenty stockholders. Its deposits have grown to $1,350,000.00.

POSTAL SYSTEM

The Sending of Messages — The First Records of a Regular System of Communication — Public and Private Postal System — Beginnings of the Modern System — Mail Service in the Colonies — Methods of Transporting Mail — Mailing Costs — The Use of the Adhesive Postage Stamps — Delivery Service — Rural Routes — The First Wisconsin Mail Routes — The First Mail Into Waupaca County — The Menasha, New London and Keshena Route — The Clintonville Post Office — Pigeon Changed to Clintonville — Establishment of the Clintonville Post Office — Mail Service Increased — Clintonville Postmasters — Clintonville Mail Delivery — Clintonville's New Post Office.

The Sending of Messages. If we look upon our postal system merely as a means of sending messages we will find it as old as the human race: and the history of communications systems of every incipient community is the same. The first message carrier was, most likely, the small boy of the family who was sent over to the neighbor to ask for the loan of some utensil or article of food, to convey a plea for help or to extend an invitation to a family gathering.

With the establishment of separate communities, the "kings" of each surely employed messages to convey greetings, to ask for help in tribal wars or to invite them to occasions of state. Before the dispersion of the human race from the Mesapotamian valley, the patriarchs of each village and city must have been informed by message sent by courier from the ranking chief, saying that it was their turn to send laborers to help in the construction of the first community project, the Tower of Babel.

All ancient governments, as did the medieval, made use or a courier system to transmit messages to the various government units stationed in the cities of the empire; and certainly, their ambassadors were sent with messages to neighboring kings.

At first, that is before the invention of writing, the couriers transmitted verbal messages; but already ages ago he carried a letter. Messages were entrusted to writing rather than to the memory of the carrier more than six thousand years ago. Sargon, king of Babylonia, who lived 3800 years before Christ, employed messengers to carry his written wishes and commands to his satraps living in communities up and down the Tigris and Euphrates valley. The writer himself has examined, in the Louvre Museum of Paris, the very seals, dug out of the ruins of Babylonia, which were used to sign these messages in the days of King Sargon. Little cylinders, they are, of greenish crystal engraved in entaglio so perfect that the gem cutters of even our day have not surpassed them in workmanship. These cylinders, mounted on an axis were run over soft wax or clay tablets and identified the writing preceding it as royal decrees. When Pharaoh, king of Egypt, made Joseph, son of Jacob, prime minister of Egypt, he placed on his finger the royal ring which had engraved upon it the royal seal, so that whatever decree Joseph stamped with it, it had by that virtue the force of a royal command.

But not always were the carriers, even in olden days, human beings. Pigeons were also used for this purpose, certainly by the ancient Persians. From them, the Greeks learned the art of training pigeons to carry messages and used them to carry the names of the victors in the Olympic Games to the various cities of Greece. Another feathered courier was the falcon also trained for the purpose. But stranger than the use of the falcon was the use of the swift-flying grey goose as messenger among the ancient Chinese. Today, the Chinese postal flag displays the grey goose, a reminder of the days when that fowl also played a part in the postal system.

The First Records of a Regular System of Communication. The first records of a regularly maintained system of communications date from the year 550 before Christ. Carved in bold letters on the

stone frieze of the New York Post Office Building are the words: "Neither snow nor rain, nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds." So aptly do these words describe the spirit of our postal employees that the reader might well think them written by a Postmaster-General of our day. But, no! They are the words of Herodotus, the historian, written twenty-four hundred years ago to describe the system of communications maintained by Cyrus the Elder in 550 B.C. in his campaign against the Greeks.

About the fourth century B.C., both the Assyrian and Persian kings had in use a permanent system of communications. Along the principal highways, posts, a days journey apart, were set up, where horses were kept ready saddled, with couriers ready to carry messages to the next relay.

The Romans, when they began to dream of a world empire, had the foresight to build good, all-weather, all-purpose roads to each vanquished province. Traces of these roads are to be seen and some of them are in use even today, in Danubian Countries, in France, Spain, Africa, Palestine and Syria. These roads furthered rapid movement of troops, aided commerce, and over these roads were set up a system of couriers to keep the capitol in touch with the provinces. At first, runners were used but later, because of the amount of mail carried and the necessity of greater speed, the couriers were mounted. This innovation demanded the erection of stations of "Mansiones" as the Romans called them — lodgings for the courier and his beast as well as for the traveler.

The stations were supplemented by "Mutationes" or changes where spent beasts were changed for fresh ones. Along the way, within the length of a day's journey, there were erected six to eight mutationes at each of which the contiguous communities had to maintain, at their own expense, a total of forty animals, horses, asses and mules. This number suggests the amount of mail that was transported by the Roman system.

The messages the courier carried were safeguarded in sacks or bags. These the Romans called "malae." Hence our English word,

mail. It was also from a Roman practise that we now have the name, post, postal, or post-office. It was Roman custom to mark the changes or stations by posts set into the shoulder of the road. On these posts were chiseled numbers indicating the number of the station or the distance in stadia from the principal cities between which the road ran.

With the transfer of the Roman capitol to Byzantium by Constantine in 330 A.D., a corresponding shifting and spreading of the Roman postal system was effected. With the civil wars that followed upon the division of the empire into five provinces and the ensuing fall of the empire under the sword of Goths, the postal system was for the most part destroyed. With the coming of more stable government in Europe, the first concern of the rulers was to restore the system. Pepin the Short tried to maintain at least a vestage of the Old Roman system in France. Charlemagne in 807 set up a postal system on a firm basis, and extended it throughout his empire comprising present day France, Germany and Italy.

In the 13th century, Marco Polo returned to Venice from his sojourn in China and India with tales of strange peoples, places and customs. And in the story of his travels he described a postal system in use in China under the Great Khan which rivaled the systems set up by the Persians or employed by the Romans.

Public and Private Post Systems. All the foregoing post systems were inaugurated to further the communications of government. No provisions were made to care for the transmission of messages for private individuals with the exception of the Roman system under Diocletian, emperor 284–305 A.D., who placed the Roman postal system at the disposal of the general public. With the fall of the Roman Empire, its postal system lapsed.

A postal system was devised by the students of the Medieval universities, which, while it had a continental range, served only the student bodies and their families.

The first regular mail service at the disposal of private individuals so far as the writer could learn was established in the thirteenth

century between the cities of the Hanseatic League. In like manner, the commercial empires of Genoa and Venice set up a system of posts and couriers at the disposal of its merchants.

Beginnings of the Modern System. The forerunner of the present public postal system was inaugurated by Louis XI of France in 1464. He set up a series of stations each housing four or five horses on all highways of his kingdom. The stations were in charge of post-masters who were held in great honor by the populace. Communities had to further the king's couriers and to delay their journey or not to aid them in need a person hazarded life and property. In haste, the people scampered from the road "to make way for the king's mail."

In 1653, Comte de Villayer established a private postal system in Paris. This system was absorbed when the royal system was thrown open to the public.

In England, a system of posts was established in 1484. This system was greatly extended during the reigns of Henry VIII, Elizabeth and James I, the reason being that England was during those turbulent times drawn into the maelstrom of European intrigue. Private systems were inaugurated for London about the same time that Comte de Villayer established one in Paris. In 1840, the Crown took over all private systems and thereupon established the first unified government postal system at the disposal of the general public in that country.

Mail Service in the Colonies (1639–1775). The history of official postal service in the American Colonies begins with a record in the proceedings of the General Assembly of Massachusetts in 1639, when the house of a Richard Fairbanks was "appointed for all letters, which are brought from beyond the seas or are to be sent thither, to be left with him and he is to take care that they are delivered or sent according to direction." Mr. Fairbanks was paid one penny for each letter passing through his hands.

About twenty years later, the General Assembly of Virginia passed an ordinance directing each planter who received a letter from his

neighbor for transmission, to forward it to the next plantation un-
der sanction of a hogshead of tobacco.

However, the above mentioned service was but local. The first
regular, inter-colonial postal service was established by Governor
Lovelace of New York in December, 1672, when he issued a procla-
mation that beginning January 1, 1673, a messenger would begin
making monthly trips between New York and Boston. Ten years
later, in 1683, William Penn, by consent of the English King, estab-
lished a local post-office in Philadelphia with a route to the settle-
ment of the falls of the Delaware River at New Castle.

In 1691 there was undertaken a definite system of post connecting
the colonies. Thos. Neale in that year was vested with the right of
establishing post-offices and post-roads. In 1707 the English govern-
ment purchased the good will of this private company and con-
ducted it until 1775, as a branch of the general post-office at London.

However, the colonial service was haphazard and uncertain.
Roads were poor and at times impassable. For the most part, the
postal carrier rode horseback because the condition of the roads did
not permit the use of stage coaches. In 1753 Benjamin Franklin was
appointed postmaster-general. Under him the colonial system de-
veloped rapidly. He improved the post roads, the personnel and
equipment. Under him, the various independent routes were organ-
ized into a system. "In his day, letters were carried thirty miles per
day by postriders or horseback, and there were never more than
three mails a week between even the great towns. Each Monday,
Wednesday and Friday a postrider left New York City for Philadel-
phia. Every Monday and Thursday, another left New York for
Boston. Once each week, a rider left for Albany on his way back to
Quebec. On the first Wednesday of each month, a packet boat sailed
from New York to Falmouth, England, with the mail, and this was
the only mail between Great Britain and the American Colonies."
(McMaster's Hist. of U. S.)

In 1774, Benjamin Franklin was removed from office for having
signed a petition asking for the removal of Governor Hutchinson
of Massachusetts. However, with the Declaration of Independence

of the American Colonies in 1775 he was appointed postmaster-general with the authority to establish a line of posts from Falmouth, Maine, to Savannah, Georgia. In 1775, there were in all the colonies only seventy-five post offices and the gross receipts of the entire fiscal year from July, 1775, to June 30, 1776, were only $37,935. However, while the rates continued high, with the service uncertain during the war days, the post service was a bond that helped to weld the colonies into a unit.

Methods of Transporting Mails. The first courier carried the mails on foot; which he did of necessity because of the poor condition of the available trails and roads. When trails had been established and the load increased, the courier was mounted. In olden days, special messages were transmitted by carrier pigeon, falcons and even the grey goose.

When roads were improved to the extent that wheeled carriages could travel over them, stage lines were inaugurated and these became in time also the carriers of the mails. Stage coaches at the turn of the 18th century were brilliant affairs. An order issued by the U. S. Postmaster-General in 1799 directs that it should be painted in this fashion: "The body painted green, colors formed of Prussian blue and yellow ochre: carriage and wheels, red lead mixed to approach vermillion as near as may be: octagon panel in the back, black: octagon blinds, green: elbow piece or rail, front rail and back rail, red as above: doors, Roman capitals in patent yellow, "UNITED STATES MAIL STAGE" and over these words a spread eagle of a size and color to suit."

By 1834 when the "iron horse" as the early railroads were called, had outstripped the horse-drawn coaches in speed, they were called upon to carry the mails. At first, the railroads ran their trains only during the day time: it was the postmaster-general who insisted they run their mail coaches during the night and at greater speed. Later due to the prodding they received from the postal authorities, the railroads prided themselves on their crack trains, the "FAST MAIL."

The key to the American postal system today is the railway mail car. This car permits the sorting and routing of mail on the train. This was an innovation made by Geo. B. Armstrong and the first use of the mail car was made in July, 1862, as an experiment on the Hannibal and St. Joseph Railroad running from Quincy, Illinois, to St. Joseph, Mo. Armstrong perhaps got the idea from the English who used it before 1862. In 1875, because the idea had proven feasible, all the railroads were persuaded to change the construction of their mail coaches to permit the sorting of the mail while the train was in motion. The postal clerks working on the railway mail cars are trained so thoroughly that they know from memory the location of from 5,000 to 20,000 post-offices, know what railroad each is situated on, what junction point connects with that office, and how to route mail over alternate railroads to reach the destination most quickly.

In 1851, the United States postal system was extended to the Pacific coast via ship with portage over the Isthmus of Panama. This was called "THE PACIFIC MAIL."

The overland mail was inaugurated in 1858. The first organization to carry the mails overland was Butterfield's "Southern Overland Mail." The first run was made when simultaneously on September 15, 1858, a coach started, one each from St. Louis and another from San Francisco. The rates were ten cents per half ounce. At one time the equipment of this company numbered 100 coaches, 1,000 horses, 500 mules, operated by 750 men. At first, it ran coaches twice a week, but soon because of the rapid increase of freight and passenger traffic, six times per week. Because of the success of this company, a number of other transportation companies were organized that linked even the smaller western settlements and mining towns with the east.

In 1861, the Wells, Fargo and Company absorbed the Butterfield Company with several others and continued under its own name to operate the stage lines, until the railroads made the running of the coaches unprofitable.

The Pony Express, while it captured the imagination of men, was short-lived. Relay ponies were stationed every twenty-five miles from St. Joseph, Mo., to San Francisco. The riders made the 1,996 miles of their route in ten days. The toll in human life was considered too great in proportion to the service rendered, and the experiment was discontinued after three months.

Airplanes carried the mails for the first time in the United States on May 18, 1918. Used army planes were used. In 1919, the transcontinental, New York-Chicago-San Francisco, route was opened.

To this day, ocean liners carry the mails as did the sailing vessels of bygone days. The postal system still uses strange and primitive modes of transportation to get the mail through. Its star routes use row boats, dog teams, motor launches, stage coaches and trucks, and to bring the mails into the Uintah Valley of Utah to which no railroad runs, a train hauled by an endless track tractor is used. Strange means, no doubt, these are, but for the regions in question the method used by the postal system is still the quickest and most dependable.

Mailing Costs. When our postal system was still embryonic, letters were brought from place to place by private carriers who charged an arbitrary fee for the service. Letters were gathered and when the total amount of the postage warranted a man's time, they were delivered.

In colonial days, the postage charge for a letter to be carried from New York to Philadelphia was three shillings (about 75c); from New York to Boston, four shillings ($1.00); and between the most northerly and most southerly lying post-offices, the cost was ten shillings ($2.50).

Until 1850, the cost of postage still depended upon the distance the letter had to be carried. Before 1850, local postage was three cents; the cost of carrying a letter less than thirty miles was five cents; a distance of thirty to sixty miles demanded eight cents. From one hundred to four hundred and fifty miles, the cost was twenty-five cents. By 1850, the postal service had grown not only more efficient but also cheaper. In that year, the zone rates were dropped

and uniform rates, irrespective of distance, established. The rates were lowered to three cents per letter; finally to two cents. During the World War the rate was increased to three cents; later lowered to two cents and now again raised to three cents.

The Use of the Adhesive Postage Stamp. The first postage stamps, in the wider sense, were the seals of the potentates who maintained governmental postal carriers. The seal attached to the missive assured its delivery. Various systems of payment and evidences of payment were used at various times within the present confines of the United States before 1847. Neither were letters always prepaid; nor were envelopes always used. The writer would fold the letter, seal it with sealing wax and write the address on an unused portion of the paper. Since it was not compulsory that letters be prepaid, the carrier was out of pocket if the addressee refused to accept or pay for the missive.

To mail a letter the sender would go to the post-office and if he prepaid it, would pay the required postage in cash; whereupon the postmaster would stamp the letter "PAID." This procedure consumed the time both of the sender and the postmaster. To obviate this trouble, the British postal authorities of London, England, issued what is called the "Mulready Envelope," an elaborately printed cover having on it the picture of Brittania sending mail to all the four corners of the globe. However, the public did not take to the idea and the envelopes were no longer printed. On May 6, 1840, the British authorities in London issued the "One Penny Black." This was the first adhesive stamp whose use was required by the postal authorities to be used on the mails.

The idea transplanted itself to America and was first adopted because of its practicability by a postmaster of Alexandria. An effort was made the same year to have Congress make the use of the adhesive postage stamp obligatory but it failed. Because of the failure of Congress to act favorably on the matter, postmasters had the stamps printed at their own expense and sold them for a little more than the cost of printing. Thus the postmaster of New York and St. Louis charged one dollar for nine, ten cent stamps; or eight, five cent stamps. This increased the price of postage a trifle; but as the

use of the stamp was optional, the burden fell on those willing to bear it.

The convenience was so great that a second attempt made in 1847, to have the post-office department furnish the stamps was successful. The same act of congress that authorized the issuance of the stamp also made their use and the prepayment of the mails compulsory.

Delivery Service. Because the Postal Department gave no delivery service, people had to go to their local Post Office for their mail. This, in large cities, was such an inconvenience that private dispatch companies undertook to deliver letters about the city for two cents each, and to accommodate their customers, adhesive stamps were issued which when affixed to letters insured their delivery. The loss of revenue to the Postal Department caused by this practice, coupled with the popular demand for quicker and cheaper mail service, forced the Congress to revise the postal laws. In 1863, the government forbade all private companies to make mail delivery, and undertook to do the work through its own employees. Free delivery service, however, was given only in cities having a population of 50,000 or more. At the present time all cities having a population of 10,000 or showing annual receipts exceeding $10,000.00, are given this service.

Prior to the establishment of rural free delivery, the policy of the Postal Department was to establish a Post Office wherever a community offered a minimum of business. For this reason, old maps of Wisconsin show names apparently of towns where no towns now exist and never did exist. The name merely indicates the location of the house of some individual that functioned as a Post Office. This policy, while it did not give exceptional service, still was quite satisfactory for it gave people an opportunity to communicate with friends and relatives who had settled in new or sparsely settled regions. In 1901, the Postal Department listed the greatest number of Post Offices in its history, 76,945. By the establishment of rural free delivery, this number was decreased to 53,000. In 1936, the department lists a few more than 46,000 Post Offices.

Rural Routes. For years, people living in rural districts had to go to the nearest Post Office for the mail. To remedy this condition, Congress passed the Rural Route Bill in 1896. The idea was first tried on three routes in West Virginia where its desirability was proven, and then extended to the entire United States. From these three experimental routes, the number grew to more than 45,000. In 1934, many of these routes were consolidated because of the great improvements that had been made on post roads and because the use of the automobile had become general. Their number thereby was decreased to 34,000. The 34,000 rural carriers traverse daily 536,000 miles of post roads.

The pay of the rural carriers at first was small and out of their meager salary the carriers had to furnish their transportation. In summer, they used an enclosed horse-drawn cab and in winter a cutter. The writer can remember the first carrier of his home Post Office who with his tired horse, slowly drove past his home about four-thirty in the afternoon. The cabs were painted white and bore the legend "U. S. Mail." These cabs have now become historical relics, and one such cab is now (1936) on display in the Transportation Building of the Cleveland Exposition.

The rural carriers at first also publicized and forecast for the weather bureau. This they did by hand printed slips placed in the mail boxes, and by various flags which they flew from the top of their cabs. It was a source of merriment when the flag indicated fair weather while it was raining, or rain was indicated and the sun shown brightly. As times went on roads were improved, methods of transportation mechanized, and the pay increased to a point where the job of rural mail carrier is considered desirable.

The First Wisconsin Mail Routes. The first letters to be sent to and from present day Wisconsin were the reports made by the French official and Jesuit priests to their superiors in Quebec and Montreal. However, no regular postal system was maintained until the French had established forts at Mackinac and Green Bay, when regular contact was maintained over Detroit with Montreal. When

the English took over the country after the French and Indian War, they continued the system.

By the Treaty of 1783 between the United States and Great Britain and the Treaty which Jay negotiated in 1795, the Northwest territory with its forts, was to be transferred to the jurisdiction of the United States. However, England continued to occupy the territory until the War of 1812 forced her to relinquish her hold.

When the forts of Mackinac, Green Bay, Winnebago, Dearborn, and Prairie du Chien had been taken over by the Americans, they established their own postal system. The first postmasters were the fort commandants and the first carriers, soldiers. The forts were allowed a specific sum of money to transmit dispatches, which augmented by sums raised by private subscription (for the government mail bags also contained letters of private individuals), insured the delivery of the mails.

Green Bay maintained contact with the east via the forts at Mackinac and Detroit, and also Dearborn. During the summer months, a mail carrier made the trip four or five times; in winter, once or twice.

On the Green Bay–Fort Dearborn route, the carrier during the years of 1817–1824 was Moses Hardwick. His mail bag weighed 50–60 pounds and his pay for the round trip, which took a month, was eighty dollars. He followed the Green Bay–Manitowoc–Sheboygan–Milwaukee–Ft. Dearborn Indian trail.

The Green Bay fort also maintained communications with Ft. Winnebago, Portage and Prairie du Chien. Prairie du Chien had contact with St. Louis to the south, and with Fort Snelling to the north. Fort Wilkins at Keweenaw Point maintained contact with Detroit, Fort Winnebago and Fort Howard. All these routes, however, were military mail routes. The routes were traversed mostly on foot; only where the trail was well beaten could a horse be used. However, all mail routes in these days could be recognized by the marks on the trees where they had been scuffed by the mail sacks. During the years 1817–1838 we find the military and civil postal

authorities working hand in hand. Only after 1838 did the civil postal authorities control the transportation of private mails.

Robert Irwin in Wisconsin was the first officially appointed postmaster. He assumed his office at Green Bay in 1821. In 1823, he was succeeded by Judge Doty who held the position for only a short time, for in 1824 he removed to Prairie du Chien where he was appointed the first Postmaster on December 6, 1824. In 1825, James H. Lockwood was appointed his successor at Green Bay and continued in office until October 27, 1828, when Joseph M. Street succeeded him. At this time, Fort Howard was still the Post Office for Green Bay, no building separate from the Fort serving that purpose.

The Green Bay–Portage route (civil) was established in 1836, with Alexis Clermont the first carrier. He followed the Green Bay–Oshkosh–Green Lake–Portage road.

In 1837, Madison was established as a Post Office, and received mail twice a week from Mineral Point, Milwaukee or Green Bay. During this year, Post Offices were established at Chase's Point, Moundville, Watertown, Elk Grove and Cassville.

By 1838, because the country was being settled rapidly, the postal system was divorced almost entirely from military control. Contracts were entered into to carry the mails from January 1, 1838, to June 30, 1842, on the different post routes. Most routes were covered but once each week. Three routes, however, were covered twice per week, namely the Mineral Point–Cassville, the Elk Grove–Prairie du Chien, and the Prairie due Chien–Galena routes. Five of the routes were given tri-weekly service, namely the Milwaukee–Green Bay, the Green Bay–Fort Winnebago, the Ft. Winnebago–Mineral Point, and the Mineral Point–Galena routes. These last three routes were covered in stages. The mail carried from Chicago to Milwaukee was transported in four-horse post coaches. Until 1842, there was no daily mail service in Wisconsin. As other settlements formed, post roads radiated to them from the older towns and villages.

The First Mail Into Waupaca County. The first mail, brought into what is now Waupaca County, was brought along a route established between Oshkosh, through Fremont and Weyauwega,

to Stevens Point in 1850. The mail was carried in a racoon skin pouch on a skiff by "Old Jack"—no one ever knew him by any other name—up the Wolf River from Oshkosh. Old Jack would use a paddle to propel the boat, but with the wind favorable would hoist a sail and rest the oar. At Fremont, it was his habit to beach the boat and continue on foot the rest of the way to Weyauwega and Waupaca, following thence the present S. T. H. No. 54 to Stevens Point. He came up the river one week and returned the following week. Service, therefore, was had bi-monthly.

In 1850, the first Post Office in Waupaca County was opened in Weyauwega, with Benjamin Birdsell its first Postmaster. During the same year, a Post Office was established also in the Town of Lind, with G. W. Taggart as Postmaster. Likewise, in 1850, a Post Office was set up in Greenwood (Lind), with S. C. Dow as Postmaster.

In 1853, a Post Office was established at Fremont, with Ira Sumner as Postmaster. His office was conducted on the east side of the river, from whence it later was transferred to the west bank.

The first mail to come through present New London came from Green Bay over Mukwa to Plover, then the county seat of Portage County. Mr. O. E. Dreautzer was the first carrier. His route lay for the most part over what is now State Highway No. 54.

Mukwa obtained a post office when, during the summer of 1851, Horace Rolph petitioned the powers-that-be for a post office which was granted late that same year. C. E. P. Hobart was its first postmaster.

The Menasha–Keshena Route. The Menasha post office was established November 14, 1849. As settlements were formed to the northwest during succeeding years, demands were made for mail service more regular than that furnished by the occasional trip of some settler. To meet this need, the postal department put into operation a mail route out of Menasha on April 16, 1853. This route lengthened in turn to Wakefield, Ellington, Greenville, Forks of the Menominee River, Shawano and Fort Wilkins.

The first carrier over this route was Francis Fairbanks. His route lay for the main over a road that in 1850 was but a tenuous ox-cart

rut, running from Welcome Hyde's home in Bear Creek to Shioc-ton, over Greenville to Menasha. Upon his arrival at Bear Creek, the mail carrier followed the old Indian trail that wound its way over Clintonville and Embarrass to Shawano and points north.

The settlement of New London was not large enough to warrant the establishment of a post office there until February 6, 1854. It also was placed on the Menasha route. William McMillan was New London's first postmaster. However, the establishment of the New London post office made a change in the mail routes; for now New London became the starting point of a second route, a branch of Menasha route, and which by March 22, 1855, had reached Keshena on which date a post office was established there. Fort Wilkins was now also served on this route and no longer on the more direct route that lay over Shiocton.

In 1856, Embarrass was granted a post office for the convenience of the loggers and lumber jacks, living in the immediate vicinity. Roswell Matteson was the first postmaster.

Along this same route was established the first post office of Bear Creek, with Allen B. Phillips as postmaster. He received his appointment February 5, 1858. Mr. Phillips conducted a tavern on the southwest corner of what is at present known as Bear Creek Corners. The post office was conducted in a corner of the tap room.

The Clintonville Post Office. In 1857, U. P. Clinton finished his store building at the Pigeon. During that year, because logging in woodworking industries had been established on or near the Pigeon, a community was formed which demanded postal service more conveniently near than Bear Creek or Embarrass. Upon the receipt of the petition of the Pigeon residents, the Registrar of the Menasha Land Office called at the community to make a report anent the advisability of the establishment of a post office at the settlement.

The investigator was hospitably received by U. P. Clinton and lodged, as you may be sure, free of charge at the Pigeon's finest caravansary, the Clinton House. The investigator's report showed that at Pigeon there lived a total of seven families, the names listed as follows: Norman Clinton, U. P. Clinton, Merritt Lyon, Elhanen

W. Bennett, Alonzo Buck, Albert Cronk and Michael Caton, with a total of 26 souls. The first white child born on the Pigeon was George Victor Bennett, born that same year, 1858.

Pigeon Changed to Clintonville. Up to the time of the establishment of a post office in the community, the undefined region about present-day Clintonville was called "The Pigeon," from the Pigeon River which flowed through it. The Pigeon River, in turn, got its name from the myriads of wild pigeons that congregated there. The change in name came about in this way: When the Registrar, of whom we wrote in the preceding chapter, returned home and made his report, anent the setting up of a post office at the Pigeon, he could not remember the name of "The Pigeon." He did, however, remember the heavily laden board and filled tankards of the Clinton House. Accordingly, he recommended, in writing to the postal authorities, U. P. Clinton as postmaster in a community he called "Clintonville." U. P. Clinton of Clintonville, he wrote, and Clintonville it has been to this day.

Establishment of the Post Office. The authorization of the Clintonville post office and the appointment of U. P. Clinton as its postmaster, was made in 1857. This was the year in which Mr. Clinton built the first store at Clintonville, on what is now the southwest corner of Main and 12th Streets. The post office was conducted in the general store as was, and is yet so frequently the custom where no separate Federal post office building has been erected.

The records of the Clintonville post office indicate that the compensation of the Clintonville postmaster for the fiscal year ending June 30, 1859, was $10.67. The net proceeds for the same period was $4.60.

Mail Service Increased. With the completion of the grading of the Menasha–New London road (later through Appleton), together with the increased number of settlers and mail, the mail service was improved to daily, in 1857. At this time, the Green Bay–Mukwa–Plover Route was discontinued, also the Menasha-Shawano route. Instead, the mail was brought daily from Menasha to New London and points west, and a new route beginning at

New London, thence running through Bear Creek, Clintonville, Embarrass, Shawano, Keshena, and points north was opened up.

Mr. Rufus Way (also spelled Waug) had the mail carrying contract. At first, mail was carried on foot, soon thereafter on horseback when the service was increased to tri-weekly, and then weekly. During the winter, a sled was used. S. L. Perry, who later became the editor of the Marion Advertiser, had the contract succeeding Rufus Way. As the need grew, the mail was carried by the stage coaches, which when mired could demand the service of any nearby farmer to extricate them.

About 1860, Rufus Way with the aid of Richard Hughenin, widened the old Indian trail running from New London to Rockland, Michigan, into a serviceable stage coach road. Over this road, even in the winter, the mails were carried, together with passengers and freight, into the Michigan country. On this road, Dick Johnson owned and operated a fleet of coaches in company with Dick (Richard) Hughenin. The coach service was discontinued in 1878 when the railroads built parallel to this route.

CLINTONVILLE POSTMASTERS

Nelson B. Carter successor to U. P. Clinton. U. P. Clinton acted as postmaster at Clintonville from July 17, 1857, to February 21, 1866, when Nelson B. Carter was appointed in his stead. Carter transferred the post office to the Carter Building, which was a rough board building standing where the Schmiedeke store stood in later years. The building was later remodeled and serves today as the Finney residence.

Frank M. Guernsey. N. B. Carter served as postmaster until April 16, 1868, when Frank M. Guernsey, Clintonville's lawyer and state congressman, was appointed in his place. He moved the office to the Guernsey Building standing on the south side of present West 12th Street (about where Norman Clinton built his first log cabin).

David Beach. David Beach succeeded F. M. Guernsey in the office of postmaster on November 17, 1870. David Beach was a shoemaker and cobbler by trade, and it is more than likely that he conducted the affairs of the post office in his shop.

Rufus M. Way. Rufus M. Way, the stage coach owner and operator, was appointed to succeed David Beach on October 2, 1871. Most likely Rufus Way used the office of his transportation company in which to conduct the business of the post office.

John Wells. John Wells succeeded Rufus Way, who had the office only a few months, on May 6, 1872. He continued to conduct the post office in the stage company's office or used his residence for the post office. John Wells was succeeded by N. B. Carter.

Nelson B. Carter was appointed on October 10, 1872, Carter, no doubt, again ran the post office in the Carter Building, as he had done when postmaster ere this.

G. S. Doty. Gilles S. Doty was appointed postmaster to succeed N. B. Carter on February 3, 1874. Where Clintonville people had to go to call for their mail during his incumbency is not known.

Zerah C. Colburn. Doty was postmaster but a few months when he was succeeded by Zerah C. Colburn, he being appointed on December 9, 1874. Colburn, no doubt, also as was so frequently the case with small post offices, conducted it in his residence.

Dr. John Finney. Dr. John Finney followed Mr. Colburn as postmaster, his appointment bearing the date of October 16, 1877. The writer ventures the guess that Dr. John Finney bought the Carter building and used that for the post office building.

A. P. Knapp. Dr. Finney acted as postmaster less than six months when he was succeeded by A. P. Knapp on February 12, 1878. Mr. Knapp transferred the post office to the general store operated by Knapp and Cheney, which was located on North Main Street, about where the Wisconsin Power and Light Company building now stands. The population of Clintonville in 1878 is given at 600.

Frank M. Guernsey. Frank M. Guernsey received the appointment of postmaster a second time on September 6, 1883. Mr. Guern-

sey besides taking care of the mails ran a law office and general store.

Giles S. Doty. Giles S. Doty also received a second appointment as postmaster on July 2, 1886. Whether Mr. Doty transferred the post office to some other location is not known. Perhaps he allowed it to remain in the Guernsey building, which is more than likely for the Bank of Clintonville was housed in the same building in 1888.

Henry Geiber. Henry Geiber succeeded Giles Doty on June 20, 1889. Mr. Geiber was a farmer. He moved the post office to the Folkman building, standing on the southeast corner of Main and 11th Streets. The population during his incumbency is given as 1466.

John F. Meisner. John F. Meisner was appointed postmaster on September 17, 1893. He perhaps also continued to use the Folkman building for mail purposes; there is no contrary evidence.

Joel L. Stewart. September 14, 1897, Joel L. Stewart became postmaster. He continued to use the old post office. In 1905, however, he rented space in what was then the Billings Block — the State Bank Building — standing on the northeast corner of Main and 10th Streets. This building continued to be so used until 1936. The population at the time of his accession had increased to 1,635.

Jos. D. Cotton. On July 7, 1910, Jos. D. Cotton was appointed postmaster. The Clintonville census now showed 1,747 inhabitants.

Julius Prenzlow. Julius Prenzlow served as acting postmaster from June 23, 1915, to March 22, 1920, when he was appointed the regular postmaster. He served until his death in 1925. Clintonville at the time of his appointment had a population of 2,000.

Selmer J. Tilleson. Selmer J. Tilleson was conducted into office January 10, 1925. The population had by then increased to 3,572.

Earl F. Moldenhauer. On February 10, 1934, Earl F. Moldenhauer received the commission of the postmastership of Clintonville. It was during his incumbency that the mail service given to Clintonville was greatly increased, and a new post office building erected by the Federal Government.

CLINTONVILLE MAIL DELIVERY

City Delivery. The City of Clintonville received its first mail delivery on April 1, 1919. John Fralish was the first carrier. Mr. Fralish came to Clintonville from Berlin, Wisconsin, where he had been a rural mail carrier. Henry Korb was appointed sub-carrier on April 2, 1919. On November 15, Henry Korb advanced to regular carrier.

Rural Delivery. The first rural route out of Clintonville was established July 1, 1902, with Christ L. Nelson as carrier. The route was 22½ miles long. He was succeeded on April 15, 1904, by F. J. Long who was retired on December 1, 1934, and was succeeded in turn by Kenneth J. Darling.

Rural route No. 2 was established in 1903 with J. M. Beale as carrier.

Charles Beedle was appointed carrier of the third rural route, and was succeeded by Thomas Landon.

In October of 1905, the fourth route was established with Wm. H. Hogan as carrier, who was succeeded in 1910 by his wife, Helen Hogan.

In 1920, Arthur Korb succeeded J. M. Beale as carrier, the latter being retired. Thomas Landon was retired July 1, 1932, because of the government's policy of consolidation of routes.

The first rural route out of Clintonville was an act of economy, the route replacing post offices located at Nicholson, Marble and Canary Corners, which had been receiving mail by stage two or three times a week.

Clintonville's New Post Office. For years Clintonville had been getting along with a post office building that was neither in keeping with the size of the community nor with the amount of mail handled. In 1934, a number of influential citizens conceived the idea that then was the appropriate time to petition the Post Office Department for a post office building. Accordingly, a number of Clintonville citizens, with Walter A. Olen at their head, reiterated their request until it was granted. The petitioners had the added

advantage that one of their number, Mr. Olen, represented the Four Wheel Drive Auto Company, which mails more than 250,000 pieces per year and the fact that in 1934 the Federal Government was more liberal because of the depression, with money grants. Even though Clintonville ranks second in size among the cities of Waupaca County, it yet was the first community to receive a post office building erected by the Federal Government.

When the construction of the building had progressed sufficiently to lay the cornerstone, Clintonville declared a gala day and carried out appropriate ceremonies and listened to fluent speeches to celebrate the event as was meet and just.

"On Monday, May 6, 1935, more than one hundred members of the Rotary and Lions Clubs, representatives of the American Legion and Auxiliary, Veterans of Foreign Wars, business men, industrial leaders and guests, assembled at the Hotel Marson at a noon banquet which preceded the dedication services of Clintonville's new Federal Post Office.

"After the dinner, a meeting was held which was opened with community singing, lead by Rev. W. C. Kurtz and Max Stieg at the piano. A quartet composed of Rev. Kurtz, Abner Fredenberg, Raymond Hyde and Walton Johnson, sang two numbers.

"L. A. Heuer, President of the Rotary Club, presided at the meeting and introduced Postmaster Earl F. Moldenhauer, who then acted as the toastmaster.

"Mr. Moldenhauer gave an address in which he traced the history of the Clintonville post office, giving a list of postmasters, rural carriers, and dwelt upon the honor of having the first federal post office in Waupaca County.

"Visiting postmasters from Marion, New London, Bear Creek, Waupaca and Shawano, delivered addresses as they were introduced by Mr. Moldenhauer."

Mr. Walter A. Olen was the principal speaker at the banquet. "A glowing tribute to the rapid national development of the United States mail service was given by Walter A. Olen, president and general manager of the Four Wheel Drive Auto Co."

"From a small start and within the short space of ninety years the United States, has developed the mail system until now where it reaches every city, village and hamlet as well as the rural districts of the country."

After recounting the growth of the postal system in the United States, Mr. Olen continued:

"I think back over the experience of this city some thirty-five years ago. Since that time, there have only been two assistants, Adeline Behling and Louise Schroeder."

"Out of more than 250,000 letters mailed last year by the Four Wheel Drive Auto Company, not a single one failed to reach its destination nor was one returned to the sender. During this period of 35 years our company has sent out more than 37,000,000 packages, and out of this number only a very few were not delivered," Mr. Olen said in closing.

Cornerstone Laying. The banqueters and the general public gathered in the afternoon at the partly finished post office building. To open the formalities, the Clintonville high school band played several music numbers under the direction of E. J. Stanke. The Honorable James Hughes, congressman, was the principal speaker.

"You are today," Congressman Hughes said, "dedicating a new post office building, a part of a government project. I think such projects as this bring us nearer and closer to the picture of our government, and you will find when this building is completed there will be style of architecture and beauty that will be pleasing to you."

The speaker deplored the lack of leadership in our government, laying its present ill state to that cause. He decried that only forty per cent of our people were registered and voted.

During the speech, there were present with the Congressman on the speaker's rostrum, L. A. Heuer, President of the Clintonville Rotary Club; W. A. Olen, President and General Manager of the Four Wheel Drive Auto Company; Postmaster, Earl Moldenhauer; Vernon Brady, Commander of the Veterans of Foreign Wars; Gil-

bert Buckbee, Commander of the local American Legion post, and Mayor Campbell, with others of the citizenry.

At the conclusion of Congressman Hughes' speech, the high school band played a stirring march. Mayor Campbell then proceeded to the laying of the corner stone. The cornerstone, oblong and rectangular in shape, was set in the southwest corner of the building. It bears the following inscription "Henry Morganthau, Jr., Secretary of the Treasury. James A. Farley, Postmaster-General. Louis A. Simon, Supervising Architect. George O. Von Nerta, Supervising Engineer. 1935."

"In a sealed copper box, the following articles were placed: Copies of the Clintonville Tribune, including the Fiftieth Anniversary edition with other editions containing historical data of the city and community; a copy of the Dairyman's Gazette; a copy of the city charter; a copy of the city ordinances; signatures of the present postal employees with appropriate stamps and post marks; facing slips to the trains to which mail is now dispatched; stamps of the National Park series; a list of postmasters to date; a copy of the description of the first rural route out of Clintonville, Rural Route No. 1; N.R.A. postage stamps and a consumer's label; a copy of the program for the laying of the cornerstone with the names of the organization and individuals who took part in the ceremonies; a list of the members of the Rotary Club and their classifications; and pictures of the business section of Clintonville as of 1935" (C. Tr., May 11, 1935).

This copper box was set into the cornerstone, and covered with mortar where it will rest until the building is razed, let us hope at some long future time. One may wonder what will be the reflections of those who examine its contents, and what the conditions of our country will be as contrasted with the present economic debacle.

The ceremonies were concluded with the playing by the band of the National Anthem.

Completion and Dedication of the New Building. On Tuesday, April 14, 1936, the post office building was formally dedicated, in

the presence of a large group of citizens. Clarence Halla of the Veterans of Foreign Wars and Evan Vaughn of the American Legion, hoisted a new flag into position on the flag staff atop the building, while the high school band played the National Anthem. Following the flag raising, Postmaster Earl Moldenhauer made a few remarks and introduced Walter Johnson of Chicago, inspector
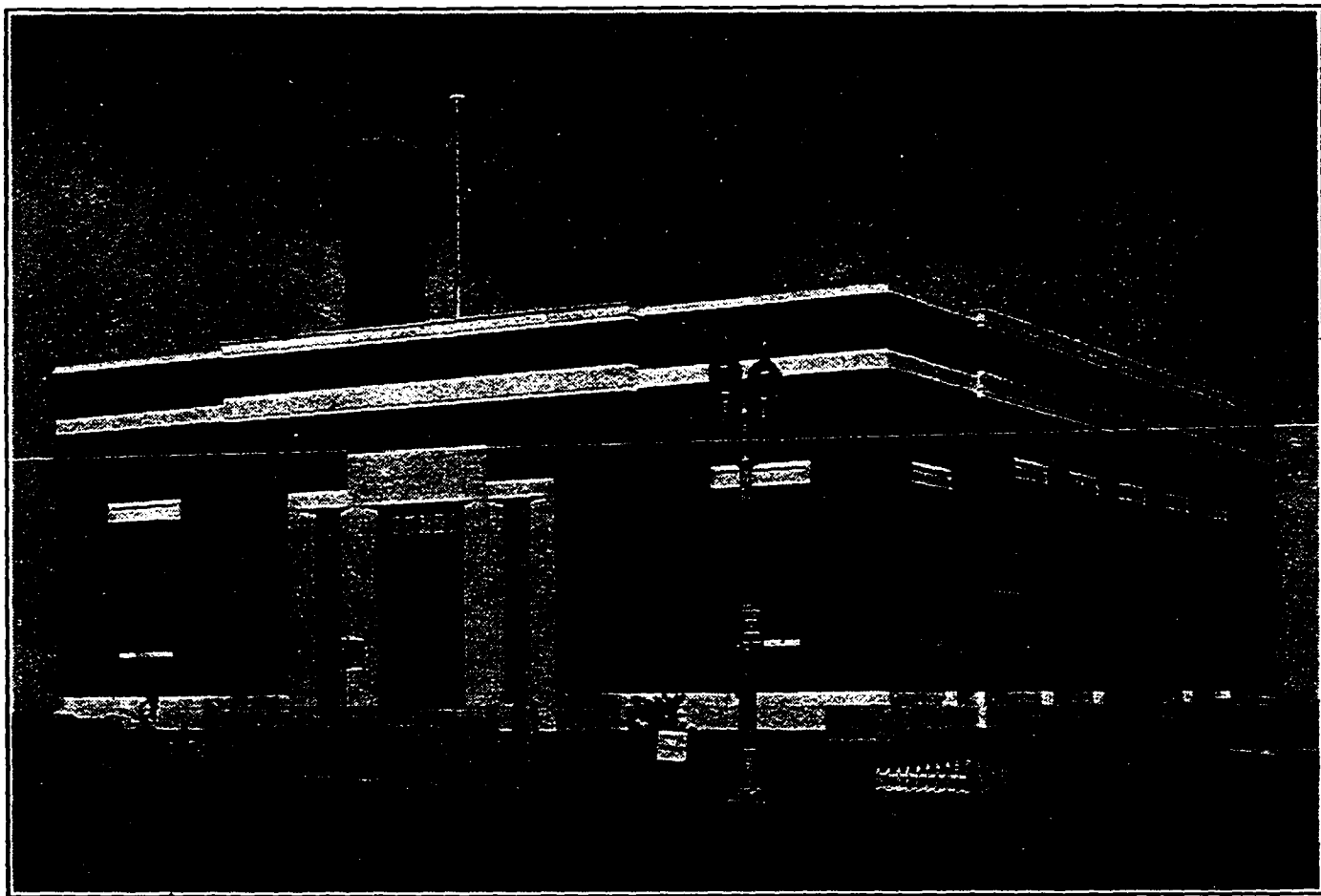
UNITED STATES POST OFFICE, CLINTONVILLE

in charge, who made a brief speech. During the afternoon, the public was free to inspect the new building.

The main ceremony of the dedication, however, was carried out in Hotel Marson at 7 o'clock in the evening of the same day. Speakers at the banquet were Richard Milbauer, Walter A. Olen, Inspector Walter Johnson of Chicago, and Earl Moldenhauer, the Postmaster. During the banquet musical numbers were rendered by Mr. Van Dyke, Assistant Postmaster of De Pere, Sawyer's Orchestra, Max Stieg, and Mrs. Elsie Finney.

"The new building is of steel and concrete construction with

face brick and terra cotta trim and of simple design. Its size is approximately 64 x 86 feet, with 32½ feet above grade in elevation.

"The basement provides quarters for the boiler room, fuel room capable of holding two carloads of coal, two large storage rooms and the inspector's office.

"The main floor contains a large lobby which is finished with tile flooring and wainscoting, the postmaster's office and an alcove where lock boxes are located. The work room is of large dimensions and is well lighted. All postal business will be transacted in a section enclosed with a steel wire mesh partition within which is located a large vault and safe.

"Over the mailing room and the mailing platform is located a second floor which provides a "swing" room and wash room facilities for the employees. The new building has a total of 6,116 square feet of floor space" (Cl. Tr., April 17, 1936).

The lot upon which the building was erected was purchased from the Wisconsin Light and Power Company. On January 9, 1935, the general contract was let to Murch Bros. Construction Company of St. Louis, for $36,310, the lowest figure of seven bidders. On June 27, 1935, the government terminated the right of the contractor to continue with the work. The building was at the time about half finished. The contract was re-let on October 30, 1935, for $17,185 to the Fred R. Combs Co., of Minneapolis, and work was resumed November 11, 1935. Final inspection of the building was made April 10, 1936. The building was opened for business May 18, 1936.

Clintonville can be justly proud of its new post office. While some exception may be had to its location, it being not at all centrally located, it yet has the merit of standing on a site long used for the purpose.

List of Clintonville postal employees:
    Earl F. Moldenhauer, Postmaster.
    Louise A. Schroeder, Assistant Postmaster.
    Leonard H. Rohrer, Clerk.

Louis R. Pasch, Clerk.
Meta M. Schroeder, Clerk.
Otto W. Durkey, Auxiliary Clerk.

City Carriers:
John W. Fralish,
Henry Korb,
Rueben F. Lueck,
Carl M. Petersen, Auxiliary Carrier.

Rural Carriers:
Helen Hogan, Route 2,
Arthur L. Korb, Route 3,
Kenneth J. Darling, Route 1,
Henry Zehren, Substitute,
Wm. Kiekhoefer, Substitute,
Alloysius Hogan, Substitute,
Delbert Siddens, Auxiliary,
Wayne Hagen, Auxiliary,
Hiram Johannes, Mail Messenger.

THE FOUR WHEEL DRIVE AUTO COMPANY

The Four Wheel Drive Auto Company a Remarkable Industry — Otto Zachow — William A. Besserdich — Clintonville Machine Company — The Badger Four Wheel Drive Auto Company — The Four Wheel Drive Auto Company — The Duplex Four Wheel Drive Auto Company — The Oshkosh Motor Truck Company — Four Wheel Drive Trucks Manufactured for the Government — Various Models of Four Wheel Drive Trucks — Walter Alfred Olen, Manager of the Four Wheel Drive Auto Company.

The Four Wheel Drive Auto Company. The site of Clintonville was determined by a sick ox. Had U. P. Clinton's ox been the healthy and strong ox of the proverb, the site of present day Clintonville would probably be open country.

That Clintonville grew into a village and then into a city was due to its industries. Not to the ordinary places of business that are conducted by home owners to serve the contiguous territory, but business that exports its products and attracts people from elsewhere. Such industries were the lumber mills. They harvested and processed the local forest crops and marketed them afar. The proceeds of their sale, maintained the workers and their families at Clintonville.

However, with the decline of the lumber industries, the city of Clintonville automatically found its size. The number of people that the surrounding territory could keep in business or provide work for, remained. The rest had of necessity to seek employment elsewhere, because at that time there was no direct government relief. In those days, people depended upon themselves. So "root, hog or starve" was the motto, and work was found elsewhere.

Clintonville today would be just another inconsequential city but for an idea. Only those who by chance happen to travel through it or had some business there, would ever know that there was a Clintonville — except for an idea. Fortuitous, just like the sick ox. A man had the idea that he could build a better automobile, which he did, and as in Thoreau's dictum about the mouse trap, the world beat a path to his door — Clintonville.

Clintonville to most of us, means but one thing — The Four Wheel Drive Auto Company. The FWD and Clintonville are synonymous. The railroad could well change the name on the station and the State Highway Department paint out the name of Clintonville and substitute the three letters, FWD, on the highway entrance sign and to the world it would make no difference. It would still know the city.

The man who first settled at Clintonville was Merritt Lyon. The man who named it was U. P. Clinton. And those who made it famous were William A. Besserdich and Otto Zachow, the inventors of the Four Wheel Drive Axle and the Four Wheel Drive Auto Company, that commercialized the idea.

Otto Zachow, one inventor of the four wheel drive axle, was born March 10, 1862, in Greenville Township, Outagamie County, Wisconsin. His parents, both immigrants from Germany, were John Zachow and Augusta Tischer Zachow. John Zachow, upon coming to this country as a young man of nineteen or twenty years of age, after spending a short time in the East, came west to Outagamie County, Wisconsin, where he took up farming, which he continued to his death in 1891. His wife, Augusta, survived him until 1904, when she also died. Ten children were born to them of which Otto was the second oldest.

Otto Zachow, the second son of John and Augusta Zachow, was born March 10, 1862, in Greenville Township of Outagamie County, Wisconsin. He received his education in the public schools of Grande Chute Township, and because he showed decided mechanical talent, was apprenticed to learn the blacksmith trade when but fourteen years old. He brought to his work a natural aptitude so

that in a short time he became quite proficient as a worker in metal. Some years later, he left the smithy and worked for the Appleton Furnace Company, where he did smithing and was general repair man. In this way he became a self-taught mechanic. He continued to work at his trade in Appleton until 1886 .when he removed to Hurley, remaining there until the fall of that same year. In the
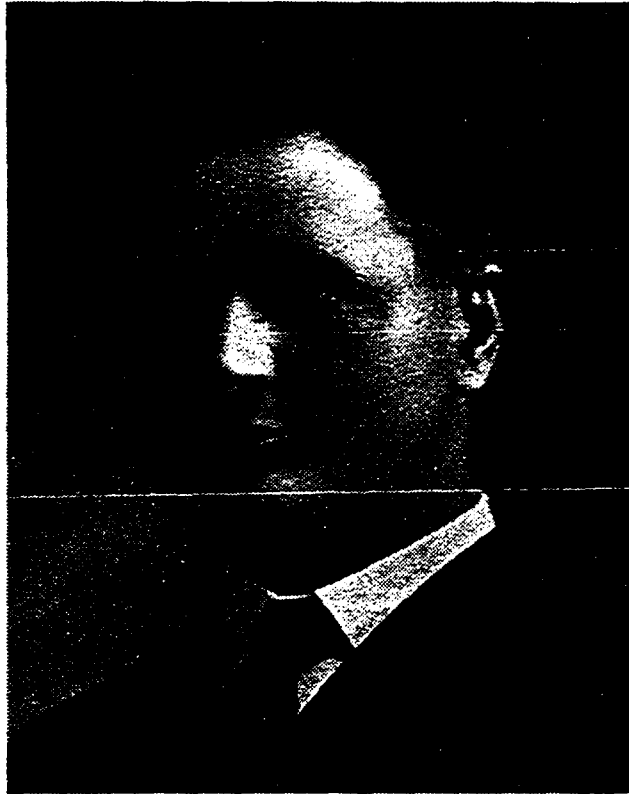
OTTO ZACHOW

following spring, he set up a smithy in Bessemer, Michigan, which he operated until 1891 when he transferred the practice of his trade to Clintonville. From November, the month of his arrival in Clintonville, to January, the details of a machine company were discussed with his brother-in-law, William A. Besserdich. The details having been arranged, the Clintonville Machine Company opened for business January 1, 1892. Mr. Zachow was married in 1883 to Anna Besserdich. To this union two children, Meta and Clarence, were born.

William A. Besserdich, the other co-inventor of the four wheel drive axle, was born at South Milwaukee, Wisconsin, May 4, 1867. His parents were August Besserdich and Hannah Busse Besser-

dich, both immigrants from Germany. August Besserdich came from Mecklenburg when twenty years old and located at Milwaukee, Wisconsin, where he met and married Hannah Busse, who came from Prussia when but twelve years old. The young couple moved to Iron Ridge, Wisconsin, where August worked for a time in a stave factory. He removed to Kewaunee County to take up
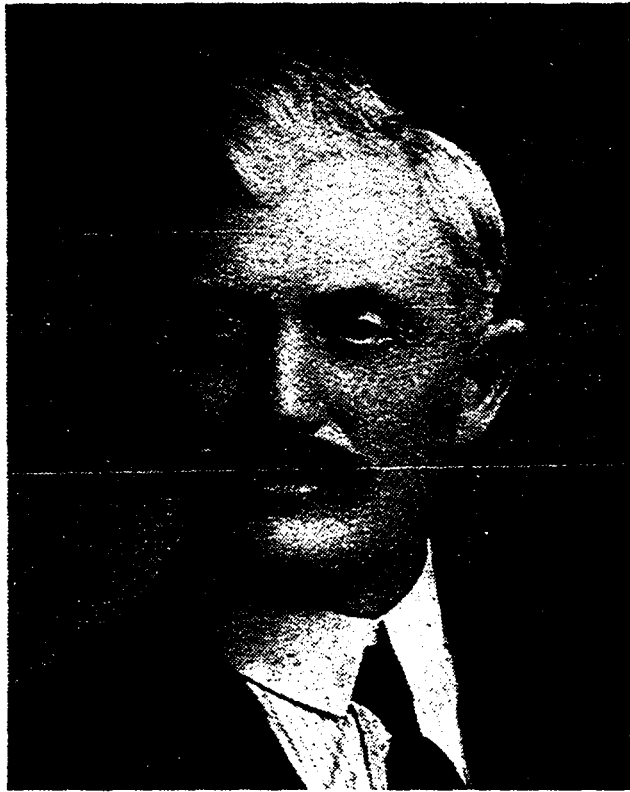
WILLIAM A. BESSERDICH

farming only to return to Iron Ridge from whence again he moved to Kewaunee County. In 1867, he moved to Appleton where he became a builder and contractor, which trade he followed until his retirement. To August and Hannah Besserdich were born six children, the third oldest of which was William, the subject of this paper.

While William was born at South Milwaukee, he grew to maturity in Appleton, where also he learned the machinist trade, beginning in 1884 to work for the Morgan and Basset Company. Later, for seven months, he worked in the shops of the Milwaukee Lake Shore Railroad Company, when he moved to Waukesha, Wisconsin, to work in the same capacity for the Wisconsin Central.

After working there for one year, he secured a position at Denver, Colorado, in the shops of the Union Pacific Railroad Company. He followed his trade successively in Cedar Rapids, Ia., Topeka, Kans., the Indian Territory and Milwaukee, Wis. Later, for two and one-half years, he was employed in Appleton, Wis. In 1891, with Otto Zachow, his brother-in-law, he came to a working agreement and organized the Clintonville Machine Company, which was opened for business, January 1, 1892.

William A. Besserdich was married to Ida Siberlich of Appleton, June, 1890. Ida Siberlich was born in Ellington Township, Outagamie County, Wisconsin, and was the daughter of Henry Siberlich who pioneered in that county.

The firm of the Clintonville Machine Company were dealers in all sorts of machinery and did general machine repair work. The firm prospered because of the mechanical ability of the two owners and operators, Otto Zachow and William A. Besserdich.

In 1900, the two men purchased a one-cylinder Reo touring car. To the men the car was a new machine and delighted their hearts; to the citizens of Clintonville, the automobile was a source of wonderment, for this was the first car to be owned in or about Clintonville. To have ridden in a car in those days was an accomplishment to boast about. However, riding in the car in those days was not all pleasure; for the greater part the roads was unpaved, in dry weather, sandy, and in rainy weather, muddy. In June or July of 1906, William A. Besserdich took two men for a ride on the road north to Embarrass on what is now State Highway No. 22. About a half or a quarter mile north of Embarrass, the car got stuck in the deep sand between two sandy knolls. William Besserdich asked the two men to grab the spokes of the front wheels and give the wheels a forward rotary motion; he in the meantime "gave her the gas." In this fashion the car was easily extricated. Mr. Besserdich pondered the ease in which the car was gotten out of the sand and came to the conclusion that it was because power was applied to the four wheels instead of only the two rear ones which were powered by the engine.

Upon returning to the shop, Mr. Besserdich reported the incident to his partner, Mr. Zachow, and suggested that they invent a mechanism that would do what he did with the aid of the two men, namely, apply power to all four wheels. Both now began work on the idea, and when they had produced a working model, experimented with various arrangements until they were satisfied for the time being that their idea was mechanically workable. So
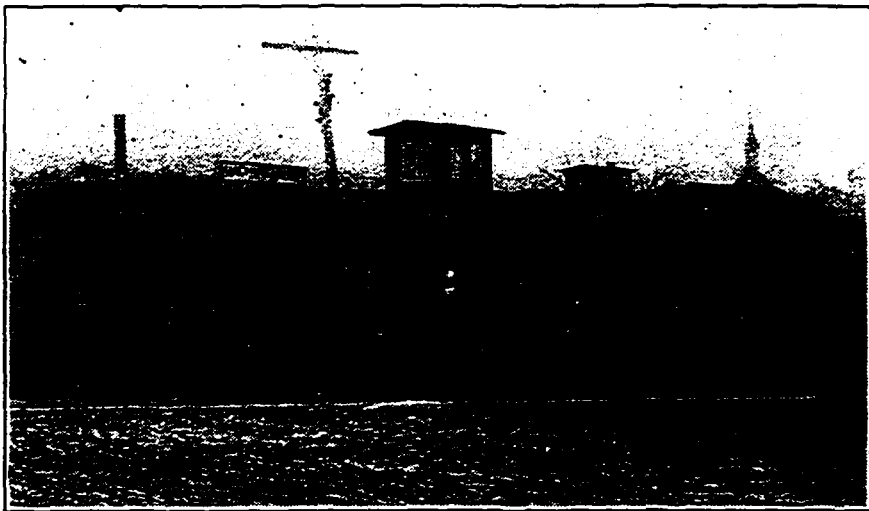
THE ORIGINAL FOUR WHEEL DRIVE AUTO PLANT

on August 1, 1907, Otto Zachow filed application for the invention in the name of Otto Zachow and William A. Besserdich. The patent was granted March 24, 1908, on what the patent document called "The O. Zachow and W. A. Besserdich Axle."

The two men now built a chassis and running gear embodying their idea and installed a cross-compound steam engine of English manufacture which worked with 600 pounds steam pressure. Since the vehicle was built solely for experimental purposes, no body work was superimposed. The skeleton automobile was called "The Steamer."

Due to lack of funds, as is so often the case with inventors, the Zachow and Besserdich Machine Company could not exploit their idea. They therefore approached Dr. William H. Finney and broached the idea of a stock company to him. An agreement was reached, whereby the three men formed a company early in 1909. Otto Zachow was elected president, W. Besserdich, secretary, and

W. H. Finney, treasurer. The company was organized with a capital of $60,000.00, of which the three men held equal shares, the condition of participation being that Zachow and Besserdich contribute their patent rights, as well as their machine shop and its equipment, while Dr. W. H. Finney was to contribute the sum of $20,000.00. Of this amount Dr. Finney had paid in approximately $1,800.00 and then during the ensuing winter took a trip to the south. The two mechanics, however, continued to work on the car. They rebuilt the "Steamer" and converted it into a gas engine driven car of the four-wheel driven type. This car weighed 3,800 pounds and was powered with a forty-five horse-power Continental Motor. This car became known as "The Battleship."

The Battleship performed beyond all expectations, astonishing its builders no less than the public. The car was run through seemingly impassible sand pits, mudholes and up heretofore insurmountable hills. During the 1910 driving season, not less than 116 conventionally-driven cars were pulled out of mudholes by the Battleship when attempting to follow where it led. The Battleship never was stalled, and never asked for help in the 12,000 miles of grueling road tests which it underwent.

Upon returning from his trip, Dr. Finney, due to suggestions received from his financial advisors, refused to pay any more money on the twenty thousand dollar note he had turned into the treasury of the company. To settle matters agreeably, Zachow and Besserdich refunded to Dr. Finney the money he had paid into the company, and thus the patent rights, machine shop and its equipment automatically reverted back to the original owners.

Acting upon the advice of Otto Olen, a new company was organized with a capitalization of $110,000.00. Thirty-five thousand dollars, in stocks, were alloted to Zachow and Besserdich for their patent rights. This company was incorporated on April 21, 1910, under the title of "The Badger Four Wheel Drive Auto Company." This title was, however, soon changed to "Four Wheel Drive Auto Company." At the organization meeting, Walter A. Olen was elected president, Frank Gause, Secretary and David J. Rohrer,
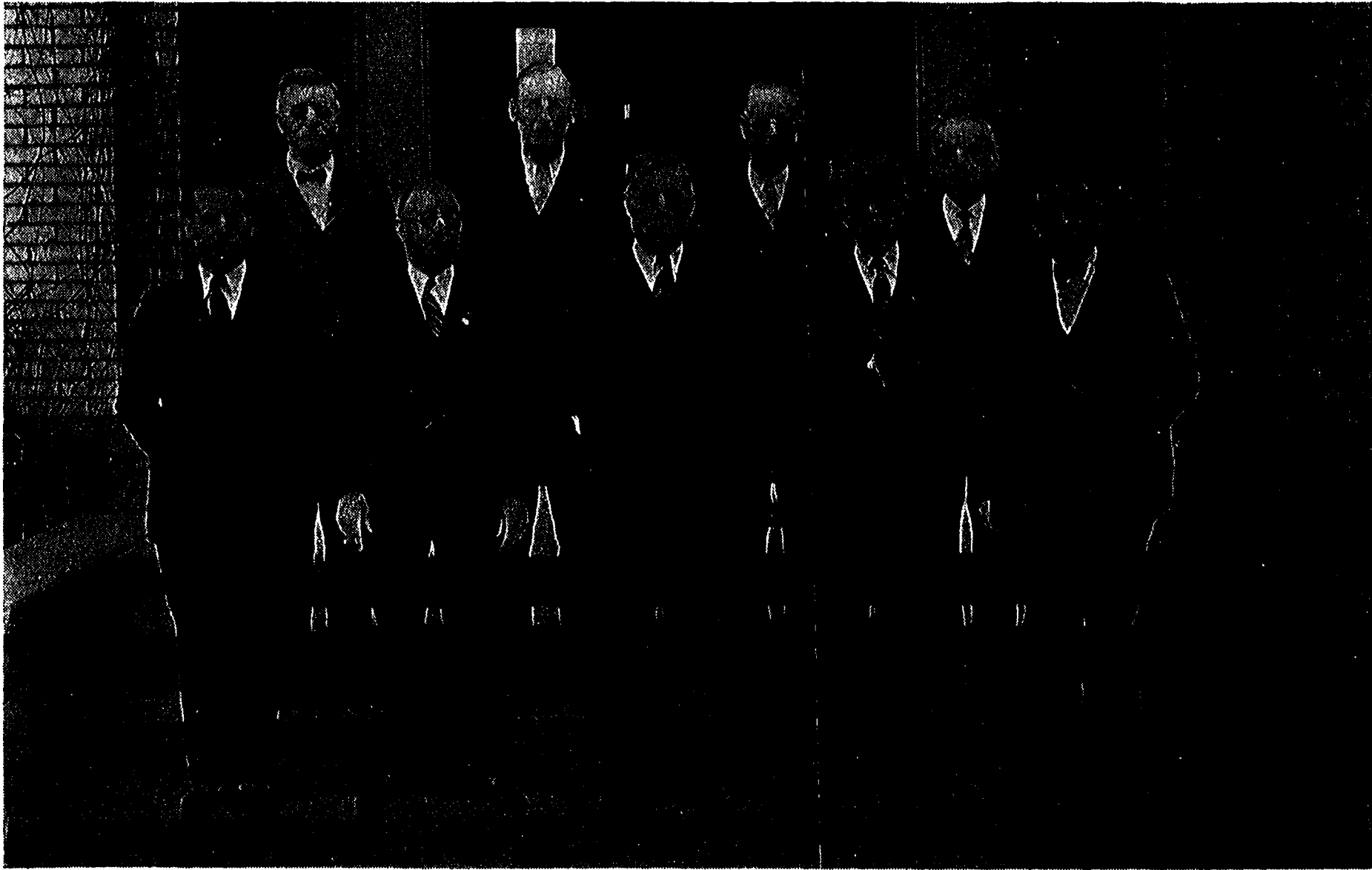
BOARD OF DIRECTORS OF THE FOUR WHEEL DRIVE AUTO COMPANY
Left to right, top line: Chas. Hagen, Andrew A. Washburn, Joe. D. Cotton and Anton Kuckuk; bottom line: Donald S. De Witt, Dave J. Rohrer, Walter A. Olen, Frank Gause and Max Stieg.

treasurer. These men have continued in office since the company's inception.

During July of 1911, Otto Zachow sold his entire holdings in the company for $9,000.00. The company on July 29, 1911, increased their capital stock from $110,000.00 to $250,000.00. January 25, 1916, the capitalization was increased to a half million, on January 23, 1917, to one million and on December 19, 1917, to two millions.

The two original stockholders, Zachow and Besserdich, after their reorganization into the Four Wheel Drive Auto Company in 1910, continued working on their idea for they were not entirely satisfied. The patent called for the knuckle inside of the hubs of the two front wheels and in line with the plane of the spokes. This gave the front wheels a tendency to shimmy and was, therefore, unsatisfactory. The Steamer was the only car built with the "shimmy" knuckle. On October 21, 1910, application was filed for a new patent in which the two knuckles were taken out of the wheels and placed in the front axle. They continued to make changes, and experimented with axles of different designs, until all "bugs" had been eliminated. The men finally were satisfied that they now had a perfect axle. However, although the patent claims were filed, the men did not have a patent issued to them. As stated before, Otto Zachow disposed of this interest in the company in 1911 and in 1914, William A. Besserdich did the same. On September 14, 1915, the patent on this idea was issued. That this second patent is sound can be seen from the fact that the Four Wheel Drive Auto Company has been using it ever since, not having thought it necessary to improve it or make changes on it.

In 1915, William A. Besserdich was granted a patient on an improved front axle drive. He designed an automobile embodying this idea, and built the car in a shop at Milwaukee. Previous to this, he had sold a half interest in this patent to Bernard A. Mosling. The two men organized another company which had a capitalization of $250,000.00. And while Mr. Besserdich worked on the car, Mr. Mosling sold stock. The company organized in 1917 with

William A. Besserdich, president, and Bernard A. Mosling, secretary and treasurer.

The car having been finished and proven successful, the Chamber of Commerce of Oshkosh, Wisconsin, entered into negotiations with the Duplex Four Wheel Drive Auto Company, as this new company was called, and purchased the interests, patent rights and good will of the Duplex Four Wheel Drive Auto Company and reorganized the company under the name of the Oshkosh Motor Truck Company. The capital stock at this time also was increased to a half million dollars. The Duplex Four Wheel Drive Auto Company stockholders exchanged their stock for Oshkosh Motor Truck Company stock. Of this company, William A. Besserdich was elected president and remained active with the company until 1924, when he retired from active direction of the company. During these years, Mr. Besserdich retained his residence at Clintonville. In 1926 William Besserdich was elected Justice of the Peace which office he still holds in 1937. Otto Zachow still operates a machine shop.

Upon organization of the Clintonville Four Wheel Drive Auto Company in 1910, the Zachow and Besserdich machine shop on Eleventh Street was rented and used for about a year. This little shop contained only one lathe, one planer, one drill press and hand tools. The company at once began to build five touring cars of which only was was finished in the rented shop, while the other four were completed in the new shop erected by the company. August Matuszczak of Clintonville, on September 30, 1911, purchased the first car for $4,000.00. The new shop was erected on a plot of ground eight and a half acres in extent on the northeast corner of East Twelfth Street and McKindly Avenue. The first building measured 60 ft. by 120 ft. The original site is still occupied by the company which has expanded its shop many times since.

The officers of the Four Wheel Drive Auto Company were quick to realize that the value of the axle would serve its purpose best in a truck. Accordingly, after completing the five touring cars, the next unit manufactured by the newly organized company was a truck mounted on the chassis of a touring car. This was sold to the
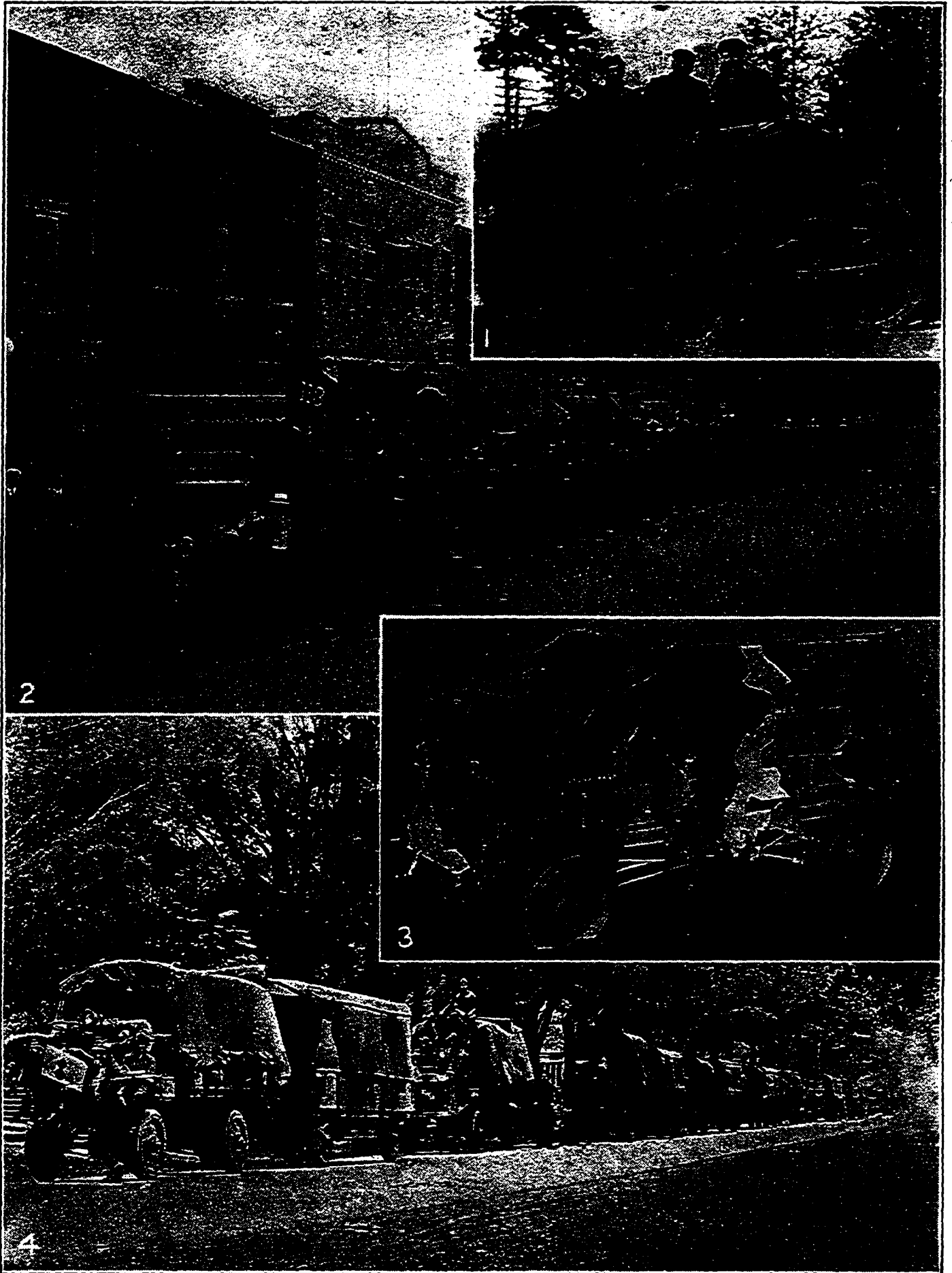
FWD trucks won the acclaim of the Allied Governments during the World War. 1. This test model was the forerunner of thousands of FWDs for the U. S. Army. 2. On July 22, 1918, this fleet left Clintonville for the battlefields of Europe. 3. Miniature FWD truck now in Smithsonian Institute, Washington, D. C., a replica of the 28,000 camouflaged FWD trucks purchased by the Allied Governments during the World War. 4. FWD trucks moving supplies up to the battle front in France.
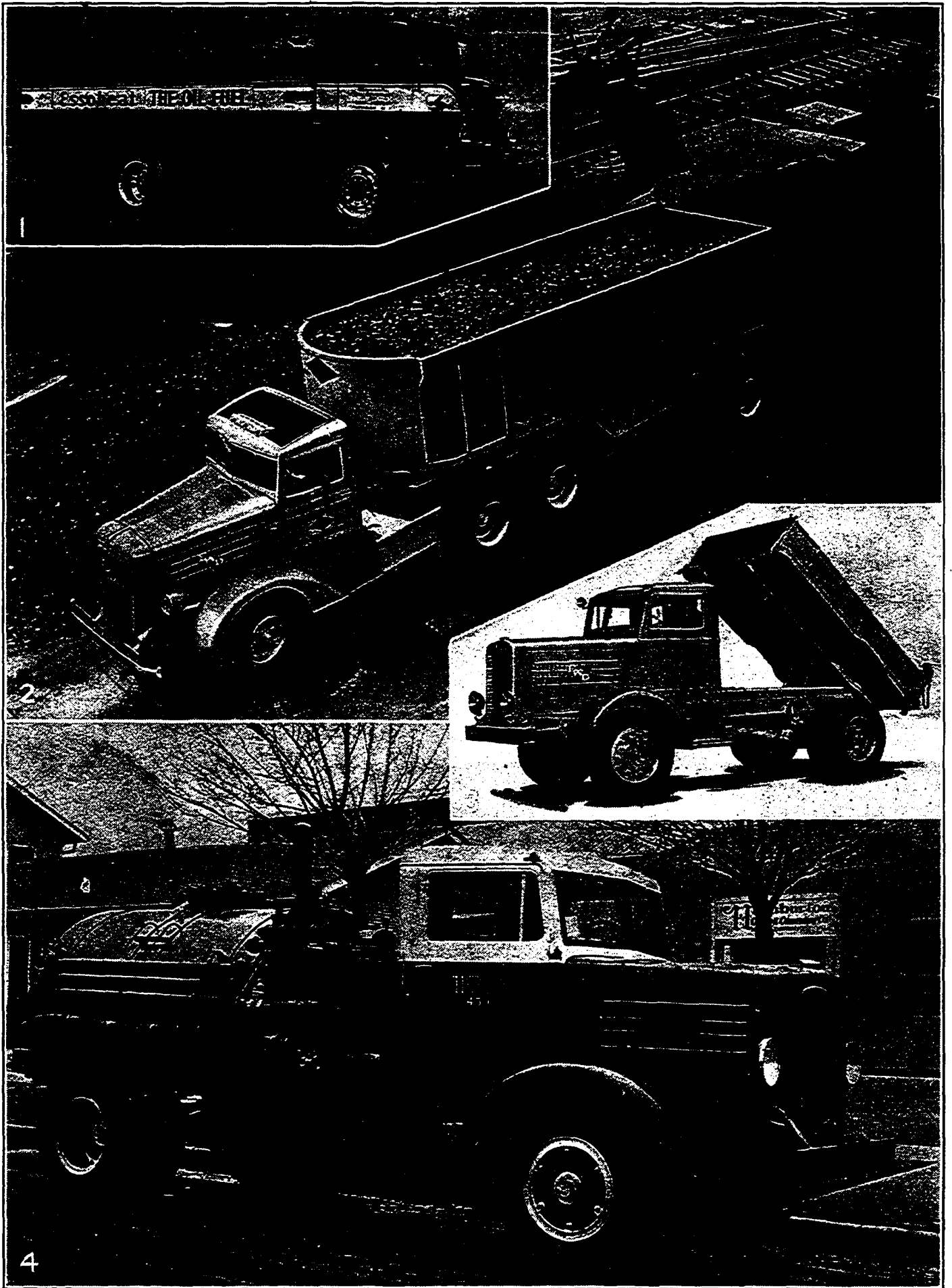
FWD, four-wheel-drive trucks are serving varied industries throughout the world. 1. De Luxe delivery service for Standard Oil of New Jersey. 2. High speed inter-city coal delivery for the Fox River Valley. 3. State, Provincial, County and Municipalities use hundreds of heavy duty FWDs like this. 4. Fleets of husky FWDs are operating in the oil fields of the world.

United States Government. The Federal Government put this FWD truck and ten others to a competitive test. The trucks left Washington and ran to Indianapolis by way of Atlanta, Georgia, from Indianapolis to Dubuque, Iowa, and then to Sparta, Wisconsin. An editor of a newspaper along the route said: "The FWD ran through 900 miles of the worst roads that ever lay out of doors."

The FWD did actually finish the trip a victor, for it was the only truck to make the entire trip under its own power. The official report of the test by the army observers reads as follows: "The gist of our report is that the Four Wheel Drive is the only truck that need be considered for use in the field and supply trains of the army, and is fully capable of replacing the escort wagon and ambulance now used."

So thoroughly did this first truck vindicate the judgment of the company officials that designs were drafted for a three-ton truck.

The problems and difficulties of pioneering the new idea were met with doggedness and persistence, and well were these qualities needed, for there was a severe period of struggle between the first touring car built and sold on September 30, 1911, to the first truck sold on May 8, 1913.

The outlook, however, became brighter when in 1914 the British Government undertook a thorough test of the newly completed three-ton truck. So satisfied was it with its performance that 288 trucks were purchased by that government during 1915. During the same year, the Russian Government purchased 82 of the same units. And because of the continuance of the World War, the English Government purchased during the next three years 3,000 FWD trucks. When in the spring of 1917 the United States Government decided to throw its power to further the cause of the Allies, the directors of the FWD placed the entire resources and production power of the company at the service of our government. The offer was accepted. So heavy were the orders for trucks, that even though the floor space had been increased to 224,156 square feet, great difficulty was met to meet the needs of our government. Upon completion of the war, the records of the FWD Company and its sub-

sidiaries showed that 14,473 trucks had been delivered to the United States Government.

To immortalize the faithful and trustworthy services rendered by the FWD trucks to the Allies during the World War, a miniature replica of an FWD truck was made and placed in the Smithsonian Institute in Washington. Two FWD trucks that had operated along the front line of battle in France are now preserved in the Royal British Museum. In the Louvre of Paris hangs a painting by John Singer Sargent, one of America's leading artists, depicting a typical battle scene in France in which two FWD trucks are bringing supplies and ammunition to the front lines.

Shortly after the war, a national and an international dealers organization for the distribution of FWD trucks was set up. A subsidiary factory located at Kitchener, Ontario, Canada, was acquired. Direct factory branches were established at New York City, Boston, Washington, D. C., Kansas City, Chicago, Milwaukee, Harrisburg, Los Angeles and San Francisco.

FWD trucks are now manufactured in capacities ranging from two to fifteen tons. And today there is no country in the world in which Clintonville built trucks are not being used; even in Spitzbergen, the northern most city and in Magallanes the most southern inhabited area, are they found. It has been computed that FWD trucks are used in 106 distinct countries or districts.

Among the various models of FWD trucks manufactured are trucks employed to transport earth-boring and pole-setting equipment (used largely by public utility companies), and a complete line of fire trucks of which New York City now has a fleet of 54. The last twelve of these units were added in the spring of 1936, and are the largest hook and ladder trucks ever built in this country. The ladder, in two sections, is 85½ feet long above the truck when extended. The weight of one of these units, when completely equipped, is approximately 27,000 pounds. The company also builds trucks especially adapted for highway construction, maintenance work and general purposes.

The Four Wheel Drive Auto Company of Clintonville also has

the distinction of having one of its trucks aid in the construction of a unique road, a road combining Egypt and Assyria. Never within the memory of man, if we except the tenuous, sand drifted caravan trails, has a road joined these two ancient lands. Prior to 1914, a short stretch of railroad was laid from Cairo to Port Said on the Suez Canal. After the World War, the railroad was con-
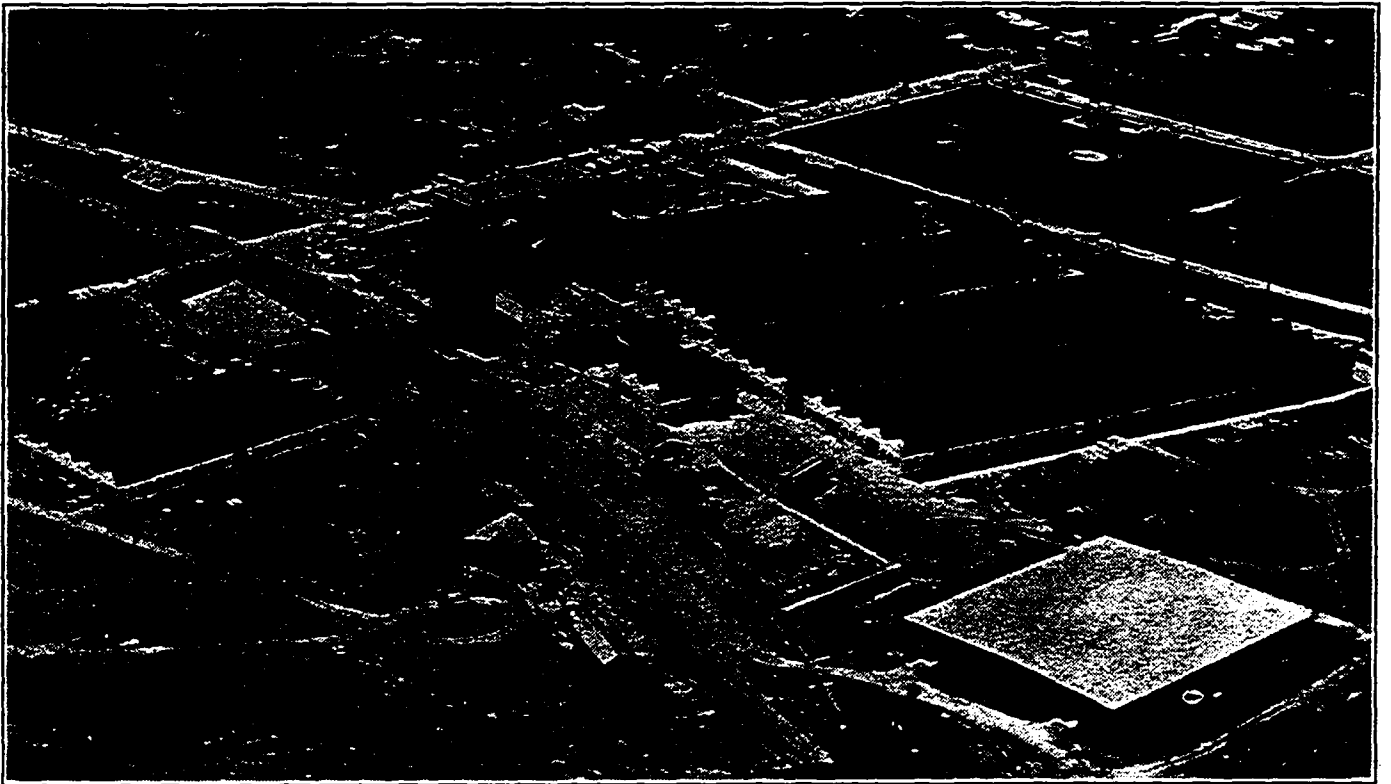
THE FOUR WHEEL DRIVE AUTO PLANT (1929)

tinued to El Kantara and farther to Haifa, a seaport on the Palestinian coast. It was not until 1932 that the final link of this highway was completed.

Although there were trucks of different manufacture operating along this highway and crossing the desert in fleets, the FWD truck of Clintonville, operated by a young man of Wisconsin, Melvin Giersbach, accompanied by a native, was the first truck to cross the trail unescorted (1932).

For several months, Melvin Giersbach continued to travel over this rudely constructed road quite regularly. He delivered essential material for the construction of the pipe line of the Iraq Petroleum Company. The FWD truck with a four-wheel trailer hauled from

twenty to thirty tons of steel and equipment per trip. This trip, a distance of about 675 miles from Haifa to Bagdad, was covered in from two to three days, the time depending upon the number of cargo changes to be made along the way. Each trip helped to make the road more permanent. It is believed that with the economic conditions improved, there will be built also a high type road paralleling the oil pipe line, running from Kirkuk to the Mediterranean Sea at Haifa, Palestine.

The citizens of Clintonville are justly proud of the Four Wheel Drive Auto Company and its products. They hold in high esteem the inventors of the four wheel drive mechanism, Otto Zachow and William Besserdich, as well as the one who developed and commercialized the product, Walter A. Olen. Mr. Olen has been president and manager of the company since its origin. He guided the fortunes of the organization during dark days as well as during prosperous times. Such men create and build cities.

Walter Alfred Olen. In written history, the founders of a city are given much attention and prominence; too much, perhaps. For in so many cases they are but men with wandering feet who can settle permanently nowhere. Fortuitously, their wandering brings them to a certain spot, they are the first to be there. But it is a far cry from the building of a temporary shack to a thriving community. So, while much attention was paid to the Clintons, the Lyons and the Bennetts in this history, the writer feels that to maintain a proper balance and to render historical justice, the influences not only of the founders but also of the builders and maintainers of Clintonville should bet set in proper light and prominence.

The builders of Clintonville, the Clintons, the Stacy's, the Bucholzs and the Finneys, should have their proper due. Amongst these Walter Alfred Olen stands out like did Saul of old among the sons of Israel. The contiguous land maintains the usual business establishments, but the citizens of Clintonville earn their bread and butter at the Four Wheel Drive Auto Company and Walter Alfred Olen is the president and general manager of this company.
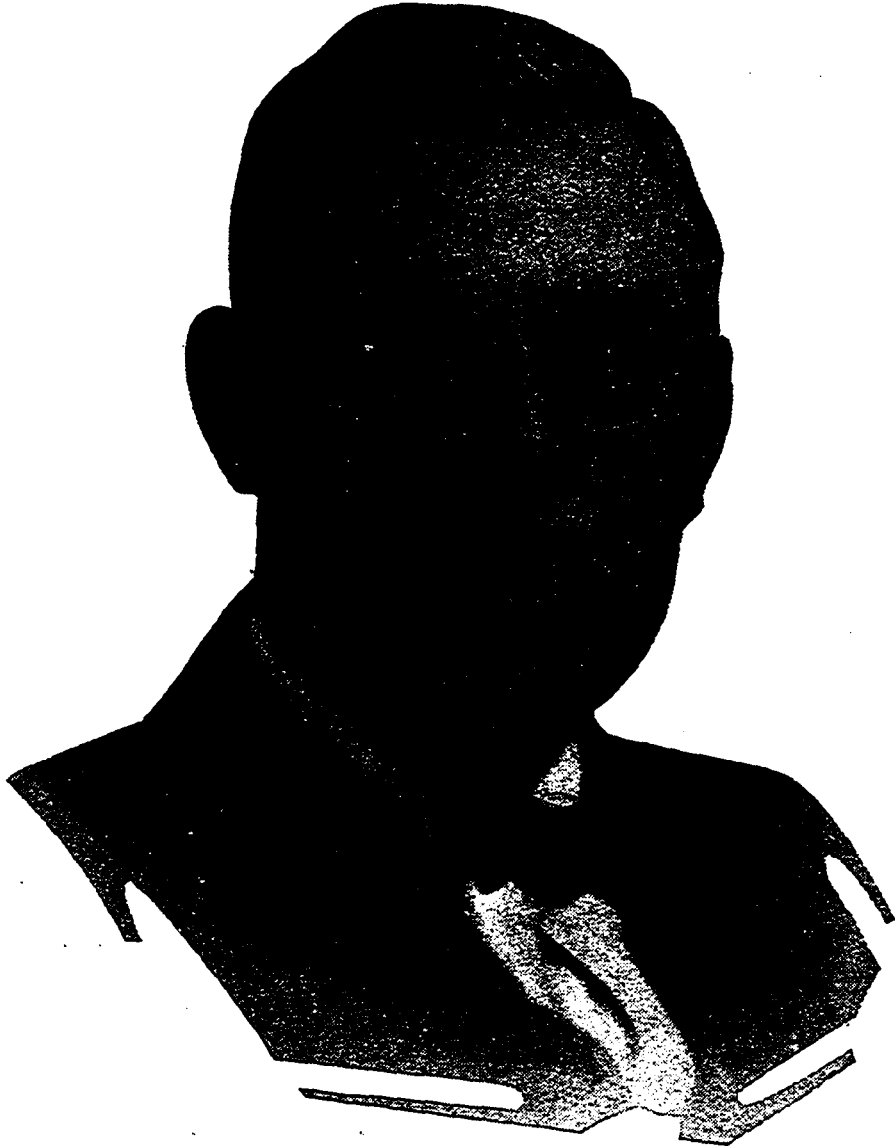
WALTER ALFRED OLEN
President and General Manager of the Four Wheel Drive Auto
Company

That our land is a land of opportunity still, witness the formative years of Walter Olen. He was born on a farm near Winneconne of emigrant parents, January 31, 1875. He began his education in the public schools at Ball Prairie, Winnebago County. Not satisfied with life as he found it, he continued his studies in the Winneconne high school, paying the cost of his attendance there by working in an undertaking establishment. In 1891, having graduated from the State Normal School at Oshkosh, Wisconsin, he was licensed to teach in the public schools of the state. For five years, until 1896, he taught in the schools of Winnebago and Shawano Counties. With the money he saved from his salary as teacher he paid his way through school at the Northern Indiana Law School, and graduated from that institution in 1900 with the degree of LL.B.

In 1900, Walter Olen was admitted to the Wisconsin Bar, and with the law firm of Olen and Olen, practised law in all courts including the Supreme Court and the United States District Court.

The course of his life was definitely changed in 1910 when he was elected president of the newly re-organized Four Wheel Drive Auto Company of Clintonville. When in 1913, he in addition to the presidency was voted the general managership of the company, he severed all connection with the law firm of Olen and Olen. Under the presidency and management of Walter Alfred Olen, the Four Wheel Drive Auto Company of Clintonville has grown from a small shop known to but a few to where it is known throughout the civilized and semi-civilized world.

That Walter Olen should have made a success of his life need not be wondered at when his heredity and early environments are considered. Walter Olen was born of Andrew and Amelia (Miller) Olen. Andrew Olen emigrated from Norway to the United States, arriving here April 1, 1861, settling at Winneconne. On September 14 of the same year, he enlisted and served in the Second Battery, Wisconsin Light Artillery Volunteers. He fought in the Pennsylvania Campaign, participated in the Seven Days Battle and was at Appomattox with General Lee. After the Grand Review, he was honorably discharged after three years of service. He returned to

Winneconne where for a time he was employed as ship carpenter. He later acquired a farm near that city where he continued to live until his death. His wife, the mother of our subject, was also born in Norway, coming to this country with here parents, Captain Tobias Miller and Christine (Ella) Miller when but three years old, in 1849. Andrew Olen and Amelia Miller were married after the Civil War. Five children were born to them of whom Walter Alfred was the third.

In spite of his responsible position with the Four Wheel Drive Auto Company, Walter A. Olen never let his mind be engrossed in his business to the exclusion of cultural subjects, and civic interest has had in him always a ready champion. Mr. Olen's wide interest is shown by his membership in many organizations. He is a director of the Clintonville Hotel Company, the Utility Supply Company, president and general manager of the Four Wheel Drive Auto Company, President of the Waupaca County Crippled Children's Association, director of the Y. M. C. A., and of the Wisconsin Association for the Disabled. He is a member of the Wisconsin Historical Association, of Clintonville Lodge, A. F. & A. M., of the Governor's Committee of One Hundred on Safety in Wisconsin, and a director of the Bellin Memorial Hospital at Green Bay. Of clubs, he is a member of the Rotary, of the local Golf Club, and Ordnance.

Mr. Olen has at various times contributed articles to magazines among which are articles on Transportation (Commercial Car Journal, March, 1932), and an article on the Effects of Front Axle Stability in the Interest of Public Safety (Society, Automotive Engineers Journal, January, 1934). The writer of this history has a complimentary copy of a collection of poems made by Mr. Olen. It is by the choice of poems that one can gauge the cultural and intellectual level to which Mr. Olen has attained.

Mr. Olen's hobbies are Indian history, early history of the locality, ancient history and forestry.

Walter A. Olen married Cora Miller on May 21, 1907. Three children were born of this union, namely, Robert A., born February

17, 1909, at Allwood, New Jersey; Donald B., born February 22, 1912, at Clintonville; and Mildred V., born March 17, 1918, also at Clintonville.

For the civic and commercial life of Clintonville, the community is greatly in debt to the organizing and managing ability of the President of the Four Wheel Drive Auto Company, Walter A. Olen, for it is men of his stamp that make cities possible and a fit place in which to live.

LETTERS

Entries on Land — Mail Route from Menasha to Fort Wilkins Via Shawano. Mr. John Chapedock, Indian.

A letter which substantiates the claim of purchase made by the early settlers.

UNITED STATES DEPARTMENT OF THE INTERIOR
General Land Office

Washington, D. C., July 10, 1934.

In reply please refer to
1490855 "B" CWB

:Advice relative to
:disposal of lands.

Rev. Nicholas Diedrich,
Clintonville, Wisconsin.

My Dear Sir:

I am in receipt of your letter of June 29, 1934, making inquiry for historical purposes relative to entries on lands on which now stands the city of Clintonville. With your letter you inclose a diagram which shows the city as embracing the SE ¼ and part of the NE ¼ of Sec. 23, SW ¼ and part of the NW ¼ of Sec. 24, NW ¼ Sec. 25 and NE ¼ Sec. 26, T. 25 N., R. 14 E., 4th P. M.

According to the tract book, the NE ¼ Sec. 23, was granted to the State for the improvement of the Fox and Wisconsin Rivers, while the NW ¼ and SW ¼ Sec. 24 and the NW ¼ Sec. 25 were approved to the State under the internal improvement act of 1841. The remainder of the lands mentioned, the SE ¼ Sec. 23, and NE ¼ Sec. 26 were disposed of at the Menasha land office as follows:

E ½ SE ¼ and SW ¼ SE ¼ Sec. 23 entered under location of warrant 22843, 120 acres, act of 1855, by John Potter, Jr., November 9, 1855, and patented to him May 10, 1859

NW ¼ SE ¼ Sec. 23, entered under location of warrant 101666, 40 acres, act of 1855, by Norman Clinton, March 12, 1855, and patented to him April 15, 1856

NW ¼ NE ¼ Sec. 26, entered by Martin Lyon May 30, 1855, under cash entry 20248, and patented to him February 22, 1858

S ½ NE ¼ Sec. 26, entered by John Potter, Jr., October 2, 1855, under certificate 21905, and patented to him February 22, 1858

NE ¼ NE ¼ Sec. 26, entered by Martin Lyon May 30, 1855, under cash certificate 20418, and patented to him February 22, 1858.

Payment for the land under the three cash entries was at the rate of $1.25 per acre.

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Very respectfully

D. K. PANOTT

Acting Assistant Commissioner.

</div>

7-9-wk

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Post Office Department

OFFICE OF THE CHIEF INSPECTOR

Washington

IN REPLY REFER TO:
LIBRARY
December 3, 1936.

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Reverend Nicholas Diedrich,
    Pastor, St. Rose Congregation,
        Clintonville, Wisconsin.

My dear Reverend Diedrich:

Further reference is made to your letter of August 14, 1936, acknowledged by this office under date of August 20, asking to be advised when the mail route from Menasha to Keshena was begun, in what year it extended as far as New London, and in what year it was extended to Keshena.

The records indicate that the Menasha post office was established November 14, 1849, and that the route from Menasha which was later extended to Keshena (No. 4613), was put into operation on April 16, 1853, as follows:

From Menasha, by Wakefield, Ellington, Greenville, Hortonville, Forks of Menominee River and Shawano to Fort Wilkins.

The New London post office was established on the route on February 6, 1854. It is indicated that the route, which bore the number 13,707 at that time, was extended to Keshena when that office was established on March 22, 1855.

The long delay in replying to your inquiry, which was unavoidable due to the pressure of other work, is regretted.

Sincerely yours,
K. P. Aldrich,
Chief Inspector.
Clintonville, Wisconsin
November 9, 1936

John Chapedoc (Indian)
Route 55, Forest County
Alvin, Wisconsin
My dear John:

Will you kindly answer the following questions, by writing in on this paper, as you remember?

First: Where is Chief Waupaca buried? At Marion, Wisconsin.

Second: What tribe was he chief of? Potawatamis Tribe.

Third: Did his tribe ever own the land in Waupaca County? Yes.

Fourth: Where did Chief Waupaca live? Waupaca County.

Fifth: Where is his tribe now? Wobeno, Leona and Crandon.

Sixth: Are you related to Chief Waupaca? He is my grandfather.

Seventh: Was Waupaca city and town and county named after Chief Waupaca? Yes.

Eighth: How do you know that the town, city and county of Waupaca was named after Chief Waupaca? My grandfather names his self.

Ninth: If the town, city, and county was not named after Chief Waupaca, how did the town, city and county get its name? My grandfather names this his self.

Tenth: How do you spell or pronounce the word Waupaca, in euphonic, in the Indian language? Wau-pee-kee.

Any further information that you might give me about how Waupaca County got its name will be greatly appreciated and you can write on the back of this letter.

Rev. N. Diedrich of this city is writing a history of the city of Clintonville and surrounding communities and I am writing this letter for him, so he will be sure to have the book right when it comes to the naming of Waupaca County and also will give Chief Waupaca credit for having furnished the name of Waupaca County, if such is the case.

I am sending you my kind personal regards and I hope John, that you are well and happy.

I am enclosing an addressed envelope so that you can return this letter to,

<div style="text-align: right">

Yours very truly,
Otto L. Olen
Clintonville, Wisconsin

</div>

OO:LS
Enc.

<div style="text-align: center">

January 7, 1937

</div>

John Chapedock called at our office (Otto L. Olen Law Office) and said:

His grandfather was Wau-pee-kee, he was very old.

"I saw him when I was little."

Mr. Olen: What does Waupaca mean?

Mr. Chapedock: "Something he go see."

"Something he go look."

"Go see something."

ROSTERS

City Mayors, 1887–1937 — City Officials, 1936–1937 — Public School Officials, 1936–1937 — Young Men in World War from Clintonville and Vicinity — Fraternities and Sororities, 1936–1937.

ROSTER OF CITY MAYORS, 1887–1936

The following list is a roster of the mayors of Clintonville since the municipal incorporation of Clintonville, the terms commencing with April:

1887 — Dr. John Finney	1912–1915 — Edward Felshow
1888–1889 — W. H. Stacey	1916–1919 — Herman Kratzke
1890 — F. M. Guernsey	1920–1921 — Richard Milbauer
1891–1893 — H. A. Meilike	1922–1925 — Herman Kratzke
1894 — John A. Stewart	1926–1929 — A. C. Cather
1895–1899 — H. A. Meilke	1930–1933 — Herman Kratzke
1900 — George O. Bennett	1934–1935 — Arthur Campbell
1901–1907 — William A. Nels	1936–1937 — A. A. Washburn
1908–1911 — Julius Prenzlow	

CLINTONVILLE CITY OFFICIALS
1936–1937

Mayor	A. A. Washburn
Clerk	S. J. Tilleson
Treasurer	Robert Fischer
Assessor	Matt Zehren
City Attorney	Clifford Mullarkey
Health Officer	Dr. R. F. Braun
Weed Commissioner	John Needham
Janitor of City Hall	Wm. Rock

Justice of the Peace
Wm. Besserdich and E. E. Larson

Police Department
Chief of Police..J. J. Monty
Policemen.......................Leo Kesting, Oswald Goerlinger

Fire Department
Chief...Martin Lyon
Assistant Chief.................................Chauncy Williams
Foreman..Ed. Winkel
Secretary and Treasurer.........................Howard Bovee

Board of Aldermen
First Ward — Herman Larson and Louis Krause
Second Ward — Fred Gansen and Otto Hundertmark
Third Ward — F. W. Tanner and T. A. Patterson
Fourth Ward — H. M. Jesse and Geo. Berndt
Fifth Ward — Albert Winters and Henry Schellien
(Council meets on first Tuesday of every month)

Committees
Finance Committee — H. M. Jesse, Louis Krause, Otto Hundertmark.
Street Committee — T. A. Patterson, Otto Hundertmark, Louis Krause
Sewer Committee — Henry Schellien, Fred Gansen, Fred Tanner.
Poor Committee — H. V. Larson, Fred Tanner, George Berndt.
Ordinance Committee — Otto Hundertmark, H. M. Jesse, Albert Winter.
Printing Committee — Louis Krause, Fred Tanner, George Berndt.
Public Property Committee — Fred Tanner, Albert Winter, T. A. Patterson.
License Committee — Fred Gansen, H. V. Larson, Henry Schellien.
Police and Fire Committee — Albert Winter, H. M. Jesse, Fred Gansen.
Building Committee — H. M. Jesse, Albert Winter, T. A. Patterson.

Supervisors

1st Ward...E. J. Perkins
2nd Ward...Art Steenbock
3rd Ward...Ferd. Goerlinger
4th Ward..Chas. Binder
5th Ward..Henry Weller

Water and Light Commission

President, Paul Dekarske; Vice-president, Chas. Beschta; Secretary, S. J. Tilleson; Clarence Barker and Arthur Peotter.

Library Board

President, Fred Ruth; Vice-president, Julius Spearbraker; Secretary, Anna Stanley; Elsie Finney, Max Stieg, Harold Olk, F. D. Wartinbee; Librarian, Alice Faust.

Board of Education

Director, Richard Milbauer; Clerk; F. A. Spearbraker; Treasurer, Max Stieg; Herman Brohm, Earl Smith, Henry Anthes and Albert Fritz; Superintendent, F. D. Wartinbee.

Graceland Cemetery Association

President, Emma Schmidt; Vice-president, Mrs. Wm. Besserdich; Secretary, Leona Borchardt; Treasurer, Belle Spearbraker; Ethel Larson, Hattie Schroeder, Mrs. S. Eimmerman; Superintendent, Edw. R. Fritz, Route 3, Clintonville, Phone 35-F-13.

Park Commission

President, Floyd Hurley; Secretary, Leona Borchardt; W. A. Olen, D. J. Rohrer and Mrs. Irma Zimmerman.

PUBLIC SCHOOL

Board of Officers

Albert C. Fritz, Director of School Board.
Ferdinand A. Spearbraker, Clerk.
Max Stieg, Treasurer.

Gust Jesse, Dr. James H. Murphy, Howard W. Anthes and Herman Brohm, Members of the Board.

Francis D. Wartinbee, Superintendent.

Faculty of the High School

Viola Bartelme, Mathematics.

Melvin Bartz, History — Debate.

Edith Gray, Music.

Esther Hawkes, Mathematics — Physical Education.

Raymond Heil, Science — Physical Education.

Ezra A. Hutchinson, Agriculture.

Leola Knudson, Latin — Science.

Elsie Kressin, Home Economics.

Russell Rill, Manual Arts.

Helen Riordan, Commercial

Walter Rohm, Bookkeeping — German.

Ferne Schoenfeld, English.

Gertrude Schuri, English — Science.

Edson Stiles, Science — Band — Orchestra.

Rose Walters, English.

Enrollment 425.

Faculty of the Grade School

Merrill Thiede, Principal.

Helen Silverwood, Kindergarten.

Genevieve Smith, First Grade.

Doris Johnson, First and Second Grades.

Margaret Chase, Second Grade.

Ellen Patterson, Third Grade.

Lucile Wrucke, Fourth Grade.

Irene Schmiedeke, Fifth Grade.

Martha Phelan, Sixth Grade.

Ruth Allen, Seventh and Eighth Grades.

Merrill Thiede, Seventh and Eighth Grades.

Enrollment 380.

Young men in World War from Clintonville and Vicinity

Acord, Harley
Acord, Lester
Anderson, Alvin
Barth, John C.
Barth, Jos. L.
Bauer, John Louis
Binder, Paul
Blair, Russell
Bloch, Isador
Bloch, Louis
Bloch, Max
Bloch, Richard
Bobb, Jos. C.
Bodah, William J.
Born, Frederick
Bossard, Jay C.
Boushle, Claude
Bovee, Howard
Bowers, Chas.
Bublitz, W. P.
Bucholtz, Arthur A.
Bucholtz, Oscar
Buck, Bernard
Buckbee, Gilbert W.
Buelow, Arthur
Burrow, Arthur
Burrow, Paul
Campbell, Howard
Campbell, Duncan
Carter, Erwin
Chandler, Scott
Charon, Ernest
Christiansen, Oswald
Clemons, Harry L.

Danley, Silas
Davis, Ben
Davison, Ira L.
Decker, Harvey L.
Dery, Jos.
Dies, Henry M.
Dopson, John, Jr.
Ehlert, Rud.
Erickson, Scott
Erickson, Lief L.
Fagertahl, Hilding
Feldman, Sam
Felshow, Arthur
Felshow, Gilbert
Finney, Dr. W. H.
Fischer, Walter G.
Fischer, Fred C.
Fleischer, Henry W.
Frey, Harold J.
Fergot, Emil
Fritz, Albert
Gabrielson, Gilbert
Gensler, Arthur
Goerlinger, Leonard
Gretzinger, Jos., Jr.
Griswold, Dr. Chas.
Guyer, Frederick E.
Hanson, Norman
Henfer, William
Helms, Lester
Helms, Walter
Helms, Frank
Hewitt, Walter
Heyer, Geo. R.

Heyer, Oscar
Heyer, Theo.
Hoffman, Henry
Hoffman, John E.
Hoffman, Frank
Hoffman, Albert
Hogan, Bernard
Hogan, Peter, Jr.
Hundertmark, Dr. A. B.
Huettl, George
Hyde, Roger
Indermuchle, C. H.
Jackson, Henry
Jefferson, Dr. H. A.
Jenkins, George
Jenseon, Charles
Johnson, Oscar E.
Karczewski, Ervin
Kiehl, Albert
Kiehl, Henry
Kiehl, Frank
Knapp, Bernard
Knapp, Carl
Kluth, Walter
Kratzke, Erich
Kratzke, Herbert
Kratzke, Adin J.
Kroll, Arthur
Kronberg, Edw. W.
Krubsack, Dr. G. W.
Kuschel, Paul
Kuschel, Richard W.
Lang, Elmer J.
Lang, Oliver J.

Laux, Michael

Laux, Henry

Laux, Arthur

Laux, Charles

Lemke, Walter

Lendved, Herbert

Levisee, Rexford B.

Lichtenberg, Arnold

Link, Harold

Long, Arthur

Luebke, Walter

Luebke, Ed.

Maach, Alfred

Madel, R. P.

Manser, Alfred

Manser, Frank

Manser, Leonard

Martin, Morris M.

McConville, C. C., Jr.

McConville, Jas.

McConville, Tom

McDonald, Wm. H.

Meggers, Edwin

Meggers, Elgie B.

Meggers, Walter

Melzer, Roy L.

Monty, Chas.

Miller, Erick

Moldenhauer, Earl F.

Much, Frank O.

Murtaugh, Wm.

Nass, Frederick

Noak, Paul

Olk, Harold V.

Opperman, Wm. P.

Pasch, Edward F.

Parker, Warren R.

Parfitt, Wesley A.

Patterson, Art. W.

Pelishek, L. P.

Peotter, Harry E.

Peterson, Harry

Peterson, C. M.

Plopper, Benj.

Plopper, Chas.

Plumb, Geo. R.

Pollack, Wm.

Pollack, Chas.

Popeck, Peter H.

Reimer, Albert

Rosenberg, Otto

Ruppenthal, Edward C.

Schinke, Albert

Schmidt, Edwin

Schinke, William

Schmidt, Eugene

Schertz, Andrew

Schmidt, H. J.

Schmiedeke, Herbert F.

Schumacher, Wm. C.

Schultz, Henry

Schultz, Herman

Schultz, Bernard

Schultz, Emil

Schultz, Reinhold

Stanton, Jerome

Slumske, Paul

Stewart, Alex, Jr.

Steenbock, Elmer

Steenbock, Arthur

Streicher, Ben

Stein, Jos. H.

St. Louis, Ruben

St. Louis, Clair A.

Stevens, Geo. A.

Tank, H.

Symons, Chas.

Thompson, Wm.

Thompson, Louis

Tilleson, O. J., Jr.

Tilleson, S. J.

Treiglaff, Henry R.

Vanderwalker, R. A.

Verhaugh, John

Wulfson, Virgil S.

Weiland, Walter A.

Williams, Harvey

Winkel, Edgar L.

Winkel, Leo H.

Winkel, Wm.

Winter, Martin

Winter, Aug. F.

Winter, Albert, Jr.

Witt, Henry

Zachow, Clarence

Zemske, John

Zoch, Henry

Nellie E. Folkman of Clintonville, was a World War nurse. She went to the Battle Creek, Michigan, camp but was not ordered overseas for service.

THE J. B. WYMAN WOMAN RELIEF CORPS No. 42

Organized November 2, 1886.

There were eleven charter members.

First president: Eugenia Thorne.

Present officers, 1937:

>Margaret Gray, President.
>
>Emma Johnston, Secretary.
>
>Pearl Gause, Treasurer.
>
>Stella Haven, Patriotic Instructor.
>
>Etha Kuester, Chaplain.

Present membership: Seven.

LOCAL CHAPTER OF CLINTONVILLE WAR MOTHERS

Organized about the year 1919.

Charter members, about 16.

Present membership, 30.

Present officers, 1937:

>Mrs. William Carley, President.
>
>Mrs. William Fisher, Vice-President.
>
>Mrs. John Needham, Secretary.
>
>Mrs. William Laahs, Treasurer.
>
>Mrs. O. J. Tilleson, Chaplain.
>
>Mrs. Frank Heinel, Guard.

Gold Star Mothers:

>Mrs. Fred Gensler.
>
>Mrs. O. J. Tilleson.
>
>Mrs. August Jacoby.
>
>Mrs. Julius Malliet.

VETERANS OF FOREIGN WARS
The Arthur Gensler Post No. 664

Organized March 25, 1921.

There were 26 charter members.

Commanders:

>1921 — Lief L. Erickson. (Left Clintonville before his term expired.)

1921 — Earl Siebert. (Filled the unexpired term of Erickson.)

1922 and 1923 — Oliver Lang.

1924 — Evan L. Vaughan.

1925 — Elgie Meggers.

1926 and 1927 — Frederick E. Guyer.

1928, 1929, 1930 and 1931 — Oliver Lang.

1932 and 1933 — John Zemske. (Resigned before the end of his second term.)

1933 and 1934 — George Jackson.

1935 — Vernon Brady.

1936 and 1937 — Clarence Halla.

VETERANS OF FOREIGN WARS LADIES AUXILIARY
The Arthur Gensler Post No. 664

Organized December 19, 1931.

There were 29 charter members.

Presidents:

    1932 — Mrs. Frank Heinel.

    1933 — Mrs. Margaret Gray.

    1934 and 1935 — Mrs. Walter Peterson.

    1936 — Mrs. John Needham.

    1937 — Mrs. Clarence Halla.

THE AMERICAN LEGION
The Oscar J. Tilleson, Jr., Post No. 63

Charter was granted October 3, 1919.

There were 30 charter members.

Commanders:

1920 — Dr. H. A. Jefferson.

1921 — Sam J. Tilleson.

1922 — James A. Bell.

1923 — Dale Wyllys.

1924 — Dr. C. M. Griswold(?).

1925 — (The organization was dormant during a period of a year or more.) (The post was revived during the fall of 1925 at a meeting held at the local Columbia Hotel.)

1926 — Dr. F. C. Walch.
1927 — Dr. R. E. Knister.
1928 — Wm. C. Schumacher.
1929 — Leonard Manser.
1930 — Harry Peotter.
1931 — Wm. Laahs, Jr.
1932 — Carl Knapp.
1933 — Wm. McCaw.
1934 — Gilbert Felshow.
1935 — Gilbert Buckbee.
1936 — Evan L. Vaughan.
1937 — Earl Moldenhauer.

THE AMERICAN LEGION AUXILIARY
Oscar J. Tilleson, Jr., Post No. 66

Organized in fall of 1927.

There were 66 charter members.

Presidents:

1928 — Mrs. F. C. Walsh. (Mrs. Walsh died after holding office 4 or 5 months. The vice-president, Mrs. Sam J. Tilleson, served as president for the rest of that term.)

1929 — Mrs. Sam J. Tilleson.
1930 — Mrs. Joseph Stein.
1931 — Mrs. Bernard Knapp.
1932 and 1933 — Mrs. William McCaw.
1934 — Mrs. Leo Kesting.
1935 and 1936 — Mrs. F. H. Sanford.
1937 — Mrs. Arthur Steenbock.

THE CLINTONVILLE ADVANCEMENT ASSOCIATION

Organized in fall of 1910.

Charter members, 49.

First officers:

     Julius Prenzlow, President.

     John Kalmes, 1st Vice-President.

George J. Huhn, 2nd Vice-President.
Wm. Spearbraker, 3rd Vice-President.
Joe D. Cotton, Secretary.
Levi Larson, Treasurer.

Reorganized in the spring of 1924 under the title of

CLINTONVILLE CHAMBER OF COMMERCE

Reorganized June 17, 1935, again under the title of

CLINTONVILLE ASSOCIATION OF COMMERCE

Present officers:

Leonard A. Heuer, President.
Max Stieg, Vice-President.
Clarence W. Zachow, Secretary and Treasurer.

Membership, 103.

CLINTONVILLE LODGE No. 197, A. F. & A. M.

(Ancient Free and Accepted Masons)

Dispensation from April 11, 1873, to June 11, 1874.

Present membership, 230.

Charter issued by the Grand Lodge of Wisconsin, June 11, 1874.

G. S. Doty, Master.
O. M. Doty, Senior Worden.
C. M. Fisher, Junior Worden.

Past Masters:

1873-1874 — G. S. Doty.
1875-1877 — O. M. Doty.
1878 — C. M. Fisher.
1879-1880 — O. M. Doty.
1881-1884 — W. H. Oviat.
1885 — C. M. Fisher.
1886 — G. W. Jones.
1887 — W. H. Cook.
1888 — U. P. Clinton.
1889 — W. H. Oviat.

1890 — F. M. Guernsey.
1891 — F. H. Plumb.
1892–1893 — C. M. Fisher.
1894–1899 — Frank Gause.
1900 — G. V. Bennett.
1901–1903 — Frank Gause.
1904–1905 — E. A. Miller.

THE MASONIC TEMPLE ON NINTH STREET

1906–1907 — H. W. Anthes.
1908–1909 — J. E. Long.
1910–1911 — W. A. Olen.
1912–1913 — Llewellyn Cole.
1914–1915 — O. L. Olen.
1916–1917 — F. E. Ruth.
1918 — A. B. Mayhew.
1919 — H. E. Du Frane.
1920 — Chauncey Williams.
1921 — Guy H. Billings.

1922 — Chauncey Williams.
1923 — A. L. Felshow.
1924 — W. A. Garfield.
1925 — A. B. Polzin.
1926 — R. E. Knister.
1927 — J. S. Smiley.
1928 — F. C. Walch.
1929 — Thomas G. Shedore.
1930 — F. King.
1931 — Wm. Corley.
1932 — H. V. Larson.
1933 — Henry Schellien.
1934 — Rueben L. Lendved.
1935 — A. V. Chamberlin.
1936 — J. D. MacDonald.
1937 — Clarence Quall.

CLINTONVILLE CHAPTER No. 103, R. A. M.
(Royal Arch Masons)

Organized in January, 1921.
Charter members, 42.
Present membership, 96.
High Priests:

1921–1922 — Frederick E. Ruth.
1923 — Guy H. Billings.
1924 — William M. Barnum.
1925 — Wallace A. Garfield.
1926 — Carl R. Kant.
1927–1928 — Frank Gause.
1929 — Frank C. Walch, M.D.
1930 — Herman V. Larson.
1931 — Paul Wirth.
1932 — Thorkel Christiansen.
1933 — Bruce Walch.
1934 — John D. MacDonald.

1935 — Everett K. Bard.
1936 — Charles Bennett.
1937 — Bruce Walch.

CLINTONVILLE COMMANDERY No. 44, K. T.
(Knights Templar)

Organized in May, 1921.
Charter members, 22.
Present membership, 66.
Commanders:

1921–1925 — Frank Gause.
1926–1928 — Hartson E. Du Frane.
1929–1930 — James C. McKenzie.
1931 — Arthur L. Felshow.
1932 — Selmar J. Tilleson.
1933 — Guy H. Billings.
1934 — Carl R. Kant.
1935 — George W. Spiegel.
1936 — John D. MacDonald.
1937 — Otto W. Hundertmark.

CLINTONVILLE ROTARY CLUB
(A Service Club)

The club was organized October 27, 1924, in City Hall.
There were 20 charter members.
The club at present has a membership of 22.
Presidents:

1924–1926 — Walter A. Olen.
1927 — Richard Milbauer.
1928 — Max Stieg.
1929 — F. A. Spearbraker.
1930 — C. C. McConville.
1931 — R. A. Greb.
1932 — Harvey Thielke. (Moved from city before his term
        expired; the term was completed by Vice-President,
        Dr. G. W. Spang.)

1933 — Julius H. Spearbraker.
1934 — Otto L. Olen.
1935 — Leonard A. Heuer.
1936 — Dr. James H. Murphy.
1937 — Roger T. Marson.

CLINTONVILLE LIONS CLUB
(A Service Club)

Organized in spring of 1924
Presidents:

        1924 — A. Charles Haase (Temporary).
        1924-1925 — Paul Dekarske
        1925-1926 — Roland Pieper.
        1926-1927 — Rudolph Schmidt.
        1927-1928 — Paul Fischer.
        1928-1929 — Earl F. Moldenhauer.
        1929-1930 — Thomas A. Patterson.
        1930-1931 — Otto C. Eberhardt.
        1931-1932 — Arthur Campbell.
        1932-1933 — Henry W. Weller.
        1933-1934 — Earl Siebert.
        1934-1935 — William Zastrow.
        1935-1936 — Edward G. Van Heuklom.
        1936-1937 — Ezra A. Hutchinson.

THE CLINTONVILLE KNIGHTS OF COLUMBUS
Council No. 1922

Organized October 6, 1918, with 69 charter members.

State Warden: July 1936-1937 — Bernard E. Miller, Clintonville, Wis.

District Deputy: July 1935-1936 — Floyd D. Hurley, Clintonville, Wis.

Grand Knights:

    October 1918-1921 — James E. Malik.
    October 1921-1923 — Jos. W. Kalmes.

October 1923-1925 — Floyd D. Hurley.
October 1925-1926 — John P. Tanty.
October 1926-1927 — Charles S. Thomson.
October 1927-1929 — Dr. James W. Devine.
October 1929-1930 — Bernard E. Miller.
July 1930-1933 — Bernard E. Miller.
July 1933-1934 — Charles S. Thomson.
July 1934-1936 — James Malliet.
July 1936-1937 — Francis M. Higgins.

Present Officers:

Grand Knight — Francis M. Higgins.
Deputy Grand Knight — Abner Fredenberg.
Chancellor — George Kamps.
Recorder — Frank Jozwiak.
Treasurer — Russell Weller.
Warden — Charles Oashgar.
Advocate — John Fralish.
Inside Guard — Joe Samz.
Outside Guard — John Engels.
Financial Secretary — John P. Tanty.
Trustee — Bernard E. Miller (3 years).
Trustee — John P. Juetten (1 year).
Trustee — Edward Ruppenthal (2 years).

THE EASTERN STAR

The Clintonville Chapter No. 27, Order of the Eastern Star, was organized January 19, 1892, with eighteen charter members.

Worthy Matrons:

1892 — Vina Stacy.
1893-1894 — Isabell Finney.
1895 — Anna Jones.
1896-1897 — Amelia Metzner.
1898-1900 — Charlotte Warren.
1901-1903 — Anna Besancon.

1904-1905 — Almeta Hickok.
1906 — Emma Besancon.
1907-1908 — Etta Rohrer.
1909-1911 — Frances Long.
1912-1913 — Florence Cole.
1914-1915 — Marguarite Olen.

1916–1917 — Anna Gibson.
1918–1919 — Deborah Mayhew.
1920–1921 — Pearl Gause.
1922–1923 — Viola Behling.
1924 — Jennie Billings.
1925 — Nancy Sorenson.
1926 — Esther Leyrer.
1927–1928 — Erma Russele.
1929 — Neola Kemmer.

1930 — Lulu Meyer.
1931 — Irene Schumacher.
1932 — Rhoda Hughs.
1933 — Venita Knister.
1934 — Ella Stein.
1935 — Ine Lendved.
1936 — Axie Nims.
1937 — Blanche Chamberlin.

CLINTONVILLE ODD FELLOWS LODGE No. 314

The charter was granted to the Marion Lodge June 7, 1883. There were five charter members.

The charter was transferred to Clintonville about the year 1890. The lodge has approximately seventy members at present.
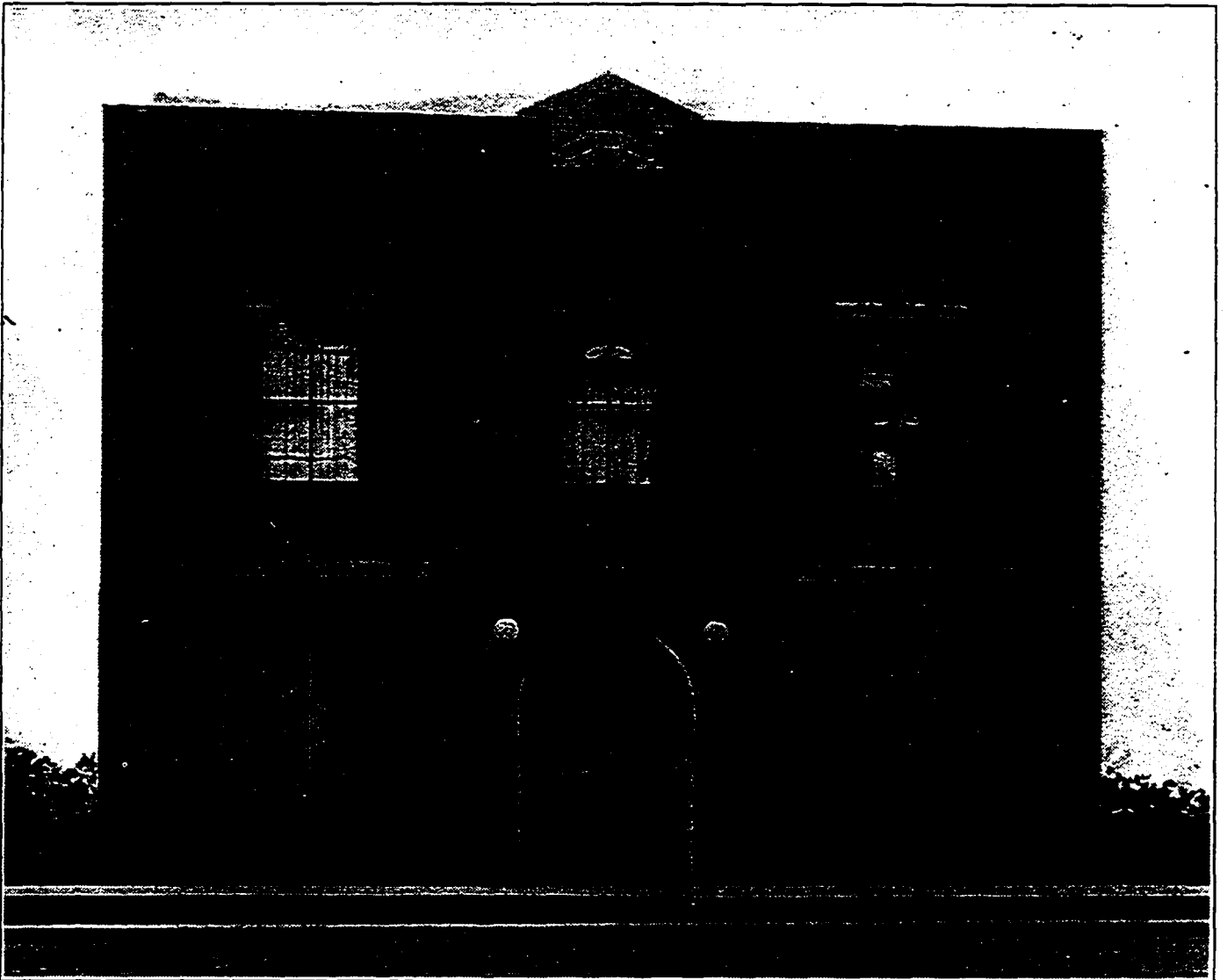
THE CLINTONVILLE ODD FELLOW HALL
Formerly the Congregational Chapel.

The Noble Grands are elected bi-annually.

The present, 1937, Noble Grand is Jake Lighthart.

FIDELITY REBEKAH LODGE

The Clintonville Fidelity Rebekah Lodge No. 68 was organized April 28, 1905, by Ernest A. Kehr, Grand Master, and Richard C. Hoe, Grand Secretary of the State of Wisconsin. There were twenty-one charter members. The presiding officer of a lodge is known as "Noble Grand."

ROYAL NEIGHBORS OF AMERICA LODGE No. 5975

Organized September 13, 1909, by Mrs. Leonice Parks of Neenah, Wisconsin, at Clintonville, Odd Fellow Hall.

There were 23 charter members.

First Oracle: Mrs. Lybbie Hyde.

Present membership: Eleven adults and fourteen juveniles.

Present officers:

Mrs. Henry Korb, Oracle.

Mrs. Milfred Etheridge, Vice Oracle.

Mrs. August Pinkowsky, Past Oracle.

Mrs. Roy Downhan, Chancellor.

Mrs. William Schmidt, Recorder.

Mrs. William Ellsbury, Receiver.

Mrs. Ward Winchester, Musician.

Mrs. Albert Meilike, Manager.

Mrs. Joseph Baur, Flag Bearer.

Lorena Frisch, Faith.

Ella Genskow, Courage.

Lila Moser, Unselfishness.

Clara Below, Endurance.

De Vera Dahm, Modesty.

FOUR WHEEL DRIVE AUTO COMPANY DURING WORLD WAR

While there was not a fullfledged training camp at Clintonville, still there was a congregation of army men, inspectors, and soldiers at Clintonville. This was caused by another Clintonville activity, the making of trucks for war purposes. The War Department was fully aware of the peculiar fitness of the four wheel drive trucks for war purposes. They, in their ruggedness and dependability, could not be surpassed. No wonder then, that various nations vied with each other to obtain these trucks for their own use.

As has been related under the chapter pertaining to the Four Wheel Drive Auto Company, the company had been making trucks for foreign governments. However, upon the entry of the United States into the war, the officers of the FWD immediately tendered the resources of their organization to the federal government, which the federal government was not slow to accept. The writer thinks that what touched Clintonville so closely during the war should become a matter of detailed record. We, therefore, append herewith the ensuing correspondence.

The following is a telegram sent by the president of the FWD, Mr. Walter A. Olen:

TELEGRAM

April 5, 1917.

To Secretary of War,
Washington, D. C.

The Board of Directors of this Company unanimously tender the output of the Four Wheel Drive Auto Company to the War Department of the United States upon such terms as may be satisfac-

tory to the War Department and subject only to existing contracts, foreign and domestic.

<div align="center">Four Wheel Drive Auto Company,</div>

WAO:DS W. A. Olen, President.

Within a short time, considering the feverish activity the War Department must have been laboring under during those days, there came the response:

<div align="center">

The Secretary of War.
WASHINGTON

</div>

<div align="right">April 14, 1917.</div>

Gentlemen:

Your telegram of April 5th has been brought to my attention and Senator Husting has also called my attention to the generous offer which your company has made to the Government. As a matter of business, this will be referred to the Quartermaster General for his consideration but I cannot allow this opportunity to pass without expressing my appreciation of your generous and patriotic action.

<div align="center">Cordially yours,</div>

<div align="right">(signed) Newton D. Baker,</div>

<div align="right">Secretary of War.</div>

The Four Wheel Drive Auto Co.
Clintonville, Wisconsin.

Slowly, the War Department set its activities in motion, and Clintonville was gradually organized. It would not do merely to order so many trucks from the company, and let it go at that. There was the matter of orders from foreign nations to be considered. In this connection I append information furnished me by Mr. W. A. Olen:

"Trucks were shipped by the Four Wheel Drive Auto Company to fourteen different nations. FWD trucks were the subject of diplomatic controversy between Great Britain and America in June, 1916. The Four Wheel Drive Auto Company was under contract to deliver 125 trucks per month to the English Government. When the American Government sent Pershing into Mexico, Con-

gress passed an emergency law giving the President the authority to commandeer any plant of equipment in America in case of war or eminent need. Under this act, the War Department placed orders for all the trucks then on hand with the company, amounting to about 60 trucks. Some of these had been given a priming coat of paint, loaded into box cars and sealed under the requirements of the English Government. Under the order of the War Department, the United States Government demanded that these trucks be unloaded and turned over to the United States Government, which was done. They were taken from the box cars and were painted a battleship gray required by the United States. The English inspectors, Captain Critchley and Lieutenant Cleaver, who were at the plant for the English Government, immediately cabled London when the matter was referred to the English Ambassador, who, in turn, took it up with the Department of State, and, after some controversy, the United States withdrew its rights to the trucks. They were again painted, sealed, and finally shipped to the English Government.

"Truck trains were arranged, consisting of from 28 to 40 trucks, drivers for each truck, truck masters, mechanics, cooks, a complete organization, for the operation of the trucks was all selected by the company at Clintonville. The trucks were loaded in special cars, and traveled as a special train through America. With the trucks' train were Pullman cars where drivers, mechanics, cooks, etc., traveled with the trucks. Five of such special trains left Clintonville during the months of June, July, and August, 1916."

Somehow, the agreements with foreign nations were cancelled, and the company manufactured trucks exclusively for the Federal Government.

A new organization had to be built up to train drivers and mechanics. To begin with, barracks were constructed to the right on McKinley Street where Hughes Street intersects McKinley Street. The barracks consisted of a two-story building, measuring 43 ft. by 100 ft., with a one-story 43 ft. by 20 ft. addition, used for mess-hall and kitchen. Immediately back of the barracks stood a

separate frame building, measuring 24 ft. by 40 ft., used for wash rooms and shower baths.

Immediately back of the FWD plant along the Shawano branch of the C. & N. W. tracks was built a one-story frame building with an inverted "V" roof, used for a Government warehouse.

An ordinance depot was also established, which was a large frame dwelling on East 12th Street, across from the office of the FWD.

"The barracks were built in November, 1917. Approximately 300 soldiers occupied the barracks at one time where also all their cooking and washing took place. They remained an average of about thirty days when they were replaced by others.

"The Government warehouse was built in 1918, and was used by the Government for the storage of its own properties.

"The ordinance depot with Major George F. Lemon in charge was established for the supervision of manufacturing and inspection of trucks. The staff occupied the dwelling now owned by Mr. Aufreiter. A school of education in motor truck transportation was established by the Government, with Captain A. A. Hastings in charge. Those who occupied the barracks received instructions in driving, adjusting and repairing trucks. A school also for officers was established where education in the building and servicing trucks was given to officers ranking from Second Lieutenant to Colonel.

"In January, 1918, the ordinance depot and school, together with the barracks and Government warehouse, were declared to constitute a military base, and as such came under the law of prohibiting intoxicating liquors for a distance of four miles. All the saloons in Clintonville and within four miles of Clintonville were included under this order.

"During the war, the FWD delivered 14,473 trucks to the United States Government. The largest crew employed during the war was about 1,750 of which 250 were women. They worked alongside of men in all classes of work, running machines in the factory, helping to assemble trucks, driving and testing trucks. Of the men who worked for the FWD, 139 were drafted or enlisted in the Army.

"The first convoy of trucks left Clintonville on July 10, 1918, in charge of Captain Mathews, 313 Ammunition Train, 88th Division, that drove away 64 trucks. Another convoy was in charge of Captain Miller, and left on July 11, 1918.

"The largest 'drive-away' of trucks was in charge of the 113th Ammunition Train, Companies A A A and D, with Major Thompson Short in command. One hundred and sixty trucks left Clintonville on September 19, and were driven a distance of 1,207 miles to Raritan Arsenal, New Jersey. The first convoy left August 10, with 160 trucks, traveling a distance of 1,300 miles."

In response to an inquiry made by Father Diedrich anent the history of the war in Clintonville, particularly of the various military organizations organized and maintained at Clintonville, Wisconsin, he received the following answer from the office of the Adjutant General at Madison, Wisconsin:

STATE OF WISCONSIN
The Adjutant General's Office
MADISON

December 23, 1935.

The Reverend N. Diederich,
Clintonville, Wisconsin
Dear Reverend Diedrich:

This will acknowledge receipt of your letter of December 13, 1935, and am inclosing herewith a statement showing the various military organizations organized and maintained at Clintonville, Wisconsin.

For the Adjutant General:

(signed) Thor H. Hansen
THOR H. HANSEN,
Chief Clerk.

CLINTONVILLE

38th Separate Co., Wisconsin State Guard Reserve.
Mustered in, October 29, 1918.

Mustered out, General Order No. 3, AGO, February 3, 1920.

Company B, Ammunition Train Cavalry Division.

Federal Inspection, March 26, 1920.

Federal recognition to date March 26, 1920.

Asgd. Motor Transport Co. No. 114, 32nd Division 6-1-21, General Order No. 10.

Asgd. Motor Transport Co. No. 126, 11-30-21. (32nd Division Trains.)

Trfd. converted, and redesignated and assigned as Veterinary Company No. 135, 135th Medical Regiment, effective November 1, 1924, per Special Order No. 306, paragraph 5.

Conversion fills an original vacancy in the allocation of corps troops, Wisconsin National Guard.

Federal Recognition to date 11-1-24.

Medical Department Detachment, 32nd Division Trains & Q. M. C., and Veterinary Co. No. 135, 135th Medical Regiment disbanded as a unit of WNG and consolidated to form the 185th Ambulance Company (animal drawn), 135th Medical Regiment, per GO No. 1, paragraph 1, 1-10-28.

Med. Dept. Det., 32nd Division Train.

Federal recognition, June 1, 1921.

Mobilized to fight forest fires in Oconto, Forest, Marinette, and Langlade Co. per SO No. 135, paragraph 5, 5-15-25. (1 officer, 4 men.)

Demobilized 5-23-25 SO No. 143, paragraph 9.

Ambulance Company No. 185, 135th Medical Regiment.

Ambulance Co. 185 is hereby converted and redesignated as the 185th Ambulance Co., 135th Medical Regiment, Wisconsin National Guard (motor-drawn), per SO No. 34, paragraph 3, 2-3-32.

Ambulance Co. 185 hereby disbanded effective March 31, 1932.

The personnel of the unit will be transferred to the Wisconsin National Guard Reserve, per GO No. 4, dated 3-31-32.

Of the various army units that were transferred to the Clintonville compounds, I hereby include a letter written by Mr. Thomp-

son Short, Col. 913 C A-Res. in response to a question and information sought through the FWD of Clintonville.

The
FOUR WHEEL DRIVE
Auto Co.
WASHINGTON, D. C.
December 17, 1935.

FWD Auto Co.
Clintonville, Wis.

Att. Mrs. Vaughn.

Dear Mrs. Vaughn:—

The Motor Battalion of the 113th Ammunition Train, 38th Division, training at Camp Shelby, Miss., was ordered on July 10, 1918, to proceed to Clintonville, Wis., and report to the Commanding Officer stationed at the FWD Auto Co. Plant for the purpose of convoying trucks to Raritan Arsenal, N. Y.

The Motor Vn 113 Amm Tn arrived in Clintonville on July the 13th and, after two weeks of driving school, left Clintonville with 160 FWD Model B trucks under the command of Major Thompson Short, arriving at Raritan Arsenal with all vehicles intact, eleven days later.

The Battalion was immediately returned to Clintonville where they soon departed again with a duplicate number of Model Bs, and arrived with all of them at the same destination. After this tour of convoy duty, the Battalion rejoined its Division, and sailed for Overseas duty, October 6, 1918.

The officer roster of the 113th Amm Tn was as follows:
Hdq. Major Thompson Short, Commanding.
    Capt. Chas. H. Freeland, Adjutant.
    Capt. Richard Goldsborough, Medical Officer.
    1st Lt. Frank S. Wright, Supply Officer.
Co. A. Capt. Chas. E. Burke.
    Lt. Orville C. Barnett.

Co. B. Capt. Geo. F. Whitmore
  1st Lt. Clyde Heater.
  2nd Lt. L. J. Swank.
Co. C. Capt. Kenneth F. Hanst
  1st Lt. Ercil F. Casseday.
  2nd Lt. Jas. G. Borden.
Co. D. Capt. Ben. S. Winfree.
  1st Lt. David Young.
  2nd Lt. Wm. D. Driver.

Total enlisted men 470. Of the above officers, Lt. Wright and Lt Young are dead. Lt. Barnett is a foreign representative of General Motors. Capt. Hanst is now a Major in the USA at Ft. Crook, Nebr. Capt. Winfree is now a Lt. Col. in Ky. N. G. Lt. Driver is in the Md. State Police. Capt. Burke is a Major in W. Va. N. G. Lt. Heater is a Reserve Captain. Capt. Whitmore is the Postmaster at Fredricksburg, W. Va. The entire personnel exchanges cards and letters once a year at Christmas time. Due to this Battalion driving a total of 1,300,000 miles during its service with FWDs, it was known in France as the Million Mile Battalion. After the Armistice it was stationed at Brest, where for seven months Major Short had command of 1,100 trucks of all makes, the Motor Reception Park which handled all the transportation for Camp Pontenazen, the evacuation camp at this Army Base.

The 313th Amm Tn also convoyed trucks from Clintonville, and probably several other smaller outfits. Major G. F. Lemon was the Production Engineer for quite some time at Clintonville. It is suggested that someone write Elwood Willett of the Fruehauf Trailer Co. for the names of more units and the writer will look up their records on this duty.

<div style="text-align: right">

Very truly yours,

Thompson Short

Col. 913 C A-Res.

</div>

The war ended November 11, 1918. The country was delirious with joy. And genuine was the joy when the soldiers and sailors

came home. Much was the feasting and rejoicing at their return. But there finally came the time when uniforms were doffed, and everyday clothes donned. Clintonville gradually shed its war clothes, and put on again the humdrum garments of peace, but slowly and reluctantly.

The FWD had its orders cancelled. Knitting needles no longer clicked. War flags were taken down. Liberty Loan posters flapped in the wind as the elements disintegrated them. The war was over. But some of the boys did not return.

Upon the close of the war, the F. W. D. acquired the government property buildings and in 1935 razed the barracks and washrooms and built from the lumber a 43 x 120 woodworking department, immediately back of the utility buildings. The Government warehouse was converted to a FWD warehouse. The Ordinance Depot is now the dwelling of Mr. Aufreiter.

As a memorial of the war and the efficient part played in it by the FWD, the War Department issued to the FWD a certificate of merit of which the company is immensely proud and rightly so. Herewith is appended the correspondence in connection with it and a transcription of the certificate.

WAR DEPARTMENT

OFFICE OF THE CHIEF OF STAFF

PURCHASE, STORAGE & TRAFFIC DIVISION

WASHINGTON

Address reply to Director of Purchase.
Storage & Traffic
Washington, D. C.
War Department.

November 6, 1919.

Refer to File
No. 220 S
From: The Director of Purchase, Storage and Traffic.
To: Four Wheel Drive Auto Co., Clintonville, Wisconsin.
Subject: Certificate of Merit.

1. In accordance with the recommendation of the Director of Purchase a certificate of merit has been sent to you under separate cover.

2. The citation by the Director of Purchase is as follows:

"This company was among the first automotive companies to offer their plant to the Government, signifying their intention of co-operating in every practicable way. In scrupulously carrying out this promise, they rendered signal service."

3. It is very gratifying to me to be enabled to transmit this visible recognition of patriotic war service.

(signed) Geo. W. Burr.

GEO. W. BURR

MAJOR GENERAL, ASSISTANT CHIEF OF STAFF
DIRECTOR OF PURCHASE, STORAGE AND TRAFFIC.

THE WAR DEPARTMENT
of
THE UNITED STATES OF AMERICA

Recognizes in this award for distinguished service the loyalty, energy and efficiency in the performance of the war work by which the

FOUR WHEEL DRIVE AUTO COMPANY

aided materially in obtaining victory for the arms of the United States of America in the war with the Imperial German Government and the Imperial and Royal Austro-Hungarian Government.

NEWTON D. BAKER

Secretary of War

War
Office
Seal

B. CROWELL

Assistant Secretary of War
Director of Munitions

BUSINESS DIRECTORY, 1937

Doctors of Medicine and Surgery

Dr. Irving Auld, Physician and Surgeon, formerly of Duluth, Minn. Began work at Clintonville in 1930. Dr. Auld is a graduate of Northwestern Medical School, Chicago, Ill., class of 1929. Office in his own new brick building on South Main Street, fourth door south from East Twelfth Street.

Dr. Robert F. Braun, Physician and Surgeon, formerly of Wausau, Wisconsin. A graduate of Marquette University, Medical Department, class of 1915. Began work at Clintonville in the spring of 1935. Office in the Folkman Bldg. situated on South Main Street, between 11th Street and the Pigeon River.

Dr. William H. Finney, Physician and Surgeon. Graduate of University of Pennsylvania, class 1895; Northwestern University, Medical Department, Chicago, class 1899; Postgraduate work in Europe: Vienna, 1908; clinical work, Berlin; special work in chemistry at Heidelberg; clinical work at London and Copenhagen. Began practice at Clintonville in 1899. Office, South Main Street, across from the Finney Library.

Dr. E. A. Miller, Physician and Surgeon, formery of Gervais, Oregon. Began his work at Clintonville as assistant to Dr. John Finney. Upon the death of latter, Dr. Miller assumed Dr. Finney's work and took over his office. Dr. Miller is a graduate of Rush Medical School, class of 1895; and Chicago Polyclinic, class of 1921. Office, South Main Street, second door north from 8th Place.

Dr. James H. Murphy, Physician and Surgeon, formerly of St. Nazianz, Wisconsin. Moved to Clintonville in 1922. Dr. Murphy,

graduate of Marquette University Medical Department, class of 1921. Office, Murphy-Olk Building on South Main Street, between 9th and 10th Streets.

Dr. Frank C. Walch, Physician and Surgeon, formerly of Black Creek and Seymour, Wisconsin. Established at Clintonville in 1920 when he took over the practice of Dr. Jefferson. Dr. Walch is a graduate of Marquette University, Medical Department, class of 1909. Office in Schultz Bros. Bldg., situated opposite junction of 9th Street with South Main Street.

DOCTORS OF DENTISTRY

Dr. James Devine, formerly of Manawa, Wisconsin. Graduate of Marquette University, School of Dentistry, class of 1919. Established practice at Clintonville in 1919. Office in the H. S. Schroeder Estate Building, located on southwest corner of South Main and 10th Streets.

Dr. Russell E. Knister, formerly of Rhinelander, Wisconsin. Graduate of Marquette University, School of Dentistry, class of 1923. Established practice at Clintonville in 1923. Office in the Dr. Irving Auld Building, situated on South Main Street, fourth door south from East Twelfth Street.

Dr. Herman E. Pomrening, formerly of De Pere, Wisconsin. Graduate of Milwaukee Medical College, School of Dentistry, class of 1904. Established practice at Clintonville in the fall of 1934. Office on second floor of Chas. Bohn Building, situated on South Main Street, second door north of Sixth Street.

Dr. Harold A. Schefelker, formerly of Marion, Wisconsin. Graduate of Marquette University, School of Dentistry, class of 1917. Established practice at Clintonville in 1930. Office located on second floor of the Folkman Building, corner of South Main and 11th Streets.

Dr. George W. Spang, formerly of Mineral Point, Wisconsin. Graduate of Milwaukee Medical School and Marquette University,

class of 1903. Began practice at Clintonville in same year. Office in Clintonville State Bank Building, corner of South Main and 10th Streets.

Dr. Charles Topp, formerly of Fond du Lac, Wisconsin. Dr. Topp, a graduate of Marquette University, Medical Department, Milwaukee, Wisconsin, class of 1897. Established practice at Clintonville in 1897. Office located in Clintonville State Bank Building, corner of South Main and 10th Streets.

Dr. Irvin J. Topp of Clintonville. Graduate of Marquette University, School of Dentistry, class of 1927. Established his practice at Clintonville in same year. Office in Topp Building, situated on South Main Street just off 6th Street.

OPHTHALMOLOGY

Dr. Robert Fischer, formerly of Berlin, Wisconsin. Graduate of the McCormick Optical School, Chicago, Illinois, class of 1899. Began work at Clintonville in 1905, when he purchased the practice of Dr. F. A. Sedgwick. For thirty years his office has been in the Clintonville State Bank Building, situated on the north corner of South Main and 10th Streets.

CHIROPRACTORS

Mrs. Agnes MacDonald, D.C. Graduate of The Palmer School of Chiropractic, Davenport, Iowa, class of 1919. Began work at Clintonville in same year. Office in Frank Weller Building, situated on south side of East 12th Street just off South Main Street.

H. G. Zander, D.C., formerly of Port Washington, Wisconsin. Graduated from The Palmer Chiropractic, Davenport, Iowa, class of 1920. Began work at Clintonville upon purchase of practice of J. N. Smith, D.C., in 1925. Office in the D. J. Rohrer Lumber Company, building situated on North Main Street, fourth door from post office.

VETERINARIAN

Dr. F. D. Sexton, formerly of New London, Wisconsin. Graduate of Indiana Veterinary School, class of 1922. Began work at Clintonville in 1922. Owns and operates a Veterinary Hospital, situated on the north side of East 12th Street, about a half block from North Main Street.

MAIN STREET LOOKING SOUTH OVER HONEY CREEK (About 1896)

ATTORNEYS

Brunner and Brunner, Lawyers. A partnership of Stephen W. Brunner and his wife, Marie A. Brunner. Both graduates of the University of Wisconsin, class of February, 1919. Admitted to bar the same date. Set up practice in Clintonville in 1919 in the Finney Building, west side of South Main Street, middle of first block.

R. H. Morris, Attorney at Law. R. H. Morris, a native of Clintonville, Wisconsin. Graduate of Marquette University, College of

Laws, class of 1917. Established at Clintonville by purchasing the practice of J. C. Bossard. Office in Folkman Building, corner of South Main and 11th Streets.

Clifford C. Mullarky, Attorney at Law. Clifford A. Mullarky, formerly of Bear Creek. Graduate of Marquette University, College of Laws, class of 1935. Began work at Clintonville in 1935. Office located on South Main Street, second door south from 6th Street.

Olen and Olen, Lawyers. A corporation now owned solely by Otto L. Olen. Otto L. Olen, graduate of Chicago Law School, class of 1899. Formerly of Winneconne, Wisconsin. Walter A. Olen, a former partner, graduate of The Northern Indiana Law School, Valparaiso, Indiana. Established office at Clintonville in 1900. Walter A. Olen left the practice of law in 1913, when he devoted his entire service to the FWD Company of Clintonville. Office located in the former Clintonville State Bank Building, on corner of South Main and 10th Streets.

June A. Spearbraker, Attorney at Law. Miss Spearbraker is a native of Clintonville. Graduate (B.A.) from Lawrence College, Appleton, in 1933, and from the University of Wisconsin, Department of Laws, in 1935. Miss Spearbraker is employed by the receiver of the First National Bank of Clintonville. Located on South Main Street, midway between Eighth Place and Ninth Street.

A. Don. Zwickey, Attorney at Law. Mr. Zwickey, a native of Ellsworth, Wisconsin. Graduate of University of Wisconsin, Department of Laws, class of 1935. Located at Clintonville in the fall of 1935. Office in the former Clintonville State Bank Building, situated on South Main and Tenth Streets.

INSURANCE AGENCIES

The Clarence Barker Insurance Agency. Owner, Clarence Barker, of Clintonville, Wis. Began business in 1927. Office in Murphy-Olk Building on South Main Street, between 9th and 10th Streets.

The Alfred B. Roberts Assurance Agency. Business privately owned and conducted by A. B. Roberts. He graduated from the Spencerian Business College, Milwaukee, Wis., in 1904, Mr. Roberts, formerly in the lumber business at Embarrass, Wis., opened his assurance agency here in 1927. Office on North Main Street, 3rd door north from West 12th Street, in the Markus Madel Building.

The Edward C. Ruppenthal Insurance Agency. Privately owned and conducted by Ed. Ruppenthal (special agent). Formerly of Tigerton, Wis. He is a graduate of the Actual Business College of Appleton, Wis. Opened agency here in 1928. Office in Murphy-Olk Building on South Main Street between 9th and 10th Streets.

The Spearbraker Insurance Agency. Privately owned and conducted by Julius Spearbraker of Clintonville, Wis. Julius Spearbraker attended Marquette University, Department of Laws. Began agency October 12, 1912, by purchasing agency of Attorney L. Coles. Office in Clintonville State Bank Building, situated on north corner of South Main and 10th Streets.

The C. F. Schroeder Insurance Agency. Business begun by C. F. Schroeder in 1890. Present owner, Miss Hattie Schroeder who succeeded her father in 1917. Office in Oscar Lentz Building, located on west side of Main Street on north bank of Pigeon River.

The Rudolph Schmiedeke Insurance Agency. Owner, Rudolph Schmiedeke of Clintonville, Wis. Began agency in 1914. Office in Murphy-Olk Building, situated on South Main Street, halfway between 9th and 10th Streets.

The George O. Graff Agency. Real Estate and Insurance. Owner, George O. Graff, formerly of Wautoma, Wis. Began business in 1920, which in turn was the old Gibson Agency founded in the the 80's. Office in his own building, second door north from post office.

PUBLIC SERVICE COMPANIES

The Clintonville Water and Electric Company. Municipally owned and operated. Martin Lyon of Clintonville, manager since spring of 1913. Water works built in 1910. Electric system begun in 1902. Work carried on in municipal building, located on west corner of East Twelfth Street and Garfield Avenue.

The Wisconsin Power and Light Company. Privately owned, a corporation. Began business in 1925 upon purchase of the Central Wisconsin Power Company. W. B. Huebner, formerly of Beaver Dam, Wis., manager since 1933, succeeding Harry Brooks. Offices on North Main Street, across from Marson Hotel.

BARBER SHOPS

Clintonville's first barber was a Negro named Cooper. He set up shop in the early 70's. The first white barber was Henry Werner who opened a shop in 1879.

The Bartz Barber Shop. Owned and operated by Victor Bartz, formerly of Shawano, Wis. Began business by purchase of shop of Harold Vogel, June 1, 1935. Shop is located in Marson Hotel, situated on North Main and West 12th Streets.

The Beschta and Petersen Barber Shop. A partnership owned by Charles Beschta and Clarence Petersen. Charles Beschta acquired business by purchase from Tom Mahan in 1917. Clarence Petersen acquired a partnership on Ocotber 1, 1926. Henry Hoffman, assistant barber. The shop is located on the Frank Bucholtz building, situated on South Main Street, midway between Pigeon River and West 12th Street.

The Gensler Barber Shop. Owned by William E. Gensler and operated by him and son, Willis, of Clintonville. Began business in 1895 upon purchase of shop of Mr. Haas. Shop located in Rosnow Building on southeast corner of Main and 7th Streets.

The Hangartner Barber Shop. Owned by Edwin A. Hangartner of Clintonville, and operated by him and Wilfrid Schwaller. Began business by purchase of the Paul Binder Shop in November of 1922. Shop located in Frank Beer Building, situated on South Main Street across from Grand Theater.

The Knapp Barber Shop. Owned by Bernard Knapp of Clintonville, Wis., and operated by him and Ray Brackob. Began business in 1918 upon purchase of the Paul Egdorf Shop. Location in the Knapp Building, situated on west side of South Main Street, a half block south from 6th Street.

TAILOR SHOP

The Christianson Tailor Shop. Owned and operated by Charles Christianson, formerly of Waupaca, Wisconsin. Began business in 1894, and has his shop in own building, situated on South Main Street, 7th door south from 6th Street.

CLEANING AND PRESSING

The Clintonville Cleaners. Cleaning and Pressing. Business owned and operated by Oscar G. Colden, originally of Oconto, Wisconsin. Began business in 1930. The company operates in its own building on the north side of 11th Street, nearly a half block from South Main Street.

GREENHOUSES

The Pelishek North Side Nursery. Owned and operated by Leon P. Pelishek, of Clintonville. Began business in 1929. In own building, located at 80 Elm Street.

The Clintonville Floral Company. Owned and operated by George J. Kamps, florist, formerly of Chilton, Wisconsin. Acquired property from D. J. Rohrer who had taken over the defunct business of Ralph Parfitt. Began business July 1, 1934. Located at foot of East First Street, north side of street.

South Side Gardens and Greenhouse. Owned and operated by Frank J. Long, native of Clintonville, Wis. Began business on nursery in 1925; Greenhouse, 1935. Located outside of city limits, west of Federal Highway No. 45.
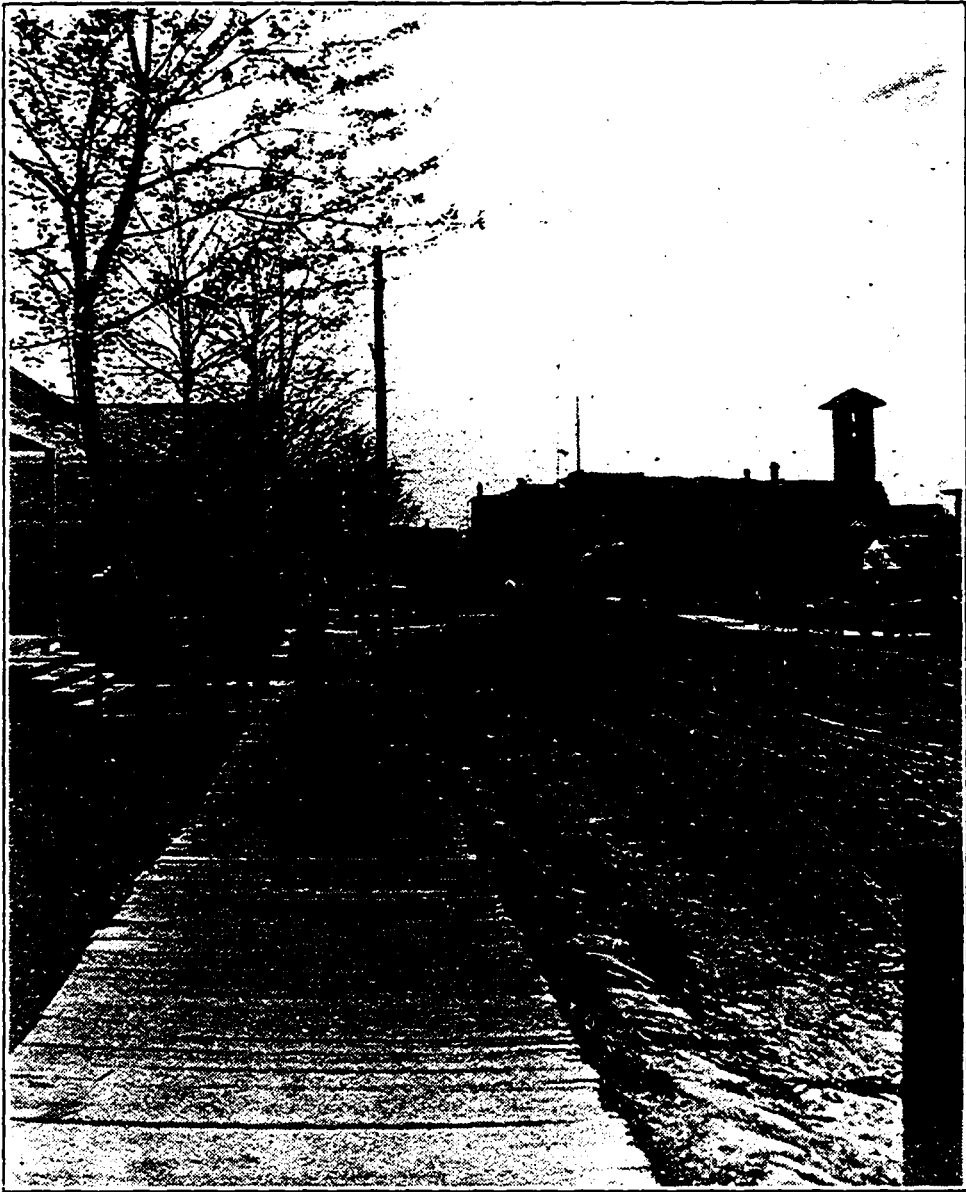
MAIN STREET LOOKING SOUTH OVER THE BRIDGE
IN THE MIDDLE 90's

JEWELRY STORES

The E. P. Gallitz Jewelry Store, owned and operated by Edwin P. Gallitz, formerly of Mayville, Wis. He served his apprenticeship with the Radtke and Meiners, jewelers of Mayville. Mr. Gallitz opened his Jewelry tore at Clintonville October 3, 1936, in a building leased from the Oscar E. Lentz Estate, located on South Main Street, across from Folkman Building.

The D. D. Kinsman Jewelry Store, owned and managed by Mrs. D. D. Kinsman. Mr. Kinsman, formerly of Manawa, Wis., began business at Clintonville in jewelry, watch rebuilding and engraving in the spring of 1925. Since his demise, in the fall of 1936, his wife, formerly Miss Elmeda Perlawitz, is owner and manager of the business, and has engaged Lawrence Seyler of Gresham, to do the watch rebuilding. Building owned by the D. J. Rohrer Lumber Company, located across from the Marson Hotel.

The Emil C. Thimke Jewelry Store, owned and operated by Emil C. Thimke, formerly of Brillion, Wis. Mr. Thimke is a graduate of the Bradley Polytechnic Institute, Horological Department, Peoria, Ill., class of 1920. Began business at Clintonville in Jewelry, watch repairing and engraving in October 1935. Building owned by Gus Winkle, and located on South Main Street, across from the L. A. Heuer and Company store.

DRUG STORES

The Gansen Drug Store. Privately owned. Business began by Charles Gansen in 1885. Upon his death in 1932, Frederic Gansen, his son, succeeded him as pharmacist. Frederic Gansen is a graduate of Marquette University, College of Pharmacy, class of 1930. Store housed in the Gansen Building, constructed in 1919, and is located on South Main Street, 4th door north from 5th Street.

The Milbauer Drug Store. Privately owned by Richard Milbauer, formerly of Marion, Wis. Richard Milbauer, a graduate of the Milwaukee Medical School, class of 1908. Began business in 1911 by purchase of business of F. A. Sedgwick. Store housed in Finney building located in middle of the block between West 12th Street and Pigeon River. F. A. Sedgwick was Clintonville's first licensed druggist. First to have Rexall Club which has now become international in scope and operation. Richard Milbauer, president of the International Club, 1935.

The Olk Drug Store. Privately owned by Harold V. Olk, formerly of Antigo, Wis. H. Olk is a graduate of Marquette University,

School of Pharmacy, class of 1912. Began business in 1917 by purchasing business of John Kalmes. Harold Schauder, assistant druggist, of Clintonville, also college trained. Store located in Murphy-Olk Building, located on South Main Street, halfway between 9th and 10th Streets.

CONFECTIONARIES

Sweet Shop. Owned and operated by T. F. Barber, formerly of Oshkosh, Wisconsin. Began business in 1935. Building owned by Carver Ice Cream Co. Located on South Main Street, third door south from 10th Street.

Schlinger's Confectionery. Owned and operated by Carl Schlinger of Clintonville, Wis. Purchased business from Mrs. John Karczewski in 1927. Store in own building, standing on the east side of South Main Street, about a half block north of 5th Street.

RESTAURANTS

The Clintonville Eat. Privately owned and operated by Earl Grimes, formerly of Antigo, Wis. Began business in 1935 in the Topp Building, located on South Main Street, 1st door south from 6th Street.

The Star Lunch, a restaurant. Privately owned by Fred W. Lang of Clintonville, Wis., who began business Aug. 5, 1934, in his own building. Located on west side of South Main Street, halfway between 9th and 10th Streets.

G. & B. Restaurant. Privately owned by Lester Tyrrell (Kelly) formerly of Bear Creek, Wis. He obtained the business in 1931 from his sister, Mrs. Grace Wagnar. Located in George Meggers' Building, South Main Street, opposite the Olk Drug Store.

The Midway Tea Room, a restaurant, privately owned by Edward Felshow of Clintonville, Wis. Edward Felshow, at the time in the hardware business, erected the building housing the restaurant in 1917. Located on South Main Street, opposite junction with 8th Place.

The Riviera Grill. Tavern and restaurant. Owned and operated by Carl Folkman of Clintonville, Wis. Began business in 1935 in the Folkman building, situated on east side of South Main Street on the north bank of Pigeon River.

MAIN STREET LOOKING NORTH FROM NINTH STREET (About 1898)

TAVERNS

The Haskins Tavern. Tavern and restaurant. Owned and operated by H. J. Haskins, formerly of Green Bay, Wis. Began business in 1925. Located in Weiland Building, situated on South Main Street, 3rd door north from 6th Street.

Silver Mug Tavern. Owned and operated by Erick Bleck, a native of Clintonville. Began business June 9, 1936, in the Frank Bucholtz Building, situated opposite the juncture of Eleventh Street with South Main Street.

Wally's Tavern. Owned and operated by W. E. Steenbock of Clintonville, Wis. Began business in 1923 in the Steenbock Building, situated opposite junction of 5th Street with South Main Street.

Louis' Tavern. Owned and operated by Louis Gruetzmacher of Clintonville, Wis. Began business in 1935 in the G. A. Wurl Building, situated on corner of South Main and 5th Streets.

Petcka's Bar. Owned and operated by Joe Petcka, formerly of Marinette, and Ray Donaldson. Began business in 1930 by purchase of the Bud O'Connor establishment. Business conducted in his own building, situated opposite the Grand Theater.

Jesse Club. Tavern. Owned and operated by Lumen Jesse of Clintonville. Began business in 1937, by purchase of business from his father, Henry M. Jesse. Tavern conducted in the H. M. Jesse Building, situated on South Main Street, across from the old Clintonville State Bank Building.

Frank's Tavern. Owned and operated by Frank Koeller of Pella, Wis. Began business in 1933. Located in the John Rosnow Estate Building, located on south corner of South Main and 7th Streets.

The Spot. A tavern. Owned and operated by Bill Schultz, formerly of Pella, Wis. Established business in 1928 in place across from present location. Erected own building in 1933 which he now occupies, and which is situated on South Main Street between East 12th and 11th Streets.

Dahm and Hoffman Tavern. A partnership of Matt Dahm and Paul Hoffman, both of Clintonville, Wis. Enterprise began by Matt Dahm in 1926. In 1933, Paul Hoffman acquired an interest in the business which is conducted in the Ferd. Goerlinger Building, located on the west side of South Main Street, 5th door north of 6th Street.

Megger's Tavern. Owned and operated by Geo. W. Meggers of Clintonville, Wis. Mr. Meggers continued the business bequeathed him by his father from 1909 to 1921. In 1933, he re-entered the business which he conducts in the Meggers Building, situated midway between 9th and 10th Streets with South Main Street.

The Farmers Exchange Tavern. Owned and operated by Frank Dorn of Clintonville, Wis. He entered the business when he purchased it from Henry Wickman in 1934. The tavern is located in the Folkman Building, situated a half block from Main Street on West 12th Street.

Frank's Tavern. Owned and operated since 1872 by the dean of Clintonville tavern keepers, Frank Bucholtz. Tavern located in the Bucholtz Building on South Main Street, 1st door south from its junction with West 12th Street.

Wisconsin House. Business owned and operated by Eugene G. Hayes formerly of Appleton, Wis. He entered business at Clintonville February 10, 1937, by buying out Fred Luzewitz. Tavern conducted in Mrs. Eva Van Patten Building, situated on South Main Street, 200 feet more or less south from Seventh Street.

Kratzke Tavern. Owned and operated by Carl Kratzke of Clintonville, Wis. He entered the business by buying out Bernard Kratzke in 1932. Tavern still conducted in the Bernard Kratzke Building, located at the 4th door north from 6th Street on South Main Street.

BAKERIES

The Clintonville Bakery. Company owned by John and Christian Jirschele, formerly of Marshfield, Wis. Began business in July, 1929, by purchasing the Matucha Bakery. Shop located in Frank Beer Building, situated on east side of Main Street across from Grand Theater.

The Buettner Bakery. Owned by Frank Buettner, formerly of Appleton, Wis. Set up in business in September, 1934, in the Rathke Building, located on South Main and 8th Place.

STORES

The Horky Bakery and Grocery Store. Privately owned by Edward H. Horky, formerly of Milwaukee, Wis. Bought building

from Geo. J. Huhn in 1914 and began business same year. Located west side of Main Street, a half block north of 6th Street.

The Kaphingst Grocery Store. Privately owned by Lawrence Kaphingst of Clintonville, Wis. Began business in 1934 in own building, located on North 12th Street between 14th and Pearl Streets.

The Schroeder Grocery Store. Privately owned by Harvey Schroeder, formerly of Bear Creek, Wis. Began business in own building in April, 1935. Located on 8th Street, second door from Hemlock Street.

The National Tea Food Stores. A corporation. Began business in summer of 1934. Manager, Charles M. Collins of Clintonville, Wis. Store in Finney Building, located on South Main Street, northwest corner of South Main and 9th Streets.

Atlantic and Pacific Store. A stock company. Began in spring of 1925. Manager, John Abrahamson. Store in the H. C. Schroeder Estate Building. Located on southwest corner of South Main and 10th Streets.

The Nelson Grocery Store. Owned by Lawrence Nelson. Began business when he purchased the grocery store of Mrs. Emma Merrey in 1923. Own building, located middle of block between East 12th and 11th Streets on Main Street.

The South Side Grocery. Owner, F. W. Tanner of Clintonville, Wis. Began business in November of 1934. Store set up in Patterson Mfg. Co. building, located on southwest corner of South Main and 3rd Streets.

The People's Cash Grocery. Privately owned by Lester Osterloth of Clintonville, Wis. Began in business in May of 1935. Store set up in the O. J. Tilleson Building. Located east side of South Main Street a few doors north of 5th Street.

The Bothwell Store, Inc. (Groceries and Meat). A corporation composed of Geo. Bothwell, his mother, Mrs. Jennie Bothwell and

Clement J. Grey. The Bothwells were formerly of Rice Lake, Wis. Clement J. Grey was formerly of Oshkosh, Wis. Geo. Bothwell began the business by purchasing the building and business of Julius Lemke in 1923. Bothwell is president of the corporation and Clement J. Gray, manager. Store located on southeast corner of North Main and 15th Streets.

MAIN STREET LOOKING SOUTH FROM TWELFTH STREET (1937)

The Clintonville Meat Market (Meats and Groceries). North Side. A corporation. Henry Laux, Alfred Hoffman and Elmer Lang, stockholders, all of Clintonville. Manager, Henry Laux. The corporation began business in 1928 upon purchase of business of Prenzlow and Co., which had begun in 1923. Building still owned by Gustave Prenzlow, and is located on North Main Street across from the Marson Hotel.

The Clintonville Meat Co. South Side. A corporation. Manager, Elmer Lang of Clintonville, Wis. Began business in 1925 by buying out Rudolph Kemmer. Business is conducted in company's building, located on South Main Street about a half block south of 7th Street.

The Central Meat Market. A partnership owned by Paul Rosinski and Fred Fumelle both of Clintonville, Wis. Began business in

September of 1923. Building, property of John J. Meier of Slinger, Wis., and is located on Southwest corner of South Main and 9th Streets.

Klemp's Meat Market. Owned and operated by Oscar Klemp. Began business March 17, 1937, by buying out Dan Wulk, who purchased his business from Louis Peterson in 1929. Located in the Frank Bucholtz Building, situated on South Main Street, fourth door south from West Twelfth Street.

The Schauder and Schauder Shoe Store (and cobblers). A corporation owned and operated by William C. Schauder, Jr., and his brother Hugo, both of Clintonville, Wis. Wm. Schauder, Sr., began business in 1887 when he bought out the Bucholtz Shoe Store and Cobbler Shop. In 1918 Arnold and William Schauder bought out their father, William A. Schauder, who, however, retained ownership of the building which is located on the east side of South Main Street across from the L. A. Heuer Store. In the spring of 1937, Hugo Schauder bought his brother Arnold's share in the business.

Bohr's Harness and Shoe Repair Shop. Privately owned and operated by Anton Geo. Bohr, formerly of Shawano, Wisconsin. Began business at Clintonville in 1910, when he bought out the Charles Knapp business. Operates business in his own building, on South Main Street, 5th door north from 9th Street.

The Rosnow Shoe Store. A corporation. Managed by Carl E. Rosnow of Clintonville, Wis. Began business in 1925. Doing business in former Clintonville State Bank Building, located on northwest corner of South Main and 10th Streets.

Central Shoe Store. Owned and managed by Charles Rousseau, formerly of Hilbert, Wis. He served his apprenticeship with Fred Morak of Manawa, Wis. Began cobbling at Clintonville in the fall of 1936, in a building leased from Mrs. Otto Rogge, located on Eighth Place, first door from South Main Street.

The Herman I. Schroeder Dry Goods Store. A general store

privately owned by Herman I. Schroeder. Began business in 1910 by buying out Siskin and Co. Store operated in Charles Bohn Building, located on Main Street, 2nd door north from 6th Street.

The Clintonville Mercantile Co. A general store. Company owned by people of Clintonville and vicinity. Began business in December of 1917 by buying out Eben Mosling and Max Pendora. Manager, Gust Jesse of Clintonville. Store set up in Folkman Building, on corner of South Main and Eleventh Streets.

Schultz Brothers (Merchandise 5 and 10 cents). Company owned. Manager since 1931, Loyal Higgins, formerly of Waupaca, Wis. Company began business in spring of 1925. Operates in own building, located on east side of South Main Street, opposite its junction with 9th Street.

Lauerman Bros. Department Store. Company owned. A branch store opened in 1930. (Parent store in Marinette, Wis.) Manager since January 1, 1936, Carl F. Schroeder, formerly from Shawano, Wis. Store located in Geo. Lang Building, situated on the east side of South Main Street, across the street from the Grand Theater.

The Consumers' Chain Store Co. A general store, company owned by people of Clintonville and vicinity. Began business in January of 1921, by purchase of the Henry Joannes business. Anton E. Klingert, manager. Store set up in the Charles Bohn Building. Located east side of South Main Street, about one block north of 5th Street, directly across from the Dairyman's State Bank.

The Sis Dress Shop. Privately owned by Mrs. Forest Schaefer. Began business in spring of 1935. Store in the Anton G. Bohr Building, located on South Main Street, 4th door north from 9th Street.

Pauline Style Shop. Ready to wear millinery and dress store. Owned by Pauline Kawalsky of Clintonville, Wis. Started in business in fall of 1932. Building owned by Frank Bucholtz, situated on west side of South Main Street, second door north of Pigeon River.

Manser's Apparel Shop. Building and business owned by Frank H. Manser. Managed by Mr. and Mrs. Manser. Purchased business in 1898, a millinery shop at the time, from Miss Clara Abell. Building bought later from Adolph Schultz. Located midway between Ninth and Tenth Streets.

Cash Clothing Store. Owned and managed by Herbert Schmiedeke, originally from Bear Creek, later from Chelan, Washington. Opened business at Clintonville February 15, 1937, in Mrs. Eva Van Patten Building, located on South Main Street, about 175 feet south from Seventh Street.

The Tog Shop. A clothing store. Privately owned and operated by Chas. Brockhaus of Clintonville, Wis. Began business in 1919. Store located in the Finney Building, situated on South Main Street, 2nd door north of 9th Street.

Clothing and Furnishing Goods Store. Privately owned by William L. Gould of Clintonville. Started in business in 1912. Building owned by Frank Bucholtz, situated on west side of South Main Street, third door north from Pigeon River.

Lee's Sporting Good Store. Owner, Leo Schernick of Clintonville, Wis. Began business in 1932 by purchasing business of Mrs. Ina Sengstock. Store set up in basement of the former Clintonville State Bank Building, owned by Harry Brooks, situated on the northwest corner of South Main and 10th Streets.

The L. A. Heuer and Co. Furniture and Undertaking. Company owned by L. A. Heuer, Harold Heuer and Walter Sievers. Manager, L. A. Heuer, formerly of New London, Wis. L. A. Heuer passed Wisconsin State Board examinations, 1911; Walter Sievers, alumnus of Goodman Embalming School of Milwaukee, Wis., class of 1930. Harold Heuer, graduate of same school, class of 1934. Business begun by L. A. Heuer in 1914, when he purchased Henry Wilke's business. Corporation organized in January, 1933. The company operates in its own building, situated on South Main Street, 2nd door south from 10th Street.

Otto C. Eberhardt, Furniture and Funeral Director. Privately owned and operated by Otto C. Eberhardt, formerly of Reedsville, Wis. Mr. Eberhardt, graduate of Eckels School of Embalming, Philadelphia, Pa., class of 1910. Began business in 1912. Located east side of South Main Street, opposite junction with 8th Place.

Lendved Bros. Retail Hardware Store. Incorporated. Manager, Ruben Lendved, formerly of Antigo, Wis. Began business in 1913 by purchase of the Herman Bohn business. In own building, located on the east side of South Main Street, almost opposite junction of South Main Street with 8th Place.

The Herman H. Bohn Hardware Store. Privately owned by Herman H. Bohn who began business in 1905, when he also built the structure he now occupies. Store located on east side of South Main Street, one block north of 5th Street.

The Frank Weller Hardware Store. Privately owned by Frank Weller of Clintonville, Wis. Began business in 1916, when he purchased the business and building of Henry Winter. Building located on southeast corner of South Main Street and East 12th Street.

The Gamble Store Agency. Privately owned by Keith Beggs, formerly of St. Croix Falls, Wis. Set up in business in fall of 1933. Store in Frank Bucholtz Building, situated on South Main Street, between West 12th Street and the Pigeon River (3rd door from West 12th Street).

Automotive Supply Company, a branch of the Automotive Supply Company at Appleton, Wis. The local branch is operated by Ira Snider, formerly of Waupaca and Oshkosh. The Clintonville branch house was opened August 1, 1936. The store is operated in the D. J. Rohrer Lumber Company building, situated on North Main Street, 4th door from post office.

GARAGES

The Clintonville Wrecking Company and Garage. Privately owned and operated by Byron Lyons of Clintonville, Wis. Began

business in 1932 in own building, located on north side of the second block of 7th Street.

Arneson Auto Repairing Co. Owned and operated by William C. Arneson of Clintonville, Wis. Began business in 1929 in building owned by Mrs. August Matuszczak. Located at 170 South Main Street.

MAIN STREET LOOKING NORTH FORM EIGHTH PLACE (1937)

The Tripod Chevrolet, Inc. A corporation. Owned and operated by Harry Kluth, Alvin Yankee and Alfred Berg. Began business in early part of 1935 by purchasing the Gustave Radtke Chevrolet Co. Building owned by D. J. Rohrer. Located on South Main Street, opposite junction of 5th Street and South Main Street.

Vanderwalker Bros., Inc. A garage. A corporation. Managers, Donald and Hugh Vanderwalker of Clintonville, Wis. Began business in fall of 1921 by purchasing building (not stock) vacated by the Ford Garage. Located at south corner of South Main Street and 8th Place.

Ford Garage. A corporation formed by F. G. Haase, A. C. Haase and Mrs. A. H. Haase. Manager, A. C. Haase, who came to Clintonville, Wis., from Antigo, Wis., in 1917, to manage the Ford garage

then owned by E. H. Ramm, from 1917 till 1922. Bought out Ramm's interest in 1922. Building owned by First National Bank. Located 3rd door south from 8th Street, on South Main Street.

The Triangle Motor Company. A corporation founded by J. P. Juetten, Howard W. Anthes and F. G. Bohman. J. P. Juetten, a graduate of the Milwaukee Motor School, class of 1920. Building erected in 1918 by Ferdinand Goerlinger. Up to 1926, it was known as the Star Garage. The building and business was acquired by purchase from Ferd. Goerlinger by the corporation in April of 1926. Located on 6th Street, first block to the right, from South Main Street.

The Ernest Knapp and Son Co. Wreckers. Used parts. Owned and operated by Ernest Knapp of Clintonville, Wis. Began business in own building in 1929. Located at 130 Stewart Street.

The Clintonville Motor Co., Inc. General Manager, Ferdinand A. Spearbraker of Clintonville, Wis. Began business in 1915 by buying out August Kuester who started first garage in Clintonville in 1908. The Clintonville Motor Car Co. operates in the Ferdinand A. Spearbraker Building, and is located on the north side of 11th Street, in the first block from South Main Street.

GAS STATIONS

The Kerstner Service Station (Shell Gas). Owned and operated by Melvin Kerstner, formerly of Marion, Wis. Began by purchase of business from Max Bloch in spring of 1930. The building is owned by the Marion Oil Co., and is located on South Main Street opposite the junction of 4th Street with South Main Street.

Super-Service Gas Station. A corporation. The station was built in 1931. Owner of building is D. J. Rohrer Lumber Co. Manager, Henry Mantin. Located on south side of 12th Street, a block west from South Main Street.

The Triangle Service Station (Phillip's 66 Gas). Operated by Harvey Schroeder, formerly of Bear Creek, Wis. H. Schroeder entered

business upon purchase of lease from Carl Krause in May of 1930. Located at corner of 8th and Hemlock Streets.

The Clintonville Co-operative Oil Co. A gasoline station. A corporation organized in 1931. Manager, Lester Sawyer. The Oil Co. is doing business in the Gust. Wurl Bldg., situated on South Main Street, 2nd door south from 5th Street.

The Wadhams Oil Co. Company owned. Began business in fall of 1927. Manager, William Rhode, formerly of New London, Wis. Building owned by company, and is situated on 8th Place, back of the Congregational Church.

Cities Service Gas Station (No. 1). Company owned. Station opened for business in 1925. Manager, Mortes Jesse of Clintonville, Wis. Building is company owned, and located on the northeast corner of South Main and 11th Streets.

Cities Service Gas Station (No. 2). Company owned. Opened for business 1929. Leased by Tripod Chevrolet, Inc., April 1, 1937, and operated under title of Tripod Super Service. Amos Schultz is the manager, and Clarence Passehl is the assistant manager. Located on South Main and Fifth Streets, southeast corner.

The Sinclair Gasoline Station. Owned and operated by Woodrow Smith, formerly of Bear Creek, Wis. He began in business by purchasing the Herman Genskow Estate Interest in August of 1935. Building leased from the Genskow Estate. Located on the northeast corner of South Main and 7th Streets.

The Standard Oil Service Station (No. 1). Company owned. Ben E. Rathke of Clintonville, Wis., manager since 1921. The station is located on South Main Street, across from 8th Place.

The Standard Oil Service Station (No. 2). Company owned. Erected in 1925. Arthur Luebke, manager since 1931. Station located on the northeast corner of South Main and East 3rd Streets.

The Malliet Oil Co. A gasoline dispensing station selling Wadham's products. The business is owned by James W. Malliet, former-

ly of Bear Creek, Wis., and George P. Hoffman, a native of Clintonville. James Malliet, a graduate of the Michigan State Auto School, Detroit, Mich. Started the Malliet Oil Co. in the spring of 1931. In November of the same year was joined by George P. Hoffman. Business is conducted in the Bulk Oil Sales Building situated on the west side of South Main Street, just north of the railroad right-of-way.

The Wayne Hagen Gas Station. Owned and managed by Wayne Hagen since 1936. Located at 1st door on North 12th Street, west side of the street.

Cities Service Oil Co. (bulk plant) is owned by the Cities Service Oil Company of La Crosse, Wisconsin. The plant is situated on the C. & N. W. right of way on the south side of the tracks, about a block east from South Main Street. The plant is managed by Lawrence Meister since March, 1937.

Clintonville Co-op Oil Co. (bulk plant). Owned by a local stock corporation, and managed by Lester Sawyer since the fall of 1933. The corporation was organized August 1, 1931. The plant is situated on the C. & N. W. right of way, on the south side of the tracks, a little over a block east from South Main Street.

Clintonville Oil Co. (bulk plant) is owned by a local stock company. Samuel Finch succeeded John H. Spengler in 1934, as manager of the company. The company at one time sold Dixie gas. In recent years, it switched over to Texaco products. The plant is located on the C. & N. W. right of way, on the east side of the Oconto Branch, about two and a half blocks south of State Highway No. 156.

Home Oil Co. (bulk plant). Owned and operated by Albert Ruehmling of Marion, Wis. The plant originated in 1924 as a local stock company handling Sterling products. In 1929, the Cosden Oil Co. of Fort Worth, Texas, bought the plant and engaged Arthur F. Hoffmann of Clintonville as local agent. Mr. Hoffmann purchased the plant in 1933, and called it the Home Oil Co. Evident-

CLINTONVILLE HIGH SCHOOL BAND, 1937.

Bottom Row — Patricia Kelly, June Abrahamson, Gloria Bleck, Richard Bast, Harold Olk, Howard Bovee, Carmen Campbell, George Seidel, Mr. Edson Stiles (director), Jean Zander, Lawrence Kemmer, Junia Greb.

Second Row — Ralph Lendved, Lois Abrahamson, Robert Krueger, Lorraine Moser, Edwin (Junior) Whaley, Evelyn Bothwell, Mae Patterson, Roberta Wartinbee, Helen Buchholz, Donald Rand.

Third Row — Lester Sawyer, Howard Helms, Russell Shannon, Wesley Kuckuk, Ellen Mae Wartinbee, Mary Jane Sanford, Elizabeth Nelson, Wesley Thies, Boone Miller, William Stieg.

Fourth Row — Bernard Helms, Evan Hedtke, Allen Winchester, Raymond Patterson, Beverly Winchester, June Buckbee, Orvil Marquardt, Christie Nelson, James Bohr, Glenn Krause.

Last Row — Leroy Schauder, Lester O. Berndt, Paul Wiese, Raymond Knitt, Russell Tanner, Lester Berndt, Frederick Kant, Isabelle Wega.

ually, he took in with him Albet & Ervan H. Ruehmling as equal share holders, and sold his share to them late in the fall of 1934. More recently, Albert Ruehmling bought out his brother and thus he became sole owner of the plant. He is now selling the Skelly products. The plant is situated on the C. & N. W. right of way, on the south side of the tracks, nearly a block east from South Main Street.

Standard Oil Co. (bulk plant). Owned by the Standard Oil Company, Whiting, Indiana. Orville Allen is manager of the plant. He succeeded Samuel Finch in 1933. The Standard Oil Bulk plant was the first oil plant in the city of Clintonville. It is situated on the C. N. W. right of way, at the foot of Shaw Street.

OTHER BUSINESSES

The Railway Express Agency, Inc. A corporation variously owned and operated and named. Present manager, Miss Esther Stieg of Clintonville. Began business when railroad built to Clintonville in fall of 1878. Office located in Folkman Building situated on the south side of West 12th Street, about a half block west of South Main Street.

Cheese House. Owned by the C. A. Straubel Co. Main office at Green Bay. Local branch manager, William C. Geiger, native of Clintonville, Wis. Began business by purchase of The American Cheese Exchange then owned by D. W. Powell in 1925. Office located on South Main Street (west side), immediately south of the railroad tracks.

The Clintonville Grain Elevator. A stock company of 340 members. Owners, a farmer's organization. Manager, Earl Smith. Acquired building and business from Geo. J. Huhn in 1918. Elevator located on south side of railroad tracks on west side of Bennett Street.

The Northern Milling Company. Stock company owned. Home offices at Wausau, Wis. Manager, S. A. La Violette, formerly of

Oconto, Wis. Began business about 1915 with purchase of the Cargill Grain Company, a local unit of the Cargill Grain Company of Green Bay, Wis. The business and office located on the east side of South Main Street, immediately south of the railroad tracks.

The Paul Dekarske Studio. Privately owned by Paul Dekarske originally from Sheboygan, Wis. Paul Dekarske is a graduate of the Effingham School of Photography, class of 1916. Began business in Clintonville in 1918 by purchase of the Frank Mahn Studio. The studio is operated in the Huhn Building, located on the west side of South Main Street, next door north to Honey Creek.

Grand Theater, Inc., a corporation owned by Dr. William H. Finney. Manager, Albert Reinke of Clintonville. Theater opened in fall of 1914 in building erected for the purpose. Located third door north of 9th Street, South Main.

Times Theater, Inc. A corporation owned by Dr. William H. Finney. Managed by Albert Reinke of Clintonville. Opened February 6, 1937, in building rebuilt for that purpose. Building owned by Dr. Finney, and located on South Main Street, opposite the junction of Eleventh Street with South Main Street.

Cigar Factory. Revenue No. 277. Owned and operated by Herman C. Kratzke of Clintonville, Wis. Began business in 1901 in own building, located on southeast corner of 7th and Auto Streets.

The Clintonville Bottling Works. Owned by Gilbert W. Buckbee of Clintonville, Wis. Began business in 1927 by purchase of the Orre Williams interest in same business. Building owned by company, and is situated on south side of 11th Street, about a half block from South Main Street.

The Clintonville Marble and Granite Works. Privately owned and operated by William F. Melzer, formerly of Appletton, Wis. Began business by purchase of Adolph Jenss business in 1892. Adolph Jenss began monument cutting in 1889 on site now occupied by Grand Theater. William F. Melzer continued operations in same

building until 1899 when he purchased present site, west side of South Main Street, about a half block north of 6th Street, and erected thereon a large, brick building in which business is being carried on today.

The Henry H. Dahly Sales Stables. Privately owned by Henry H. Dahly, formerly of Lime Springs, Iowa. Began business in 1929. Mews property, John Rosnow Estate, and located on south side of 7th Street, 2nd door from South Main Street.

The Roy A. Martin Farm Implements Co. Privately owned by Roy A. Martin, formerly of Marion, Wis. Began business in 1927 when he purchased the Henry Hedke Building owned by H. Hedke, and which is located on South Main Street, 4th door south from 6th Street.

Power Equipment and Threshing Machinery (Used). Owned and operated by James L. Kuester. Began business in 1928 when he bought out his father, August F. Kuester. Business located on east side of South Main Street, south of Honey Creek.

Quall's Plumbing and Heating Shop. Privately owned by Clarence Quall, formerly of Detroit, Mich. Began in business 1931 upon death of his uncle, Martin Quall, originally of Calumet, Mich., who had started the business in 1910. Building owned by Harriet Quall, and is located on the south side of 9th Street, a half block from South Main Street.

The Plumbing Shop. Privately owned by Norman Abraham, formerly of Oshkosh, Wis. Began business in 1910, Building owned by H. M. Jesse, and is located on east side of South Main Street, opposite junction of 10th Street with Main Street.

The Block Junk Yard. Owned and operated by Michael M. Bloch, formerly of Poland, Europe. Came to Clintonville in 1903 at which time he originated his business. Located in own building, situated on South Main Street across from the Congregational Church.

The Stein Junk Yards. Privately owned and operated by M. Stein,

formerly of Waupaca, Wis. Began in 1893. Business located in Folkman Building on South Main Street, 5th door south from 6th Street.

The Schmidt Junk Yards. Owned and operated by Albert C. Schmidt, formerly of Wittenberg, Wis. Business begun by the elder Schmidt in 1918. Albert Schmidt took over his father's business in 1927. Business located on South Main Street, midway between the railroad tracks and 6th Street.

Garden and Bees and Secondhand Store. A corporation owned by Gus. Winkel and Sons. Manager, Edgar Winkel of Clintonville, Wis. Business started with garden and bees in 1886. Began secondhand store in 1900. Business located in company owned building, located on east side of South Main Street, just south of 10th Street.

The E. M. Grant Sheet and Metal Works. Privately owned by Elmer M. Grant. Began business when Grant and Robert Gehrke bought our Albert Winter in 1926. In 1928, Grant became sole owner. Business carried on in own building, located on South Main Street, 2nd door south from East 12th Street.

The Buehrens Sheet Metal Shop. Privately owned by Alfred E. Buehrens, a graduate of the Sheet Metal Drafting School (1924 and 1925) and formerly of Port Washington, Wis. Began business in June of 1933 when he purchased the chattel mortgage from Herman Bohn held against John Mauel. Building owned by D. J. Rohrer. Located on South Main Street, 3rd door south from 6th Street.

The Albert Winter Sheet Metal Works. Privately owned by Albert Winter, a native of Clintonville, Wis. Started in business in 1916, then located in own building on South Main Street, 2nd door south from East 12th Street. Since 1926, in own building located at 137 Harriet Street. Intends to return to former business location, the Grant Tin Shop.

The Desens Electric Shop. Privately owned by Erich Desens, a

graduate of the Milwaukee School of Electrical Engineering, class of 1925. Worked at first in Spiegel's Electric Shop. Set up own business in 1931, now in the William F. Melzer Building, located on South Main Street about a half block north of Sixth Street.

The Spiegel Electric Shop. Privately owned by Geo. Spiegel, formerly of Wausau, Wis. Began business in 1918. Shop set up in the H. T. Jesse Building, located on the east side of South Main Street, opposite juncture of 10th with South Main Street.

Hardware and Machinist's Supplies. Privately owned by W. M. Laahs, formerly of the Town of Mukwa, Wis. Began business in 1885. In own building, located on the east side of South Main Street, first door north from Honey Creek.

Stichman's Inc. Battery and Tire Station. A corporation. Privately owned and managed by Lloyd Stichman of Clintonville, Wis. Began business September 1, 1928, by buying W. V. Benedict's interest. Company owned building, located on South Main Street, 2nd door south of 8th Street.

Hagen Battery and Tire Station. Privately owned and operated by Oscar H. Hagen, formerly of Black Creek, Wis. (1915). Began business January of 1920. Doing business in the William M. Laahs Building, located next door south from the Dairyman's-Gazette Office.

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