

## CHAPTER XXI

### VARIOUS ASSOCIATIONS

#### JOSEPH RANKIN POST, GRAND ARMY OF THE REPUBLIC, NO. 29

This organization of the Grand Army, composed of veterans of the Civil war, received its charter June 26, 1886, with the following names of members attached thereto: Henry Wieman, Francis St. Peter, William Hurst, John Miller, Phillip Newman, W. T. Nash, Louis Hartung, Frank Laford, Henry Beck, Frederick Sonntag, Otto Kahlenberg, John Neumann, Otto Gauthier, Henry Thiele, August Ahrend, Henry Allen, Chris, Miller, Anton Dietz, Charles Reimers, Peter Lafleuer, Jacob Mohr, William Rediger, Michael Laford.

At one time the post was quite strong in membership and through its efforts the splendid monument that stands on Washington street facing the park, was secured and erected. Death has played havoc with the rank and file of Joseph Rankin Post, until today it can only call from its rolls a total of fifteen members. However, the post has pleasant quarters on the second floor of the Schroeder building, where the remnant of the "old guard" meets once a month. The post commander is William Wegner; adjutant, Fred Schwartz; quartermaster, William Voigt.

#### TWO RIVERS LODGE, I. O. O. F., NO. 66

The Two Rivers lodge of Odd Fellows was chartered January 21, 1853, and had for its initial members, H. C. Hamilton, J. C. Henderson, A. McCollum, A. McMillen, W. B. D. Honey. These were the lodge's first officials.

On March 31, 1871, the Lydia Lodge of Rebekah, No. 22, was chartered as an auxiliary organization. The first members were Henry Stoll, William Arndt, Robert Suettinger, John Oswald, Bertha Schuster, Margretha Stoll, Fredrika Arndt, Caroline Suettinger and Eliza Oswald. There have been no meetings of the Rebekahs for some time. The Odd Fellows own their lodge building—a two-story frame of neat appearance, that was moved from its original site on ground now occupied by the Hamilton Manufacturing Company, to West Sixteenth street. The present officers are: John Weilap, N. G.; Fred Schroeder, V. G.; Henry Hensen, Sec.; Andrew Smith, Treas.; Charles Randolph, chaplain.

#### TWO RIVERS LODGE, NO. 200, F. & A. M.

This lodge of Masons was instituted in Two Rivers under a charter issued by the grand lodge, June 9, 1875. The first principal officers were: A. J. Patchen,

W. M.; Adelbert Hudson, S. W.; Edgar H. Young, J. W. The first meetings were held in a building that formerly stood on the site of the Hamilton Hotel. In 1896 the lodge moved to its present home, on the second floor of the Bank of Two Rivers building, where rooms for lodge, lounging and other purposes have appointments and paraphernalia of a superior quality and character. The organization is a strong one and prosperous. The present officials are: Dr. E. Christensen, M. W.; John Smith, Sec.

#### MISCELLANEOUS SOCIETIES

##### Catholic Protective Association

Matt. Kanzer, president; Joseph Wachtel, vice president; Peter Scherer, secretary; John Schroeder, treasurer.

##### Catholic Knights of Wisconsin

Branch No. 13—George Paska, president; Ed. Pilon, vice president; J. K. Beth, secretary; George O. Pilon, financial secretary; Adolph Fontaine, treasurer.

##### St. Joseph's Society

Theodore Fuchs, president; Joseph Wachtel, vice president; Frank Hess, recording secretary; Louis Gloe, financial secretary; Charles Hoffman, treasurer.

##### St. Joseph's Athletic Association

Frank Hess, president; Ed. Schultz, vice president; Bernard Nilles, recording secretary; Roland Bleser, financial secretary; Nelson LeClaire, treasurer.

##### Catholic Order of Foresters

Frank T. Becker, chief ranger; John K. Beth, vice chief ranger; Peter M. Feuerstein, recording secretary; Joseph P. Hoffman, financial secretary; John Vanderbloemen, treasurer.

##### Order of Moose

Lodge No. 312, meets at Schroeder's Hall Tuesday evenings. Past D., Lawrence Ledvina; dictor, Charles Randolph; vice dictor, J. M. Hayes; prelate, John Waskow; secretary, E. A. Meckelberg; treasurer, E. Gates; secretary, Ferdinand Schroeder; inner guard, Ernst J. H. Thiede; outer guard, George Feistel, Sr.

##### Modern Woodmen of America

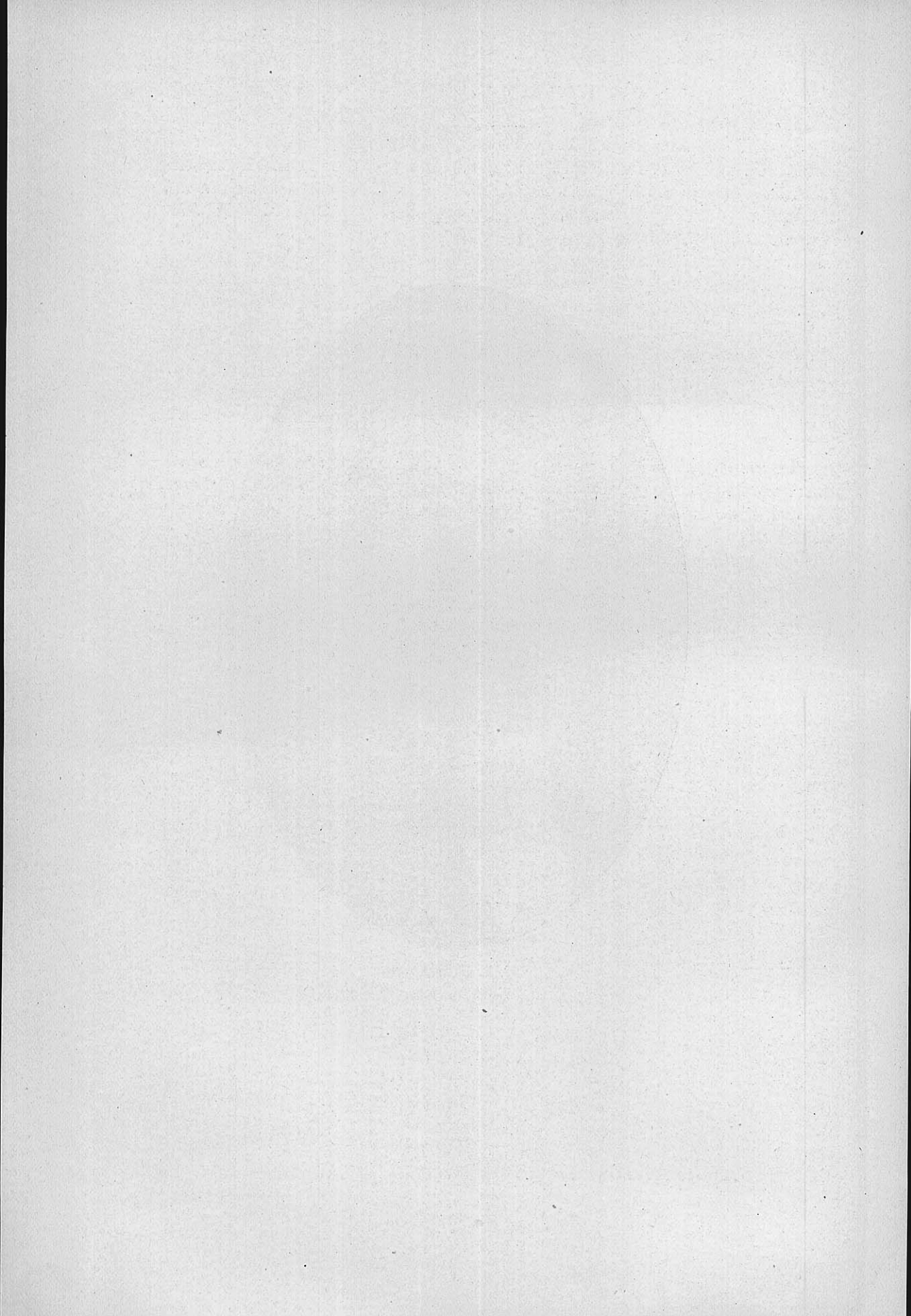
Cocobolo Camp, No. 1308. Guy Hurst, consul; E. A. Meckelberg, vice consul; George Anderson, adviser; Otto J. M. Simonis, clerk; Anton Geimer, banker.

##### Quinn Athletic Club

Officers: August L. Gloe, president; Frank Kutchi, vice president; William Hamachek, secretary; Louis Gloe, treasurer. This society has club rooms on Washington street, opposite Hotel Hamilton and the rooms are open every evening.



H. C. HAMILTON  
Of the Two Rivers Pail and Tub Factory



## AMUSEMENT PLACES

Two Rivers has two good opera houses and both are well patronized. The Two Rivers Opera House was the first to be built and was for many years alone in its efforts to draw to its box office the nimble nickels of theater goers. But in 1911 the Opera House came to a realization of the fact that a rival was in the field. The Empire Theater building had been completed and opened its doors to one of the neatest and most inviting playhouses in the state. At the present time both houses are entertaining guests mainly with moving picture shows.

Lake Michigan and the Twin rivers also afford many pleasures to the people of this city and its numerous summer visitors. Boating, fishing and bathing are the principal sports indulged and conditions are par excellence for all of them.

## INDUSTRIAL TWO RIVERS

The industries of Two Rivers are varied and of considerable importance. There are two large department stores, that draw trade from a large territory. Other well appointed mercantile establishments make Two Rivers an excellent trading point. It has several hotels, but chief and foremost among them is Hotel Hamilton, built by the citizens. This hostelry is provided with modern conveniences and its cuisine is of the very best.

The Hamilton Manufacturing Company, makers of wood type and printers' furniture, is known throughout the civilized world. It is unique in that it is the only plant of its kind in this country, having absorbed its competitors within recent years. It might further be added that this concern is the largest of its kind in the world and got its start from a very small beginning, when J. E. Hamilton first began making wood type in two pieces, the letters being glued onto a wooden base. This was in 1880. In 1881, Mr. Hamilton took into partnership a young man from Milwaukee by the name of Katz, who retired from the business in 1885, when the firm was known as Hamilton & Baker. Later, H. P. Hamilton became a member and all this time the output became larger each year with the constant increase of orders. In 1891 the plant was removed to a larger site, where the business has expanded to its present immense proportions. Here "three large factory buildings, three warehouses and tributary buildings totaling 450,000 square feet of floor space, are crowded to contain the company's business. It has its own coal docks, where 30,000 tons of coal can be stored, and along its private railway track, over which fully 1,200 carloads move annually; through the lumberyard, where million upon million feet of lumber lie piled and seasoning awaiting such time as it will be in fit condition to enter the drying kilns." There are now in course of construction steel mills for the production of material used in the company's products. In addition to wooden type every description of printer's furniture is made here.

It goes without saying that Two Rivers is one of the best manufacturing little cities in the state of Wisconsin. It has one of the largest pail and tub factories in the country. This has long been one of the chief industries of the place. It was first started in the spring of 1857 by Henry C. Hamilton, the firm of Aldrich, Smith & Company and William H. Metcalf, of Lockport, New York, a brother-in-law of Hamilton, under the firm name of Henry C. Hamilton &

Company. The following interesting historical details are given by Arthur H. Lohman in a paper read before the Manitowoc County Historical Society: "The firm of Aldrich, Smith & Company consisted of William Aldrich, H. H. Smith, generally called 'Deacon Smith,' and a Mr. Medberry of Milwaukee, Wisconsin. The architect of the pail factory was Homer Glass, a millwright of ability, who superintended the erection of the building, which was 40x120 feet, two stories and an attic, with an addition on the south side for sawmill of 14x26 feet, he installing two boilers, an engine, shafting and pulleys, a muley saw, a cut-off saw and two bench circular saws of 36 and 40 inches diameter. After completing the work he moved to Racine, where he died several years ago. G. H. Albee arrived in Two Rivers, March 30, 1857, he having been engaged by H. H. Smith to superintend the erection of the pail and tub making machinery and the operation of the factory. Obed Mattoon, a retired chair manufacturer of Milwaukee now, and Harrison Cheney, of West Swanzey, New Hampshire (Mr. Albee's native place), accompanied him. They came on the schooner 'Brilliant' of Milwaukee from that city, as there was then no railroad north of Milwaukee. An uncommon incident occurred on their trip. The first morning out from Milwaukee, they found Lake Michigan perfectly still and covered as far as could be seen with a thin coating of ice, about a half inch thick, through which the schooner had to plough its way at a slow rate of speed. By about ten o'clock the ice had melted or been broken up.

"The schooner landed them on the north pier about 1 P. M. of the second day out. They immediately went to a hotel on the north side of Main street next to the East River bridge, kept by Mr. House, for their dinner. Later in the day they had their baggage carried to the Lake House, which had just been opened by L. H. Phillips, who kept the house for transient and local customers for some dozen or more years and where Mattoon and Cheney remained as long as they stayed in the place. Mr. Albee remained until married in the spring of 1859. Mattoon and Cheney secured employment in the chair factory until the pail factory was in running order, when they had jobs of painting there, and Mr. Albee commenced on the work of the pail factory. The piles for the foundation were then about half driven. John Millis was in charge of the pile driver, and Patrick Brazil drove the team. The river was open and there had been but a few inches of snow during the winter, but on April 15th snow to the depth of eighteen inches fell. It remained but a few days.

"Indians were quite plenty here at that time, bands of six to a dozen being in the village every few days. Upon going to the factory grounds one morning quite early and before any of the workmen were there, Mr. Albee says: 'I discovered an Indian's "Dug out," or a round bottomed log canoe, tied up at the river bank. It was the first I had seen, and having a Yankee's inquisitiveness, like the boy who cut the bellows open to see what made the wind, I decided to investigate it. I therefore got into it and attempted to sit down with the result that my next move was to crawl out of the river a wetter but wiser man, a dry suit of clothes being the next most necessary thing to get. I let the Indians' canoes alone after that. Four or five years later I had a canoe of my own which I used nearly every day during the summer, the bottom of which was of such form that a "tip over" was almost impossible.'

"The woodenware making machinery first installed in the factory consisted of one tub stave saw, two pail stave saws (the heading was sawed upon the 40-inch bench saw), one tub turning lathe and matcher, three pail lathes and matchers, one heading planer, one bottom jointer, one pair of hoop rolls, one pail and one tub hoop punch, one tub bottom cutter, one pail bottom cutter, one pail ear cutter, and one paint grinding mill. All of this was on the second and third floors. Within six or eight years the factory was extended upon its east end eighty-eight feet, another tub lathe installed, an engine lathe and iron planer added, a feed mill and also a machinery for making barrel covers and hand sleds put in. Ten brick dry houses supplied the dry stock.

"Upon the lower floor David Pratt of Swanzey, New Hampshire, installed two clothes pin lathes, a pin slotter and saws, of his own, and made the clothes pins for an agreed price per box, the factory furnishing the stock in the board. Pratt remained nearly two years, when he sold to E. E. Bolls, who added broom handles, he selling out in 1861 to S. J. Fay and Mr. Albee, who put in, in 1863, gang saws and improved clothes pin lathes, and selling out in 1865 to the factory owners.

"The financial crash of the fall of 1857 threw the firms of Aldrich, Smith & Company, and that of H. C. Hamilton & Company into difficulties too great for their resources and an assignment was made to S. H. Seaman & Company, which was composed of S. H. Seaman and Conrad Baetz. William Aldrich retiring and the firm of Henry C. Hamilton & Company being wiped out, Messrs. S. H. Seaman & Company operated the business of Aldrich, Smith & Company, which included the 'Old Mill' on the north bank of the Neshoto River, near the Washington street bridge, the 'New Mill' directly opposite on the south side of the river, the blacksmith shop, store, Lake House, several dwellings, farm and timber lands in Manitowoc and Brown counties, teams, barns and warehouses, and they also operated the pail factory until the winter of 1860-1, when Joseph Mann of the firm of Mann Brothers, of Milwaukee, came to Two Rivers and then or soon after purchased an interest in said properties, H. H. Smith retaining an interest, but S. H. Seaman & Company retiring from the management, which Mr. Mann then assumed. Leopold Mann came to Two Rivers three or four years later and acquired an interest in the business and assumed in part its management."

When the Manns retired from the management of the concern, it became known to the industrial world as the Two Rivers Woodenware Company. This, in time, was changed to the Two Rivers Company and is so designated at the present writing.

Other manufacturing plants in Two Rivers are: Two large aluminum factories, where many articles of every day use and novelties are made; a canning factory that gives employment to many people, men and women, both on the farm and in the factory in the season of preserving garden truck; a seating factory, where chairs, etc., are made and find a ready market; a veneer mill, marine gasoline engine works, art glass works, knitting mills, for the manufacture of sweaters, etc.; two gristmills, a sawmill, a brewery and, until within a very few years, its docks were quite busy with the traffic from the Goodrich line of lake steamers.

## THE TANNING INDUSTRY

The tanning of leather was early started here, by reason of the wealth of bark-bearing forests. The tanning bark forms one of the important factors of the industry and from the fact that this material was here in abundance, the industry of tanning soon took on a phase of importance that gave to this locality considerable prominence in the leather markets. Of these early tanneries Mr. Lohman writes most wittingly. He says: "It was in the winter of 1851 that Cyrus Whitcomb came to Two Rivers to begin the erection of the tannery to become known as the Wisconsin Leather Company, the members of the firm being Cyrus Whitcomb, Rufus Allen, Sr., and George W. Allen. Mr. Whitcomb was the only member of the firm who made his home here and in the years that followed became well known and liked by the many men in his employ.

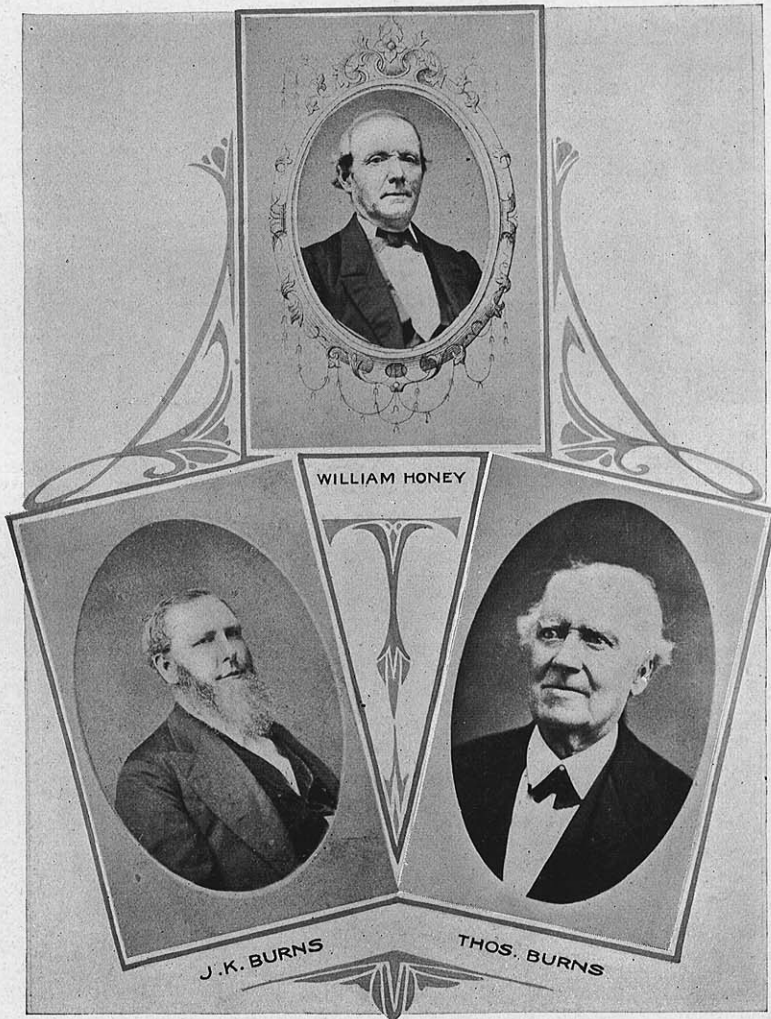
"The building of the tannery was begun at once on a site one and a half miles north of Two Rivers settlement, the timber for the frames being hewn right in the forest at hand. The lumber was brought by boat up the rivers, there being no road until a year later. The brick was brought by vessel from Milwaukee and many of the men were brought from the east, where some of the members of the firm had been operating a tannery at Cazenovia, Madison county, New York. The first tannery built was located on the east bank of the Mishicot River, just east of the present tannery bridge and its location was marked for years by a tall square brick chimney, a monument to a departed industry long after the old tannery had been discontinued.

"About one hundred men were employed. The company bought about 1,200 acres of government land, which was covered with a growth of hemlock, for fifty cents per acre, and the bark was peeled from the trees within a stone's throw of the tannery. The hides were brought from Chicago and Milwaukee by boat. Mixed grades of leather were made, including harness leather, sole leather, etc. The machinery for the original plant came from Milwaukee, the engine being of eighty horse power.

"As soon as operations began at the tannery it became necessary to provide quarters for some of the help although a good proportion of them always lived down the river at the settlement or village of Two Rivers. Still it was advisable to build houses and provide for those wishing to live near the plant, and accordingly seven large homes were built and also a boarding house for forty hands. A provision-store was also started, as well as a blacksmith shop, and stables for the horses were built. A school was started here in the wing of a shanty attached to a boarding house in the winter of 1851-2.

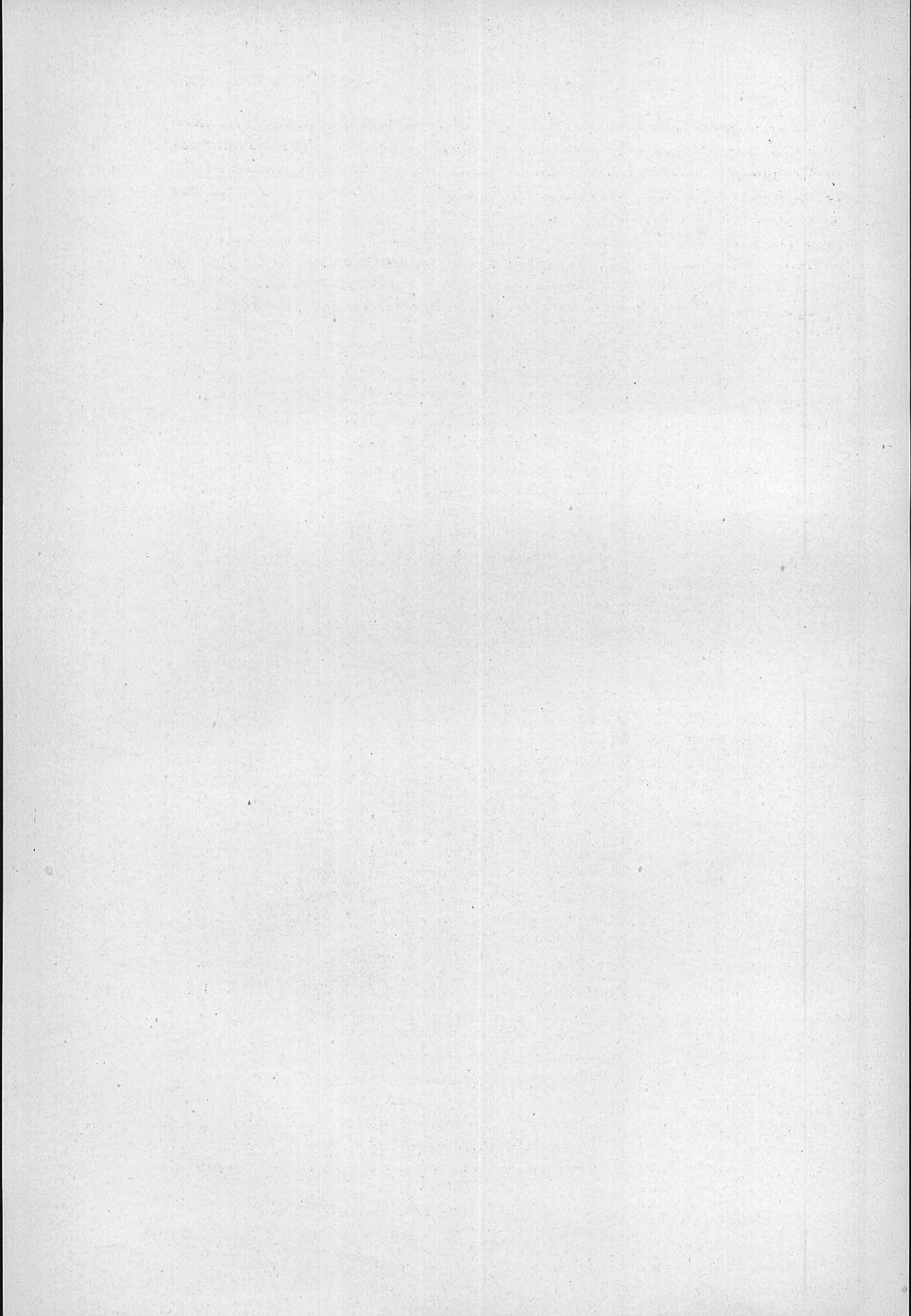
"During the summer months the leather was shipped out by boat which stopped at the piers twice every week, but during the winter months the leather was hauled by team to Milwaukee. It took exactly a week to make the round trip and just so many miles had to be made each day or the trip could not be made on time. Usually the trip was begun here at six o'clock on Monday morning. The first day took the leather a little distance beyond Sheboygan, where a stopping place was arranged for. The second day, Tuesday, brought them to Port Washington, then a small settlement, and on the third day, Wednesday afternoon, at about four o'clock, if there had been no mishap, the teams arrived





WILLIAM HONEY AND THOMAS BURNS

Of the New England Manufacturing Company of Two Rivers.  
J. K. Burns, son of Thomas Burns



at the company's warehouse in Milwaukee and immediately loaded with hides and provisions for the return trip, leaving early Thursday morning and arriving at the tannery on Saturday afternoon. In 1861 a second tannery was built south of the first one and for a time both were operated. Later on the first plant was torn down and the second one operated alone until 1887, when the supply of bark being exhausted, it was deemed advisable to close the plant. In 1891 it accidentally caught fire and was burned down. All that now marks the site of this early industry is the large quantity of spent bark covering acres of ground on which little or no vegetation grows. The neighborhood also still goes by the name of 'The Tannery.'

"The Wisconsin Leather Company was also the forerunner of two other tanneries that later came here, the first of the newcomers being Carl Winkelmiller who started a small tannery to the east of the northern approach to Washington street-bridge in 1856 and continued it up to 1888. In 1870 the firm of H. Lohman & Company was formed and the firm built a tannery on the site of David Smoke's sawmill and continued operations up to 1887. The discontinuance of the tanning industry in all of these cases was due to the fact that the supply of bark for tanning purposes was about exhausted in this section and the expense of getting it by water or rail was greater here than at points where boat or rail facilities were such that the raw material could be delivered right at the plants without hauling by teams."

#### NEWSPAPER COMMENTS OF EARLY DAYS

Twin Rivers has also asserted her claim to be inscribed on the list of lake ports by contributing to swell the aggregate of lake commerce. As long ago as 1847 she exported lumber and fish to the value of \$53,747, in that year alone. (Communication to the Herald by Philo White, 1850.)

The exports from Two Rivers for the quarter ending June 30, 1855, were as follows: Steamboats cleared, 79; sailboats cleared, 41; lumber, 5,100,000 feet; lath, 2,000,000; shingles, 3,000,000; shingle bolts, 22 cords; cedar posts, 4,000; wood, 120 cords; bark, 71 cords; shade trees, 2,000; sole leather, 32,458 pounds; belting, leather, 8,569 pounds; harness and upper leather, 100,401 pounds; hair, 492 pounds; glue scraps, 22,289 pounds; switches, 12 barrels; wool, 6,783 pounds. Aggregate value of all exports, \$143,859.99.

The largest tannery in the state is in progress of erection at Twin Rivers. (Herald, November, 1850.)

Rapid progress was being made by Taylor & Pendleton, October, 1854, on the pier at Two Rivers, several hundred feet of pile driving being completed.

Our member in the legislature has succeeded in getting a charter for a plank road from Two Rivers to Mishicot. (Herald, March, 1856.)

Mr. Harbridge is building a vessel of 100 feet length of keel and over 200 tons burthen, said to be a superior vessel. (Herald, February 23, 1856.)

A fine schooner, the Gertrude, 98 tons, was launched from James Harbridge's shipyard at Two Rivers, April 24, 1856. She will be brought to this place by her owners, Colonel K. K. Jones and Richard Klingholz.

Affairs at Two Rivers were progressing July, 1856. A new schooner, the

William Aldrich, of nearly 200 tons burthen, had just been launched. The owners were Aldrich, Smith & Company.

The New England Manufacturing Company of Two Rivers published its certificate of incorporation, February 14, 1857. The company was composed of William H. Honey, Thomas Burns, John W. Marsh, Samuel H. Phillips and William Aldrich. The capital stock was \$25,000. The concern was to be located in the town of Two Rivers for the purpose of manufacturing chairs, cabinet ware, turning of wood and other wares. The corporation was to continue ten years.

Two Rivers was the scene of an exciting exhibition last Tuesday. The Indians were making merry according to their annual custom, and sang, and danced, and yelled with commendable energy. "Old Quitos" who says he has been drunk so much he has forgotten his age, seemed to have renewed the vigor of his youth and joined in the festivities with infinite satisfaction. He was the observed of all observers (there were about 100) and when some boy put a brimless hat upon his head, his satisfaction seemed complete. Two Rivers has the start of us in being selected for this distinguished event, but as they have no fire engine to help get up excitement, we will not be jealous. (Herald, July 4, 1857.)

The schooner Gates went ashore at Two Rivers, August 28, 1857, during a severe blow. She was lying at the pier and the captain thought some one cut her lines.

The schooner Joseph Vilas, built by Rands & Harbridge, was launched August 29, 1857, and immediately towed to Manitowoc. Her commander was Captain Albrecht, her register 218 tons.

The Two Rivers Musical Society gave a concert last Saturday night. The society is an honor to the village. (Pilot, December 16, 1859.)