position. He commenced his long and successful political career, as Member of the State Legislature in 1857, was again elected in 1861, was Mayor of Oshkosh in 1863 and 1864, was elected Member of Congress from this District in 1864, and was re-elected for four consecutive terms; making a continuous term of service as Member of Congress ten years.

His political career has been as successful as his business one, having never been defeated in any election in which he was a candidate.

His ten consecutive years in Congress, gave him an experience, which, added to his practical ability, caused him to be regarded as one of the most influential members of that body, and as one of the leaders in the public affairs of the Northwest.

After the close of his fifth Congressional term, he declined a renomination, and has since devoted his energies to the pursuit of his personal affairs. He has since been frequently and persistently urged to accept nominations for the highest positions, but has invariably and positively declined.

But few men of such a long political career, are so universally esteemed as Mr. Sawyer, and whatever bitter things may have been said in the heat of party strife, his morals and integrity of character have never been impeached.

He has been very liberal in his donations to benevolent associations and churches, and many of his benefactions will be known only to those he has kindly assisted in their pecuniary troubles; and if Mr. Sawyer is energetic in his struggle for wealth, he has been liberal in assisting those whom he considered worthy, and has contributed largely to the business success of many, who, without his assistance would have failed in their enterprises.

HON. GABE BOUCK,
Of Oshkosh, now Member of Congress from this District, was elected Attorney-General of the State of Wisconsin in 1857 and served for the term of two years. In 1860 and again in 1864, he was elected to the State Legislature, and in 1876 was elected Member of Congress, carrying this district by a large majority. In 1878, he was re-elected.

Mr. Bouck came to Oshkosh in 1849, and entered upon the practice of his profession—Attorney at Law, in which he has attained great success, having had an extensive and successful practice, from which he has realized much wealth. His professional career has been signalized by the closest attention to business entrusted to his hands, and by his

HISTORY OF OSHKOSH.

CHAPTER XLII.


HE history of the city of Oshkosh, from the advent of the first permanent settlers, the Stanley and Gallup in 1836, up to 1846, is related in the early history of the county. Up to this period, the progress of the settlement was slow, and the place consisted simply of a few log houses on the farms of their respective owners, and the little stores of Osborne & Dodge, Smith & Gillett and Miller & Eastman. This was the embryo city of Oshkosh in 1846, destined to become the second city in wealth, business and population in the State of Wisconsin.

In 1846 Mr. Stanley opened the first public house, a small structure, on the corner of High and Main streets, opposite the present Union National Bank. The next public house was opened by Manoah Griffin on the site of Stroud's oil store, and nearly opposite to this was the store of Miller & Eastman. These two establishments constituted the business center of Oshkosh at that time.

The following article, copied from the Oshkosh Democrat of March 2, 1849, gives a very good description of Oshkosh in its earlier days.

Oshkosh was so named in honor of Oshkosh, the principal chief of the Menominee Indians, whose lands, in and adjoining our immediate neighborhood, were lately purchased by the General Government.

The village is located on the north side of the Neenah, or Fox River, near its confluence with Lake Winnebago, about twenty miles north of Fond du Lac, and fifty south of Green Bay.

No steps were taken towards the formation of a village until the summer of 1846. At that time there were no dwellings,
except one store or trading post, owned by Mr. A. Dodge, and four or five farm houses within a circuit of as many miles. During the summer settlers began to arrive, and Messrs. Wright & Jackson surveyed off a portion of their lands into lots, and these met with ready sale, and almost instantaneously buildings of every grade were erected, although there was then the greatest difficulty in procuring the necessary materials. But the pioneers went to work with a persevering determination, hewing the whole of their frame work, studs, beams and rafters, from the woods, and obtaining lumber as best they could, so that in the month of September there was one tavern, three stores, one shoe shop, shingle factory, and about twenty dwellings finished or in progress, and settlers were arriving every day, and most interesting scenes of bustling excitement and industry were to be seen at all times.

Early in the winter an addition to the village was surveyed out from a purchase of Messrs. Miller & Eastman from Colonel Conklin, of Taycheedah, and in an incredible short time, the whole of the principal and best lots were sold, and through the winter building was going on lively, rafts of timber having arrived from the pinery before the season closed, but it sold an exorbitant prices.

A new interest was given to the village, while the territorial Legislature was in session, by the passage of a bill removing the county seat from an isolated and unsettled point to Oshkosh, at which the good citizens took occasion to rejoice liberally.

Such was the first settlement of Oshkosh, and since that time its growth has exceeded the most sanguine hopes and expectations of every one. At the present date the village contains a population of four hundred and eighty-six, of which two hundred and seven are males, and two hundred and seventy-nine females. There are six extensive dry goods stores, four groceries, seven lawyers, two shoe shops, two taverns, one re cess, one steam saw mill, one tin shop, one sash, one shingle and furniture factory, two cabinet makers, one physician, one watch maker, one gunsmith, one harness maker, three blacksmith shops, employing eleven hands, and one newspaper establishment. Besides these there are a good assortment of mechanics, and the necessary offices and county buildings, etc., and every day witnesses the arrival of some one or more families, and since the census was taken for this article, several large families have come amongst us. It is also computed that not less than one hundred of our male population are at the time engaged in the lumbering business in the pinery.

In the spring of 1847, the Fox River Bridge Company was incorporated for the purpose of building a bridge from the foot of Ferry street. The incorporators were Edward Eastman, Chester Ford, S. H. Farnsworth, John Smith, G. F. Wright, L. H. Miller, Albert Lull, and others. They commenced work on the bridge, but it was finally completed by Abel Neff on the third day of July, 1849; and on the day following (the Fourth of July), a celebration being held, the procession marched across the bridge to the hotel of Otis & Earl.

FIRST SAW MILLS.

In 1847 two saw mills were erected at about the same time; one by Morris Firman near the site of the present gang mill, and one by For- man & Bashford at Algoma. The latter, it is claimed, sawed the first lumber. The third mill was built by Sheldon & Hubbard; the fourth by Reed, Wyman & Company. These were soon followed by the building of mills by J. P. Coon, Geer & Company, Stilson & Chase, and Joseph Porter. The firm of Brand & Sawyer, in 1848, came into the possession of the first mill, built at Algoma the year previous.

This was the beginning of that vast lumber industry of Oshkosh that has since grown to such great proportions.

FIRST GRIST MILL.

The first grist mill was built by Forman & Company at Algoma. This supplied a want that had been badly felt; for previous to the building of this mill much of the grist of the county had to be sent to Manchester on the east shore of the lake; and in the earlier days, flour had to be packed in from Green Bay on an Indian trail.

STEAMBOATS.

The first steamboat plying these waters was the little Manchester. She was the only boat until the Peytona made her appearance in 1849. This fine boat had a most successful career, and for years plied regularly between Fond du Lac and Oshkosh. The roads were frequently impassable, and for months at a time the only means of communication between the places was by steamers. From '49 to '53 an immense immigration was pouring in, and the Peytona was loaded with passengers on her daily trips.

The D. B. Whitacre, another steamer, was put on the lake about the same time, and in 1852, the Menasha, a splendid-looking boat, eclipsing in appearance anything yet seen in these waters, commenced making regular trips. The Jenny Lind, Oshkosh, Badger State, A. W. Knapp, John Mitchell and Berlin were soon added to the marine force, and Oshkosh had daily lines from her docks; one to Fond du Lac, one up the Wolf to Gill's Landing and New London, one up the Fox to Berlin and one via the Lower Fox to Green Bay. The coming and going of these steamers, with the tugs which were soon introduced to tow the rafts and the sail craft which began to multiply in numbers, imparted a very business-like appearance to the place, and added much to its commercial importance.

FIRST NEWSPAPER.

On the ninth day of February, 1849, the first newspaper published in the County, the Oshkosh Democrat, made its appearance. This was hailed as a great event.
BUSINESS FIRMS OF OSHKOSH IN 1849.

In the advertising columns of the Oshkosh Democrat, the following named firms appear. If there were any others, they will not be handed down to posterity, from the fact of not having advertised in their local paper:


Clothing Stores — Samuel Eckstein, David Robinson & Co.

Boot and Shoe Store — Petersilea & Geschwender, Henry Priess.

Hardware Store — Hay & Hall.

Books and Stationery — E. R. Baldwin.


Jewelry Store — J. W. Scott.

Storage, Forwarding and Commission — Gordon & Dodge.

Hotels — Oshkosh House, by Manoah Griffin; Winnebago Hotel, by A. Olcott.

Liquor Store — A. Sittig.

Shoemaker — Edward Edwards.


Oshkosh Steam Saw Mill — M. Firman.

Fox River Iron Works — Olin, Proprietor; Grist mill and saw mill gearing, steam engines, etc., made to order.

Sash Factory — John J. Fort.

Furniture Dealer — J. Y. Davis.

Architect and Builder — George Williams.

Harness Maker — Albert Pride.

Gunsmith — J. Craig.

Livery Stable — J. Harris.


Notaries — Clark Dickenson, E. A. Cooley.

In 1850 the additional firms advertising are as follows:


Foundry — Williams.

Flouring Mill — D. W. Forman & Co.

Clothing Houses — McCourt & Marks, Anton Andrea.

Dry Goods, Groceries, etc. — G. C. Ames, Gruenhagen & Son, A. H. Read; H. Hicks &

Brother, L. H. Cottrill, Reardon & Brother.


Wine and Cigar Store — Theodore Frenz.

Drug Store — M. J. Williams.

Iron and Hardware Stores — A. N. and A. H. Raymond.

Sash, Door and Blind Factory — Chapman & Abbott.

Tannery — G. D. Bullen.

Oshkosh Brewery — Scheussler & Freund.

Furniture Warerooms — Henry Reynolds.

Tobacconist — A. H. L. Dias.

Wagon and Carriage Shop — Barnes & Moody.

Stage Line from Oshkosh to Fort Winnebago.

Furniture — Samuel Schaub.

Eagle Hotel — J. F. Mills.

Algoma House — Cooley & Moody.

Meat Market — Conrad Ernst.

“THE DAYS OF AULD LANG SYNE”

ITEMS FROM THE OSHKOSH DEMOCRAT IN THE YEARS ’49 AND ’50.

The Democrat announces the breaking out of the California gold fever, and has an article on the “Importance of the Wilmot Proviso,” and the great merit of the Free Soil Party. The issue of July 6, 1849, says:

“In our tramp last week we passed through Omro, a new town started on Fox River five miles above the junction with the Wolf. It is not a town yet, but its proprietors tell us that it is a central place, that several new leading roads cross the river at that place and that it cannot fail to grow. Dean, Beckwith & Co. are building a steam saw mill there.”

September 21, 1849. “Mr. Edwards, School District Clerk, last Tuesday took the census of this district to ascertain the number of school children between the age of four and twenty. He also, while doing this, numbered the whole population of our town. The census shows 187 school children and 1,032 inhabitants. There are in Oshkosh six dry goods stores, nine grocery stores, three taverns and another nearly completed, five shoe establishments, three meat markets, one brewery, one bakery, two forwarding houses, one tin manufactory, one silversmith, one saddler, four blacksmiths, one wagon shop, two tailoring establishments, etc. Of professional men in town there were four doctors, eight lawyers, two money lenders and several others whose professions are rather precarious.”

A stage is advertised to run between Oshkosh, Fond du Lac and Winnebago Rapids.

The steamer Manchester it is announced will
ply between Fond du Lac and Oshkosh. For freight or passage apply to P. Hotaling.

The True Democrat, of October 26, 1849, has at the head of its columns the following county ticket:

For Senator—L. M. Miller.
Clerk of Board—Frank Powers.
Treasurer—Edward Edwards.
Surveyor—Joseph Osborn.
Independent Candidate for Member of Assembly—John P. Gallup.

"The Board of Public Works met here last week, to receive proposals for contracts for the works at the Rapids and Grand Chute.

"The Board were all present, together with Governor Dewey.

"The work at the Rapids was let to Curtis Reed. The conditions of the contract are that Mr. Reed binds himself in good and sufficient sureties to build the work without charge to the State, and to pay to the State, in addition, $5,000 for making it. In consideration of this, the Board permits the work to be made on the north channel (the Menasha side).

"The work at Grand Chute was not let, as the bids in the aggregate amounted to more than the Board are allowed to expend at this time.

"Thus it will be seen that the Board are pushing everything just as fast as they can. And what is more, it will be seen that every circumstance seems to work favorably to the State. All interested can congratulate themselves on the good luck that seems to attend the progress of the Improvement."

November 9, 1849. "Last week we were down to those growing towns at the foot of the lake after an absence of a little more than two months, and things new and almost strange, (we say almost, because we have learned to call nothing strange in these times of progress), met our gaze on all sides. New houses and new stores going up at Neenah, and since the letting a new rush is setting in to Menasha. Two saw mills are already in operation there, two more are about commencing; and other manufacturing establishments are to be commenced immediately. These two towns will soon eclipse all around them."

WAUKAU.

"This town shows an improving appearance. Parson & Bocker's flouring mill is in rapid process of completion. The appearance is that it will be a great advantage to the town and surrounding country, and will add much to its prosperity."

WINNECONNE.

"This place is rapidly improving. Its location is beautiful, the ground being high and the landing one of the best on the river. It is but a few months since the village was laid out, but quite a number of good buildings have already been erected and everything there wears a business-like appearance."

May 31, 1850. The arrival of the new steamer, Peytoa, is announced. "Provisions are very high here now, and the indications are that a scarcity pervades the entire West."

MARKET REPORT.

May 31, 1850. "Wheat, 50¢@50¢; flour, $4 per barrel; hams, 12c; pork, $20 per barrel; butter, 18 and 20c; cheese, $.12; eggs, 12c; beef, $5@$5.50; potatoes, 87c; oats, 75c; corn, 56c; lard, 10c@11c."

August 9, 1850. "The new steamer, Badger State, is announced to run to Strong's Landing."

THE WEATHER.

September 6, 1850. "In all our experience we have never seen such long, uninterrupted, continued and excessively wet and cold weather, for the time of year, as we have had since the first of July. The whole country is a perfect ocean. It is useless to think of traveling; the oat and potato crops are ruined. During the week past it has rained almost incessantly; and has been so cold as to require overcoats."

January 3, 1851. Raymond's select school is commended as a praiseworthy institution.)

January 12, 1851. "It is announced that the Legislature elected Dr. B. S. Henning of this place Register of the Land Office, and James Murdock, of Dodge County, Treasurer."

January 17, 1851. "We are requested to give notice that the Right Reverend Bishop Kemper, D. D., Bishop of the Protestant Episcopal Church for the diocese of Wisconsin, will hold service in the rooms over A. N. and A. H. Raymond's hardware store on Tuesday evening next."

January 24, 1851. "R. P. Eigleme will lecture before the Young Men's Association. Subject, Knowledge and its Exercise."

ALGOMA AND LIBERTY PRAIRIE PLANK ROAD.

January 24, 1851. "We learn that $8,000 has been taken of the stock of the Company, and that preparations are making for the rapid progress of the work."

February 7, 1851. "The German concert, Wednesday evening, went off to the satisfaction of all who were present. Mrs. Andrea sang 'The Ship on Fire' with exceeding taste and beauty."

March 28, 1851. "The new steamer, John Mitchell, we learn is completed and will be
here on Wednesday next. W. A. Knapp & Co. have finished their wharf."

FLOURING.

"We think no enterprise in this town would pay better than a good flouring mill. The whole country up the Wolf River gets its flour from this place, which we have to get mostly from Dodge County."

"The Board of Public Works (Fox and Wisconsin Improvement) held a session here on Monday last. The members were all present. The Land Office is now open for entries."

April 4, 1851. "The weather here during all March was fair and delightful."

April 25, 1851. "The weather the past week has been most beautiful. The steamer Badger State has made a trip up the Wolf. Last Saturday the John Mitchell started on a trip to the Little Wolf."

"Our neighbors on the south side of the river must be prospering. We noticed several new grocery stores started and preparations for more, and any quantity of new buildings. Prosperity seems to be the word with all."

"The circular steam saw mill of Arnold & Gates is doing most excellent work."

May 2, 1851. "Samuel Eckstein is receiving a large stock of clothing."

May 16, 1851. "The steamer Oshkosh is expected here to-morrow."

May 23, 1851. "On Monday evening we were visited with another deluge. It commenced about three p.m. and continued until nine, and the whole country was nearly submerged."

May 30, 1851. "Mr. Rowley informs us that a couple of companies commenced the survey of the Indian Land west of Wolf River and north of the north line of this county a few days since."

May 30, 1851. "Flood! Flood! We mentioned last week the excessive rains we had been visited with. No sooner had we got to press than it commenced raining again, and continued for an entire day, harder than ever. Again, on Monday of this week, it commenced and continued almost incessantly until Wednesday. The river is higher than we have ever seen it before by many feet. The whole county is afloat and it is utterly impossible to get about. We have been building a shanty on a lot which we thought to be high and dry, but we have had to build a raft to get from the door to the woodpile."

This was the season of the high water which will be remembered by the old settlers. The writer sailed a boat that drew about three feet when loaded, from Fond du Lac, and came into the river here with a good strong sailing breeze, and sailed directly up to the platform of the Oshkosh House, which occupied the present site of Stroud’s oil store. Between this point and the river it was flooded all the season, the water from two to four feet deep.

Meadow lands on the Fox and Wolf Rivers, and on Lake Winnebago, that had formerly been fine hay marshes were destroyed. The writer sailed over a cornfield on Long Point, and also sailed a boat drawing two feet of water from Partridge Lake directly across the large meadow between that lake and Gill’s Landing. Large tracts of timber on the lowlands were destroyed; for the high water prevailed all the season, and only partially subsided the next. It was thought that the dams at Neenah and Menasha were partially the cause, and meetings were held and an organized effort made to compel the corporations to lower them.

The Democrat of August 31, says: "On Thursday last five steamers were leaving this place at the same time. The Menasha and Peytona for foot of the lake, the Oshkosh and Badger State for Berlin, and the Mitchell for Mukwa."

INDIAN PAYMENTS.

One of the events of the early day was Indian payments. One took place on October 30, 1851. It was held at the "Pay Grounds" on Lake Poygan, and a great concourse of people flocked therewith all those articles that Indians are likely to purchase. Indian traders from all directions, and merchants from the several villages came with their goods. Eating shanties were erected and every means resorted to to tempt the Indian to squander his money. For full description of these payments see history of Town of Poygan.

In 1852 the continuance of high water created much excitement. The river and lake had risen about two feet above the usual high water mark, and a belief prevailed that it was occasioned by the Neenah and Menasha dams. Meetings were held and counsel employed to commence an action against the corporations at the foot of the lake, but nothing effective was accomplished.

A HISTORIC BELL.

May, 1853. "Oshkosh glories in a new bell, and we feel so proud of it that we keep continually ringing it, as a boy blows upon his new whistle."

This bell had an eventful record. It was cast in Oshkosh and it is claimed that it was the first bell cast in the State. After it was cast it was found that there was not material
enough to form the yoke, when more bell-metal was procured and it was recast.

It was little thought when the new bell first rung out its joyful peals, that it would give warning of the dreadful fire calamity of 1859. In this fire it was fused into a mass of metal which Hon. Samuel Hay, then Mayor, shipped to Troy, where it was recast and sent back to Oshkosh to be hung in No. 1 Engine House, where it did service for many years, and its ominous tones frequently startled our citizens, as it gave warning of the many fires that desolated the city.

May, 1853. "Business opens in a very flattering manner this spring. There is more building, more life and activity all around town than formerly. Last season untended houses abounded here; they are occupied now, and the demand for houses exceeds the supply. All our dealers are receiving heavy stocks of goods in their respective lines of trade, and prosperity and activity is apparent on every side."

March 25, 1853. "J. H. Osborn is compiling an abstract of the titles to all the real estate in the county.

OSHKOSH BECOMES A CITY.

"In these progressive days, when boys are 'young men' at fifteen, and girls 'young ladies' at twelve—in an age when everything is decidedly 'fast'—we do not know why a burg of two or three thousand inhabitants may not shake off the reproach implied in the word village, and assume a place among the mature characters of the age. Is there any good reason why Oshkosh should not be a city? A majority of our citizens believed that no such reason existed, and on last Friday the City charter was adopted by 177 majority. The charter election has been held, and mayor, aldermen, etc., have been chosen. Oshkosh is a city."

"The two houses of the Legislature met in joint convention on the 28th of March 1853, when the nominees of the Democratic caucus were elected:

Board of Public Works—L. M. Miller, Benjamin Allen, A. Proudfit.
Register—R. P. Eighme.
Treasurer—James Murdock.

May 6, 1853. "Mr. Ames, we hear, has just purchased of Mr. McNeil, eighty feet on Ferry Street for two thousand dollars. Twenty five dollars a foot. This tells something for the growing business of the place."

The Democrat, of May 13, 1853, contains the following extract from an article in the Milwaukee Sentinel, in favor of a railroad from Oshkosh to Milwaukee:

"Here are two large rivers—the Wolf a very large one—converging at Oshkosh, the central point of Winnebago County, and emptying by a common mouth into Lake Winnebago, the one a hundred and twenty miles long from the southwest, and the other a hundred and twenty miles of navigable water from the north, and sending their united business to their common business center—Oshkosh. On the Fox are the thriving villages of Omro, Delhi, Eureka, Sacramento, Berlin, St. Marie, Princeton, Marquette and Montello. South of this, bordering on it, is the county of Columbia, and parts of Marquette and Winnebago. On the Wolf are the villages of Algoma, Buttes des Morts, Winneconne, Fremont, Mukwa, Benton and Shawano. East of the Wolf are the counties of Oconto and Outagamie, and part of Winnebago. In the angle formed by the two rivers, are the entire counties of Waushara, Waupaca, and Shawano, and parts of Marquette and Winnebago. These rivers are the outlet of this whole extent of country, and Oshkosh is the key and commanding mart of the whole."

For quite a period at this time—1853—the Maine liquor law seems to have been the great sensation. Number after number of the paper contains temperance articles and notices of temperance meetings.

The organic election under the charter organization of the city of Oshkosh, was held on the fifth day of April, 1853; and on that day, Oshkosh commenced her career as a full-fledged city, having adopted the city charter by 177 majority.

The following named persons were elected for the first municipal officers of the newly made city, viz:

Mayor—Edward Eastman.
City Clerk—William Luscher.
Treasurer—W. H. Weed.
Marshal—E. Neff.
School Superintendent—E. R. Baldwin.
Assessor—D. Dopp.
Justice—C. Coolbaugh.
Constable—James Ray.
Aldermen—Second Ward: Manoah Griffin, A. Andrea.
Assessor—W. A. Knapp.
Constable—F. M. Cravy.
Aldermen—Third Ward: A. Neff, Seth Wyman.
Assessor—F. Leach.
Justice—L. B. Reed.
Constable—M. Moody.
The Council, in May, 1853, passed a resolution granting licenses for the sale of spirituous liquors to hotels for $20, and to saloons for $25, and fixing the salary of watchman at $20 per month, and an additional $5 a month, to be paid him for his services in ringing the city bell at nine a.m., twelve m., and six p.m.

February 10, 1854. The concert of the Oshkosh Glee Club is favorably noticed, and Mrs. Voellner's solo singing is especially praised.

February 17, 1854. The city is stirred to its profoundest depths on the subject of a railroad to Milwaukee.

Same date, a Free Bridge meeting was held.

MARKET REPORT.

Oshkosh, February 24, 1854. Flour, $6.00@6.50; corn Meal $2.00; winter wheat $1.00@1.10; spring 95c@$1.05; oats 25c; barley 40c; beans 62@75c; corn shelled, 45c; pork per bbl., $11.00@14.00; fresh $4.25@4.75; beef, on foot $4.75@5.00; butter 12@15c.

At same date wheat is quoted in Milwaukee: Winter $1.20@1.30; spring $1.10@1.20.

In 1855 Mr. John Fitzgerald purchased the entire steamboat force on the lake and rivers, and systematized the business, running regular lines. The passenger and freight business was very large and highly remunerative.

In this year the present cemetery was purchased by order of the Common Council.

Mayor Jackson, in his inaugural of this year, states that there is six hundred and seventy-five rods of plank side-walk in the First Ward, four hundred rods of street, which has been graded. In the Second Ward, 950 rods of side-walk, and 180 rods of graded streets. That the whole amount expended since the organization of the city, is about six thousand dollars; this sum includes the amount paid for the bridge.

ITEMS FROM THE OSHKOSH COURIER.

"The transportation business on the waters of Lake Winnebago, and the Wolf and Fox Rivers, is beyond all precedent this season, and is far exceeding the anticipations of the most sanguine of our business men. The amount of travel and emigration to, and through this place is astonishing. This forenoon no less than five steamers cleared from our docks, bound for various places on the lake and rivers. The ‘Oshkosh City’ for Menasha, the ‘Queen City’ for Berlin, the ‘Eureka’ for Gills Landing, the ‘Menominee’ for New London, and the ‘Shio’ and ‘Peytona’ for Fond du Lac. All had full loads of passengers, and as much freight as could be stowed upon their decks. Two of them had barges in tow, heavily loaded with merchandise, mill machinery, and the furniture and baggage of emigrants. Oshkosh is the liveliest town of its size in the State, and is growing, both in business and population, at a rate which those who are ignorant of her unrivalled location, and commanding position would hardly believe unless they were here to witness it." (May 13th, 1856.)

May 28th, the Courier announces that "The contractors have gone to work in earnest on the Winnebago Railroad between this city and Ripon."

FOX RIVER IMPROVEMENTS.

June 11, 1856. "The work on the Lower Fox between this city and Green Bay has been so far completed that two boats, the Ajax and Pioneer, have passed successfully through the locks and canal from below Appleton. The steamer Aquila has for some weeks made regular trips between this city and Appleton, passing through the lock and channel at Neenah, so that our water communication with Green Bay is now open. It is hardly possible to over estimate the importance to Oshkosh of the completion and successful operation of this great enterprise."

October 31, 1856. "At a meeting held October 23, at Mark’s Hall, for the purpose of the organization of an Engine Company, Mr. O. Cook, was called to the chair, and after a few remarks the company was enrolled as the Pioneer No. 1, of the City of Oshkosh, Foreman, Wm. Wall; Assistant Foreman, Robert Howell."

November 25, 1856. "No Eastern mail since night before last, and we are compelled to go to press without late news of any kind. It has rained every day for four days, and the roads between here and Fond du Lac are impassable."

January 6, 1857. "Milwaukee market report: Flour, $5.50@$6.00, Wheat, winter, 95c@$1.00, spring, 88c, Pork, $6.00."

February 4, 1857. "Niagara Company, No. 1, paraded yesterday for the first time, with their new engine, escorted by the Oshkosh City Band. The appearance of the Company was highly creditable to the public spirited young men of which it was composed." • • • The Company has been fortunate in the selection of its officers; Wm. Wall, Foreman; Robert Howell, Assistant." • • •

February 4, 1857. "We understand that an arrangement has been concluded between the Wisconsin & Superior Railroad Company, and the proprietors of the land on the south side of the river, opposite the foot of Broad street, in the Third Ward, by which the Com-
pany are to have the right of way, and the free use and occupancy of about twenty-eight acres for depot grounds, and other purposes connected with the business of the Company. The Company stipulate to establish and maintain both passenger and freight depots upon the land so ceded, and that they are not to establish any other depots, either for freight or passengers, in any other part of the city.

The work on the line of the road between this city and Fond du Lac is progressing finely; about one-third of the entire distance is already graded, and if the balance of the season should be ordinarily favorable for operations of this nature, the whole route will be ready for the iron by the first of June."

February 9, 1857. “The Common Council of the City of Oshkosh have received the necessary securities and will immediately issue the city bonds to the Ripon & Oshkosh Railroad.”

February 11, 1857. * * * “Real estate is advancing steadily in value and will continue to advance with the increase of population and business.

Among the buildings and other improvements contemplated, are the new church edifices, to cost from $6,000 to $10,000 each, a new court house, a railroad bridge across the Fox River, a new bridge at the foot of Ferry street, and another at the foot of Jackson street.” * * *

February 26, 1857. “Germania Fire Company, No. 1. This Company paraded this afternoon, for the first time, with their new engine. This Company is composed of about forty active young men, who made a fine appearance in their neat uniforms, and looked as if they were capable of doing good services in case of an emergency.

We have now two as good fire companies as any town of our size can boast of.”

May 1, 1857. “Our City. Never, since Oshkosh was first laid out, has its prospects been so encouraging as at present. Although navigation has hardly commenced yet, there are more new buildings in course of erection than ever before. Six or seven stages arrive daily, filled with passengers, most of whom remain permanently. Mechanics of all kinds are in demand at good wages, and day laborers can choose between two railroads and street grading, as all these works are going on.

The Fond du Lac Railroad is graded to within four miles of our city, and the remainder will be done early, while the iron for the road is already on its way from New York. The work will undoubtedly be finished by the first of September.

The Winnebago Railroad Company are making arrangements to finish their road as far as Ripon by the first of December, and to Portage City during the next season. The people along the line from here to Portage City are anxious to take hold of the matter with a will, as it offers them their most favorable route for a railroad. When this road is finished, it cannot fail to be of great help to our city in a commercial point of view, as it passes through the most productive portion of our State, which will take this route for an outlet, making this a place for transhipment. The offices of the road are to be located at this place, and with the business of building and repairing would build up quite a town of itself. Already there are two lumber yards at Portage City, furnished with Wolf River lumber, and in Fond du Lac, Beaver Dam, &c., on the completion of this road, a large lumber market will be opened up; not only at Portage but the whole line of the road will have to be supplied.

Our steamboats are all prepared to do a large business, and they will all be needed. There are eight steamboats owned at this place, all of which run from or to this point each day, besides one or two more owned at different places. During the boating season our docks present quite a city like appearance on the arrival and departure of boats. Emigrants from all parts of the world center here on their way either to the north, via Lake and Lower Fox River; north-west, via Wolf River; or west, via Fox River.

Our lumbering business is immense and increasing each year; acres and acres of logs are coming down Wolf River, and are either used up at our mills or are disposed of for the mills below us. The amount of lumber manufactured and the capital employed in this city alone, would astonish even our own citizens. There are eighteen saw mills, running near one hundred saws altogether, besides shingle, lath and sash machines; two grist mills kept constantly going with custom work; two heavy foundry and machine shops; two large shops for the manufacture of agricultural implements, besides a host of other manufacturing mechanical establishments. Our population has increased from four thousand one hundred and eighty-four, on the first day of June, 1855, to over eight thousand and at the present time, as ascertained by Messrs. Kohlmann & Brother, who have been engaged in taking the census preparatory to getting out a city directory. Take
it all in all, Oshkosh is far ahead of any of its rivals, and is bound to take its position as the second city in Wisconsin."

CHAPTER XLIII.


On February 6, 1856, the planing mill of Phelps, Carlton & Co., and the saw mill of Joseph Porter was destroyed by fire. At the charter election April 6, 1856, Thomas A. Follett was elected Mayor; J. R. Forbes, City Clerk; D. C. Hicks, Treasurer; John La Dow, Marshal, and Edwin Wheeler, Superintendent.

The corner stone of the Episcopal Church was laid June 30, 1856.

Another fire occurred July 1, 1856, destroying the foundry of Williams & Stearns, and several other buildings. The loss was estimated at $12,000, and was severely felt at that time.

The Common Council, on the sixth of August, 1856, authorized the Mayor and City Clerk to issue the bonds of the city to the amount of $150,000, and to deliver them to the Chicago, St. Paul & Fond du Lac Railroad Company, on the condition that said Company pledge to the City of Oshkosh $200,000 of its first mortgage bonds as security for the faithful performance of the conditions on which such bonds were issued, and conditioned that the said Company shall expend the proceeds arising from the sale of such bonds, in constructing the road from Fond du Lac to Oshkosh; that they shall pay the interest on said bonds as the same may become due, until the road is completed to Oshkosh, and shall make cash dividends to the city sufficient to pay the interest on said bonds, if the earnings of the road be sufficient to enable it to do so; and that the Company shall deliver to the city certificates of full paid stock of said Company to the amount $150,000; and provided, that the Mayor and Clerk shall not be authorized under the resolution authorizing the issue of said bonds, to deliver any of the same to said Company, until all the conditions above are fully complied with.

Oshkosh, in the year 1856, was making rapid progress; real estate was rapidly increasing in value, and improvements were visible on every hand. The future was promising, and everybody hopeful. It was a busy little city and made a good deal of noise and bustle even in that day.

The market report in the Courier of April, 1858, was as follows:

"Flour, $3 @ $3.25; wheat, 45c @ 52c; oats, 18c to 20c; potatoes, 18c to 20c; beans, 50c to 75c; butter, 16c to 20c; sugar, 11c; Rio coffee, 12c to 15c."

In 1859 S. M. Hay was elected Mayor, Geo. Burnside, Clerk and J. H. Osborn, Superintendent of Schools.

THE GREAT FIRE OF 1859.

On the night of May 10, 1859, the startling fire alarm aroused the citizens of Oshkosh. An unoccupied barn in the rear of the Oshkosh House was in flames, which soon communicated to other buildings and speedily spread until beyond all control. It was plainly seen that the city was doomed to destruction. A terrifying scene now ensued as the flames spread with frightful rapidity, sweeping everything before them. Every building on both sides of Ferry street, from Cape to Washington and Algoma Streets, were destroyed. This was almost the entire business portion of the city, which was in a few hours converted into a field of smoking ruins.

The courage of the strongest wavered under the disheartening effect of such wide-spread destruction, and for a moment the hope of the whole community was paralyzed at the inevitable ruin which stared them in the face, as only a small part of the loss was covered by insurance. But the courage and energy of the people proved equal to the emergency. They were not a people to sit mourning in hopeless imbecility; and so, with laudable effort, they set themselves resolutely to work to rebuild the city, and in twenty-four hours after the flames had subsided, the work of restoration had commenced. So rapid was the progress that in six months nearly the entire burnt district was rebuilt with a better class of buildings, and Oshkosh resumed her place in the business world. Such recuperative force, even in the West, excited general surprise, and established the fact of the great strength of her resources and expansive power, which the most disastrous circumstances could not repress.

THE CHICAGO & NORTHWESTERN RAILROAD BUILT TO OSHKOSH.

The next great event was the completion to this point of the Chicago & Northwestern Rail-
ROAD. The first through passenger train arrived on October 13, 1859.

RAILROAD ACCIDENT.

Shortly after the completion of the road, an excursion party comprised principally of persons from towns on the line of the road, started on a trip to Chicago. There were four cars from this place filled with residents of this city and vicinity, the excursionists little anticipating the tragical termination of their pleasure trip.

The train while going at full speed near Watertown ran over an ox that attempted to cross the track, when a number of cars were thrown from the rails and wrecked. A large number of persons were killed and wounded. Five from this place were among the number killed, and several more of our citizens were wounded. This heart-rending disaster plunged our entire community in the deepest grief; and following so soon after the fire that destroyed the city, seemed to fill the chapter of calamities. Among the killed were some of the most highly esteemed members of this community—E. R. Baldwin, Charles Petersilea and John Lunt.

Their funerals were attended by an immense concourse of people.

In one year from the time of the fire, the burnt district was entirely rebuilt, and all traces of the fire had disappeared.

In the spring of 1860, the new court house was completed, and, at the time, was said to be the finest in the State.

In May, 1861, a fire occurred on the South Side, which burnt every building on the south side of Kansas Street, from the Seymour House to the river.

In 1861, the Northwestern Railroad bridge was built.

MARKET PRICES.

February 5, 1861. Wheat, club, 68 to 70c; No. 2, 64 to 65c; rejected 45 to 52c; corn 20 to 25c; oats 17 to 20c; potatoes 18c.

Retail market: Flour $3.75 to 4.00; salt pork 10c; hams 11c; butter 16c; beef, dressed, $3.25 to 3.50; pork $4.00 to 5.50.

WAR-TIMES.

The breaking out of civil war now plunged the country into excitement. War meetings were held, and military companies formed and daily drilled. As the war progressed, it largely decreased the population; real estate shrank in value, and, at first, times were dull. Soon prices of all commodities began to advance, business improved, and the day wages of working men rose to two to three dollars.

ITEMS FROM THE NORTHEASTERN.

April 13, 1861. "Yesterday saw the commencement of Civil War in this republic."

The surrender of Fort Sumter is announced, and the President's Proclamation, calling out 75,000 of the militia, to suppress sedition, and execute the laws.

April 17, a war meeting is called in Oshkosh; the call signed by John Fitzgerald, S. M. Hay, Edward Eastman, Joseph Jackson, William R. Kennedy.

The Northwestern says: "We are informed that preliminary measures have been taken for a grand demonstration at Washington Hall to-morrow night. Let the hall be crowded to its utmost capacity, and make its walls echo with our renewed pledges of devotion to the Union. The country is stirred to its profoundest depths."

April 19, 1861. "Last evening saw the greatest and most enthusiastic gathering which ever assembled in Oshkosh. John Fitzgerald was called to the chair, and resolutions were reported by Chas. E. Pike, George Gary and others, which were adopted with great applause."

The war spirit was now fully aroused and the subject monopolized public attention.

April 22, 1861. "The meeting of Fire Company No. 1 at Washington Hall Saturday was a rouser. Large numbers were unable to gain admission. Short, stirring speeches were made. The Company volunteered their services to the Governor and then enrolled their names. The list is headed by Gabe Bouck, Ex-Attorney General, and John Hancock, Circuit Court Commissioner."

"The Oshkosh volunteers were accepted for the Second Regiment, and received orders to be in readiness for marching to place of rendezvous at any moment."

"The drill in the city grove by Captain Bouck's Company is going on every day, and the success of the officers is very great. A finer set of men than the Oshkosh volunteers can rarely be seen anywhere, and we don't believe a better company will go from Wisconsin during the war."

DEPARTURE OF THE OSHKOSH VOLUNTEERS.

"The events of to-day have marked an era in the history of Oshkosh. Soldiers, enlisted from among our best citizens, have left their homes to take upon themselves the hardships of a campaign. Men of high character and position in society have gone to vindicate the honor of the National Flag, and to fight for the maintenance of the National Government. They have gone under no compulsion but that of duty. Their depart-
ure, at any time, would be an occasion for remark; but, at such a time as this, and going upon such an errand as they do, the great heart of the whole community was deeply moved, and the multitude filled the public square and streets, and pressed the railroad station to give them a sincere God-speed and Farewell.

The place of rendezvous, this morning, was the City Grove. At an early hour the people began to come together there, and at nine o'clock there were several thousand gathered to witness the ceremony of presenting the Flag which had been prepared by the ladies of this city for the volunteers under command of Captain Bouck. About nine, the German Rifles, Captain Scherff, made their appearance; and though few in numbers, showed their usual military excellence in their appearance and maneuvers. Soon after, the Scott Volunteers came upon the grounds with full ranks, followed immediately by the Fire Companies Nos. 1 and 2, and by the Hook and Ladder Company. All these did escort duty for the day.

As soon as the Oshkosh Volunteers were formed in line, the United German and American brass band played “Hail Columbia,” followed by the “Red, White and Blue,” sung by a select choir under the lead of Mr. Chandler, assisted by a part of Weidnitz’s Orchestra.

A committee of ladies was then introduced, bearing a beautiful banner made of silk and surmounted by an eagle.

Miss Carrie Weed here came forward and spoke as follows:

“GENTLEMEN: It is with mingled feelings of sadness and joy that we meet you to day; sadness that our beloved country should be so rent by treason as to make our parting with friends necessary; joy that, at the first call, so many brave volunteers to defend what is dear to us all, our Constitution and Union.

Our hopes and prayers go with you; and may you be incited to go forth earnestly and with dependence upon Him, who only can reward your efforts and save our country.

We now, in behalf of the ladies of this city, present to you the flag of our Union—firmly believing it will never be disgraced by you, and fervently hoping that it may ever remain the proud emblem of an undivided, free and happy people.”

The banner was then presented, and received with a military salute. After which Captain Bouck replied as follows:

Ladies of Oshkosh:

“On behalf of the Oshkosh Volunteers I receive with many thanks the flag you have presented to them this day.

It is the flag under which most of us were born; the flag under which most of us have received protection from our birth; the flag to which we have all sworn allegiance; and whether born beneath its protecting folds or not, it is a flag which we shall always defend to the utmost of our ability.

And while doing all in our power to maintain the Government of which this flag is the emblem, we shall never forget that those whom we leave behind us are as generous as they are patriotic.

To those who have friends and relatives among these volunteers, I wish to give the assurance, that I shall not only be their commander in the field, but everywhere, and at all times, especially in time of sickness and casualty, I shall be their personal friend.”

The “Star Spangled Banner” was then sung by Mr. Chandler, all the people present joining in the chorus, and also in singing the last verse of that admirable song.

The proceedings were occasionally interrupted by demonstrations of applause, but the prevailing sentiment was too apparent to permit anything like levity; and the countenances of friends and relatives gave unmistakable evidence of the depth of their emotion.”

OSHKOSH VOLUNTEERS.

The following is a correct list of the names of the officers and men of “Oshkosh Volunteers,” Company E, of the Second Regiment of Wisconsin Militia:

**Captain—OAB BOUCK.**
1st Lieutenant—John Hancock.
2d “—H. B. Jackson.
1st Surgeon—L. H. Smith.
2d “—James N. Ruby.
3d “—Joseph W. Roberts.
4th “—John J. Sprague.
5th “—John B. Thompson.
1st Corporal—A. M. Thombs.
2d “—M. B. Baldwin.
3d “—W. S. Rouse.
4th “—J. Walt.
5th “—Remben Ash.
6th “—L. W. Potter.
7th “—G. E. Ford.
8th “—Charles Gravets.

Leader of Regimental Brass Band—H. S. Chandler.

Drummers—Ed. Flinney and Hiram Ming.

Fifer—Wm. Taylor.

PRIVATEs.

Geo. Abrams,
Henry Adams,
John Berch,
David T. Buswell,
E. L. Billings,
James Bartlett,
John Banderof,
John Barton,
Wm. Boyd,
Wm. Brene,
Wm. Bryant,
Wellington Bridge,
Alvin Bugbee,
John Callahan,
Giles Carpenter,
John Cary,
George Cowardline,
Gilman Crenlestin,
Augustus Clark,
Edwin Cooper,
Nicholas Coddow,
Oscar P. Crary,
James Daugherty,
John B. Davids,
William G. Davis,
Lonis Defoe,
William Dillon,
E. T. Eilesworth,
D. J. Ellenwood,
Luke English,
Lotridge Firth,
Vincent Flanigan,
Matthew Ghenson,
Charles Graves,
Steve Graham,
B. B. Hart,
M. Hay,
S. F. Hackett,
Chester Hugumlin,
J. H. Hanlin,
S. M. Hays,
Henry Hoth,
John Holland,
Charles Howe,
William Holland.

Thos. Hudson,
C. M. Hugenon,
H. J. Jacory,
S. Karbach,
Wm. Kellock,
Jonas Leach,
Richard Lester,
J. Lull,
A. P. H. Martin,
L. L. McIntosh,
H. McDanielis,
Pat. McDennanith,
J. F. Miles,
J. L. Miller,
Pat Merty,
Charles Montgomery,
Edward Moweriet,
George Nutter,
Isaac Oatman,
Ole Olson,
S. Oesterly,
L. J. Perry,
E. P. Perry,
S. D. Pitcher,
R. J. Richard,
Henry Souvialis,
Louis Schiltz,
John Sexton,
George E. Smith,
James Spencer,
P. Simon,
Horace Stroud,
S. Stever,
Robert Stever,
O. D. Tofilin,
S. A. Turner,
James Vanscork,
H. G. Weed,
L. C. Wood,
Benjamin Whitney,
N. H. Whittemore,
Abraham White,
E. B. Wing,
F. A. Zahn.

GENERAL NEWS ITEMS.

“June 5, 1861. At this date the bills of
many of the Wisconsin banks were quoted at fifty and sixty cents on the dollar.”

“John Fitzgerald, Mayor, issues a proclamation in regard to the number of incendiary fires, and calls attention to the burglars infesting the city.”

“Scott’s Volunteers were sworn into the service on the sixth, instant, the members taking the oath kneeling.”

OSHKOSH AND GREEN BAY BOATS.

June 11, 1861. “The Fountain City, of this line, left on her first trip on Saturday, the 8th instant, having on board 104 tons of flour and wheat. Captain J. Lapham is in command, and we have no doubt that this boat will soon become a great favorite with the community.”

“The Fannie Fisk alternates with the Fountain City every other day, in making trips between this city and Green Bay, affording an opportunity to passengers to ride easily from the terminus of the Chicago & N. W. R. R. to Green Bay, which no one will attempt to do the second time over the wagon road between those points.

July 23 to 27. “The greatest excitement and anxiety prevails in regard to the news of the battle of Bull Run. A letter received at this date gives a list of the killed, wounded and missing from this place. The fears of some are confirmed, and those of others partially relieved.”

August 14, 1862. “Two more military companies are now forming in this city. These two companies make seven that have been organized in Oshkosh for the war, up to this date. ‘We have paid our war tax (of this sort) in advance all along.’

“Our city committee collected and paid out to volunteers, as bounty money, $6,600 in two days last week.”

“The Twenty-first Regiment at Oshkosh was the first regiment reported as full under the new call for volunteers.”

“At a meeting it was voted to recommend to the merchants to close their stores at two o’clock, and devote their time to raising recruits.”

February 5, 1863: The unexpected death of the Hon. John Fitzgerald, long a prominent citizen of Oshkosh, occasioned universal grief in this community. His remains were brought here from New York, and the funeral services were conducted by the Masonic societies, with a large representation from abroad.

February 19th: A fire occurred which destroyed seven stores on lower Main Street.

January 22, 1863: Prices advancing, the market reports are: Wheat, Club, extra, 1.00

to 1.08; No. 1, 1.00 to 1.05; No. 2, 1.00 to 1.04; Retail Flour, 5.25 to 5.50; Butter 16 to 18; Potatoes, 30 to 40; oats, 40 to 45, corn, 44.

May, 1864. Wheat, 1.15; corn, .85; oats, .58; potatoes, .80; pork 25.00 per bbl; flour, 6.00; butter, .20@.25; lumber, clear, 25.00; lumber, common, 10.00.

August 1866. Wheat, 1.70@1.71; corn, 1.35; oats, 90; pork, per bbl, 40.00; flour, 9.00; butter, .30@.35; lumber, clear, .35.00; lumber, common, 12.00.

BANKS.

In 1852, the firm of Darling, Wright & Kellogg, opened the banking business in one side of Scott’s jewelry store. In 1856, the firm was changed into that of Kellogg, Fitzgerald & Co., with a capital of $30,000, and in the following year organized under the general banking law of the State. In 1863, this bank reorganized as the First National Bank of Oshkosh, with a capital of $50,000. In 1865, Mr. Samuel Hay became President and has held the position to the present time. In 1872, the capital of the bank was increased to $100,000. The average amount held on deposit is $500,000. The First National Bank building is one of the finest structures in the city; (see view of same in this work.) It was erected after the great fire in 1875, and with the site cost $40,000. President S. M. Hay; Vice-President, P. Sawyer; Cashier, Chas. Schriber; Directors, P. Sawyer, S. M. Hay, Robert McMillen, Sumner Bartlett, J. H. Porter, R. B. Kellogg.

The next bank established was the Oshkosh Commercial Bank, in 1856; capital $50,000. Nelson Fletcher, President, and Henry Strong, Cashier. In November, 1858, Reeves & Roe succeeded Fletcher & Strong, and have continued to the present time. Thomas T. Reeves, President, and G. W. Roe, Cashier.

The Union National Bank was organized in 1871, with a capital of $100,000, with D. L. Libbey, President, and R. C. Russel, Cashier, and who still remain in those positions. After the great fire of 1875, the bank erected its present fine building, on the corner of Main and High streets, at a cost of $25,000.

CLOSE OF THE WAR.

In 1863, the draft and filling the quotas were the great events. Prices were still advancing, and all kinds of commodities at high figures.

The close of the war, in 1865, brought relief, and filled the country with renewed hopes. The return of a vast multitude of people to the vocations of peace, with the great
expenditures of the government, which brought into circulation a large amount of money, stimulated business.

The extension of railroad lines opened up new sections of country to settlement; improvement and progress were the order of the day; new buildings went up in every direction in the city and country; farm products commanded good prices, and all branches of industry were prosperous. Elegant residences were erected in this city; business blocks were constructed, and Oshkosh was in the full tide of business prosperity.

THE NEW BRIDGE.

Among the improvements of 1865 was the new bridge, which replaced the old float bridge, which had done service since the year 1849. The draw is a Howe Truss, and is one hundred and fifty feet long. The whole bridge is six hundred and odd feet in length, and cost $21,100. The contractor was David McCartney. The engineer was Edward Sargent.

THE FIRE IN 1866.

In May, 1866, occurred another great fire. It commenced on the west side of Main Street, and swept the whole block, from High to Algoma Street, and, crossing to the east side, destroyed nearly the whole block from Wau-goo to Washington. It then crossed to the north side of Washington, and burnt all the buildings on that street from Main to Jefferson Avenue, including the postoffice and public hall.

This left a large burnt district in the center of the city, and was the second time this tract had been swept over by fire. The desolate appearance of the place, and the impending danger which continually threatened the city with destruction, were sufficient to dishearten the most courageous. But Oshkosh, with her characteristic energy and pluck, would not yield to any discouragements, and in a few months both sides of Main Street were rebuilt with a better class of buildings than those destroyed; the west side being exclusively of brick.

BOILER EXPLOSION.

In this year, February 24th, a sad calamity occurred. The boiler in the machine shop of J. F. Morse & Co. exploded, killing four men. It was a heart rending scene, when the lifeless remains were exhumed from the ruins, and the sobbing relations, frantic with grief, stood by in heart-broken expectancy.

THE NICHOLSON PAVEMENT.

The streets of Oshkosh, in rainy periods, were in a most deplorable condition, and especially so in the spring, when the frost was coming out of the ground; for at that season the streets were sometimes almost impassable.

The necessity for improvement of the streets was imperative.

The building of the new bridge seems to mark an epoch in the advancement of this city in the line of public improvements; for it was followed by street improvements that have resulted in giving us as fine streets as can be found in any city in the State.

In the fall of 1866 the city contracted with William Sharp and Michael McCourt for the paving of Main Street with the Nicholson pavement. The work was done with dispatch and to the full satisfaction of the city, being completed and accepted early in December.

HIGH SCHOOL BUILDING.

This fine structure was erected in 1857; a view of which is given in this work. When it was erected, it was the best High School building in the State, and cost over $40,000. Its size is eighty-five by seventy-one feet; and height from base to top of tower is one hundred and thirty-one feet. The first story is sixteen feet high, and is divided up into school and recitation rooms; the former thirty-four by forty-four each. The building is admirably constructed throughout, and is an institution in which our citizens take a just pride.

STATE NORMAL SCHOOL.

This fine structure was erected in 1871. It occupies a beautiful site on Algoma Street, and is an architectural ornament to the city. The opening exercises took place September 15th, 1871, under the supervision of President Albree and an efficient corps of assistants.

A large addition was constructed in 1877, increasing the capacity of the school about fifty per cent.

MILWAUKEE & ST. PAUL RAILROAD.

The next great event in the history of Oshkosh was the completion of the Oshkosh & Mississippi Railroad, to Ripon, in 1871. The road was then leased to the Milwaukee & St. Paul Company, which immediately put on the rolling stock, and thus extended its lines to Oshkosh. The first regular passenger train from Milwaukee reached Oshkosh December 14, 1871.

The splendid bridge of the Milwaukee & St. Paul Railroad was also constructed the same year, and is about 600 feet in length. This makes three fine, massive bridges crossing the river. A fourth bridge for wagons and foot-
passengers across the river from Light to Oregon Street is now being built at a cost of $27,000.

STREET IMPROVEMENTS.

Shortly after the laying of the Nicholson pavement, on Main Street, the question of improving the other thoroughfares of the city began to be agitated. The result was an experiment on Algoma Street of putting on twelve inches of gravel, which was found to make an excellent and enduring road. The plan was then adopted of graveling streets, at the expense of the adjoining property; and several of the main thoroughfares were gravelled to the depth of twelve inches. This system of improving the streets was followed up, until the present time, at which there are some thirty odd miles of gravelled streets in this city, with a smooth hard surface, and always in excellent condition. These streets, in their cleanly appearance, add much to the attractiveness of the city.

NORTHERN HOSPITAL FOR THE INSANE.

This immense structure, which covers about three acres of land; is located about four miles from Oshkosh, on a delightful situation, on the lake shore. It was completed and accepted from the contractors on the 11th day of January, 1875. The cost of construction was $495,484.80, and for land, out-buildings and furnishing, $129,765.20, making a total of $625,250.00.

Additional appropriations have been made for enlargements, and new wings have been added. It is a mammoth pile of imposing architectural proportions, and admirably managed under the superintendence of Doctor Walter Kempster.

For view of this institution, and history, and statistics of same, see subsequent pages, per index.

GAS WORKS.

In 1869, Mr. J. B. Davis, constructed gas works, and laid mains through the principal streets, and on the 5th of December, of that year, gas was turned on, and the city lighted.

It will be seen from the foregoing that the city made rapid progress during the period from 1865 to 73, the date we have now reached in its history. During that time great changes and many improvements were made, many new mills and sash and door factories were erected, and other branches of manufacture were established. Hundreds of elegant residences and massive business blocks were built. The High School and Normal School building, and several fine churches added to the architectural ornaments of the city. Two splendid bridges were built, Main street paved with the Nicholson, and between twenty and thirty miles of street gravelled; the streets lighted with gas, and another railroad added to its lines of communication.

It was now in the full tide of prosperity, when a series of fire calamities commenced, which completely transformed the city. Probably no other place, except Chicago, was so completely changed in so short a period. The two great fires which occurred in 1874 and 75, and not a year apart, destroyed nearly the whole business portion of the city, and many entire streets of private residences.

CHAPTER XLIV.


On May 9, 1874, a fire broke out in a litter pile of straw and manure adjacent to a barn belonging to Spalding & Peck. The fire was discovered when the blaze first started, but before it was reached with water, it ignited the barn, and as a furious wind was blowing, the flames rapidly spread to lumber piles and adjacent dwelling houses. It soon became uncontrollable, and the sheet of flames swept everything before them. The fire crossed Warren Street, burning up the buildings on two entire blocks, then leaped across Pearl Street, sweeping everything combustable in its track. Then crossed High Street, to Algoma Street, where its further progress was arrested. Thirty odd structures were consumed in the conflagration, and the loss was estimated at $45,000. Insurance on the same, $32,900. It was followed by the great fire of July 14, in the same year, (1874). This fire broke out in a stable in the rear of McCabe’s Block, on upper Main street, and laid waste all the compactly built portion of Main street above the Beckwith House, and all of North Division street. From there it spread, burning nearly every building in its course for a distance of more than a mile from the point of its origin. Several persons were so overcome with the intense heat and their exertions to save life and property, that they were carried nearly lifeless from the scene. One of the saddest occurrences during this fire was the death of William P. Taylor, City Treasurer, who was internally injured by his
efforts to assist a crippled woman to save her property.
Oshkosh, with her usual energy, built up the entire portion of Main street that was burned, before the winter set in, and about half of the residences. During this year, 1874, some seven hundred structures were erected in various parts of the city, and it was demonstrated that although fires might burn up Oshkosh, they could not paralyze her energies or courage, nor check her rapid growth, which continues with undiminished vigor in the face of the greatest discouragements. She now set herself to work resolutely to meet her old enemy with opposing forces, and fire-proof structures took the place of the combustible wooden buildings that had so long menaced the safety of the city and invited the devouring elements. All the compactly-built portion of upper Main street was rebuilt, during the same year of the fire, with fire-proof buildings. The progress that Oshkosh made in building during that year surpassed anything of the kind that ever occurred before in the history of cities. Over 700 structures were erected in one summer in a city of a population of 17,000.

But she was destined to distinguish her capacity on a still grander scale; for the next year was to witness the complete transformation of the city by the destruction and rebuilding of its chief business centre. This was the

GREATEST OF THE GREAT FIRES.
It was a turning point in her history, and is undoubtedly the concluding chapter of her great fire calamities—for the new Oshkosh is built on a foundation of safety. The old wooden buildings have disappeared, and her business center is now exclusively brick and stone, with metal roofs.

The following description of the great conflagration of April 28, 1875, is from the Oshkosh Northwestern, written by C. W. Bowron, city editor:

THE BEGINNING.
It was about one o'clock P. M., and while the wind had reached its greatest fury, that the startling whistles screamed out the alarm of fire all along the line of mills and steam factories. It was a fearful day, and ten thousand souls started in wild excitement as they heard those first peals of the alarm whistles, and well they might. The deep volume of smoke, thick and black, that rolled up from Morgan's mill, showed too plainly what danger might be expected. Hardly had the great crowd gathered from all directions, when the spreading flames were already coiling and winding around the huge lumber piles that lay adjoining the mill. The wind was too strong, and the volume of flame too sudden for effective operation on the part of anybody. Great chunks of burning cinders came floating over into the lumber piles more adjacent to Main street, and they quickly caught. A fierce fight was waged among these piles; but the cinders became too numerous, and the ignitions too frequent to be baffled. The wind was blowing from the southwest. On came the rushing tide of flame, more furious than the descending floods of Mill River. The steamers seemed powerless to check such a fearless adversary. No sooner could they get set at work than the enemy would charge with bayonets of fire, and drive them from their work.

It soon became apparent that it would sweep everything before it, and the merchants on Main street began to more seriously consider the situation. In less than twenty minutes the fire had swept from Morgan's mill to the Milwaukee & St. Paul depot and freight house, and they were swept away like leaves in a blast furnace. The fire ripped through the planing, sash and blind mill of Lines, Libbey & Co., leaped to the sash, door and blind factory of Geo. Williamson & Co., taking the mill and yard of James & Stille in its course, and swept down to the planing mills of Bell & Rogers and Ben Henze, on Market street. In the meantime it had veered to the northward, up Light street to High, taking the Northwestern House and the large frame buildings opposite. The grocery store of W. H. Ballou, corner of High and Light streets, caught fire, and the flames swept along eastward, demolishing the handsome brick residence of J. C. Spalding, corner of High and Bond streets.

THE FIRE REACHES MAIN STREET.
Thompson & Sprague's livery stable finally caught fire, and being a large wooden structure filled with hay and combustible matter, served to scatter fires all over the buildings on the west side of Main street. The first point of contact on Main street was in Wright's wooden block, next to S. M. Hay's brick building, and directly to leeward of the livery stable. From this building the flames traveled with terrible swiftness in each direction, burning up towards the Northwestern office on the north, and spreading to the row of wooden buildings south from Hay & Bro's. store.

THE SIGHT ON MAIN STREET.
When the flames swept over Main street, the sight on that and on adjoining streets beggars description. For a time those having stores and business places along Main street, had great hopes that the fire would bear to the
river, and would be kept from crossing Division street. When at length there was no doubt upon that point there was no time to be lost. Everything was in the wildest confusion. There was running to and fro in not haste. Teams were eagerly sought for, empty vehicles were ravenously seized, and the sacking of those beautiful stores, and the piling of goods promiscuously into wagons, carts or any available conveyance, commenced in good earnest. The clerks in R. L. Bigger’s had the omnibuses employed in removing their goods, and every available truck was employed by the dry goods interests in that vicinity, to remove their goods to a place of safety. But, in spite of their untiring efforts, the dry goods men suffered large losses. The smoke became blinding, and the strife along Main street was terrible. Unbridled horses let loose from the livery stables, came dashing through the crowded streets; running teams came tearing by, while the yelling from man to man became perfectly terrifying. It was a wild scene which pen cannot picture.

MAIN STREET NORTH OF HIGH.

The part of Main street north of High street was attacked in a different direction, and from an entire different source than that south of High Street. The doom of the Postoffice was what settled the fate of that part of the street. From the Postoffice the fire quickly crossed to the rear of the fine brick rows between High and Algoma, consigning them to the general ruin. The rear end of the Beckwith House caught from the burning of Mrs. Bailey’s building, corner of Algoma and Division streets, and this, together with the Cottrill Block next to it, were totally destroyed, the walls falling with a terrible crash. The upper story of Cottrill’s block was used as a lodge room by the Good Templar lodge of this city, and by Forward Grange, P. of H.

HARDING OPERA HOUSE.

With the destruction of the Beckwith House came the fall of the Harding Opera House. The fire first caught in the large windows of the Temple of Honor, and the wooden balcony which projected in front. It was sad to see this finest place of amusement in the city, and one which the citizens of Oshkosh had so long desired and so lately got, fall among the general ruin; but there was no water or any facilities to work with to save it, and the heat from the tall brick buildings opposite was very intense. The Temple of Honor, which occupied the large front hall, saved everything but their billiard table.

THE LIMITS.

Curiously enough, the fire went northward just far enough to meet the line of the burnt district of last July, as though the fates had decreed that none should go unscathed.

Boles’ block marks the south limits of the fire on Main street on the west side. It was hard work to check it here, but the building being fire-proof, about fifty men with buckets, succeeded in saving it. Undoubtedly the saving of this block was the means of saving the city offices, the Revere House and all that portion of Cazeera street not burned.

EAST OF MAIN STREET.

The fire swept onward east of Main street as far as Bowen, taking everything in its path between Washington and Cazeera streets, including the north side of Washington street for about two blocks, with all the beautiful and costly residences on that fashionable thoroughfare.

The Presbyterian church on Jefferson Avenue, in the rear of Harding’s Opera House, followed suit, and Dr. Barber’s residence and those of Marshal Harris, Dr. Goe, W. B. Felker, C. E. Westen and a score of others soon followed them.

The fire raged with tremendous fury down Otter street, spreading from the Adams House to the German Church, and swept through, laying everything waste with fearful rapidity, till it reached Court House street. The residences of Dr. Wright and J. E. Kennedy were burned, and Wm. Hume, Henry Bailey, next east of the Court House, were also reduced to ashes. The fire kept on its furious raid unchecked until it reached Bowen street, where it turned northward, and on Waukoo street went a block beyond.

BIRD’S EYE VIEW.

A view of the great conflagration from the top of a tall building, presented a sublime, yet an awful picture. Standing to the northward of the fire, on Main street, the scene was grand in the extreme. The whole area of the burnt district was burning at the same time. The buildings west of Main street had not yet burned down, while the flames had already spread far to the eastward, and the whole surface of the scene was one lurid glare of writhing, twisting, mocking flames. To the west, the farther buildings were mostly gone, while the tall walls along Main stood for a moment tottering and swaying, then fell with terrible roar and crash. Far to the eastward, the house tops seemed but the play ground of a thousand dancing demons reveling in the dire destruction of the hour. The steeple of the German church on Otter street, and the dome of the Adams House shone up amidst the blackness
of the upper smoke, glowing in columns of solid crimson, like the faint flickering of the setting sun through a dark storm-cloud.

Small dwellings afar to the eastward, looked like so many bon-fires in some exciting celebration, while men, women and children, away down beneath, looked like pigmies in frantic gesture, hastening to and fro. The scene was wild, awful, grand. Chaos ruled monarch of the hour, and man was dumb with awe.

AFTER THE BATTLE.

Night came on, and as darkness stole gradually upon the footsteps of the retreating sun, the scene was changed. Excitement and anxious fear gave way to quiet despair and resignation. Tired humanity, relaxed and weary, began to seek a rest and refuge from the toils and fatigues of that awful day. Woo-begone and half discouraged, the outcast and the homeless began to gather their little store about them and seek a shelter from the raw night air. Where the hundreds went to, and where they found a roof to shelter them, is a mystery. Even before the fire, house room was scarce, but now it seemed almost an impossibility to find it. But the unpleasantness of the circumstances was relieved, in a measure, by the kindness and sympathy of those who were among the more fortunate. All who had a corner of room freely offered it to the sufferers.

VIEW BY NIGHT.

The view of the city by night from a distance was picturesque. The night itself was fearfully dark, and the red reflection from the ruins lit up the hazy atmosphere with a soft radiance, making a most beautiful sight. The thin smoke curling up from the heated mass of brick and mortar, looked like incense burning upon some mighty altar. The long line of light, half vivid, and half smothered in the darkness, gave a distinct outline of the burnt district. The tall, black buildings still remaining, loomed up in perfect outline upon the light beyond, like dark and solemn spectres upon a moonlit sea. The ruin was over. Destruction had wrought its work, and the great day died like a Dolphin.

DEATH'S DOINGS.

One of the saddest things connected with all the sad things of the great fire was the death of Thomas J. Davis, who yielded up his life in heroic efforts to avert what proved in the end to be the greatest conflagration we have ever seen. At the time the fire broke out, Mr. Davis, with another man, was loading lumber near the mill of Morgan & Bro. Thinking of the chemical fire extinguisher, which was generally kept in the office, he hastened to it, strapped it on his back, and mounted the high platform that fronted the mill. At this time Mr. Morgan was on the roof of the mill. The front doors of the mill hung like great flaps, being hinged at the top. Mr. Davis, with the help of his companion, succeeded in raising the door sufficiently to admit him and the extinguisher, and he disappeared amidst the smoke within. Nothing was seen of him for several minutes, although the flames and smoke began to belch out of the doors and the gable-end of the mill above.

The door was raised and propped up with a stick, when out rushed the unfortunate man, the extinguisher gone from his back, panting, choking, writhing in the agonies of his terrible suffering. His clothes were almost wholly burned off, and his body under his arms horribly burned. His sufferings were awful to witness. He could but barely tell those who crowded around him, that after getting into the mill the flames broke out in terrible volumes behind and all around him, and he was forced to run a horrid gauntlet of flame and fire. Before reaching the door he was obliged to leap through solid volumes of roaring flame. He was removed to Dr. Russell's office, and when it became evident that that, too, must burn, he was carried on a mattress to his residence. He was about unconscious when he reached there, and lingered until about half past nine o'clock in the evening, when death put an end to his misery. Mr. Davis was a Welshman, about thirty-five years of age and an exemplary man in every particular. He left a wife and five children. A purse of over $300 was made up among the friends of the afflicted family.

Another death was that of Charles Dunn, an old man, who was crushed to death by the falling of the walls of the Harding Opera House. He was squeezed into jelly, his head being crushed into a shapeless mass of flesh and bones. His body was carried to Stringham's Elevator, where it was viewed by crowds of curious people.

THE BURNED DISTRICT.

The burned district consists of a strip over a mile long and something over a quarter of a mile wide. Its boundaries may be briefly stated as follows: Starting from Morgan's Mill, on the river, it runs northeast to the corner of Pearl and Light streets; thence north on Light to High Street; east on High to Bond; north on Bond to Algoma Street, thence north-easterly across the corner of Main and Algoma
streets, taking in the southern portion of the block north of Washington Street, between Main and Mount Vernon streets; east on Washington Street, taking in several houses on the north side of the street, till it reaches Bowen Street; making a circle southeast, it comes back to Bowen on Otter Street; thence back on Otter, to Mill Street; down Mill to the alley between Otter and Ceape streets; thence west to the Court House; the line then continues on Ceape to Main Street; thence north to 43 Main Street and the Eagle Foundry, and along Marion Street to place of beginning.

THE LOSS.

The loss, as near as can be estimated, will reach nearly $2,500,000. The assessed valuation of the property destroyed was about $1,750,000.

LIST OF BUSINESS HOUSES BURNED.


Banks.—First National, Union National, Commercial.

Churches.—Universalist, Salem Church, Lutheran, German Methodist, Norwegian and parsonage.

Schools.—Otter Street, two buildings, and the German and English Academy.

Public Halls.—Harding Opera House, Casino Hall, Gewerbeverin Hall.


Furniture.—Badger Bros.


Flour and Feed.—Bislett & Son, H. M. Woodworth, F. LaBudee.

Real Estate.—C. D. Church, O. H. Harris, A. Norton.


News Rooms.—R. Hellard, Mrs. W. B. Smith.


Hides and Leather.—Metc. & Schleorb, Hechne & Jenicke.


Blacksmith Shops.—A. Sanford, P. Charleston, J. F. Corriegal, James Kane, D. M. Schoonover.

Clothings and Tailors.—McCurt & Cameron, J. T. Masse, F. Anger.

Pump Works.—W. Clough, C. Carter.

Hats and Caps.—J. B. Last, A. Richter.

Boiler Works.—M. T. Battis.


Crockery Dealer.—J. F. W. Decker.
Willow Ware.—John Bismark.
Bakers.—L. Mayer, Heisinger Bros., J. Nicolai.
Saw Mills.—Morgan Bros., James & Stille.
Gun Shops.—Frank Percy, George Schleerb.
Miscellaneous.—I. J. Holte, seed store; H. S. Janes, glazed sash; Jones & Frenzt, abstract office; J. R. Loper, soap and candles; Burdick, Roberts & Co., rotary harrow; Alfred Chapple, stone works; J. H. Ward, plow shop; Daniel Pratt, cooper; Wm. Waters architect; Bell & Rogers, architects; Mrs. Billings, patterns; Mrs. Davis, hair goods; C. R. Hamlin, United States Deputy Marshal; A. K. Osborne, Collector United States Internal Revenue; United States Postoffice; City Library; Alf Ford, fruit and confectionery; W. D. Curtis, match factory; Northwestern Telegraph Office; V. E. Dake, plated ware; Pratt & Son, spring bed factory; Milwaukee & St. Paul Railroad depot; police station; Germania engine house; Wolf River Boom Company; City Surveyor’s Office; S. Nash, auctioneer.

Between 200 and 300 residences were destroyed.

THE OSHKOSH FIRE, APRIL 28, 1875.

By Gus O’Drinn.

A fair city smiling lies
Underneath the April skies,
Bears aloft its steepled crests,
Where the swallows build their nests.
Massive blocks of brick and stone
Show what enterprise has done;
Tasteful homes and gardens fair
Show that wealth resideth there.
Mills stand on the river’s side,
Lumber floats upon the tide;
Rises smoke from furnace throats,
Loaded are the passing boats;
While, like hum of monster tops,
Sounds the labor of the shops,
Gazing up at April skies,
This fair city smiling lies,
Bears aloft its steepled crests,
Where the swallows build their nests.

Through the hum of busy trade, growing, nearer, rising higher,
Speeding on the wings of fear comes the dreadful cry of fire.
Past the shops where labor toils, through the mart where Mammon reigns,
In the doors of happy homes, down the misery-haunted lanes,
Pressage of destruction dire,
Swells and roars this cry of fire.

Peal on peal of wild alarm, ring forth from each brazen bell,
And shrieking null and whistling heat the mournful story tell,
While crashing through the crowded streets the ponderous engines go,
To mingle in the flaming fray, and battle with the foe,
Who every moment sendseth higher
His breath of smoke and tongues of fire.
The hurrying crowd, with glistening eyes and faces pale as death,
Sweeps on to where the Demon stalks, in all his fiery wrath.
They see his thousand lurid flames, in triumph spreading faster,
And vainly strive to beat them back, for Fire to-day is master,
And slaves who bondage know,
The worst of tyrants make.
He shaks on high his crested head, in scorn at man’s endeavor,
Breaks every bound and rushes by, a swollen, flaming river,
Which, gathering strength as it rolls o’er blocks of wood and stone,
Becomes a mighty moUonent flood, whose fiery breath alone,
To tree and house became
Pressage of death and flame.

Rushed the towering flames, like torrents breaking from a mountain’s source,
Hissing, roaring, whirring, leaping on their blazing course,
Melting granite, as a furnace melts a heap of softest wax;
Sweeping through the steepest iron, as through walls of driest clay,
Floodling hottest roof and spire
With deluge of consuming fire.

Stately mansion, humble cottage, block of brick and wood;
Buildings that were half completed, buildings that for years had stood;
Lowly workshop, mill gigantic, feeble store and massive bank,
All beneath the flood of lava, in one common ruin sink;
For raging fire, like death, is quite
Too powerful to be parasite.

Swept this flood of fiery ruin on that fearful, fatal day,
Seized with fury unrelenting, on its unrelenting prey,
Happy homes reduced to ashes, hamlets of vice in ruin fell,
And the place in smoke and cinders, gloved with all the fires of hell,
Or what is much the same,
Gloved with a burning sea of flame.

And while on its broad and blackened pathway countless homes in ruin lie.
Overhead the flood had painted flaming colors on the sky,
Flags triumphant, banners crimson, showing all the victor’s glow,
O’er the blazing triumph gathered in the siege below;
For ’tould be a species of insanity
If every victor didn’t show a little vanity.

And the flames kept up their scourgings, onward rolled their molten surge,
Till their blazing columns gathered at the very river’s verge.
There they faltered in confusion—fiery strength and fury gone—
Turned to sparks and smouldering embers, and the day of wrath was done.
Thus Heaven, in kindness, has decreed
One element may stay another’s greed.
Where the field found strength and beauty, left he but a blackened plain,
Like some field of bloody battle covered with its thousand slain;
Smoke and ashes, frowning ruins, crumbling walls on every side,
Marked the place where splendid buildings once had towered in their pride.
Gone were all the grace and beauty of the structures man had made,
All the pride of this fair city in the tomb of ashes laid;
Gone, the labor years had taken, gone like fleeting of a breath,
Wealth and splendor, grandeur, glory, swallowed up in fiery death.

For Fire, like Death, his brother shark,
Is prone to “love a shining mark.”
While the past is desolation, in the future Hope is flying;
Spill our milk is, therefore let us waste no time in useless crying,
Gird our loins up, seize the hammer, sound forth labor’s cheering cries,
Till once more we see our city in its strength and beauty rise.
For who will spend his time in weeping over home and fortune slain,
When his tears, though like a torrent, will not bring him back again?
Who will idly gaze distracted on the scenes of fiery strife?
Folded hands and eyes of anguish cannot bring the dead to life.
“Let us then be up and doing, with a heart for every fate,
Still achieving, still pursuing, learn to labor and to wait.”
Remembering that’s it’s said the Heavenly Host
Giveth him the greatest help, who helps himself the most.

A sad city, wailing, lies
Under mournful April skies,
Fallen are its steepled crests,
Where the swallows love their nests;
Massive blocks of brick and stone
Into dust and ashes gone.

Tasteful homes and gardens fair
Scenes of desolation are.
Mills upon the river’s side,
Swallowed up by flaming tide.
Furnaces that poured forth smoke
Into sombre ruins broke.

Workshop’s hum, that went and came,
Vanished in a sheet of flame.
Like some fair garden of the Lord
Heav’n and hallowed by fiery sword;
Under mournful April skies
Our sad city wailing lies,
Fallen are its steepled crests,
Where the swallows love their nests.

REBUILDING OF OSHKOSH.

[Special Correspondence of Chicago Tribune.]

A visit to the City of Oshkosh, now so vigorously springing up from the ashes of its late fire, discloses to the most casual observer the fact of its recuperative force, and the great vitality of its business resources.

The work of rebuilding is being pushed forward with great vigor, and everything indicates that spirit of enterprise and business activity for which Oshkosh has been distinguished.

The courageous enterprise manifested must arise from the firmest faith in the future prosperous career of the place—a faith that is not only well sustained by the splendid progress in the past, but which a knowledge of her unbounded resources for trade and manufacture will conclusively show to be well founded.

Two months have not elapsed since the fire, and during that time several brick blocks have been erected; many more are well advanced in their construction; and on nearly every other site of the business portion of the burnt district, foundations are being laid and building material stored in readiness for immediate work.

Bricklaying is an extensive business in Oshkosh at the present time, and the incessant click of the hundreds of mason’s trowels adds a new chord to the music of Oshkosh, and minglest somberly with the noisy chorus of her machinery and business hum.

It would be naturally supposed that such a fire would have paralyzed the hopes of a community; but no sign of despondency is to be seen in Oshkosh. These people are determined to build up a city here worthy of the beautiful and advantageous site it occupies. They will succeed even beyond their highest anticipations, for nothing can check the progress of a place like this.

No one can become familiar with the beautiful and fertile country surrounding Oshkosh, and look at its magnificent river, 600 feet wide at this point, flowing from the great forests of Northern Wisconsin, and floating to this city their timber products, and the splendid sheet of water, Lake Winnebago, and the steamers and sail craft which ply in every direction, to the Mississippi on the west and Lake Michigan on the east—without seeing the plainest evidences that Nature has laid here the foundations for a city of large proportions, and one that must necessarily be a great manufacturing and business center. The immense quantities of commercial timber, in the shape of hard wood, as well as pine, in the country to the north of Oshkosh, on its tributary rivers, and the vast deposits of iron ore, which can be shipped south on the line of its demand through the forests which furnish the fuel for its manufacture, must ever make this region one of great manufacturing activity.

This tract of forest land also comprises large bodies of the finest grass and grain lands in the West. The country is well watered and not subject to droughts. There is every variety and character of soil and face of country, from the sandy, and rough, and rocky, and mining lands, hay-marsh, cranberry bog, cedar and tamarack swamps, to the very finest sugar-maple lands, comprising nearly whole townships in a body—the latter as fine farming lands as can be found in the West, with all the coveted advantages of rich soil, best of timber, plentifully supplied with the purest of running water—spring brooks, large rivers and beautiful lakes; with railroads, business and manufacturing facilities, and a healthful climate.

BUSINESS DEVELOPMENT.

This country has but just been opened up to settlement by the railroads. Its trade and business are developing with wonderful rapidity; villages and manufacturing hamlets are springing up along the lines of the railroads. The manufacture of pine lumber and hard wood lumber, staves, spokes, wagon and furniture timber, now constitute the principal articles of manufacture, to which must soon be added iron works and the various staple iron manufactures: for, let it be understood, that the railroads run from the iron and copper mines southward, through the great tract of timber and farming lands, by which the ore can be moved to meet the fuel on the very lines of its natural shipment and ultimate demand. The lines of road traversing this country must necessarily become a continuous hive of industry, and pour an immense trade into the first available business center; and Oshkosh is the point. This is plainly foreshadowed.

Here is the splendid river flowing from this
Residence of Dr. F. H. Linde, No. 142 Washington St., Oshkosh, Wis.

Residence of Genl. Thomas S. Allen, Jackson St., Oshkosh, Wis.
great forest tract and uniting at this point with Lake Winnebago and its continuous water communications east and west. The flow of trade from the North naturally runs to the west side of Lake Winnebago. This is the line of the direction of the demand of its products, and here is the natural center of trade and business between it and the beautiful prairie and open country which stretches from here away to the south and west.

The country immediately surrounding Oshkosh, and, in fact, the adjoining counties, is among the most fertile and beautiful in the West — prairie and woodland commingled with lakes and rivers.

The resources of Oshkosh stimulate a growth which no disaster like her great fire can suppress. Last year over seven hundred buildings were erected. This year, although the great fire destroyed the business portion of the city, its rapid progress is unchecked.

SAFETY FROM FIRE.

The danger of fire, so long menacing Oshkosh, is now, in a great degree, removed. The large quantities of combustible material which were stored in such dangerous proximity to the business portion of the city, are now forever banished by a city ordinance to that effect. The old wooden buildings are all destroyed in that locality, and nothing but fire-proof structures are to be permitted to take their place. The safety of the city from further conflagration can be very readily secured, for very few cities have better natural facilities for protection. The splendid river, 600 feet wide, which bisects the city, forms an effectual barrier of non-communication and gives an immense water frontage, with an ever ready and most available supply of water at the immediate points of greatest danger. There is no doubt that Oshkosh will profit by her experience and avail herself of her superior advantages to secure immunity from any further extensive conflagrations, and that the city is rebuilt on a foundation of safety.

DEIGHTFUL RESIDENCE SITES.

It is rare to find a place with such fine business facilities, possessing so many attractions as a place of residence. The wealthier classes, the business and professional men, of large cities, are glad to find pleasant places of residence from ten to twenty miles from their places of business, where their homes are exempt from the stifling, impure air, heat, dust and smoke of the crowded marts; while the citizens of Oshkosh have, within ten or fifteen minutes' carriage-drive of their business center, the most delightful sites for sub-

urban residences, embracing a lake front of surpassing beauty. The drive to Winneconne discloses a most picturesque view of lake and river, and beautiful slopes of prairie, groves and cultivated fields. The shores of Lake Winnebago, a most magnificent sheet of water, and the finest yachting waters in the West, are among the most beautiful situations for suburban residences to be found in the country. The shore in the immediate vicinity of Oshkosh, and for several miles, has a fine gravelly or stony beach, with many beautiful points and bays. Steamboats, sail craft and pleasure yachts ply its waters, and add additional attractiveness to the lovely scene. No finer location can be found for a delightful watering-place and summer hotel. It is surpassing strange that such an opportunity should have been so long over-looked, and I call the attention of those who are looking to enterprise in that direction to this most attractive place.

R. J. H.

REBUIT OSHKOSH.

[Special Correspondence Chicago Times.]

"I saw from out the wave her structures rise, As from the stroke of the enchanters wand."

A year ago, Oshkosh built up a half mile of upper Main Street, which had been formerly destroyed by the great fire of that year, and this year she performed a similar operation on a scale of greater magnitude, being the whole business part of the immense burnt district which was laid waste by the memorable conflagration of last April. She now enjoys the distinction of being the only bran new city, with all the modern improvements, that was ever built in the short period of one year.

Although so terribly scourged by the two great fires which, in one year, burnt up two miles of the densely populated portion of the city, including nearly the whole of its business buildings, hardly a trace of the fire can now be seen on the business streets. Her fire scars were healed over in a single season, and her calamity is forgotten in the prosperity which attends her vigorous enterprise.

THE WORK ACCOMPLISHED.

The structures erected in Oshkosh during the summer of 1875, were: One hundred and twelve fire-proof stores, two first-class hotels, twelve manufacturing establishments, two school buildings, one elegant opera house, two bank buildings, five churches, fifty-six buildings comprising frame stores, mechanic shops, livery stables, etc., and 284 dwelling houses — being 476 buildings in all. Nearly ten miles of sidewalk have been laid, and upper Main
street has been graded and graveled, and long lines of sewers constructed. Of the residences, over half are elegant and costly structures. The business streets are metropolitan in appearance, with their palace stores and magnificent plate-glass windows of the largest size. Main street, for nearly a mile, is compactly built up, there being but three vacant spaces on lower Main, the scene of the spring fire. It presents a splendid appearance in its long line of handsome new structures.

The change effected by the fire has completely transformed the place. The old wooden structures were all swept away, and the old familiar landmarks have disappeared forever. It was hopefully predicted, early in the summer, by the local papers, that half of the business portion of the burnt district would be rebuilt by fall. The progress of Oshkosh in this instance, as in all others, has surpassed the most sanguine expectations. Instead of half the space being filled up, it is nearly all rebuilt, and more than fifty of the finest structures have been erected on lots formerly vacant or occupied by frame buildings. In fact, a building mania prevailed, that seized upon every available place with a determination to fill the whole thing up, and it has accomplished its purpose. One remarkable feature of this unparalleled rebuilding is that it is very generally paid for. There is but a trifling indebtedness as the business property in the burnt district is principally owned by men of ample means.

LOCAL WEALTH.

The local wealth of Oshkosh is rarely equalled by cities of its size. The average deposits in its three banks is nearly $1,000,000. This, in connection with the heavy capital invested in some seventy manufacturing establishments and the large class of mercantile houses, makes a sum total which plainly tells the story of the business capacity of the place. Oshkosh, therefore, renews her business career under the favorable circumstance of freedom from burdeonsome indebtedness. Her business firms, with one or two exceptions, all resumed business immediately after the fire, and although there were individual losses involving large amounts, their solvency was unshaken. There was probably never another instance of such a wholesale destruction of property attended with so few failures. The business men of Oshkosh asked no compromise with creditors, and amid the loss and wreck of their property, and the great discouragements of the interruption of their business and lack of facilities, they promptly met their demands.

MUNICIPAL DEBT.

The municipal indebtedness is comparatively nothing, being only some $70,000. The city has invested largely, too, in local improvements, but they are paid for. Her school buildings are among the finest in the State. One of them is the State Normal School, towards the erection of which Oshkosh contributed some $30,000 — and the Oshkosh High School buildings, which cost about $40,000. Several of the Ward Schools are fine buildings, costing from $10,000 to $20,000 each. In the construction of two magnificent bridges, 600 feet long, the width of the river, which bisects the city, $50,000 was expended. There are over twenty miles of graveled streets. Algoma and Washington streets are almost one continuous line of three miles of elegant residences.

The value of manufactured products for the year 1875, is over $4,000,000. Although Oshkosh is a great lumbering center, rough lumber now constitutes but little over one-third of the value of her manufactures.

R. J. H.

Oshkosh, April, 1876.

BRICK AND STONE BUSINESS AND MANUFACTURING STRUCTURES ERECTED IN 1875.

<table>
<thead>
<tr>
<th>Name</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>McKey &amp; Folds</td>
<td>$4,000</td>
</tr>
<tr>
<td>J. M. Rollins</td>
<td>4,000</td>
</tr>
<tr>
<td>Wm. Hill &amp; Henkle</td>
<td>15,000</td>
</tr>
<tr>
<td>P. Kelly</td>
<td>4,000</td>
</tr>
<tr>
<td>Moses Hooper &amp; George Mayer</td>
<td>9,000</td>
</tr>
<tr>
<td>Mrs. McCabe</td>
<td>4,000</td>
</tr>
<tr>
<td>Wolcott's Block</td>
<td>10,000</td>
</tr>
<tr>
<td>B. Gruenher</td>
<td>5,000</td>
</tr>
<tr>
<td>Mrs. Carter</td>
<td>4,500</td>
</tr>
<tr>
<td>J. F. W. Decker</td>
<td>4,500</td>
</tr>
<tr>
<td>A. B. Wright</td>
<td>8,000</td>
</tr>
<tr>
<td>G. F. &amp; L. M. Eastman</td>
<td>4,000</td>
</tr>
<tr>
<td>Alf Fowle</td>
<td>4,000</td>
</tr>
<tr>
<td>Mrs. Watts</td>
<td>4,500</td>
</tr>
<tr>
<td>R. L. Biggar</td>
<td>10,000</td>
</tr>
<tr>
<td>E. W. Viall &amp; James Jenkins</td>
<td>10,000</td>
</tr>
<tr>
<td>Clarke &amp; Forbes</td>
<td>3,500</td>
</tr>
<tr>
<td>H. E. Neuhofsted</td>
<td>4,500</td>
</tr>
<tr>
<td>S. M. Hay</td>
<td>10,000</td>
</tr>
<tr>
<td>C. M. McCabe</td>
<td>4,000</td>
</tr>
<tr>
<td>Cameron &amp; McCourt</td>
<td>4,000</td>
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<tr>
<td>Williows &amp; Froehlich</td>
<td>4,000</td>
</tr>
<tr>
<td>Lahblund &amp; Halbe</td>
<td>6,000</td>
</tr>
<tr>
<td>L. Mayer &amp; G. W. Newman</td>
<td>6,000</td>
</tr>
<tr>
<td>Haiben &amp; Ruck</td>
<td>7,000</td>
</tr>
<tr>
<td>Voigt &amp; Wendorff</td>
<td>7,000</td>
</tr>
<tr>
<td>Wm. Wakeman</td>
<td>7,000</td>
</tr>
<tr>
<td>Mrs. Hardy</td>
<td>4,000</td>
</tr>
<tr>
<td>David Evans</td>
<td>6,000</td>
</tr>
<tr>
<td>J. Horning &amp; J. Baumgartner</td>
<td>5,000</td>
</tr>
<tr>
<td>Heisinger Bros</td>
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</tr>
<tr>
<td>J. Heininger</td>
<td>5,000</td>
</tr>
<tr>
<td>E. Dichtmann &amp; Son</td>
<td>8,000</td>
</tr>
<tr>
<td>Kasemeyer &amp; Heinke</td>
<td>3,000</td>
</tr>
<tr>
<td>Peters &amp; McKenzie</td>
<td>5,000</td>
</tr>
<tr>
<td>F. Hermann</td>
<td>10,000</td>
</tr>
<tr>
<td>Meta &amp; Schloerb</td>
<td>6,000</td>
</tr>
<tr>
<td>J. M. Weisbrod</td>
<td>5,000</td>
</tr>
<tr>
<td>L. Bridge</td>
<td>3,000</td>
</tr>
<tr>
<td>H. Bammensel</td>
<td>10,000</td>
</tr>
<tr>
<td>W. H. Kennedy</td>
<td>4,000</td>
</tr>
<tr>
<td>B. McKenzie</td>
<td>5,000</td>
</tr>
</tbody>
</table>
St. Vincent de Paul's Church, Parish House, and St. Vincent's Academy, Oshkosh, Wis.
great fire, of April 28, 1875, and the 12th of January following, was $1,050,490.

CHAPTER XLV.


The burnt district was a desolate looking tract immediately after the fire. One vast field of ashes and debris — the remains of the wreck of a city; but it soon began to assume the appearance of life and activity. The rapidity with which firms resumed business was a matter of surprise to people at home and abroad. Little shanties began to spring up before the ashes were cold. In fact, the erection of temporary structures began the day after the fire, and in a few days many of the business firms were in new quarters — rough board structures which were erected principally on the side streets and intended for temporary occupancy. There probably was never another instance of such a wide-spread conflagration attended with so few failures and so slight an interruption to business.

Oshkosh, arisen from the ashes of her late conflagration, was, in 1876, a newly-made city. The immense district, over a mile in length, of bran new buildings, was a sight that is seldom witnessed. Donned in her new attire she was now ready to renew her career in the race of progress.

This was the third time that a large portion of the burnt district had been rebuilt, and this time it was wholly composed of fire-proof buildings. The danger of fire so long menacing Oshkosh, was now, to a great extent, removed, as all the wooden structures that formerly endangered the business portion of the city were destroyed, and an ordinance prohibiting the erection of wooden buildings in the newly prescribed fire limits enforced.

The fires that have occurred since that time in that portion of the city have been rare, and have not spread beyond the building where they originated — in fact, no building on Main street since it was rebuilt has been wholly

The actual amount expended in the construction of buildings, between the time of the

### FRAME BUILDINGS.

<table>
<thead>
<tr>
<th>Building</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Griffith and Walkerfield</td>
<td>$7,000</td>
</tr>
<tr>
<td>Schmidt Bros.</td>
<td>5,000</td>
</tr>
<tr>
<td>Oshkosh Woolen Mills</td>
<td>4,000</td>
</tr>
<tr>
<td>B. J. Musser &amp; Co.</td>
<td></td>
</tr>
<tr>
<td>J. N. Arnold</td>
<td></td>
</tr>
<tr>
<td>German-English Academy</td>
<td>4,500</td>
</tr>
<tr>
<td>Evangelical Church</td>
<td>6,000</td>
</tr>
<tr>
<td>Danish Church</td>
<td>5,000</td>
</tr>
<tr>
<td>German Methodist Church</td>
<td>10,000</td>
</tr>
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</table>

### RECAPITULATION.

<table>
<thead>
<tr>
<th>Type of Building</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire proof stores</td>
<td>112</td>
</tr>
<tr>
<td>First class hotels</td>
<td>2</td>
</tr>
<tr>
<td>Banks</td>
<td>2</td>
</tr>
<tr>
<td>Manufacturing Establishments</td>
<td>12</td>
</tr>
<tr>
<td>School Buildings</td>
<td>2</td>
</tr>
<tr>
<td>Opera House</td>
<td>1</td>
</tr>
<tr>
<td>Churches</td>
<td>5</td>
</tr>
<tr>
<td>Dwellings</td>
<td>284</td>
</tr>
<tr>
<td>Mechanic shops, brick</td>
<td>5</td>
</tr>
<tr>
<td>Frame stores, shops, etc</td>
<td>31</td>
</tr>
</tbody>
</table>

Total 476
destroyed, the fire simply consuming the inside finish. The business center of Oshkosh is, therefore, placed on a foundation of safety, and the danger which so long menaced the place removed.

Although times were unusually dull throughout the country at the time of the great fire, many of the business and manufacturing firms enlarged their facilities, and this was especially the case with the mammoth sawmill and door factories.

**EVENTS IN 1877, 1878 AND 1879.**

In 1877-8 a number of fine residences were erected, and some additional business buildings. On Wednesday morning, January 24, 1877, the Revere House was destroyed by fire. This was a sad calamity as it involved the loss of life. Jefferson Murdock in attempting to find egress from the burning building was intercepted by the flames and perished. His untimely death caused a wide-spread grief, as he was a young man of much promise, whose untimely end was mourned by a large circle of relatives and friends.

Among the events of the year was the Northern State Fair, which is held annually in this city. It was attended by an immense concourse of people and was universally pronounced one of the finest agricultural exhibitions ever held in the Northwest.

In 1878 the Schmit Brothers erected the new trunk factory, which employs from forty to fifty hands, and is quite an accession to the manufactures of the city.

**A SPIRIT OF PROGRESS AWAKENED.**

The year 1879 ushered in an awakened spirit of progress and marks a new epoch in the advancement of this city. The spirit of improvement and enterprise is fully aroused, and Oshkosh is making rapid strides in public and private enterprise, giving her future an appearance of the brightest promise. Among the public improvements of the year is the new Nicholson pavement on Kansas street. This fine piece of work was done by William Sharpe, with his usual dispatch and thoroughness, and adds very much to the handsome appearance of that main business thoroughfare. The new brick block just constructed on that street is an additional improvement. Kansas street, with its fine brick blocks and Nicholson pavement crowded with teams, wears a decidedly business-like look and is a credit to the city.

The new bridge, now in course of construction, to cross the river from Oregon to Light street is to be a massive iron structure, and is contracted to cost $27,000. Henry Schneider is the contractor for building the stone supports, which is sufficient warrant that that part of the work will be well done.

The exposition building of the Northern Wisconsin Agricultural and Mechanical Association was completed in August. This is an immense structure, and is the largest agricultural exposition building in the Northwest. Oshkosh may well feel proud of her achievements in the year 1879, and this and the new railroad are the crowning glories.

This mammoth building is four hundred feet long and sixty feet wide, and is another evidence of Oshkosh enterprise. A grand harvest ball was held in the building on the second of September. The building was lighted with over one hundred lamps and presented a gay scene. Over 600 persons were dancing on the floor at one time.

**THE NEW NORTHERN RAILROAD.**

In May, 1879, the Milwaukee, Lake Shore & Western Railway submitted to this city a proposition in substance as follows, viz: To issue to said Company its bonds to the amount of $75,000, bearing interest at the rate of seven per cent, and payable $15,000 fifteen years from date of issue, and that amount annually thereafter until the whole is paid; and said bonds to be placed in the hands of Alexander Mitchell in escrow, to be delivered to said Company when they shall build and fully complete a road from Oshkosh to connect with the road at Hortonville; and at the time of delivery of said bonds, that the Company deliver to said City of Oshkosh certificates of stock in said road to the amount of $75,000, the said proposition to be binding on the City of Oshkosh if approved by a vote of the people of this city.

The above proposition was submitted to a vote of the people on Tuesday, June 24th. The election resulted in an almost unanimous vote in its favor, nine votes out of ten being cast for the proposition.

The route was immediately surveyed and the right of way purchased. The construction of the road is now in progress, and it is expected that it will be completed early in the coming winter. This gives the city a direct road to the Northwest and is a much needed connection.

The summing up of public improvements in this city for the year 1879, as will be seen from the foregoing, are the Nicholson pavement on Kansas street, the new bridge to cost $27,000, the exposition building, the northern railroad and the iron bridge of the Chicago & Northwestern Railroad.
PRIVATE ENTERPRISES AND IMPROVEMENTS IN 1879.

The manufactures of Oshkosh have received an important accession in the establishment of the extensive carriage works of Parsons, Neville & Co. This firm was doing a heavy business in Chicago, but believing that this city was a favorable location for their business, they moved their works to this place last spring. They occupy the building formerly known as the Vulcan Iron Works, which has been remodeled and is to be further enlarged. One hundred hands are employed and the force is to be largely increased.

The moving of a grist-mill to this place from Winneconne is one of the novel events of this season. It was floated on barges and is probably the only instance of a large building being moved in this manner.

The handsome residence and grounds of J. J. Moore have been purchased for the purpose of turning it into a hospital by the Brothers of Mercy.

Among the business and manufacturing structures erected the present season are the large saw-mill of Geo. W. Pratt, Horn's large brewery, the brick block on Kansas street, Geo. Cameron's livery and sale stable, and several fine residences.

The inside construction of the Fraker Opera House is to be remodeled on a grand scale, so as to convert that splendid building into a first-class opera hall.

The Government ship-yards were in full blast last winter. A large steam dredge and steamboat were built to be used in the improvement of the Fox and Wisconsin rivers. This work in the ship-yard gave employment to a number of men.

The favorable weather last winter for lumbering operations gave full employment to a large force of men, and the log crop is estimated at 120,000,000 feet.

POPULAR GATHERINGS, AMUSEMENTS, ETC.

Among the events of the season was the assembling of the State Editorial Convention in this city, the regatta of the Oshkosh Yacht Club, the rendition of the operetta of the Naiaid Queen, which was given for seven successive nights to crowded houses; the Pinafore also raged extensively. The Hess Opera Company also gave two entertainments. These drew large crowds here from neighboring cities. Oshkosh is, in fact, becoming quite a center for popular amusements.

The annual fair of the Northern State Agricultural and Mechanical Association was attended by an immense assemblage, the attendance one day being estimated at 12,000, and the fair is unanimously declared to be the best ever held in the State.

George Peck, during his attendance at the editorial convention sent to his paper, the Sun, the following communication:

They took the crowd of editors and their wives, and other female relatives all over town, through the busy streets, around the residence streets, where some of the houses and yards would do great credit to Grand Avenue, or Cass, or Marshall, or Division streets in Milwaukee. We could see the outside of the fine homes reared by hard labor of rich men who commenced life riding a saw-log, and are now honored by the state and by the nation. We passed mills that turn out the best of lumber in quantities to suit, and we drove to the bank of Lake Winnebago, where one day Oshkosh will have as fine a park as there is in the State. We passed the stores where men have been burned out so often that when they smell pine burning, they put their insurance policies in their pocket and go to packing up their goods, in the belief that they will soon have to put up a board shanty to do business in. Every business man has the appearance of a man who is prepared for any emergency, be it from fire, flood, chin-chugs, grasshoppers or the devil. Oshkosh has a crowd of men that know no such word as fail. If I were asked to pick out a hundred men that would illustrate Western pluck and enterprise, I would go to Oshkosh, pick up the first man with a slouch hat on, and ask him to ring a fire bell and get the boys together, and the hundred men could be picked out in four minutes by the watch.

OSHKOSH MARKET REPORTS.

March, 1869 — Wheat, No. 1, $1.90; flour, $1.10; oats, 60c; corn, 90c; potatoes, 70c; pork, per barrel, $24.

March, 1869 — Wheat, No. 1, $1.90; flour, 10.50; oats, 62c; corn, 65c; pork, mess, 32.00; potatoes, 75c; hay, tame, 14.00 to 18.00; lumber, common, 10.00; dimension, 12.00; clean boards, 30.00; clear plank, 40.00; sugar, 16c; coffee, 25 to 40c; tea, 1.00 to 1.80.

June, 1870 — Wheat, No. 1, $1.85; flour, 9.50; corn, 90c; oats, 50c; potatoes 60c; hay, tame, 10.00; pork, mess, per barrel, 32.00; butter, 20c; cheese, 16c; coffee 25 to 35c; sugar, 11 to 14c; tea, 1.00 to 1.60; lumber, common, 9.00; clear boards, 28.00; plank, first clear, 35.00.

December, 1871 — Wheat, No. 1, $1.10; flour, spring, 6.50 per barrel; flour, winter, 8.00 per barrel; corn 75c; oats, 45c; pork, mess, 13.00; hay, tame, 12.00; potatoes, 80c; butter, 18@20c; eggs, 15c; coffee, 25 to 35c; sugar, 10 to 12c; beans, 1.00 to 1.50; lumber, common boards, 12.00; dimension, 12.00; fencing, 14.00; siding, clear dressed, 20.00; clear boards, 25@30.00; plank, first clear, 30@35.00.

January, 1873 — Wheat, $1.12 to 1.15; wheat, winter, 1.26; flour, per barrel, 5.50; corn, 46c; oats, 35c; potatoes, 1.00; butter, 20 to 22c; pork, mess, 13.00; lumber, com-
mon boards, 12.00; clear boards, 25.00 to 30.00; first clear plank, 40.00.

April, 1874 — Wheat, No. 1, $1.20; flour, 6.50; pork mess, per barrel, 17.00; beans, navy, 2.50; potatoes, 1.00; corn, 70c; oats, 50c; butter, 35c; coffee, 25 to 40c; sugar, 10 to 12c; cheese, 18c; lumber, common, 10.00; clear, 25.00 to 40.00.

August, 1875 — Wheat, No. 1, $1.05 to 1.15; corn, 75c; oats, 55 to 60c; flour, spring, 6.00 per barrel; winter, 7.00 per barrel; butter, 18c; cheese, 14c; potatoes, 55 to 60c; pork, mess, 18.00; lumber, common, 11; clear, 25.00 to 40.00.

June, 1876 — Wheat, No. 1, $1.10; corn, 55c; oats, 35c; potatoes, 20c; butter, 20c; pork, dressed, 9.00; beef, by the quarter, 5 to 7.00.

May 18, 1877 — Wheat, No. 1, $1.85; corn, 60c; oats, 45c; flour, per cwt., 5.00; patent, 5.75; potatoes, 90c; butter, 15 to 16c; beans, 1.75; pork, mess, 16.00; beef, by quarter, 4.50 to 6.00; hay, tame, 9.00; lumber, common, 9 to 10.00; clear, 20 to 30.00.

January, 1878 — Wheat, No. 1, $1.00; corn, 40c; oats, 28c; potatoes, 30c; beans, 2.00; beef, dressed, 3 to 4.00; pork, dressed, 3.25 to 4.00; tame hay, 9.00; lumber, common, 8.00; clear, 20 to 30.00.

April 14, 1879 — Wheat, No. 1, 88 to 90c; corn, 32c; oats, 28c; flour, spring, 2.38 per cwt.; patent, 3.75; beef, dressed, 3.50 to 5.00; pork, dressed, 4 to 4.25.

August 1, 1879 — Wheat, No. 1, $0.98 to 1.00; corn, 35c; oats, 33c; flour, per cwt., common, 2.50; patent, 3.50; pork, dressed, 3.50 to 4.00; tame hay, 6 to 7.00; potatoes, 35 to 40c; wool, 25 to 28c; butter, 11 to 12c; cheese, 7c; coffee, 25 to 35c; tea, 50c to 1.00; sugar, 8 to 11c.

CHAPTER XLVI.

The City of Oshkosh — Its Situation, Tributary Country, Local Surroundings — Water and Railroad Communications — Description of the City — Its Manufacturing District — Business Streets — Elegant Residences and Grounds — Oshkosh as a Summer Resort and Watering-Place — The Yachting Center of the Northwest — The Oshkosh Yacht Club — Public Buildings.

The City of Oshkosh is situated on one of the finest commercial sites in the Northwest; at the mouth of the Upper Fox river on the western shore of Lake Winnebago, a magnificent sheet of water thirty-five miles long and ten wide. It is a situation of great natural beauty overlooking the picturesque lake and river scenery of the vicinity. It attracted the attention of the early explorers and adventurers who made it their favorite stopping place in their travels from the great lakes to the Mississippi. Lake Winnebago and the Fox and Wisconsin rivers formed the great commercial highway of the northwest, before the age of railroads, and many a glowing description was then written of the beautiful lake and river country now called Winnebago county — of its lovely prairies, openings and woodlands, its magnificent lakes and broad rivers, its fertile soil and salubrious climate, and it has well maintained its early reputation, and is regarded to day as one of the most favored spots for the habitation and enjoyment of man.

SURROUNDING COUNTRY.

The adjacent country and that stretching away from here to the south west, for hundreds of miles is the richest agricultural district to be found in the habitable world. Its surface is undulating prairie and openings, with its rivers and lakes skirted with timber. The scenery of this combined woodland, prairie, lakes and rivers is surpassingly beautiful; disclosing picturesque views which stretch away in the far distance, like the varying pictures of a lovely panorama. The rivers and lakes abound in fish and water-fowl, the woodlands in game. The facilities for rural and aquatic sports have already made the locality — famous for those enjoyments.

The well cultivated farms, spacious barns, and comfortable, well painted farm houses, with their tasty surroundings and orchards, very plainly indicate the general wealth and thrift of the farming community.

This county has taken the first premium at state fairs on its apples and grapes, and many of its agricultural products, and is famous for the excellent quality of its choice grapes, which are grown in profusion. At the World's Industrial Exhibition at Paris, it took the first premium on wheat, against the competition of the world.

THE "UP-RIVER COUNTRY," NORTHERN WISCONSIN.

The tract of country lying between Oshkosh and Lake Superior, and east of the Central R. R., embracing the valleys of the Wolf and Wisconsin, is about eighty miles in breadth and a hundred and fifty miles in length. This territory is naturally tributary to Oshkosh, and is one of the most valuable timbered tracts in the west, pine and hardwood interspersed. It is a country of vast resources — timber, mineral and agricultural. There is
Residence of Robert McMillen, W. Algoma St., Oshkosh, Wis.
Res. of Wm. T. Ellsworth, Algoma St., Oshkosh, Wis.

Res. of Judge D. J. Pulling, Jackson St., Oshkosh, Wis.
every variety of character of soil, and face of country, from the sandy and rough and rocky, to the very finest sugar-maple lands, comprising whole townships in a body. The latter are as fine farming lands as can be found, with all the coveted advantages of rich soil, best of timber, plentifully supplied with the purest of running water—springs, brooks, large rivers and beautiful lakes.

Some portions of this country are already well populated and in a high state of cultivation, with fine farms, good houses and barns. Villages and manufacturing hamlets are springing up on its water-powers and natural thoroughfares, and its resources are developing with wonderful rapidity.

This is the country of the new railroad from Oshkosh north; a country that can pour into the lap of Oshkosh a flood of trade and business if railroad facilities are provided.

There is a large section of this country as yet comparatively unsettled, but immigrants are rapidly occupying it, and it soon will be one of the populous portions of the State.

The building of a railroad through this territory, which is large enough for twenty-five counties of the size of Winnebago, would facilitate its rapid settlement and conversion into farms and manufacturing villages, which would necessarily pour a copious trade on the line of their outlet.

Fortunately for Oshkosh, the richest and finest tract of Northern Wisconsin is open to the channels of her trade.

WATER COMMUNICATIONS OF OSHKOSH.

The Wolf river, flowing from the great pine and hardwood timber regions of the north, for a distance of over two hundred miles, forms a junction with the Upper Fox, about twelve miles from this city. The Wolf is navigable for steamers as far as Shawano, a distance of one hundred and fifty miles. A daily line of fine, commodious steamers run from Oshkosh to New London, a point on the Wolf river, seventy miles distant. Another daily line of steamers run from here to Berlin, on the Upper Fox. Steamboats also ply between here and Green Bay, making steamboat connection with Lake Michigan, while others run transiently to the different ports on Lake Winnebago. Numerous sail vessels also ply between here and the east shore of the lake, engaged in freighting lumber, timber, building stone, sand and brick. The best of building stone, and the finest quality of material for brick-making is abundant on the opposite shore, and the trade in the same is an extensive one.

This unrivaled water communication is one of the commercial features of this city, as it occupies a commanding situation on that great chain of rivers and lakes, which is one of the grand, distinguishing characteristics of this continent, and of which Fox river and Lake Winnebago are important links in the connection of the Mississippi with the Great Lakes. It is, in fact, the great natural water thoroughfare of the continent, and the demands of our inland commerce have induced the Government to make the improvement of the rivers a national work. It will be seen, therefore, that the city has steamboat communication north by the Wolf River, southwest by the Fox and Wisconsin to the Mississippi, and east by the Lower Fox to Lake Michigan. These intersecting lines of trade, center here into a natural distributing point. It is here where the immense products of the pine and hard wood timber region of the Wolf river and its tributaries are brought to be manufactured and distributed through the agricultural districts bordering us on the south and west. A large portion of this "up-river" country is good farming land, and is rapidly "settling up." This city is the natural outlet of its trade, from whence it obtains its supplies, and where its products find their most accessible market.

RAILROAD COMMUNICATIONS.

These are the Chicago & Northwestern, with its southern and western connections, and by the same, north to Green Bay, on Lake Michigan, and thence to Lake Superior; connecting with the inexhaustible iron mines of that region; the Oshkosh & Mississippi Railroad, connecting with the eastern and western lines of the Milwaukee & St. Paul. The Milwaukee, Lake Shore and Western Railroad is now in process of construction.

THE SITE OF OSHKOSH

Is a tract with an elevation from twelve to twenty feet above the level of the lake. The city extends for a distance of nearly three miles from the shore of Lake Winnebago up the Fox River to Lake Buttes des Morts, occupying the tract between the two lakes and covering a territorial area of nearly eight square miles, about half of which is closely built over, the balance suburban. The river connecting these two bodies of water, and bisecting the city, is about 600 hundred feet wide, forming a spacious harbor, and being of slow current and not subject to freshets, affords great facilities for steamers, vessels and rafts. It is spanned at this point with four
magnificent bridges, each about 600 feet long; two of which are the respective railroad bridges of the Chicago & Northwestern Railroad and the Oshkosh & Mississippi Railroad; the others for the accommodation of city travel—structures involving a cost of $100,000. Another bridge is now in process of construction—an iron structure to cost $27,000.

The river shore for a distance of nearly three miles, is an almost unbroken line of saw-mills, foundries and machine-shops, planing-mills, sash and door factories, grist-mills, elevators, ship-yards, lime and stone yards, shipping docks and depots of the Chicago & Northwestern, and Oshkosh & Mississippi Railroads.

The constant hum of this machinery, propelled by over seventy steam engines—the steamboats, tugs and sail-craft, plying the river and lake—the long line of railroad trains coming and going, and the crowded and busy streets adjoining, present a scene of business life and activity, which clearly proclaims the manufacturing and commercial character of this lively and thriving city.

The main business street presents a fine appearance and extends for nearly a mile, and is compactly built up with business blocks, of brick and stone. It is paved with the Nicholson, and lighted with gas, as are all the other principal streets. Kansas Street, on the south side of the river is also a fine business street, containing a large number of business blocks, built of brick. Several of the streets devoted to private residences are not excelled in the State, and are rarely equaled by eastern cities of the same size. Among the most beautiful are Algoma and Washington streets, which are practically one street, extending from the lake shore of Winnebago almost to Lake Buttes des Morts, a distance of nearly three miles; and which are built up for their whole distance with tasty residences, many of them being beautiful and costly structures, with the surrounding adornments of wealth and taste. The High School building and State Normal School, with their spacious grounds, are on this street. The luxuriant shade trees and original forest trees are among not the least of its attractions. It is gravelled with a material which cements into a smooth, hard surface, and affords a beautiful drive. Irving, Merritt, Waugoo, Otter and Capé streets extend from Main street to the lake shore, a distance of a mile, and with High, Jackson, Church and Jefferson Avenue, and the principle streets on the south side, are all attractive, well gravelled, and built up with fine residences; many of them spacious buildings, with beautiful grounds and ornamental surroundings. The lake shore locality is one of the beautiful features of the city, which attracts the admiration of all, and which affords delightful sites for suburban residences.

Oshkosh is justly proud of the distinction she enjoys in having thirty odd miles of beautiful smooth streets of cemented gravel, affording delightful drives and lovely views of her lake and river scenery.

The many beautiful illustrations in this work, of the palatial residences and handsome surrounding grounds, and especially the attractive water scenery fully confirms the description here given. These views are all sketched from nature by G. W. Salisbury, for this book and are correct representations.

**AS A SUMMER RESORT AND WATERING-PLACE.**

This city possesses a rare combination of natural features for a delightful summer resort and watering-place. The climate is not surpassed in healthfulness; the air is pure and dry; the invigorating breezes from the lake temper the heats of summer, while the adjacent large bodies of water, to a great extent, have the effect of preventing those sudden extreme changes of temperature to which nearly all western localities are much subjected. The water is wholesome, artesian fountains abound, the scenery is lovely, the lake the most magnificent sheet of water, with beautiful shores and good harbors that are accessible in every direction, thus affording the best of yachting facilities. The surrounding country is beautiful, with excellent roads, affording delightful drives and picturesque views of the lake and river scenery. Wild game is abundant in the vicinity, and is composed of blue and green-winged teal, mallard and wood-duck, snipe, wood-cock, quail and prairie chicken. The waters abound in black and white bass and other fish; brook-trout are plentiful in streams within a day's travel; therefore, steamboat excursions, picnics; yachting, fishing, shooting and pleasure drives are among the available recreations of the place. This secures immunity from that monotonous routine of tame and insipid pleasures which prevails in so many celebrated watering-places; for the range of exciting and attractive out-door enjoyments, is here so extensive and varied, that the tastes of all can be gratified; combining the gayeties, public amusements and social enjoyments of city life, with the most delightful rural pleasures.

The market is well supplied with wild game, and with the choicest fruits and vegetables of northern latitudes, fresh from the gardens and
store in finish and proportion. It has a front-age of forty feet and is a hundred and ten in depth. The interior presents a grand and imposing display with its lofty ceiling and rich and elaborate finish, and mammoth stock of elegant goods in endless profusion. Carswell & Hughes is another splendid establishment, doing an immense business. D. R. Forbes, A. Leach, Josslyn Brothers and Jones Brothers, also make an imposing display. These elegant stores with plate glass windows rival in appearance the finest stores in metropolitan cities. They are divided into departments devoted to the various branches of the trade, and are filled with goods from the basement to the second story. The inducements they hold out to purchasers in quantity, variety and price of goods, draws a large patronage from the suburban towns and villages, and Oshkosh now has the facilities for competing successfully with the larger cities in prices. Every style and quality of dress goods, and fancy and domestic goods are in large stock and sold at the closest figures of the central markets of the trade. There are six stores dealing exclusively in dry goods, and taken collectively they are a credit to the city. The carpet warerooms, especially, are not excelled in the State.

MILLINERY AND FANCY GOODS.

There are four leading millinery and fancy dry goods stores, elegant establishments, carrying large stocks of fashionable goods in great variety.

CLOTHING HOUSES.

There are nine clothing stores. For the firm names, see classified directory in this work, and their advertisements.

From an early day Oshkosh has been a great center for the clothing trade for a large stretch of country, and has been famous as the place to buy clothing at the lowest figures. The very best of business men have long been engaged here in that line, and long experience and ample capital has enabled them to offer their customers the greatest advantages in purchases. They have now enlarged their facilities, and the great number of first-class firms in this city afford a wide range to the purchaser. The most recherché fit and style are made to order; artistic cutters are employed, and all varieties of cloths are held in large stock. The manufacture of clothing in this city is an industry of no small proportions. It furnishes work to a large number and adds greatly to the business of the place.

HARDWARE HOUSES.

There are twelve stores under the above head. The large amount of machinery run-

ning in Oshkosh and in the “Up-River” country has made Oshkosh the center of a large trade in iron and mill-furnishing goods and mill machinery, and there are consequently some heavy houses here, of large capital and with ample facilities for this special trade, and there is not another place of the size of Oshkosh that does a larger business in this line. In hardware, nails, stoves, iron and tin-ware, the business is also large, and the several firms are augmenting their trade.

BOOT AND SHOE STORES.

There are thirteen of these stores, exclusive of the smaller shops. A number of them are large concerns, doing a heavy business, some of them wholesale, with large stock in great variety.

GROCERS.

There are sixty odd grocery stores. The leading houses in this line occupy some of the handsomest stores on the street, and which are filled up with large stocks. All the luxuries of the eastern and southern markets, in their season, including fruits, shell-fish and other delicacies, are kept on sale, making a most tempting display. The market gardens of the vicinity also furnish fruits and vegetables.

DRUG STORES.

The number of these is ten, and there is not to be found in the City more beautiful fronts than those of some of the drug stores which ornament Main Street. These stores are models of elegance in all their appointments.

MUSIC STORES.

Two of these, with a large stock of pianos, organs and a general assortment of musical instruments and merchandise. These stores make a fine display of instruments, and are conducted by gentlemen of experience in the trade.

STATIONERY, ETC.

There are four book stores in this line, with large stocks of books, wall paper and stationers’ goods.

FIVE WATCH AND JEWELRY STORES.

Several of these are largely stocked with rich ornamental goods, embracing silver and plated ware of the most beautiful design and finish.

CROCKERY, GLASSWARE, ETC.

One large establishment whose stock embraces everything in the trade. Several grocers are also dealing in the articles.
orchards of the vicinity which are very different to the stale products shipped from long distances. The choicest varieties of American grapes are grown in profusion; apples, plums, and small fruits are abundant in their season. The market is also kept as well supplied as those of the larger cities, with foreign fruits and delicacies, and shell fish from the sea-board.

The same local circumstances also make Oshkosh a most desirable place for a residence, and it would be difficult to find another, where people of limited means can avail themselves of so many of the enjoyments and comforts of life — the amenities of society, the opportunities for mental culture, public amusement and the best of advantages for the education of their children. For instance, a family with a capital of $20,000 would be wealthy here, and could live in princely style, if their taste lay in that direction. They could possess a home here with the greatest comforts and luxuries of life and ample means for the gratification of cultivated tastes, and maintain it on the income, $2,000. The children could have good social and educational advantages, while opportunities for a profitable investment of the capital in industrial business are abundant. The same capital in a city like Chicago, could afford its owner but a very ordinary home-place, requiring the practice of a very rigid economy, the closest attention to business, and a stinted enjoyment of the pleasures of life.

THE YACHTING CENTER OF THE NORTHWEST.

Oshkosh has become famous as the yachting center of the Northwest. The superior facilities of Lake Winnebago for yachting purposes has created a great interest in that sport in this locality. The fine harbors on the lake, the accessibility of its shores, the steadiness of the winds and the long sailing distances offered by the broad expanse of water, give peculiar advantages. The interest in yachting seems to be increasing from year to year, and attracts many from abroad who are interested in that amusement.

THE OSHKOSH YACHT CLUB.

This club was organized in 1870, and ranks as the leading club west of the Hudson in number of membership and the size and sailing qualities of its fleet. Its members number one hundred and twenty odd, and its fleet consists of some thirty beautifully-modeled and elegantly-equipped yachts. The officers of the club are Geo. W. Burnell, Commodore; Geo. F. Stroud, Vice-Commodore; John Dickinson, Fleet Captain; Frank Heilig, Treasurer; Frank Clark, Secretary.

An annual cruise takes place in June, in which the whole fleet joins, making a beautiful sight. The cruise generally lasts a week; during which the party visit the many attractive points on the lake. Camping-out, sailing and fishing vary the amusements. The annual regatta forms a most attractive scene, and is witnessed yearly by large crowds of delighted spectators. The facilities for yachting and steamboat excursions are among the attractive features of Oshkosh, and Lake Winnebago as a summer resort; and the lovely wooded points on the lake shore afford delightful camping-grounds, which are generally occupied through the summer months.

PUBLIC BUILDINGS.

These are the Northern State Hospital, State Normal School, Oshkosh High School, one of the finest school structures in the State; eight ward school buildings, three of which are massive brick edifices and two of which cost over $12,000 each; the Court House, Masonic Temple, Fraker's Opera House, Post Office building, three public halls, St. Vincent de Paul School, English and German Academy; three large hotels, the Beckwith, Seymour and Tremont; and the exposition building of the Northern Wisconsin Agricultural and Mechanical Association.

In church architecture, Oshkosh particularly excels. The First Congregational, First Methodist, First Baptist, St. Vincent de Paul, Catholic, and St. Peter's Catholic are fine structures, and many of the others are of a large and handsome design, and taken as a whole are highly ornamental to the city. There are in all twenty-four church edifices.

CHAPTER XLVII.


HERE are three banks, the First National, the Union National and the Commercial. The last is not a bank of issue. The average deposits of the First National are $500,000.

DRY GOODS HOUSES.

In nothing has Oshkosh made greater advancement since the fire than in that of enlarging the facilities for the dry goods trade. The magnificent store of Wm. Hill & Co., of which a view is given in this work, is a palace
W. M. Hill & Co. Nos. 149 & 151 Main St. Oshkosh, Wis.
MISCELLANEOUS.

There are three hat cap and fur stores.

Five furniture warerooms, two of which are large establishments that can suit the most fastidious tastes in the articles of their trade.

One wholesale oil, paint and glass house, which does a heavy business, and two retail oil, paint and glass stores.

Two houses in leather and shoe findings, which have an extensive trade, locally and with the northern country.

Eleven flour and feed stores.

Four dealers in agricultural implements.

Two dealers in brick, lime and stone. This is a large business in Oshkosh. One of these firms, Cook, Brown & Co., does an annual business of $70,000.

Three wholesale and retail liquor stores.

Five dealers in harness and saddlery hardware.

In addition to the above are a proportionate number of confectionaries, baker's shops, tobacconists, meat markets, etc.

For agents, professional men, and other branches of business and manufacture, see classified directory in this work.

MANUFACTURES OF OSHKOSH.

FOUNDRIES AND MACHINE-SHOPS.

C. C. Paige, John F. Morse, Perry Ransom, Chas. Avery. These establishments manufacture steam engines, circular mills, portable engines, mill machinery and castings of various kinds.

STEAM BOILER WORKS.

Martin Battis, A. Burns. These establishments do a large business, viz: the manufacturing of steam boilers.

SASH, DOOR AND BLIND FACTORIES.


These factories manufacture yearly 360,000 doors, 700,000 windows and 150,000 pairs of blinds. Their daily capacity is 1,200 doors, 2,500 windows, and 600 pairs of blinds. This is the largest manufacture of doors and windows in any one place in the United States. They also manufacture wood moldings to the value of $100,000 per annum, and dress large quantities of lumber. The yearly aggregate value of their manufactures is $625,000.

STAR MATCH WORKS.

J. L. Clark proprietor, employs 350 hands.

The value of its manufactures for the year 1878 was $488,945,83.

CARRIAGE WORKS.

Parsons, Neville and Goodfellow. Number of hands employed, one hundred; and the force is to be increased when an additional building now in course of construction, is completed. This firm commenced fitting up their work last March, and before six months elapsed they had manufactured over one thousand vehicles. These are shipped by the car-load to various places where they find a ready sale.

Rudd & Holden also carry on an extensive establishment, and turn out first-class work.

There are five wagon shops.

FURNITURE MANUFACTURERS.

Robert Brand, E. S. Thompson, E. S. Hayden, Wm. Spikes & Co. B. H. Soper.

PLANING MILLS.


BRICK AND LIME WORKS.

Cook, Brown & Co. employ a large force of men, and run one steamer and a sail vessel of their own in their business, and employ two other sail crafts.

OSKOSH SOAP WORKS.

J. R. Loper, manufactures a popular brand of soap in large quantities.

BREWHERIES.

There are five of these whose products aggregate a large amount.

SHIPPING-BOX FACTORY.

Manufacture cheese and fruit boxes.

TRUNK FACTORY.

Schmit Brothers. Employ sixty hands.

OSKOSH CHEMICAL WORKS.

B. J. Musser & Co. Baking powder, perfumery, etc.

TANNERIES.

Metz & Schloerb, Hoehe & Jaenicke.

FLOURING MILLS.


SHIP-YARDS.

There are two of these and a large business is done in the building of steamboats, yachts and sail vessels, and in the repairs on the same.

LUMBER MANUFACTURERS.

Buckstaff Brothers & Chase, Campbell, Libby & Co., Conlee Brothers, Foster & Jones,

SHINGLE MANUFACTURERS.


The lumber business of Oshkosh is an industry of vast proportions. In prosperous seasons, from a hundred to a hundred and fifty million feet of logs have been manufactured into lumber and shingles. The log crop this year on the Wolf and its tributaries is estimated at one hundred and twenty millions of feet. This will furnish an ample supply for our mills and sawd and door factories which are now beginning to recover from the depression that for the past two years has affected all branches of business. The advance in the price of lumber is also stimulating production, and Oshkosh has taken a new start in the race of progress and begins to assume her old-time appearance of business and manufacturing activity.

The prediction that the railroads which are being built into the pine forests would facilitate the production of pine lumber in the upper country to an extent disastrous to our lumber industry, has proved groundless, for it was soon ascertained by practical experience, which is the best teacher, that the timber can be more profitably manufactured in Oshkosh than in the woods, for many reasons, some of which are that the lumber, when sawed, must be moved by rail over the same distance that Oshkosh is from the pineries in transporting it to market, so that if the logs be brought by rail to this place, the lumber is practically moved that distance toward its ultimate market. The transportation of the offal, or material wasted in sawing, is no additional expense; for the slabs and even the sawdust have a cash value, and are worth more than the cost of transportation. Another thing, the proximity to machine-shops, affording the best facilities for promptly repairing mill machinery, is a great advantage. Oshkosh, too, has long been the great lumber center of central Wisconsin, and it has its established lines of trade and offers greater inducements to purchasers in quantity and variety, and in the number of mills. Outside purchasers often find it difficult to get long timber, joist, scantling and other dimension stuff. Here they know that they can readily have their orders filled by reliable firms who have every facility. The place also manufactures the largest quantity of doors, sash, blinds and dressed lumber, of any place in the Northwest. In fact, everything can be furnished for a building from raw material to a cornice — inside finish, brackets, moldings, etc., all ready to be nailed in their places. Consequently, the purchaser by carloads will go where he can get his whole bill readily filled.

Confidence in the future is shown in the fact that in late years several of the mills which were burnt have been replaced by larger ones, viz: Campbell & Libby's, Morgan Brothers and Geo. W. Pratt's, just constructed. In passing, attention may be called to the fact that several that have gone from here to other points have been disappointed, and have learned to justly appreciate the local advantages of this place. One of our heavy shingle manufacturers who tried his fortune at another place, was glad to get back and rebuild his shingle mill here, and has since been doing a successful business. It is true that the interests of Oshkosh were criminally neglected by those who ought to have known better than to have looked on while railroads were being built from other points to tap the pineries and cutting off her supplies; but she has awakened from her lethargic indifference and the prize threatening to slip from her grasp has been secured through connection with the Milwaukee, Lake Shore & Western Railroad. This road will be finished early this winter and gives direct connection with the other roads tapping the pineries, thus securing ready access to pine lands remote from driving streams, and to a new source of supply for our mills and saw and door factories.

The favorable weather of last winter for logging has furnished a large supply of logs and will bring the lumber business here, up to something like its old-time proportions. Other manufacturers are being enlarged and new ones established. Oshkosh is therefore started once more on the high road of prosperity, and the outlook for the future is hopeful.

IMPORTANCE AND FACILITIES OF OSHKOSH AS A MANUFACTURING CENTER.

No place ever obtained a more sudden celebrity as a manufacturing point than Oshkosh, which, from a little obscure village in 1852, with three or four saw-mills, arose in the short space of ten years, to the distinction of being one of the greatest lumber manufactur-
ing centers in the Northwest, with twenty odd
saw-mills, producing over one hundred million
feet of lumber per annum—sufficient with her
shingles, sash and doors, to load fifteen thou-
sand railroad cars, and aggregating, with the
lumber products, a value of over two million
dollars.

This immense business and that inci-
dental to it, the manufacture and repairing of
steam machinery, the building of steam tug-
boats, the shipping of lumber, the manufac-
ture of sash, doors and dressed lumber, the
products of the iron foundries, and machine
shops, the traffic of the resident population,
and the farming community, and the trade
and travel by railroad and steamboat lines,
have made Oshkosh the liveliest center in the
state outside of Milwaukee.

The din of the machinery of her mills and
factories, with their sixty steam engines, the
steamboats and sail craft plying the lakes and
rivers, the long lines of railroad trains bearing
abroad the products of her manufactures, and
her crowded thoroughfares, combine in a
scene of business life and activity that is no
where surpassed in this country by any city of
its size.

The first branch of manufacturing here was
naturally that of pine lumber, and the machin-
ery incident to its production. The unsur-
passed facilities for remunerative business in
that line rapidly absorbed the chief capital of
a new community like that of Oshkosh, to
the exclusion of other manufactures; but it has
created a wealth here, and established a manu-
facturing prestige of success and practical
experience that must ensure confidence in
entering the new fields of manufacturing
enterprise that are now awaiting her occu-
pancy. The first work in her destiny was to
make available the immense pine lumber re-
sources. This work has been partially accom-
plished, and now a step in advance is marked
by the greatly increased manufactures of sash
and doors, which has become the leading
branch of our industries. Glazed sash is
another, which, from a small beginning, is
rapidly developing into importance.

Oshkosh has the most ample resources and
enduring facilities, for manufactures of
hardwood material. Her proximity to the
source of supply, with her central location,
and the great market ground of the rich agri-
cultural territory, which stretches from here
away to the south, and west, gives local
advantages which promise the most hopeful
manufacturing future for this city.

Oshkosh from her earlier years, has been
accustomed to the din of machinery. She
has served a most thorough apprenticeship;
and can proudly point to a practical success in
the past, which presages her future triumph.

CHAPTER XLVIII.
Notices of Manufacturing Establishments Illustrated in this
Work, and of Business Houses and Residences.

STAR MATCH WORKS OF JAMES L. CLARK.

This mammoth establishment is one of
the largest manufactories of any kind
in the State. The value of its products
for the past year amounted to the sum
of $488,945.83 and at the rate it has
increased will far exceed that amount
in the present year. Its rapid growth
may be seen in the fact that the value of its
matches manufactured in 1872, was $90,000; in
1875, it was $374,000; while for the year
ending 1878 it reached the sum of nearly half
a million of dollars.

The works, and storage ground for lumber,
occupy some ten acres, and the buildings have
a frontage of nearly five hundred feet.

For the purpose of obtaining a full supply of
the best of straight-grained timber, for splints,
Mr. Clark erected last year, a saw mill, in
addition to the works proper.

The following exhibits the business for the
year ending January 1st, 1879: Number of
hands employed, 350; two million five
hundred feet of timber; two hundred and
ten tons of straw-board and paper for making
boxes; seven thousand pounds of phospho-
rus; sixty tons of brimstone. Average
monthly wages paid to hands, $5000,60; ag-
gregate yearly payment to hands $60,000,60.
Value of products for the 1878, $488,945.83.

One of the advantages possessed by this
factory is the facilities for obtaining the very
best of straight-grained timber, for splints,
which ensures with other qualities, the superi-
ority for which these matches are distinguished.

The large amount of complicated machinery
running in these works would astonish any one
who had never witnessed the details of the
manufacture of matches. There is in the first
place, the steam engines, and the complicated
system of belting for connecting power with
the endless machinery in the various depart-
ments. Next comes the lathe in the machine
shop, where the repairing is done to disabled
machinery. Then the circular saws that cut
the timber into the proper dimensions—the
match-splint machines, of which there are eight, with a capacity of making 115,400 match-splints per minute. In the racking room are five racking machines, which place the matches in proper fixtures for dipping. In another room are six cutting machines which cut the splints, which are made double-length, in two. Another department contains the heating furnace and dipping machines. But the most ingenious machinery, working with the precision of an intelligent being, is that of the paper-box machines. There are four of these, which cost $10,000, and which turn out 4,200 paper boxes per hour. No description can do justice to these wonderful, ingenious, and beautiful contrivances. There are other machines in the same room, which cut at each movement about 100 pieces of paper into the proper shape for making the boxes. These are placed, several hundred at a time, in the box machine, which rapidly manipulates them into the finished box. There are ten separate machines in this department. There are, including engines, saws, racking and splint machines, box machines, etc., over forty separate machines in the various departments; so it will be seen, that to make so small a thing as a match, with profitable facility, a vast amount of complicated machinery is necessary, involving multifarious details, requiring the nicest accuracy in their practical management.

This busy hive of human industry works like some vast machine, performing the details of its complicated movements with the precision of clock-work. Its management requires the greatest practical skill and a clear headed comprehension of all its various movements, and there are but comparatively few persons competent to perform the task.

The history of these works shows at least one instance in which the highest success is not accidental. In the fall of 1863 Mr. Clark perfected a match-splint machine. He was previously engaged in filing the saws in McMillen’s mill. At that time Daniel Ruggles was engaged in the manufacture of splints, and at a cost of about $500 procured a round-splint machine, which worked so imperfectly that he sold the same to Mr. Clark for $30. The latter finding this machine impracticable, constructed a new one which worked so successfully that he engaged exclusively in the manufacture of splints. At that time his capital was less than a hundred dollars. At first he took the splints to his house for the purpose of sorting them, and employed only one hand for the work. In time, every room in the lower part of the house was used by occupants sorting splints. The business had increased to such an extent that Mr. Clark determined to start a factory, and consequently erected a building, now a part of the works, in 1864. In 1868 he commenced the manufacture of matches, on a small scale. From these small beginnings the business so rapidly increased, that in seven years the product of the factory reached the amount of $374,000 in one year.

In the building up of this very successful business, Mr. Clark was very ably seconded by his wife, who evinced great executive ability in the management of its details and especially in organizing the help, and Mr. Clark attributes much of his success to the very valuable assistance of Mrs. Clark. The management is now so systematically organized that the various departments work like some vast machine, each of which is dependent on the other.

The superiority of these matches has secured for them a widely extended popularity, and at the rate in which the product of the works is increasing it will soon reach a million of dollars per annum, giving employment to six or seven hundred hands.

The benefit of this factory to the city cannot be over-estimated. It has never received or asked for one cent of bonus, or any municipal favors, being self-sustaining from the first, and is the result of diligence, well directed enterprise, good business management and honest dealing.

The work is all done by the piece. By this system each hand gets all that he earns, and it seems to give the fullest satisfaction to employer and employed; as the hands all seem cheerful and interested in their work and habits of industry and good morals are inculcated by the admirable management.

This institution has graduated a new manager in the person of Mr. Clark’s son, Herbert M. Clark, who is said to be fully competent to the post he now occupies, that of general superintendent.

The book-keeper, cashier and general correspondent, is Mr. Arthur W. Jones, and this department is in the hands of a faithful and competent manager.

FOSTER & JONES,
Sash, Door and Blind Manufacturers.

Among the illustrations in this work will be found that of the sash and door factory, and planing mill of Foster & Jones. This is one of the heaviest manufacturing concerns in this city, and its proprietors stand in the front ranks of its business men. The firm was estab-
COOK, BROWN & CO. MANUFACTURERS & DEALERS IN LIME, BRICK, CEMENT, STUCCO, LAND PLASTER, & DRAIN TILE.
Saw and Planing Mill of Star Match Works, Oshkosh, Wis.

Star Match Works, Oshkosh, Wis. - Jas. L. Clark Prop.
lished in 1865, and has since that time been enlarging its facilities.

Their business is conducted with that vigor and enterprise for which Oshkosh men have long been distinguished.

This factory contains all the best improved machinery and every facility for the manufacture of their products at the lowest possible cost, enabling them to successfully meet any competition in the market. They employ from seventy to eighty hands and have a capacity for manufacturing yearly 80,000 doors, 200,000 windows, and 40,000 pairs of blinds, besides wood-mouldings and dressed lumber.

The actual manufactures fall but little short of the capacity of the works. They manufacture wood-mouldings to the value of $25,000 per annum, which they ship by the car-load. They dress over 5,000,000 feet of lumber on an average each year. Their yearly products aggregate a value of $150,000.

The members of this firm have always been foremost in aiding every public enterprise for the benefit of this place, and both have received from their townsmen the compliment of the highest official position within the gift of the city. Hon. Carlton Foster, who is a skillful millwright, moved from Essex County, New York, his native place, to Oshkosh in 1855; in 1859 he purchased a saw-mill in this place and engaged in the manufacture of lumber, which business he conducted very successfully. In 1865 he formed a partnership with Hon. Jas. V. Jones in the manufacture of sash, blinds, doors and mouldings. Mr. Foster rapidly grew in the esteem of the people of this city and was elected mayor for two terms and chosen to serve two terms in the State Legislature, acquitting himself in both positions to the fullest satisfaction of his constituency. He is conservative in politics and of rather anti-partisan tendencies, and is a man of sound judgment and of the strictest integrity. His handsome residence is situated just outside of the city limits in the Town of Algoma on a handsome tract of eighty acres. A view of the same is given in this work.

Hon. James V. Jones moved from his birthplace, Oswego, New York, to Oshkosh in 1855, and though poor in pocket vigorously commenced that business career in which he has been so successful. First, as a building contractor, which he followed for some years, and next as a partner of Carlton Foster. Mr. Jones, in his new business, soon gave evidence of that executive force, business vim and spirit of enterprise for which he has since become distinguished, being one of those men who act with great vigor and force in whatever they undertake. He is a strong partisan and has taken an active part in political strife, and has the aggressive qualities of a leader. He has received from his townsmen the highest marks of their favor and esteem, having been three times elected mayor, and once chosen to represent his district in the Legislature. In both capacities he served with much distinction. He is a man of much public spirit and a willing leader in all public enterprises, ready to do all in his power to promote the interests of the city. As a business man he possesses fine qualifications, and his dealings are characterized by the strictest integrity.

COOK, BROWN & CO.

Brick, Lime and Drain Tile Works.

The members of this firm are Ossian Cook, R. C. Brown, F. E. Waite and B. F. Carter. They manufacture, on a large scale, drain tile, brick and lime; and employ eighty hands, and have a large steamer and a sail vessel of their own, which are kept engaged in transporting material. They also employ two other sail vessels in freighting brick, stone and wood.

Their two large brick-yards are on the east shore of the lake, where a fine quality of brick-clay exists in inexhaustible quantities, and from which they manufacture superior cream-colored brick and drain tile. Their stone quarries are also located on the east shore, from whence they ship the stone which is here manufactured into lime. They have two patent kilns, situated near their shipping dock, which is always a scene of great business activity. The greater part of the handsome buildings on Main Street have been built of brick of their manufacture. Among these are the Beckwith, Fraker Opera Hall, Masonic Temple, Wolcott and other business blocks.

Their lime and drain tile are of such superior quality that there is a large demand for shipment to other States; and they ship large quantities to Michigan, Illinois, Nebraska and Minnesota.

Their average yearly manufactures are 3,000,000 of brick, 30,000 barrels of lime and 200,000 drain tile. They also do a large business in cement, stucco, land-plaster, sewer pipe, fire-brick and hardwood; of the latter, about 5,000 cords pass through their hands yearly.

One of the firm, Hon. B. F. Carter, resides on the east shore, and represents that district in the State Legislature. The others are regarded as among the most enterprising and thorough-going business men of this city, who contribute largely to its prosperity. On an-
other page will be found a fine view of their lime works and shipping docks.

ROBERT MCMILLEN & CO.,
Manufacturers of Lumber, Sash, Doors and Blinds.

Attention is called to the fine view of this mammoth concern; one of the largest in this city. It consists of a saw-mill, shingle mill and sash, door and blind factory. The capacity of the saw-mill is 50,000 feet per day. The sash and door factory turns out on an average, 200 doors, 400 windows and 100 pairs of blinds per day. One hundred odd hands are employed. The members of the firm are Robert McMillen and C. W. Davis.

Their present saw-mill was built in 1868, and in 1873 they constructed their mammoth sash, door and blind factory, which has been enlarged from time to time to meet the increasing demands of their business. This is one of the establishments that gives Oshkosh her reputation abroad, as the greatest sash and door manufacturing point in the West. They have the facilities in the best of machinery for promptly filling the largest orders, and turn out work which, for quality, is not excelled. The cars are continually at their shipping house, in the process of loading with their wares, which are shipped by the car-load in various directions. This firm enjoys a high business reputation and conduct their affairs on the principles of the strictest integrity.

Mr. McMillen came from Warren County, New York, to Oshkosh in 1854, and by diligence and business sagacity has successfully pushed his fortunes. He is one of the directors of the First National Bank, and is regarded as a man of first-class business ability, and kind and generous in his relations with all. A view of his beautiful residence and grounds on Algoma Street, is given in this work. It was formerly the residence of Governor Bashford, and is one of the handsomest places in the city.

Mr. Charles W. Davis moved to this place in 1860, and was for some years in the foundry and machine-shop business. He superintends the manufacturing department, and it is in energetic hands. Mr. Davis is highly esteemed as a useful business man and good citizen. In 1868 he was elected mayor of this city, and filled the position satisfactorily to the public.

SCHMIT BROS.
The Eagle Trunk Factory

A view of this establishment will be found on another page. It gives employment to some 60 hands, and contributes largely to this city's business and prosperity. The enter-

prising proprietors have enlarged their works from time to time so as to increase the facilities, for meeting the general demand for their trunks, which they ship by the car load. Their facilities enable them to enter the market successfully against all competitors in price and quality. The value of such a factory as this to Oshkosh cannot be over estimated, as it gives employment to so large a number of hands throughout the year, and is the means of putting in circulation a large amount of money. The Schmit Brothers exhibit that push and energy in the management of their affairs which is so essential to success, and have proved a valuable accession to the manufacturing interests of this city.

WILLIAMSON, LIBBEY & CO.,
Planing Mill, Sash, Door and Blind Manufacturers.

This is another of the leading manufactories of this city, and is the oldest sash and door factory in Oshkosh, having been established in 1860. The members of the firm are Geo. M. Williamson, D. L. Libbey, J. R. Jones and J. J. Cameron.

They are all men of life-long practical experience in their business, having graduated in the Oshkosh School of Lumber Industries. The factory of this firm was destroyed in the great fire of 1860, but, with undaunted courage, they immediately rebuilt on a larger scale. Their main building is 125 feet by 75, and in addition to this are dry-houses and ware-houses of large capacity. Their factory is supplied with all the best machinery, for the manufacture of sash, doors, blinds, and wood-mouldings, and for the dressing of lumber, which is an important branch of the business—the planing mill dressing not less than 6,000,000 feet per annum.

They employ sixty hands, and manufacture, per week, on an average, 1,000 doors, 2,000 windows and 400 pair of blinds.

They have the best of shipping facilities, and, like the other factories, ship by the car load. Their work has a high reputation in the market, and is well known from Wisconsin to Texas. See view of factory on another page. Geo. Williamson is the business manager, a gentleman of good business capacity, and well-known integrity. J. R. Jones and J. J. Cameron superintend the manufacturing departments; as both are practical mechanics and of large experience in their line, their work has a high reputation in a widely extended market.

H. C. GUSTAVUS & CO.
Flouring Mills.

The members of this firm are H. C. Gus-
tavus and Casper Smith. They have lately remodeled their mill machinery, and the mill now contains seven run of stone and a patent middlings purifier. Their grades of flour rank high in the market, and especially their “straight” and patent flour, which is unexcelled. These gentlemen are determined to build up a successful business, by straight dealing and by furnishing their customers with a superior article. The capacity of the mills is 100 barrels a day; and about one third of the product is shipped to the East. The members of this firm are stirring, enterprising men, who keep pace with the progress of the age. They purchased their mill, known as the South Side Flouring Mills, in 1875, since which time they have put in the modern improvements, and brought the mill up to a high rank. A view of it is given in this work.

MARTIN T. BATTIS,
Proprietor Union Steam Boiler Works.

Attention is called to a fine view of these works, which will be found among the illustrations in this book. Oshkosh is justly proud of her manufacturing institutions, and this is among the most useful. The large amount of steam machinery in Oshkosh, and in Northern Wisconsin, and the number of steamboats plying its water-courses, creates a large demand for steam boilers. When we consider the important function they perform, and the danger to life and property involved in defective boilers, it will be seen how necessary it is that mechanical skill, thorough experience and a sense of great responsibility should be the qualifications of those who superintend their manufacture.

Martin Battis through the uniform superiority of the boilers he has manufactured in his long years of experience has given the fullest evidence of these qualifications; for during the twenty odd years he has been engaged here in the manufacture of boilers, not an accident has occurred with a boiler of his own make. Mr. Battis has followed this business from boyhood, and is a mechanic of acknowledged skill. He is regarded as one of the most enterprising business men of this city, and ever ready to do all in his power to advance its interests. Suffering, with many others, in the heavy losses and interruptions of business by the great fire, he nevertheless entered with much vigor into the rebuilding of Oshkosh, and immediately erected his well-appointed boiler works, and two elegant brick stores. He is one of the men who have the fullest faith in Oshkosh, and who help to give life and vigor to its enterprises.

WILLIAM HILL & CO.,
Dry Goods Store.

This magnificent store is forty feet wide and one hundred and ten in depth. The lower story front is plate-glass and iron. The inside is of rich finish and design, with lofty ceilings, handsomely frescoed. It is divided into different departments of the trade, and makes a most imposing display of rich goods. In the second story is the carpet wareroom, with an immense stock of various qualities and design.

The individual members of the firm are, William Hill, J. M. S. May and A. F. Baehr, names of the highest business standing in this community. They are all gentlemen of lifelong experience in the dry goods trade, and the senior partner has been engaged in the business in this city for twenty-four years.

Attention is called to the view of this fine store which is one of the largest dry goods establishments in the State.

HON. SAMUEL M. HAY.

The beautiful residence of Hon. Samuel M. Hay, a view of which appears among the illustrations in this book, is one of the finest in this city. Mr. Hay is one of the pioneer business men of Oshkosh, having established his present house in 1848. His is, in fact, the only surviving business house of that day. He commenced with the very beginning of the growth of Oshkosh, has kept pace with her progress and been identified with her interests from the start. On his advent here the place was but a little hamlet of twenty or thirty houses scattered through the stumps and trees. Mr. Hay, then a very young man, opened a stove, tinware and hardware store, in partnership with a Mr. Hall. They did a most successful business. After a time, Mr. Clark took the place of Mr. Hall in the firm; and on the death of Mr. Clark he was succeeded by Mr. Hay’s brother, the firm now being S. M. Hay & Brother.

The large amount of mill machinery running in Oshkosh and the “Up-River” country created a great demand for mill-furnishing goods, belting, etc., and the firm entered largely into this branch, in addition to iron, tinware, stoves and hardware. This opened up an immense business, involving a large outlay of capital; but this firm had the pecuniary forces to handle it, and prosecuted it with the greatest vigor and success until the house became one of the heaviest firms of the kind in the State. Mr. Hay’s fine business qualifications and integrity have given him a very high standing, and he is widely an pop-
ularly known as one of the representative men of the city.

His brother, Wm. Hay, now has the chief management of the business of the firm; as much of Mr. S. M. Hay's time is largely occupied in the affairs of the First National Bank of Oshkosh, of which institution he is president. He is also one of the Regents of the State Normal School, and has held many high public positions, among others that of mayor of the city for two terms, State Senator and representative in the Legislature from this Assembly district. Mr. Hay's career, since he came to Oshkosh in 1848, has been one long, continued success, and furnishes an instance of one who, by faithful attention to business and a sagacious use of opportunity, has earned a substantial reward.

D. L. LIBBEY.

Among the fine illustrations in this work is that of the handsome residence and grounds of D. L. Libbey. This gentleman is one of the most enterprising of our citizens, and one of our heaviest manufacturers, being associated in three different firms. Mr. Libbey has for a long series of years been one of the largest manufacturers of lumber, and is now one of the partners in the sash and door factory of Williamson & Co. He is also the owner of much real estate in the city, among which is the property occupied by the carriage works, and which he is now enlarging. In addition to his other branches of business he is President of the Union National Bank.

Mr. Libbey is a man of great business capacity, quiet and unostentatious, but energetic and thoroughgoing, and is recognized as one of the leaders in public enterprise, and as one who is deeply interested in the prosperity of this city. His business career has been highly successful, and he stands high in the esteem of the community as a good and useful citizen.

OSSIAN COOK.

One of the finest residences in this city, as will be seen from a view of the same in this work, is that of Ossian Cook, on Church Street.

Mr. Cook moved to this city from Chicago in 1855, and engaged in his present business in 1859, and is now the senior member of the firm of Cook, Brown & Co., a description and view of whose works and shipping dock is given on another page. Mr. Cook is regarded as one of the most prominent leaders here in all enterprises having for their object the advancement of the city. He has been particularly zealous and active in his efforts to obtain a new railroad route to the north, and was one of the leading advocates of the road now being built from this city to Hortonville. He is one of the stirring and enterprising business men who have given Oshkosh the name and fame she now enjoys, and who are determined to push her fortunes to the farthest limits of success.

FERDINAND HERMANN.

The handsome block of F. Hermann, corner of Main and Waugoo, is among the fine illustrations here presented. This building was erected immediately after the great fire, and is one of the finest business blocks in the city.

Mr. Hermann emigrated in 1850, from Saxon to Milwaukee, where he resided until 1853, when he came to Oshkosh and engaged in the business of building contractor, which he followed until the year 1862, at which time he went into the grocery business on the site of his present block; and from small beginnings has built up a large and constantly increasing business. His house now ranks among the leading ones of the city and he is recognized as one of its best business men. Mr. Hermann has every element of a popular dealer, and is a man of unquestioned integrity.

H. C. GUSTAVUS.

Mr. Gustavus is an old resident, and widely and popularly known, having resided in this city from 1851 to 1867. At the latter date he went to Neenah and had several years practical experience in the milling business, after which he moved back to Oshkosh and in partnership with Mr. Caspar Smith purchased the South Side Flouring Mill. Shortly after his return to this city he built his elegant residence on Oregon street, one of the handsomest in the Third Ward, and is now one of the established leading business men of the city. A view of his residence is given in this work.

GEN. THOS. S. ALLEN,

Managing editor of the Oshkosh Northwestern, is one of the early western pioneers, having moved from his native place, Alleghany County, New York, to Chicago in 1846, and being a practical printer, engaged as foreman on a daily paper. His vocation proving injurious to his health, he went to Mineral Point, Wisconsin, and engaged in mining and land surveying. In 1857 he was elected to represent that district in the State Legislature. In 1860 he was appointed assistant chief clerk of the State land office, and on the breaking out of the late war he resigned his position and enlisted as private in the Governor's Guards. He was soon after chosen Captain of the Miners' Guards from Mineral Point, and
STORE & RESIDENCE OF GUSTAVUS TESCH, 183 ALGOMA ST., OSHKOSH, WIS.
received a commission from Governor Randall. The company was assigned to the Second Regiment, which afterwards became famous for gallant conduct and hard service. After the battle of Bull Run he was promoted to the rank of Major, and subsequently to that of Lieutenant-Colonel. In 1863 he received a commission as Colonel of the Fifth Wisconsin, and was brevetted Brigadier-General in March, 1865. General Allen participated in several of the most sanguinary engagements of the war, and became conspicuous for his gallant and heroic conduct. He was twice wounded in the battle of Gainesville, when he was Major of the Second Regiment, but did not leave the field; and was again wounded at Antietam, while commanding the regiment in the absence of Colonel Fairchild. In that engagement he had his right arm broken. While Colonel of the Fifth, his regiment took the lead in the famous charge on Mary's Height. At the charge at Rappahannock Station, as his regiment was crossing the parapet of that redoubt, his hand was so badly shattered by a ball as to unfit him for duty, and he was complimented for his gallant service in that action by a general order of Major General H. G. Wright.

After the time of his regiment had expired he returned to Wisconsin, raised seven new companies, and went with them to the seat of war and served in the campaign of the Shenandoah Valley under General Sheridan. In an attack on the enemy's lines on the second of April, 1865, he led the advance and again distinguished himself for gallant conduct.

After the close of the war he returned to his home in Wisconsin, and was shortly afterwards elected Secretary of State. In 1870 he moved to Oshkosh and became a partner in the Oshkosh Northwestern, and has been since that time its managing editor. As a writer he wields a vigorous pen, and his varied experience has given him a large fund of general information which is invaluable in an editor. His paper takes a high rank among the publications of the State, and he exercises much influence in the councils of his party.

GEO. F. STROUD.

A view of the residence of Geo. F. Stroud will be found among the illustrations. Mr. Stroud is one of the old settlers, having come to this place in 1851, when in his boyhood, and has been ever closely identified with the interests of this city. No one is more untiring in efforts to promote its prosperity than he, and to lend a willing hand to any enterprise which is calculated to advance its interests. He is one of our most successful business men, and his oil, paint and glass house is one of the popular institutions of this city, and stands in the front ranks of our heaviest business houses.

Mr. Stroud's sagacity, and energy is well attested by his great business success; for he has in a few years, from small beginnings, worked up a wholesale trade in oil, paints and glass, that is not exceeded by that of any other house in the State.

JUDGE D. J. PULLING.

The beautiful residence of Judge D. J. Pulling, corner of Church and Jackson streets, as will be seen by the illustration, is one of the finest in the city. Judge Pulling is now serving his second term of six years, as Judge of this Judicial Circuit; and was elected two years ago by an immense majority. He is regarded as one of the ablest judges in the State, and is noted for his prompt rulings, his punctuality, order and expeditious despatch of business, and for the remarkable clearness and comprehensiveness of his dictum in charges to the jury. He stands very high in the estimation of the members of the bar, and his general popularity is well attested by the heavy majorities with which he was elected.

HON. ANDREW HABEN.

Among the leading business men of this city the name of Hon. Andrew Haben stands prominent. Mr. Haben came to Oshkosh in 1855, and established his present business house in 1862. He has been remarkably successful in conducting his financial affairs, and through a long series of years has kept his house continually on a sound basis. He is a heavy real estate owner, being the possessor of several brick stores on Main Street. He has been twice elected mayor of this City, and is now State Senator, representing this county in the Legislature. Public honors seem to shower upon Mr. Haben, as he has received from his party the nomination for State Treasurer. A view of his handsome residence on Washington street is given.

E. L. AND GEO. M. PAINE.

The beautiful residences and grounds of the above-named gentlemen are on West Algoma Street. They are associates in the firm of C. N. Paine & Co., one of the heaviest lumber manufacturers in the city, and have been engaged in the business since an early day. C. N. and George M. Paine are among the most enterprising and thorough-going of our business men. They employ a large force of hands and have contributed very materially toward the business prosperity of this city.
Their mill is one of immense capacity and contains all the best improved machinery, and their business is conducted with the most systematic precision.

COL. L. M. MILLER.

One of the most beautiful places to be found is that of Colonel Miller's, on the Lake Shore. This lovely place possesses every feature for making one of the most attractive watering-places in the country; as will be seen from the fine view to be found in these pages. It affords one of the most delightful drives, with fine views of the Lake scenery. Skirting the shore is a thicket of native forest trees, which adds much to its attractiveness.

Col. Miller has been identified with the interests of Oshkosh almost from the very starting of the place, having come here in 1846, at which time he opened a store which was the third store started. He has, from the beginning, been one of the heaviest real estate owners in Oshkosh; and, as will be seen by a perusal of these pages has taken a conspicuous part in its history. He has held many public positions of trust and responsibility, and has always proved faithful and capable in the discharge of their duties. He has represented this district in the State Legislature, and is at present chairman of the County Board of Supervisors. He proved particularly efficient as chairman of a committee to procure and dispense aid to the sufferers in the two great fires.

HON. TOM WALL.

One of the most widely known and popular men in Oshkosh, is the genial Freight Agent of the Milwaukee and St. Paul Railroad—the Hon. Tom Wall. He is also superintendent of the Wolf River Line of Steamers, and is one of the most energetic thorough-going business men in this community. A view of his fine residence will be found among the illustrations in this work. Mr. Wall came to Oshkosh in 1857, and shortly after, took the position of clerk on one of the Wolf River Line of Steamers. In a few years he became one of the large stock holders, and finally was intrusted with the general management of the line. He has also for years engaged in extensive lumbering operations, and has dealt largely in pine lands. He is a young man of great executive ability and of fine business capacity, as his career well attests. He came here a mere boy, and unaidered, has pushed his way to distinction. He has been three times elected by large majorities, to represent the Oshkosh District in the State Legislature, and served as a member of Assembly, with much credit to himself and satisfaction to his constituency.

PETERSILEA HOMESTEAD.

This pleasant place was a part of the estate of Charles Petersilea, deceased, a man who was highly esteemed in the community as one of its most useful and enterprising citizens, and whose untimely and melancholy end was greatly deplored. He met with his death in the terrible railroad accident near Watertown in 1859. The widow resides on the place, and a nephew, Edwin Petersilea, who very creditably represents the name.

Mr. Edwin Petersilea is a young lawyer of fine ability and much promise. He has become quite notorious for his extreme political views, and is one of the most bold, energetic and aggressive leaders of the Greenback-Labor party, and one of the most able advocates of its doctrines.

GEORGE MAYER.

Among the former business men of Oshkosh the name of George Mayer stands prominent. He emigrated from Bavaria to Milwaukee, Wisconsin, in 1849, and in 1850, he moved to Oshkosh where he immediately opened a watch-making and jewelry store, in which business he continued until the spring of the year 1879, when he closed out his establishment here and, moved with his family to Cottonwood Falls, Chase County, Kansas, near which place he had purchased a large tract of land for the purpose of stock raising.

His store was the pioneer jewelry store, and was one of five of the surviving firms of the early day. After the great fire of 1875 he erected his fine store on upper Main, and finished the interior in elegant style, which he filled with an immense stock of jewelry, watches, silver and plated ware, pianos and other musical instruments, making an imposing display of rich and costly goods, and one which is seldom surpassed by the leading houses of the larger cities. Mr. Mayer was a popular dealer and did a large and successful business, and his many friends here regret his leaving, which is a loss to this city of one of its enterprising business men and one of its best and most useful citizens, who has helped to build it up to its present comely proportions.

Mr. Mayer built two brick stores on Main Street and an elegant brick residence on Ceape. This is a delightful place with spacious grounds and commanding a fine view of the lake. A view of it and of the jewelry store is given in this work.

C. W. FELKER.

Among the illustrations in these pages is
that of the handsome residence of C. W. Felker, on Washington street. This is a most attractive-looking place, with spacious lawn, shaded with fine forest trees. Mr. Felker came to Oshkosh at an early day, and, in 1856 and '57 was engaged in the publication of a newspaper, the Oshkosh Democrat. He subsequently adopted the profession of the law, in which he has risen to eminence, and is now enjoying a large and lucrative practice. During the war he went to the field, and served as Captain of Company A, Forty-Eighth Regiment. At its close he resumed the practice of his profession and through his energy, application and natural ability has pushed his way to distinction, and now ranks among the most eminent lawyers of State. Among the public positions he has held is that of City Superintendent of Schools, which he filled with great efficiency.

HON. H. C. JEWELL.

H. C. Jewell was born December 1811, in Salisbury Litchfield County Connecticut, and emigrated to Wisconsin in 1843, settling first in what is now Green Lake County, then a part of Marquette County—there being but eleven families residing at that time in Marquette County. He was the first Register of Deeds of the County, and the second Postmaster. He removed to the Village of Algoma (now included within the city limits of Oshkosh), in 1848, and with his brother, the late G. N. Jewell, engaged in the mercantile and lumber business, which he followed for many years. He has frequently held offices of trust and has ever been noted for his integrity. Was alderman of the Fifth Ward for seven years, and mayor of the City of Oshkosh in 1862, and a member of the Legislature in 1867. He has lived to see great changes in Winnebago County; particularly in schools and churches, in beautiful homes, and increased and improved facilities for travel. Then, merchandising was brought by team over almost impassable roads, from the Lake via Green Bay, Sheboygan or Milwaukee.

Mr. Jewell has been a member of the Winnebago County Board for eight successive terms, and for two terms has held the position of chairman of said board. In 1849 a postoffice was established at the Village of Algoma, and Mr. Jewell was subsequently appointed Postmaster. This office was discontinued in 1856, at which time the village merged into the Fifth Ward of this city.

PETER NICOLAI.

One of the finest places on Otter Street is the handsome residence of Peter Nicolai, a view of which is among our illustrations.

Mr. Nicolai is one of the financially solid men of this city. He commenced here at a very early day, 1849, as building contractor, which business he followed for five years and has seen this city grow from a little village into its present handsome proportion, and reach the distinction of the second city of the State, in wealth and population, and having joined in its fortunes when it was poor he has the satisfaction now of enjoying its prosperity. He was burned out in the great fire of 1859, and again in 1875, and is one of those who largely helped in the rebuilding of the city, by furnishing money to those who had not sufficient means to rebuild. Mr. Nicolai is a man of good business capacity and of the strictest integrity.

GUSTAVUS TESCH.

Among the residences which illustrate this work is that of Gustavus Tesch, on Algoma Street. Mr. Tesch migrated from Germany in 1859, and settled in Oshkosh in that year. On the outbreak of the war he volunteered and served in the field during its continuance. On its conclusion he returned to this city, and shortly afterward engaged in the grocery business, which he has conducted very successfully to the present time. He possesses every qualification for a successful business man; being energetic, prompt, diligent and enterprising, while his pleasing and obliging ways makes him popular with his customers. Gus is one of those who will always give good weight and measure, and his store is the picture of neatness and order. He passed through the severe ordeal of four of the great fires; in each of which his property was totally destroyed. His heavy losses reduced his resources to a very limited amount, but despite of the most disheartening circumstances, he never yielded to discouragement, but manfully struggled against his misfortunes, and is now reaping the reward of his courageous efforts; standing on a solid financial basis, and ranking among the sound business men of this city.

He has received the compliment of being appointed Deputy United States Marshal for the Eastern District of Wisconsin.

Mr. Tesch has a large vineyard, in the culture of which he takes a great interest. This is cultivated with the same thoroughness with which he does everything, and the luxuriant growth of the vines, their fruitfulness and thrifty appearance, give every evidence of good management.

AUGUSTUS Haight.

Among the fine residences on Washington
Street is that of Augustus Haight, and which is one of the illustrations in this work. Mr. Haight came from his native place, Saratoga County, New York, to this city in 1836, and engaged largely in the purchase and sale of pine lands, and in logging operations. Shortly after this a depression in the lumber business occasioned heavy losses to those engaged in that industry, Mr. Haight suffering in common with others; but by energetic effort and good management he recovered from his losses and soon became one of the financially substantial men of this city. Though nota lumber manufacturer he has been connected intimately with that industry, having carried on heavy logging operations and fitted out crews to work on contract.

Mr. Haight has taken a very active part in the business life of this city, and his pecuniary means have been almost wholly used in helping to carry on its industries.

He is a lawyer by profession, a man of good ability and much culture. He has always taken a great interest in educational affairs, and has been one of the most persistent advocates for enlarged school facilities in this city. He has taken especial pains in the education of his children. In June, of this year, his son James, a native of this place, graduated, at the age of twenty, in the Cornell University, with the highest honors, receiving the endorsement of the president as one of the best scholars in the institution. He has adopted the profession of the law and gives promise in his industry and talent of attaining eminence.

Among the names mentioned in the preceding pages, in connection with the early history of Oshkosh, some of the following appear more or less conspicuous:

EDWARD EASTMAN.

A name that occupies a prominent place in that history is that of Edward Eastman. He was one of the pioneer business men, having started the third store in Oshkosh. He was also the first mayor of the city, and among other public positions held that of postmaster. He was highly esteemed in the community, and his name will be held in affectionate and respectful remembrance by the old settlers.

GEORGE H. READ.

The present Superintendent of Schools came to this city in 1853, and engaged in the publication of the Oshkosh Courier, of which he was editor for ten years, and took high rank among the ablest writers of the State. His style is peculiarly terse, pointed and comprehensive. He has been closely identified with the interests of the city as one of its large real estate owners, and has contributed much in building it up. He was a joint owner in three of the additions to the city, and among other buildings erected by him are three brick stores on Main Street.

Mr. Read is now serving his third term as Superintendent of City Schools, a position he fills with the greatest efficiency. His able school reports are distinguished for the ability with which he advocates reform in the present system — claiming that the present higher departments in our public schools detract from the usefulness and capacity of those which are devoted to what are called the common English branches; that the latter departments of the common schools are the only ones available to the masses of the people, and that those ought to be brought up to the highest possible degree of efficiency, instead of having their capacity lessened, in order to create special advantages that can only necessarily be available to those whose means enable them to devote their time to the higher branches. He claims that it is anti-republican to sacrifice the usefulness of the common schools, which are the schools for the people, by using means that could be profitably employed in their behalf for purposes foreign to their object.

Mr. Read has expressed his convictions on this subject in a very emphatic manner; and his reports, which are very ably written, have attracted much attention throughout the State, and have been the subject of very flattering comment.

He will probably modify his views somewhat; as he must see when he fully investigates the subject, that the Normal School is certainly a powerful adjunct of the common school, while if some branches were eliminated from the studies of the High School, it would be made yet more instrumental in effecting the end and aim of the common-school system.

RICHARD P. EIGHME

Came to Oshkosh in 1850, and engaged in the practice of his profession, that of the law, in which he had a large and successful practice. He has held many important public positions, among others that of representative from this district in the State Legislature, and city justice, the respective duties of which he performed ably and faithfully.

THEODORE FRENTZ

Came here in 1849, and a few years afterward engaged in the compilation of an abstract of real estate title, and has followed that business to the present time. He has for a long series of years been connected with the educational interests of the city as school com-
missioner, and is the veteran member of the school board. Mr. Frentz is widely and popularly known, and among his other achievements was that of publishing and editing a paper here at an early day, of which due mention is made in the history of the press. As a compliment to him for his faithful services as school commissioner, the handsome building in the Second Ward is called the Frentz School.

ANSEL JONES
Is a partner with Mr. Frentz, and compiled the first abstract of real estate title in this county, and is one of the most clear-headed men in this community, and of unquestioned authority in real estate title; a man of fine business ability and of the strictest integrity.

PETER MCCOURT
Opened the third clothing store in this place, and in the early day was one of the most enterprising of the business men of Oshkosh, and a devoted friend to the interests of this city. He was eminently successful for many years, but suffered heavily from a series of fires which seriously crippled his resources. He is still in his old business.

ALBERT LULL
Is one of the very early settlers. He came here when the present site of Oshkosh was a wilderness, with the exception of a few scattered clearings and a half dozen premature structures. He helped to build the second saw-mill in this place, and was head sawyer in the same, and sawed some of the first lumber manufactured. He subsequently invested largely in real estate, and became one of the prominent and influential men of the city, in which he is to-day a very heavy real estate owner. Mr. Lull took a leading part in the early enterprises which developed the energies of Oshkosh, and has always been a devoted friend to its interests. He was one of the large stockholders in the original Oshkosh & Mississippi Railroad, and labored energetically to further that enterprise, which was, unfortunately for the interests of the place, nipped in the bud, through adverse circumstances. He has held many important public positions, among other, that of acting County Treasurer. He is a man of great natural ability, and of the best of business qualifications.

EDWARD LULL
Is another of the old settlers, and a man highly esteemed. He has also held important public positions, and among others, those of Alderman and School Commissioner, and has always proved a faithful and efficient recipient of public trust. He is an influential member of the present Common Council.

SAMUEL ECKSTEIN
Came to Oshkosh in 1849, and opened the second clothing store and merchant tailoring establishment in the place. His name will be found mentioned among the business firms in our early history. He is still doing a large and successful business. His house and that of Hon. S. M. Hay are the only two surviving firms which were doing business here in 1849. Mr. Eckstein has ever held a high place in the popular estimation, and is one of our most respectable citizens, and one of this city's leading business men. His establishment is one of the popular institutions of the place, and is always well stocked with a large assortment of cloths. Mr. Eckstein is always fortunate in securing the services of the most artistic cutters. Mr. Michael Maloney has officiated in this house, in that capacity, for eight years, and gives the fullest satisfaction to their many customers, in the most recherché fit and style.

THE BECKWITH HOUSE.

One of the most popular houses with the traveling public is the Beckwith. It is the largest among the elegant structures of rebuilt Oshkosh, and supplies a want which was long felt in this city, namely, enlarged hotel facilities. Immediately after the great fire of 1875, Mr. Beckwith commenced the enterprise of constructing this elegant building, and the result is a hotel that will rank with the very first-class houses of the larger cities.

Our splendid lake and yachting facilities and delightful summer climate are attracting the attention of summer tourists, and the Beckwith furnishes the most ample accommodation for the entertainment of guests.

The building has a front on Main Street of
132 feet, and on Algoma of 110. It contains seventy-five rooms, which are high, airy and well ventilated. The house is constructed on the modern hotel principles. The inside finish and embellishments are elegant, the furniture new throughout, and every pains taken to make this house a credit to the city.

Mr. Beckwith's pleasant manners and kind attention to his guests, the comforts of the house, its scrupulous neatness, and its well spread tables, have already earned it a wide-spread popularity.

DOCTOR H. B. DALE.

Among the most prominent citizens of Oshkosh is Doctor H. B. Dale, the present popular mayor of the city. He moved from Steuben County, New York, his native place, in 1860, which was the year he graduated, and immediately entered upon the practice of his profession.

He attained so rapid a popularity here that in 1867 he was elected from his ward, where a strong party majority existed against him, as alderman, and was the first Democrat elected from that ward. At the same election he was elected as city superintendent of schools, and was re-elected for eight consecutive terms. He was then nominated by both political parties for the ninth term, and declined. He proved a most efficient superintendent, as his popularity as such attests, and devoted much of his time in attending to the interests of the schools, which were in the most flourishing condition during his long term of service.

When he commenced there were eighteen teachers, and when he surrendered the office there were fifty-six. The Dale school building, a magnificent brick structure, was named in compliment to him for his long, faithful and competent service. He also received the high compliment of a nomination for State Superintendent of schools, but was defeated with the balance of the Democratic state ticket. Last spring, 1879, he was elected mayor of this city, a position he fills very creditably.

HON. GEORGE HYER.

But few men have left a more enduring impression on this city than the late Hon. George Hyer. He was one of the early Western pioneers, and came to Milwaukee in 1836, and was engaged in printing on the first newspaper published in the Territory of Wisconsin. The following year he carried the first mail to the Rock River settlement that was sent west from Milwaukee. In 1838 he set the first type on the Wisconsin Enquirer, the first paper published in Madison. After a long newspaper career, in which he was closely associated with public life, and during which he took a very prominent part in territorial and state affairs, he retired to a farm near Beloit; but longing for his old vocation, he came to Oshkosh in 1867, and purchased the Democrat, refitted the office, and commenced the publication of the Oshkosh Times, which, under his able editorial management, became one of the leading papers of the State.

George Hyer, from his very earliest manhood having been associated with that spirit of enterprise, progress and improvement, for which the early settlers of the State were distinguished, was imbued with that feeling, and soon became recognized, in Oshkosh as one of the champions of public and private enterprise. The Times soon exercised a great influence, and aided very much in awakening a renewed spirit of progress and improvement in this city, with which the name of George Hyer will be long associated. He was a great advocate of a northern railroad—a consummation now reached—and was chiefly instrumental in establishing the Northern State Agricultural and Mechanical Association.

His death, which occurred in the spring of 1872, was greatly deplored by this community and a wide circle of friends extending throughout the State, and deprived this city of one of its best friends.

FORMER EDITORS.

Among the former newspaper editors in this city now engaged in other vocations the names of Geo. H. Read, C. R. Nevitt, Geo. Gary, C. W. Felker, Hiram Morley and C. E. Pike, are prominent. Their connection with the press is fully related in the history of the newspaper press of Oshkosh on another page. Of Mr. Read full mention has been made. Mr. Charles Nevitt was his associate in the Courier and the business-manager of that paper, and was one of the chief originators of the Northwestern. He was regarded as one of the best printers in the Northwest, being master of his profession, and was and is now a very active business man.

Hon. Geo. Gary, now County Judge, was for many years in the editorial harness. He was an able writer, and the papers under his management took a high rank among the publications of the State.

Mr. C. E. Pike came to Oshkosh from Boston, in November, 1859, and joined Mr. Nevitt in the publication of the Northwestern, and was editor-in-chief of that paper during the first three years of the war—a stormy period for a newspaper editor. Mr. Pike proved to be a very polished and vigorous writer, and
made his paper a very able champion of the measures of the Government. In the fall of 1864 he ended his connection with the Northwestern and shortly afterwards removed from this city. In the spring of 1878 he returned to Oshkosh, and engaged in the practice of his profession — that of the law. Mr. Pike is a man of fine natural abilities cultivated by a liberal education, foreign travel and wide experience, with a fine address and pleasing manners.

Hiram Morley, although mentioned as a former editor is still in his old vocation, and is now editor of the Oshkosh Standard. He is one of the earlier settlers and came to reside in Oshkosh in 1848, at a time when the site of this city was covered with trees and stumps. His connection with the early newspaper press is fully related in a separate article. As will be seen, he was engaged here in the publication of papers in 1849-50-51, at which time he removed to Fond du Lac, where he published a paper until 1863. In 1863, he became one of the proprietors of the Oshkosh Courier, and in 1864 merged that paper into the Northwestern and joined in the publication of the latter. He has held many public positions in this city, among others that of alderman for five years, and member of the Board of Supervisors. He is a master of his profession, and has a wide circle of friends.

Marcellus Strong was, for a few years, an associate of Mr. Read, in the Courier. He is a good printer, and a man highly esteemed.

Jere Crowley will be remembered by the old settlers. He edited the Courier in the first years of its existence, and after he sold it to Read & Nevitt, went to Menasha, where he published the Advocate. Jere was at home in a printing office, “native and to the manor born,” and knew how to get out a “live paper.” In 1878 and 1879 he was Assistant Attorney General of the State, and subsequently went to Manitowoc, where he published a newspaper up to the time of his death. Jere was warmly attached to a wide circle of friends, who will ever hold in fond remembrance his many good qualities.

Charles G. Finney, now of California, and whose connection with the Oshkosh Northwestern is related in the article on that subject, conducted that paper very ably. He met with an unfortunate accident through the premature discharge of a gun, which badly shattered his hand and left his life in a very precarious condition. He is a man of very warm attachments and had a host of friends here, by whom he is held in kindly remembrance for his many genial and generous qualities.

OTHER EARLY SETTLERS.

Among the early business firms of Oshkosh will be found the name of M. J. Williams, who opened the first drug store, and who is now one of the surviving firms of that day, and still as flourishing and popular as ever.

Alexander Read, who kept a dry goods store, and afterwards was clerk of the County Board, and now deputy clerk of the court, is a man very popular with the early settlers.

Henry Hicks, who in the olden time was one of the leading business men, is one of the numerous instances of those who have been overtaken by reverses — a kind neighbor and true friend, and liked by all who know him.

Among the early settlers George Cameron’s name appears conspicuously. He is still here and maintains his old-time popularity; he has held the office of assessor for several terms and has lately resumed his old business, having this year erected a large livery and sale stable.

William D. Stroud is one of the early settlers. He moved with his family from Vergennes, Vermont, to this place in 1851, and purchased a tract of 160 acres, now within the city limits, on which he resided till 1866, when he sold the same and moved into his handsome residence in the Third Ward. He has contributed his quota towards building up the place, and is one of its most respected citizens.

Jefferson Bray is one of the honored names of the olden time — a man highly respected by all who know him.

Among the physicians of the early day Doctor Schenich will be long remembered for his kindness of heart and the many generous qualities that so endeared him to all who knew him.

Doctors A. P. Barber, Thomas Russell and A. B. Wright, old practitioners, are still here and in the possession of a large and successful practice.

Among the attorneys of the early day still here are the names of W. R. Kennedy, who has for several terms held the position of city attorney; A. A. Austin, who came here in 1849, and has held for several terms the office of district attorney, and G. W. Washburn, who also came in 1849 and held many important public positions, among others that of judge of this judicial circuit.

Among those who have disappeared from the arena of human action are the names of C. Coolbaugh, who long enjoyed a successful practice; L. P. Crary, one of the most eloquent speakers in the State in his day, and C. R. Weisbrod, who also held many important public positions, and was a man of great influ-
ence, and built up a large and successful law practice to which his son Albert succeeds.

A. B. Bowen, still a resident and the occupant of one of the most beautiful places in the city, was among the earlier residents, and one of the most enterprising of the business men of the place.

Abram Sayward will long be remembered by the old settlers as one of nature's noblemen.

Matt Kremer, now in the grocery business, came here in 1852. He is still flourishing and always has a kind spot in his heart for the old settlers.

William Greenwood, who has just returned here from Chicago, and commenced the practice of his profession, first came to this county in 1850. Reverses overtook him, but full of energy, even in his old age, he is trying to redeem his fallen fortunes, and his old friends are glad to welcome him back.

"Bone" Millard, the pioneer of the Wolf River pineries, is still here, and is the same energetic and generous-hearted man and kind friend that he was thirty years ago.

A. F. David, now a resident of Oregon, was one of the leading business men of the early days, and very popular in his time. He was at one time sheriff of this county.

A. K. Osborne, late United States Collector and now a resident of this place, is one of the early settlers. He has long held important public positions, among others, Judge of the Waupaca County Court, member of the State Legislature and United States Collector. He is a man of the strictest integrity, and has proved faithful to every trust reposed in his hands.

James Murdoch, Doctor Henning, and other early residents, have been fully mentioned in the pages on the early history of Oshkosh. Other prominent business and professional names of the present time will be mentioned in connection with the classified business directory in the subsequent pages of this work.

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CHAPTER XLIX.

City and County Officers—Courts, Judges—Fire and Police Departments—Schools, Churches and Societies.

CITY OFFICERS.

MAYOR, H. B. Dale; Superintendent of Schools, George H. Read; City Clerk, Josiah B. Powers; Treasurer, John H. Loper; Attorney, Manzo H. Eaton; Chief of Police, Allsworth Ford.

ALDERMEN.

First Ward—R. A. Spink, Leander Choate, M. T. Battis.


Fourth Ward—J. C. Noyes, Wm. Wake

man, Sr., A. M. Brainerd.

Fifth Ward—James McNair, Loren Tyler, Thomas Polley.


SCHOOL COMMISSIONERS.


These constitute the School Board, with Superintendent Read, President, ex-officio.

ASSASSEORS.

Geo. Cameron, R. W. Ryckman, Gus Thom.

JUSTICES OF THE PEACE.

Joseph Jackson, Chris Sarau.

POLICE FORCE.


FIRE DEPARTMENT.

This department is noted for its efficiency and sees much hard service. It is so well disciplined and constantly ready for any emergency, that on the first sound of the alarm the steamers are on their way to the scene of disaster, every man in his place and ready for the most arduous duty.

There are three fire steamers, one hand engine, five hose carts and a hook-and-ladder truck. There is an ample supply of hose, and excellent water facilities are now provided. Henry P. Schmidt is chief engineer and Chas. Rief first assistant.

Steamer Phoenix, No. 1, is located on Main Street, near Merritt. Anson W. Farrand is engineer, and one of the best machinists in the State. His assistants are Lewis Sweet, James D. Lewis, David Montgomery, John Dickinson, John Sargent, Samuel Chambers and Albert Farrand.


Steamer Brooklyn, No. 4, is located on Sixth Street, near Kansas. Thomas Roach

COUNTY OFFICERS.
Sheriff, Frank B. Morgan; Register of Deeds, Carl J. Kraby; Treasurer, L. W. Hull; Clerk of the Board, Otis Chase; Clerk of the Court, Thomas D. Grimmer; District Attorney, George W. Burwell; County Surveyor, H. W. Leach.

CIRCUIT COURT.
Hon. D. J. Fuding, Judge Third Judicial Circuit.

Terms of Court — Tuesday next after the second Monday of April, and Tuesday next after the fourth Monday of November. By statute, the terms in this county are the special terms, for all the other counties in the circuit, and the court is open for the transaction of business at any time when the judge is present.

COUNTY COURT.
Hon. George Gary, County Judge

Probate Terms — Regular terms, first Tuesday in every month. Special terms when ordered, on other Tuesdays.

Civil Jurisdiction — Regular terms, second Monday in February, May and October. Special terms, first Monday in each month, except February, May, October, July and August.

CITY OFFICERS FROM DATE OF INCORPORATION TO PRESENT TIME.


SCHOOLS.

The achievements of this city in providing enlarged facilities for the education of youth, reflect upon it the highest credit. No city in the State, in proportion to its population, can compare favorably with it in elegant school structures.

The people have taken the deepest interest in the welfare of our schools, and have been most lavish in their expenditure, and Oshkosh, with all her other social advantages, has become one of the educational centers of the State. Her public schools and spacious school buildings, are nowhere surpassed in the West, and only equaled by much larger cities.

The High School building is a magnificent structure, erected at a cost of $43,000. The Dale School building is another elegant brick edifice, costing $16,000, exclusive of the land. The Frentz School building, a fine brick edifice, cost $9,000, and the Read School building, now in course of construction, will cost, when completed and furnished, about $10,000. These are all buildings of imposing proportions and of much architectural beauty, as the view of the High School on the opposite page plainly shows. The Sixth Ward School is another large brick structure, and in addition to these, are the two large frame buildings in the Third Ward, and three other frame school houses; making five brick structures and five frame. There are also, the State Normal School, the Business College, the St. Vincent de Paul Academy, the German and English Academy, five denominational schools and the "Kindergarten."

The public school system of this city is the graded plan, with a prescribed course of study from the primary up to the higher departments.
Semi-annual examinations in scholarship are made for the purpose of grading the pupils, and by which they progress, as fast as qualified, into more advanced classes.

The course of instruction is, Second Primary, First Primary, Second Intermediate, First Intermediate, Grammar Department, Class B, Class A; and High School Department. The course in the Grammar Department includes reading, oral spelling, geography, arithmetic, English grammar and writing.

There are three courses in the High School: The Full course, the English course and the Latin course.

The number of children in the city between the ages of four and twenty, as per the school census of 1879, is 5,409.

The following from the very able report of School Superintendent Geo. H. Read gives very full information in regard to the present condition of our public schools:

"The general conduct of the children in the observance of discipline and good order, has been very praiseworthy. There have been not more than six cases of misconduct requiring temporary suspension; and but one where expulsion was deemed necessary. This, considering the average enrollment in all the schools approximates two thousand in number, is very creditable, as well to the children as to the teachers who have them in charge. It proves that our free public schools can be schools for inculcating proper habits of deportment and manners, as well as for intellectual cultivation. In this matter of orderly conduct, there has been a noticeable improvement within the past two or three years; and the complaints of people living in the vicinity of school-houses, of improper and disorderly behavior during the recesses, and before and after school hours, have almost entirely ceased. I attribute this improvement mainly to the adoption of the system of employing male teachers for the principals of the Ward Schools, and making them responsible for the discipline and government of the entire school, in all its departments. When the principal is firmly supported by the school authorities in the exercise of his rightful power as the governing head of the school, he secures respect and obedience, and has no difficulty in maintaining discipline and decorum among the pupils.

SCHOOL EXPENSES.

I congratulate the Board on the very favorable exhibit of the condition of the school finances, as shown by the annual financial statement, which has already been published in the official paper, as required by the city charter. The account of expenditures is brought down to April 1, 1879, and includes all salaries of officers, teachers and janitors to that date. The total cost of supporting the schools for the official year ending on the 31st inst. is $27,358.02. This includes all sums paid for repairs of buildings and for school-room equipments. It is a less amount than $2,000.87 than was expended for the same purposes for the year ending March 31, 1878, and $8,301.88 less than the like expenditures for the year ending March 31, 1877. The disbursements on account of current expenses for the three preceding years were as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Expenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>1876-7</td>
<td>35,659.00</td>
</tr>
<tr>
<td>1877-8</td>
<td>32,569.00</td>
</tr>
<tr>
<td>1878-9</td>
<td>27,358.02</td>
</tr>
</tbody>
</table>

The balance on hand in the treasury April 1, 1879, is $22,243.88, a sum more than sufficient, with prudent management, to meet all ordinary liabilities on account of the school service, until the next tax levy is realized.

There was on hand in the Treasury, at the beginning of the School Year, September 1, 1878, $7,271.70.

The amount on hand at the beginning of the preceding school year was... $15,880.00

Number of male teachers employed... 6

Total amount paid to female teachers... 15,880.00

Total amount paid to male teachers... 6

Total number of teachers employed... 44

Number of Public School buildings in the city... 9

Number of Pupils the houses will accommodate... 500

Number of schools in the city with three or more departments... 6

Number of ungraded schools in one department... 2

The whole number of children in the city, who are incapacitated for instruction in the Common Schools from defect of vision, hearing or intellect, is... 13

HIGH SCHOOL EXPENSES AND MANAGEMENT.

The current expenses for the High and Grammar schools for the year ending March 31, 1877, were... $13,881.62

And the proceeds of General Expenditures... 458.08

Total... $14,339.70

For the year ending March 31, 1878, the same expenditures amounted to... $9,248.08

For the year ending March 31, 1879, the same aggregated... 7,000.04

Included, however, in the expenses for the year ending March 31, 1877, is an item for $1,023, for the outside iron stairway, attached that year to the building, which should not be regarded as part of the current expense, it being more in the nature of a permanent investment.

The cost per capita for educating the pupils of the High and Grammar schools, based on the average attendance and the current expenditures, was for the year just closed... $38.08

HIGH SCHOOL GRADUATING EXERCISES.

The graduating exercises at the High School, at the close of the last school year, were more than usually interesting, and drew a large audience to witness the ceremonies. The essays and orations of the graduates were all creditable, and some of them of more than ordinary merit, exhibiting much originality of thought and grace of composition. The ceremonies were conducted by Prof. Wood, who closed the exercises by conferring the diplomas and delivering a short but appropriate address.

The following paragraph is well worthy of republication, and is creditable to Mr. Read's head and heart.

In connection with these graduation exercises, it will not, perhaps, be considered out of place if I make a suggestion in regard to the style of dress and adornment proper to be displayed by the graduates on such occasions. Setting aside the question of taste involved at such times, in the parade of elaborate and expensive costumes, it should be borne in mind that our public schools are established for the use and benefit of the children of all the people of the city — rich and poor alike. A showy and costly style of dress, indulged in by those who are, in circumstances to afford it, tends to discourage those who are not so well situated, from completing their studies to the graduating point. It seems to me that good taste and good feeling should rather dictate the adoption of a style, plain and inexpensive, such as would become all conditions and be equally...
with each branch, so as to substitute habits of correct and definite thinking for thoughtless memorizing.

Certain branches are dwelt upon until a clear understanding of the processes by which they are built up is gained; while others, because of limited time, are treated more briefly, and with special reference to the information which they contain.

In the former class are the elementary, or "common school" branches; those natural sciences which most nearly concern daily work and life, and those branches which tend most directly to cultivate logical thought and definite expression.

RECORDS OF STUDENTS.

A record of each pupil's standing in Recitation and Written Examination is kept, and the pupil's fitness to pass from any branch is determined by the combined average of his class standing and final examination.

DISCIPLINE AND SUPERVISION.

Experience has proved that knowledge and method in instruction are of little worth without prompt and close attention to school duties on the part of every pupil.

The discipline of the school is, therefore, closely observant of all departures from needful regulations. The student is expected to exhibit in his deportment all those qualities which he would have displayed by pupils in his own school. His character for courtesy, industry and integrity will, beyond mere scholarly attainments, mark his fitness for the teacher's work, and be made an imperative condition of certificate or graduation.

Thirty-nine counties are represented in the enrollment of the school.

The Normal School was organized in 1871. Its growth is well indicated by the following table of enrollment in the Normal Department:

<table>
<thead>
<tr>
<th>School year</th>
<th>1871-72</th>
<th>1872-73</th>
<th>1873-74</th>
<th>1874-75</th>
<th>1875-76</th>
<th>1876-77</th>
<th>1877-78</th>
<th>1878-79</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>158</td>
<td>224</td>
<td>262</td>
<td>293</td>
<td>325</td>
<td>374</td>
<td>374</td>
<td>427</td>
</tr>
</tbody>
</table>

FACULTY.

George S. Albee (President), School Management, Didactics and Mental Science; Robert Graham, Vocal Music, Reading and Conductor of Institute; Waldo E. Dennis, Natural Science; L. W. Briggs, Book-Keeping; Anna W. Moody, History and Civil Government; Mary H. Ladd, Mathematics; Helen E. Bateman, English Grammar and Composition; Emily F. Webster, Latin; Lucy C. Andrews, Geography; Amelia E. Banning, Drawing and Penmanship; Fannie Tower, Mathematics and Grammar.

Preparatory Classes — Mrs. L. L. Cochran.
Model Department — L. W. Briggs, director; Maria S. Hill, Teacher and Critic, Grammar Grade; Frances E. Albee, Teacher and Critic, Intermediate Grade, Elizabeth B. Armstead,

within the reach of all; thus preserving the self-respect of all by subjecting none to mortifying contrasts on account of a disparity of conditions.

TEACHERS — HIGH SCHOOL.


PRIMARY AND INTERMEDIATE SCHOOLS.


STATE NORMAL SCHOOL, OSHKOSH.
Geo. S. Albee, President.

The Normal School building is one of the finest structures in this city, and the school, under the management of its efficient faculty, has reached a high standard of excellence. It is, in fact, conceded to be one of the best educational institutions in the State.

The President, Mr. George S. Albee, is a gentleman eminently qualified for the responsible position which he holds; and the faculty generally have given the fullest evidence of their qualifications, in the successful discharge of the duties of their respective positions. The scholars in this school are noted for thoroughness in their acquirements, and for their generally correct deportment — the discipline requiring the strictest conformity to the requirements of good morals.

There are two courses of professional instruction; the elementary, especially intended to prepare students for teaching in the common district schools; the advanced, which prepares teachers for the higher grades of our public schools. The model department is organized as a school of observation, for the exemplification of the best methods of instruction, and is also a school of practice, in which the students are trained in the business of teaching. Its appointments include a good library, a well-equipped chemical and physical laboratory, and ample cabinets of natural history.

AIMS OF THE SCHOOL.

"In giving the needful academic culture in the higher courses, a correct method of dealing with mind is impressed by a careful unfolding of mental processes in the pupil's experience.
Teacher and Critic, Primary Grade; Carrie E. McNutt, Vocal and Instrumental Music.

OSHKOSH BUSINESS COLLEGE.

W. W. Daggett, Principal. This is one of the institutions that Oshkosh is proud of, and which draws a large number of pupils from abroad and has the reputation of being one of the best-conducted Commercial Colleges in the Northwest. It has acquired a national reputation for possessing unequalled facilities in every department for imparting a sound, practical business education. This educational institution is designed to supply the constant demand for thorough practical training in studies essential to business. It is so organized as to accommodate either regular students, or those having but a few hours to spare from business pursuits during the day or evening. To accomplish this the instruction is individual, and adapted to the needs of each pupil who advances as fast as his abilities will allow, without the embarrassments of class organizations. Persons whose education is deficient, are thus, without regard to age, enabled to remedy the defect speedily, without publicity, and fit themselves for lucrative and responsible positions. Young men, on leaving the ordinary public or private schools, can here obtain what is usually omitted or imperfectly taught in such schools, and become qualified to assume advanced positions on account of their superior attainments.

This college was organized by E. C. Atkinson in September, 1867. Professor W. W. Daggett took charge of the school in September, 1870, and became its sole proprietor in 1871. Mr. Daggett has that natural aptitude for teaching which is one of the essential requirements for the attainment of success in his calling, and possesses the most eminent qualifications for imparting to his pupils the most thorough knowledge of the branches taught.

All branches of a full academical course are taught, and the most competent assistants are employed. The general estimation in which the institution is held will be seen in the fact, that over three thousand students of both sexes have attended it since it was first organized.

GERMAN-ENGLISH ACADEMY.

This school was founded in 1858, and its special object is teaching the different branches in reading, grammar, arithmetic, history of the United States and of the world, geography, penmanship, drawing, singing, rhetoric, etc., in both the German and English languages; and to give, thereby, the scholar not only a perfect English education, but also a thorough knowledge of the German language. Gymnastics is also one of the exercises.

In connection with the school proper is a Kindergarten, conducted on Froebel's system, for children from three to six years, and also a department for instructing the girls in handiwork.

The school is in a flourishing condition and the present teachers are: Professor Bareuther, Principal; Miss Helen Crary, Assistant; Miss Bertha Leist, teacher of Kindergarten; Miss Bates, Assistant; Mrs. Streuver teacher in female handiwork.

The management of the school is intrusted to the following officers: H. Bammessell, president; Val. Kohlmann, secretary; Ferd. Hermann, treasurer; J. Staudenraus, Henry Zinn, Wm. Dichmann, A. F. Baehr, trustees.

The school building was destroyed by the great fire of 1875, but the society, by the liberal aid of the citizens of Oshkosh and of other cities in Wisconsin was enabled to erect a much larger and more commodious one, containing, besides the school-rooms, a fine hall for recitations. It is located on Court House Street.

ST. VINCENT'S ACADEMY.

St. Vincent's Academy and Parochial School, situated on Twelfth and Oregon streets, was built in the year 1874, and opened on the twenty-seventh of January, 1875, and is conducted by the School Sisters of Notre Dame, and combines both the academic and parochial courses in its system of instruction. Small in the beginning, it flourished as time passed, until at the close of the session, July 15, 1879, it averaged about two hundred pupils. The parochial course embraces the common branches of study in the English and German languages. The academic course for young ladies comprises all the higher branches of a complete and refined education. Music taught on piano, organ and the stringed instruments, with painting, drawing and fancy needlework, form part of the optional course of study in this school.

Religious instruction constitutes the basis of the educational plan of this school, but difference of religion forms no obstacle to the admission of dissenting pupils. Originally intended as a school for day pupils, provisions have since been made to accommodate boarders at moderate rates.

Among the incentives to study are the monthly bulletins to parents and guardians, and the Gold Cross of Honor at the annual commencement, held at the close of the summer session.
ST PETER'S SCHOOL.

St. Peter's parochial school on Pearl Street, conducted by the Sisters of St. Dominic, has an attendance of about one hundred and thirty scholars.

ST. MARY'S SCHOOL.

St. Mary's church school, on Merritt Street, in charge of Sister Superior Mary Regis, has about the same number of scholars as St. Peter's school.

GERMAN LUTHERAN SCHOOLS.

The school of this denomination, on Fifth Street, Second Ward, is in a flourishing condition, and has an attendance of one hundred and thirty-five pupils. J. D. Fredk. Meier is principal.

The school of the above denomination, on Eighth Street, Third Ward, is also in a prosperous condition, with an attendance of one hundred and forty-six pupils. John L. Gruber is principal, and Herman Grule, assistant.

CHURCH HISTORY OF OSHKOSH.

CONGREGATIONAL.

One of the first church organizations in Oshkosh was that of the Congregational. On July 11, 1849, a number of persons assembled in the village school-house for the purpose of effecting an organization of that denomination; among them were Joseph Jackson, Emeline Jackson, Martha Anderson, Nodiah Sackett, Homer Barnes, Fanny B. Kellogg and others, assisted by the Rev. C. Marsh and Rev. H. Freeman.

The first pastor was the Rev. H. Freeman, who remained in that position until January, 1856, when the Rev. William H. Marble took his place, which he retained until July, 1862.

In 1850 the society commenced the erection of a house of worship, which was completed in June, 1851. This building was afterwards purchased with the lot on which it stood, on Upper Main Street, and was subsequently converted by C. McCabe into three stores.

In the spring of 1857, the society purchased the site of their present edifice, and commenced the construction of a large church, which, in time was completed. It was destroyed by fire on the tenth of July, 1872.

The present edifice was completed on the 14th of December, 1873, but services were held for some time afterwards in the basement, as it was determined not to have the dedicatory service until the church was out of debt. On the 24th of October, 1875, the dedication took place. The sermon was preached by the Rev. F. B. Doe; the Rev. W. A. Chamberlain, and the Rev. Thos. G. Grassie, pastor of the church, assisting in the ceremonies. It is an elegant structure and one of the chief architectural ornaments of the city. Its cost, including pipe organ and furniture, was $30,000, and the church is out of debt.

METHODIST-EPISCOPAL.

The first religious meeting held in Oshkosh was in 1841, at the house of Webster Stanley, on which occasion a sermon was preached by the Rev. Jesse Halstead, of Brothertown. Afterwards, religious meetings were frequently held, at which Clark Dickinson exhorted.

In 1850, the Methodist Episcopal Society erected the edifice on Church Street, which they occupied as a place of worship until 1875, when they purchased their present handsome building on the corner of Main and Merritt Streets, and converted it into one of the finest churches in the city.

ST. PETER'S, CATHOLIC.

In 1850, St. Peter's Catholic Church was erected. It was a small structure, afterwards enlarged, and occupied the site of the present St. Peter's.

Before the construction of the former building, divine services were held in Peter McCourt's house, and the first mass was celebrated in a small house on Cape Street, although it is highly probable that the Jesuit missionaries, in the days of the French-Indian occupation, held divine services within the present limits of the city. The first Catholic clergyman officiating here was the Rev. F. J. Bonduel, who was stationed for twelve years with the Indians at Lake Poygan.

The present fine edifice of St. Peter's is now approaching completion, and adds much to the church architecture of the city.

ST. VINCENT DE PAUL'S, CATHOLIC.

This is one of the largest and handsomest churches in the city, and was erected in the year 1867 when the diocese of Milwaukee, at that time comprising the whole State of Wisconsin, was divided into three dioceses, viz: Milwaukee, La Crosse and Green Bay. That portion of Oshkosh on the south side of Fox River remained in the Milwaukee diocese. The church therefore belongs to that jurisdiction.

The parish house was erected the next year. The Rev. J. B. Reindl is the parish priest. A view of the church and the St. Vincent de Paul Academy will be found among the illustrations in this work.

CONGREGATIONAL, WELCH.

Among the earlier church organizations here is the Welch Congregational, which was organ-
ized in the fall of 1849 with the Rev. David Lewis as pastor.

TRINITY, EPISCOPAL.
As early as 1850, religious services were held here by visiting clergymen of the above denomination. On January 17, 1851, the Right Reverend Bishop Kemper, D. D., Bishop of the Protestant Episcopal Church for the Diocese of Wisconsin, held divine service in the rooms over A. N. and A. H. Raymond’s store. In 1853, the Rev. S. G. Callahan officiated here for a time, and in 1854 the Rev. D. A. Talford became the resident clergyman. In 1859 the present handsome church was built, and in 1866 enlarged and improved.

FIRST BAPTIST.
In March, 1854, six persons met in the Court House to unite as a conference. In the following May a number of representatives of Baptist churches met in the Congregational Church of this place, as a council of recognition, when eleven persons who were present were recognized under the name of the First Baptist Church of the City of Oshkosh, and in June of that year Rev. E. C. Sanders became its resident pastor. In 1859, the society erected a meeting-house on Jefferson Avenue, which was destroyed in the great fire of 1874. In 1876, the present beautiful edifice on the corner of Church and May streets was completed.

CHURCH DIRECTORY.
After the date of these earlier organizations, churches of various denominations rapidly multiplied. They will all be found in the following list:

Baptist Church — (First), 26 Church Street; Rev. H. O. Rowland, pastor.
Baptist Church — (Second), 31 Ninth Street; no regular pastor.
Calvinist Methodist Church — (Welch), 19½ Division Street; Rev. D. Davies, pastor.
Catholic Church — (St. Peter’s), 59 High Street; Rev. J. O’Malley, pastor.
Catholic Church — (St. Mary’s), 66 Merritt Street; Rev. J. Jaster, pastor.
Catholic Church — (St. Vincent de Paul), corner of Oregon and Thirteenth streets; Rev. J. B. Reindl, pastor.
Congregational Church — (First), corner of Algoma and Bond streets; Rev. K. C. Anderson, pastor.
Congregational Church — (Welch), corner of Church and Franklin streets; Rev B. J. Evans, pastor.
Episcopal Church — (Trinity), corner of Algoma and Light streets; Rev. F. R. Haff, rector.

Episcopal Church — (Grace Chapel), corner of Eleventh and Minnesota streets; no regular rector.
Episcopal Church — (St. Paul’s), 9 Melvin Street; Rev. J. Blyman, rector.
Evangelical Reform Church — 49 Eighth Street; Rev. J. H. Boesch, pastor.
Evangelical Society — Corner of Bay and Washington streets; Rev. A. Tarnutzer, pastor.
Lutheran Church — (Danish), Bay near Otter Street; Rev. T. H. Wald, pastor.
Lutheran Church — (German), 55 Eighth Street; Rev. P. Brenner, pastor.
Lutheran Church — (German), 36 Bowen Street; Rev. J. L. Daib, pastor.
Methodist Episcopal Church — (Algoma Street), corner of James; Rev. A. J. Mead, pastor.
Methodist Episcopal Church — (First), corner of Main and Merritt streets; Rev. D. J. Holmes, pastor.
Methodist Episcopal Church — (German), 15 Tenth Street; Rev. A. H. Kopplin, pastor.
Methodist Episcopal Church — (Second), corner of Eleventh and Minnesota streets; Rev. J. W. Olmsted, pastor.
Methodist Episcopal Church — (Wesleyan), Knapp, south of Ninth; Rev. C. C. Holcomb, pastor.
Presbyterian Church — (First), 16 Church Street; Rev. F. Z. Rossiter, pastor.
Presbyterian Church — (United), 21 Church Street; Rev. Wm. K. Ferguson, pastor.
Union Church — Punhoqua, north of Graham Street; no regular pastor.

MISCELLANEOUS SOCIETIES.

MASONIC ASSOCIATIONS.

Oshkosh Lodge, No. 27 — Instituted April 23, 1849.
Centennial Lodge, No. 205 — Instituted April 12, 1876.
Tyranny Chapter, No. 15 — Instituted in 1856, and reorganized February 1860.
Oshkosh Commandery, No. 11 — Was instituted July 3, 1873.

ODD FELLOWS.

Winnebago Lodge, No. 120 — Was organized February 15, 1868.
Oshkosh Encampment, No. 31.
Ivy Lodge, No. 38 — Daughters of Rebecca, was organized in 1874.
Union Lodge No. 179 — Was organized Jan. 19, 1871.

TEMPERANCE SOCIETIES,

Oshkosh Lodge, No 28, I. O. G. T — Was organized Feb. 8, 1858.
Brooklyn Lodge, No. 26 — Organized Nov. 11, 1869.

Sons of Temperance, Oshkosh Division, No. 27 — Organized June 4, 1873.
Winnebago Lake Division, No. 156 — Organized March 27, 1876.
Oshkosh Temperance Union, No. 9 — Organized Nov. 4, 1874.

Iron Clad No. 58 — Organized May 20, 1876.
St. Peter’s Temperance Association, (Catholic) — Organized 1872.

Woman’s Christian Temperance Union — Was organized April 14, 1874.

ANCIENT ORDER UNITED WORKMEN.

Oshkosh Lodge, No. 51 — Organized Jan. 1879.
Brooklyn Lodge, No. 57 — Organized March 1, 1879.

KNIGHTS OF PYTHIAS.

St. John’s Lodge, No. 9 — Organized March 22, 1879.
Oshkosh Lodge, No. 25 — Organized March 22, 1879

MISCELLANEOUS.

Young Men’s Christian Association — Reorganized May 22, 1879.
Knights of Honor, (Crescent Lodge) No. 382 — Organized 1876.
German United Brothers — Organized in December 1853.
Druids, Columbus Grove, No. 6 — Organized March 22, 1867.

Sons of Herman, Lodge No. 2 — Organized in 1849.
Sons of Herman, (Detmold Lodge), No. 29 — Organized Nov. 11, 1875.

Casino Society — Organized in 1864.
Oshkosh Shooting Club — Organized in 1873.
Oshkosh Yacht Club — Organized in 1868.
Oshkosh Stock Growers Association — Incorporated in 1872 with a capital of $15,000.
Northern Wisconsin Agricultural and Mechanical Association — Organized March 1870.

Oshkosh Library Association — Organized in 1868.
Oshkosh Turnverein — Hall corner Merritt and Jefferson-Avenue.
St. Aloysius’ Benevolent Society, (Catholic) — Organized in 1872.
St. Joseph’s Society, (Catholic) — Organized in 1867.

MILITARY.

Oshkosh Guards — Organized 1875.

CHAPTER I.


The history of the newspaper enterprises of Oshkosh presents a theme of interest, in a historical point of view, and is a subject of curiosity as exhibiting the vicissitudes and rapid changes, the rise and fall, the struggles, and successes as well as failures, in the more early journalism of the now metropolitan city, with its vigorous and enterprising newspapers, filled with news of the latest events, even to the hour of going to press, from not only all parts of this country but also by cable from the most remote parts of the Old World.

The various issues, local and political, which gave rise to the earlier newspapers of Oshkosh, were too complicated to be of any interest, or even admit, in a brief chapter, of thorough explanation. Suffice it to say, that the editorial fire and the heated controversies of those days were only commensurate with the feeling engendered by the issues involved. It must be said of early journalism in Oshkosh that, although the newspapers were comparatively small and meager, some of them were exceedingly bitter in their editorial tone, and the warmest rivalry existed between opposing publications which too often resulted in personal encounters between the editors and parties affected by the hot-headed articles that often appeared.

In early times, newspapers were started almost in a day, generally in the advocacy of some leading question or issue which absorbed special attention, and seldom outlived the settlement of the questions involved. To the large number of these questions, principally local, which, in fact, appertain to almost any newly settled and rapidly developing country,
is due the multiplicity of newspapers that had their origin in the support of one faction or another engaged in those controversies. One fact is a matter of mention, that the first paper ever started in Oshkosh exists, in its lineal descendancy to this time. The Oshkosh Northwestern is the direct lineal outgrowth of the Oshkosh True Democrat, established in 1849. The antiquated material of the latter was burned in the Northwestern office in the great fire of April 28, 1875.

OSHKOSH TRUE DEMOCRAT.

The first number of the Oshkosh True Democrat, which was a free-soil paper, appeared on February 9, 1849, bearing the names of Densmore & Cooley, publishers, and James Densmore, editor. It was heralded with great expectations by the people of the village, being the first newspaper ever published here; and the people naturally took some pride in the distinction of possessing a "home paper." Moreover, the citizens and business men, as an inducement towards starting a paper here, had advanced the money for the printing material, and office outfit, agreeing to be reimbursed in subscriptions and job printing, so that many of the citizens had a direct interest in the success of the undertaking. Densmore was the prime mover and leading spirit in the enterprise, and managed and edited the paper, while Mr. Cooley superintended the mechanical part of the work. About eighteen months after the paper was started, Densmore bought out Mr. Cooley and shortly afterwards sold the paper to George Burnside, and went to Milwaukee. He returned in about three months, however, and again assumed the editorship of the paper, although, it is thought, he had no further proprietary interest in it. The name of the paper was then changed to the Oshkosh Democrat, and the announcement made that henceforth it would be independent in politics. On April 1, 1853, Mr. Densmore retired from the paper, and Chauncey J. Allen took his place, having purchased an interest, the style of the firm being George Burnside & Co. On July 8th. of that year Mr. Jonathan Dougherty, of Oshkosh, who was at that time the candidate for lieutenant governor on the free soil ticket, became a partner in the concern and assumed the duties of business manager, the style of the firm remaining the same. On March 10, 1854, Mr. Allen withdrew from the firm. Just a year afterwards Mr. Martin Mitchell became the editor and manager. In August 1856, Mr. Markham and C. W. Felker purchased the paper and changed it to Republi-

can in politics, that party having by this time secured a strong foothold throughout the country. January 20, 1857, Mr. Markham sold his interest to Charles G. Finney Jr. and the firm was changed to Finney & Felker and continued so until April 1858 when Mr. Felker disposed of his interest to B. F. Davis, and the firm then became Finney & Davis. In the same month that Markham & Felker became proprietors of the paper, they started a daily issue and continued it until December 1857, when it was discontinued simultaneously with the discontinuance of its rival contemporary, the Daily Courier, both dailies ceasing publication on the same day, by a mutual agreement between its editors who had carried on a bitter warfare for some time and had continued their daily issues at a pecuniary loss to both offices. On July 21, 1860. George Gary became sole proprietor of the paper, and conducted it until Oct. 3rd. following, when he sold out to Nevitt & Pike, proprietors of a new paper called the Northwestern, started the spring previous, and the two papers were consolidated under the name of the Northwestern.

OSHKOSH COURIER.

The second leading newspaper started in Oshkosh was the Courier, which was founded in June 1852 by J. H. McAvoy, who issued but a few numbers and sold it to Jere Crowley who conducted it until August 17, 1853, when he disposed of it to George H. Read and Charles R. Nevitt, who had just settled here from Buffalo, New York. Mr. Nevitt was a practical printer, direct from one of the leading newspaper offices of that city. Mr. Read, a writer of acknowledged ability assumed the position of editorial manager, and the Courier soon became a substantial and influential paper, noted for its force of character and independence. It became the leading Democratic paper in the vicinity. In August 1857, Mr. Nevitt sold his interest in the business to Marcellus Strong, and the firm became Read & Strong, and so continued until the spring of 1863, when Hiram Morley and B. F. Davis bought it and conducted it until August 12, 1864, under the firm name of Morley & Davis. The Courier printed the first daily paper ever issued in Oshkosh The Daily Courier was first issued on July 10, 1854, and was published until December 1857, when it was discontinued on the same day that its rival, the Daily Democrat, sank to rest, as previously noted.

As before stated, the weekly Courier was continued by Morley & Davis until August 12, 1864. On that date it was merged
into the Northwestern, then conducted by Nevitt & Co., a new firm was formed, (see history of the Northwestern) and the Courier, as a distinct publication, ceased to exist.

THE NORTHWESTERN.

In May 1860, two years and a half after Mr. Nevitt withdrew from the Courier, he associated himself with D. C. Felton, F. C. Messenger, and C. H. Messenger, under the firm name of D. C. Felton & Co., for the publication of the Northwestern. On the 18th. of that month the first number was issued. This firm continued the publication until October 3rd. of that year. Upon the 1st. of October, 1860, we find three leading and well established English newspapers in Oshkosh, the Democrat and Northwestern Republican papers, and the Courier, a Democratic paper. On the third of that month an arrangement was consummated whereby Mr. Gary sold out the Democrat to the Northwestern, thus consolidating the two Republican papers, and at the same time the firm of D. C. Felton & Co., then conducting the Northwestern, was dissolved, and a new firm formed, consisting of C. R. Nevitt and C. E. Pike, under the style of C. R. Nevitt & Co. On January 12th. following, a daily issue was started and continued until August 28th. of the same year, when, like its daily predecessors, two years previous, it was discontinued as an unprofitable undertaking. In 1863, R. C. Eden purchased a third interest in the Northwestern and became the local editor, the firm still retaining its former title of C. R. Nevitt & Co. On August 12, 1864, another important consolidation took place. The Courier, then conducted by Morley & Davis, on that date merged into and was consolidated with the Northwestern, and a new firm was formed. Nevitt & Co. withdrew and Morley & Davis remained, taking in George Gary with them, forming the firm of Gary, Morley & Davis, which continued until November of that year when Mr. Morley withdrew leaving the firm, Gary & Davis. In March 1866, Mr. Gary sold out to C. G. Finney Jr. and the firm became Finney & Davis. In the spring of 1870 Mr. Finney sold out to Mr. Davis who conducted it, with John Hicks as local editor, until October 13, 1870, when Mr. Hicks and Thomas S. Allen, of Madison, whose term as Secretary of State had expired the January previous, bought out the concern and have since conducted it under the firm name of Allen & Hicks. In April, 1873, the Northwestern absorbed the Oshkosh Journal, then being published by Rounds & Morley.

Thus the Northwestern is the consolidation and embodiment of four of the leading newspapers started in Oshkosh. On January 6, 1868, the daily was re-established, and has continued until this time in a flourishing condition, being enabled, by the Liberal patronage given it, to take the regular associated press dispatches, and maintain reporters and correspondents in all the cities and villages in this part of the state.

In the great fire of April 28, 1875, the entire office was swept away, none of the material being saved. This, however, did not deter it from issuing its regular daily edition with a stroke of enterprise which deserves to be related.

Before the office had fully succumbed to the flames, a new location was rented in Moore’s block, just outside the fire limits; and even while the fire was burning on Broad Street, and the evening train southward had to run the gauntlet of flame and smoke on that street, Gen. Allen, the senior partner of the firm, taking the foreman of the office with him, boarded the train for Chicago, to purchase a new outfit. The city editor, Mr. C. W. Bowron, taking with him several compositors went by the same train to Fond du Lac, where a printing office was rented temporarily, and the small force set determinedly to work to get out a paper on the following morning. All night long, after a day of hard work fighting fire, they strove like heroes, and the early morning train to Oshkosh brought back the Daily Northwestern on the streets, with a full and detailed account of the great conflagration, and an accurate diagram of the burnt district, and bearing, in a conspicuous line beneath the heading of the paper, the cheering words: “We still Live.” The paper was issued in this manner for four days, the city editor collecting his news and further details of the great calamity through the day, going to Fond du Lac in the evening, writing out his copy and having it set during the night and returning to Oshkosh with an enormous edition in the morning. Four days after the fire, a new office was in full operation; and the daily never missed an issue, except the one that was burned upon the press the afternoon of the fire.

REVIEW.—DEMOCRAT.—TIMES.

In the fall of 1862, a democratic paper, called the Review, was started by A. P. Swineford, and conducted with much ability for something over a year, when it was discontinued.

In the summer of 1864, Mr. Robert V. Shirley purchased the material and revived the paper under the name of the Oshkosh Democrat.
Mr. Shirley, who was one of the best printers in the northwest, published a very interesting local paper. He was very popular and was building up a good business, when his office was burned in the fire of May 1866. His insurance had run out, and he lost very heavily. In the following June he started the paper anew and continued its publication until the fall of 1867, when it was bought by George Hyer and D. W. Fernandez, formerly of Madison, who changed the name of the paper to the Oshkosh Times, and on October 1, 1867, issued the first number. Mr. Hyer, who was widely known as one of the leading journalists of the west and one of the ablest writers, soon brought the paper up to a high standard, and it became one of the most influential journals in the State.

Mr. Hyer died April 20, 1872, and in the summer of that year S. D. Carpenter, of Madison, became associated with Fernandez in the publication, under the firm name of Carpenter & Fernandez. After the close of the campaign of that year, Mr. Carpenter retired, and in the spring following Mr. Gus O'Brien became the editorial writer of the paper, which post he held until the summer of 1874, when he ended his connection with it, and Mr. Fernandez continued the publication alone, until the 28th of April, when the office was destroyed in the great fire. Shortly afterwards new material was obtained and the republication of the paper commenced by Fernandez and A. T. Glaze—the latter a gentleman long identified with the press of Fond du Lac and Ripon—under the firm name of Fernandez & Glaze, and so continues to the present time.

WINNEBAGO TELEGRAPH.

The Winnebago Telegraph was a paper started in the fall of 1849, by Dr. B. S. Henning. He shortly sold out to Morley & Edwards, who, after publishing it a short time, discontinued it, Mr. Edwards taking the material to Appleton, where it was burned the first night of its arrival.

DELEGATE.—REPUBLICAN.

In August 1850, by an effort of the leading whigs of this city, a paper was started here called the Oshkosh Delegate, under the management of M. P. Shipper. Shipper issued but a few numbers when he abandoned the project and G. W. Washburn and Dudley Bledgett assumed control, and edited the paper until it could be disposed of. In the fall of the year the paper was sold to J. D. Hyman, and its name changed to the Oshkosh Republican. Hiram Morley shortly became interested in the business and after continuing the paper about a year they removed the office to Fond du Lac.

OSHKOSH REPUBLICAN.

On January 24, 1861, B. F. Davis started a paper, called the Oshkosh Republican, but discontinued it in the following May.

OSHKOSH TRANSCRIPT.

The Oshkosh Transcript was started in March 1860, by Thomas A. Harney, who disposed of it the following June, to John A. Ferrell. Mr. Ferrell continued it but a short time, when he removed the office to Beaver Dam, and it merged into the Argus of that place.

OSHKOSH JOURNAL.

In July, 1868, the Oshkosh Journal, a Republican paper, was started by H. E. Rounds and Hiram Morley, and continued successfully until April 1873, when it was sold to the Northwestern and consolidated with that paper. This was a well conducted paper, and presented a very neat typographical appearance.

TRADE REPORTER.

A monthly journal, called the Trade Reporter, was published and edited by E. C. Atkinson, during the year 1871-72, but was discontinued about the close of 1872.

REAL ESTATE BULLETIN.

In May 1872, a very readable business monthly, called the Real Estate Bulletin and Trades Journal, was commenced by O. H. Harris, and very acceptably conducted for just one year, when it was discontinued.

THE INDEPENDENT.

In the fall of 1874, a new paper called the Independent, was started by G. S. Kaine and F. F. Livermore. It was continued until the great fire of April 28, 1875, when the office was entirely destroyed, and the paper was never resurrected.

GREENBACK STANDARD.

In February 1878, the Greenback Standard was started by Levy & Ryckman. It so continued until the fall of that year, when Hiram Morley and his son Edward bought out Ryckman’s interest and the name of the paper was changed to the Oshkosh Standard. In the spring of 1879, Mr. Levy retired from the firm and shortly afterwards E. G. Waring bought in. In the course of a few weeks Mr. G. S. Kaine bought out Edward Morley and the firm became Morley, Kaine & Waring, and so continues at this time.
WESTERN MONTHLY PICTORIAL.

In January 1878, was issued the first number of a monthly illustrated journal, called the *Western Monthly Pictorial*, with Albert Norton as publisher, and Mary J. Norton as editor. Just six numbers were issued when the publication was discontinued.

THE EARLY DAWN.

In May, 1876, the *Early Dawn*, an amateur weekly publication devoted to religious and Sunday School matters, was started by Eddie E. and Minnie T. Carhart, children of J. W. Carhart, the presiding elder of the Methodist churches for this district, and continues at this time, being edited with a considerable degree of ability.

THE GERMAN PRESS.

The history of the German newspapers of Oshkosh does not present so wide a range, or so much of variation, as that of the English. Fewer papers printed in the German language have existed, although most of them found the same experiences as their English contemporaries.

ANZEIGER DES NORDWESTERN.

The first German newspaper ever published in Oshkosh was the *Anzeiger des Nordwestern*, issued in May, 1852, by Charles and Valentine Kohlmann. It was edited mainly by Charles Roeser, who also conducted the editorial department of a paper in Menasha, and divided his time between the two papers. The paper was discontinued in the fall of 1854, and Messrs. Kohlmann & Brother removed their office to Sioux City.

THE PHOENIX.

The *Phœnix* was the name of a paper started in the spring of 1855 by Gustav Grahl. He continued the publication of it until the spring of 1857, when he discontinued it and removed the office to Dubuque, Iowa.

OSHKOSH DEUTSCHE ZEITUNG.

In December, 1856, Theodore Frenz started the *Oshkosh Deutsche Zeitung*, and continued it until the summer of 1857, when he sold it to Charles W. Erb, who conducted it but a short time, and disposed of it to Theodore Friedlander. The office was burned in the great fire of May 9th, 1859, but was immediately re-started, and continued a few months, when it was removed to Fond du Lac.

WISCONSIN TELEGRAPH.

In April, 1858, Messrs. Kohlmann & Brother returned to this city and started a paper called the *Wochter am Winnebago*, with Henry Cordier as editor. It was discontinued in October, 1860, and a monthly magazine, styled the *Deutsche Volksblätter*, started by the same firm with Carl Rose as editor. This publication was continued until October, 1866, when it gave place to the *Wisconsin Telegraph*, published weekly, by Kohlmann & Brother, with Carl Rose as editor, and so continues, the only German paper published in Oshkosh.

The *Telegraph* has a large circulation, and is ably conducted by Mr. Rose, who has had much editorial experience.

RECAPITULATION.

From the foregoing history of the newspaper press of Oshkosh, it will be seen that at the present time the newspapers of Oshkosh are as follows:

The *Northwestern*, daily and weekly, Republican in politics, published by Allen & Hicks.

The *Times*, weekly, Democratic in politics, published by Fernandez & Bright.

The *Wisconsin Telegraph*, German, weekly, Democratic in politics, published by Kohlmann & Brother.


The *Early Dawn*, weekly, religious, published by E. E. and M. T. Carhart.

PERSONAL.

Full mention has been made in another chapter of several of the editors connected with the Oshkosh press. The others are:

John Hicks, now business manager of the *Northwestern*, who first commenced his connection with the press in 1867, as city editor of the *Northwestern*. In 1870 he became a partner with General Allen in the publication of the *Northwestern*, which office they purchased at that time, since which he has been the business manager. Mr. Hicks is a man of fine business qualifications, energetic, prompt and enterprising, and manages his department in a very efficient manner.

Charles W. Bowron, city editor of the *Northwestern*, commenced his connection with that paper in February, 1872. He is a very ready and able writer as the article from his pen descriptive of the great fire of 1875 so well attests. The local columns of the *Northwestern* also give the fullest evidence of his ability and vigorous style.

Dud Fernandez, of the *Times*, as will be seen, has been associated with the management of that paper from the first. As a good practical printer, and an experienced editor, he is fully competent to the business or editorial management.

Mr. A. T. Glaze is an editor of wide experience, and an able writer. He is also a prac-
tical printer, and has had long association with the press of Wisconsin.
Mr. Kaime, now of the Standard, formerly edited the Omro Journal very creditably.


CHAPTER LI.

Municipal Finance — The several Issues of Bonds given by the City of Oshkosh — Amount the City has Invested in Permanent Public Improvements — Present Indebtedness.

The following is a list of bonds issued by the City of Oshkosh at various times, and the amount of the same. Also, a full statement of the present indebtedness of the city.

BONDS ISSUED.

In 1854, in payment for the old foot bridge $ 2,000
In 1858, in payment for building new foot bridge 8,000
In 1865, in payment for the draw bridge at the foot of Main Street 21,000
In 1871, in payment for the Algoma bridge, $6,000, cash, and bonds 19,000
In 1856, to aid in the construction of the Chicago, St. Paul & Fond du Lac railroad, now the Chicago & Northwestern 150,000
In 1857, to aid in the construction of the Winnebago railroad 20,000
In 1871, to aid in the construction of the Oshkosh & Mississippi railroad 75,000
In 1879, to aid in the construction of the Milwaukee, Lake Shore & Western railroad 75,000

Total $370,000

Of this amount all has been paid and cancelled, except outstanding bonds, which represents in September, 1879, the entire bonded indebtedness of the city, to the amount of $120,500.

Previous to the bonds just issued to the new Milwaukee, Lake Shore & Western railroad, the old bonded debt was all paid, except $45,500.

The city has invested and paid for other permanent public improvements as follows:

In 1879, toward the Northern State Hospital for Insane 19,000
In 1879, toward State Normal School 30,000
Up to the year 1865, the city expended in erecting frame school buildings, something over 27,000
Since that time, in the construction of brick school-houses, their equipment, and the purchase of sites, a sum amounting to about 97,000
In making water reservoirs, and the purchase of hand and steam fire engines, hose-carts, and in the construction of engine buildings, and the purchase of sites for the same, an amount approximating to 62,000

Expended in hose about 20,000

Total Expenditures to the year 1879, including those for which bonds were issued $631,000

This, of course, is exclusive all the ordinary yearly expenses of the city government, street improvements, expenses of schools and fire departments; and to the credit of the city, it can be said that her improvements are paid for, and that her amount of municipal indebtedness is comparatively small.

CITY OF NEENAH.

[Compiled for this work by W. M. Webster.]

CHAPTER LII.

The Early History of Neenah — The Government Agency, for the Civilizing of the Menomonees — A Mill, Shops and Block Houses, Built in 1835-36, at Winnebago Rapids, the Present Site of Neenah — Harrison Reed, in 1844 Purchases the Site, 562,441-100 Acres, and all the Improvements on the Same, from the Government — In 1843, Mr. Geo. H. Mansur and Family Arrived, and Became the First White Family Permanently Settled within the Present Limits of Neenah — In 1845, Gov. Doty Buys His House on the Island — Gorham P. Vining, George Harlow, Ira Baird and the Rev. O. P. Clinton, Settle in Neenah, during the Same Year — First Birth — First Marriage — First Death — First Religious Services — The Joneses Become Proprietors — More New Comers — In 1847, a Company Chartered for the Improvement of the Water-power — In 1847, First Village Plat Recorded, by Harrison Reed — In Same Year Mr. Ladd Erects the Winnebago Hotel — The Firm of Jones & Yale open a Store, 1847 — In 1848, the Kimberley’s Purchase Property, and Commence Improvements — 1856, Board of Village Trustees Elected — Kimberley Build the Pioneer Flouring Mill — Canal Lock Completed — Steamers Harlow and Jenny Lind Built — Another Flouring Mill Completed — Saw Mill Constructed — Another Manufacturing Establishment in Operation, and Two More Flouring Mills Built — The Village Plats of Winnebago Rapids and Neenah Consolidated under the Common Name of Neenah — In 1856, the First Passage of a Steamer Between Lake Winnebago and Green Bay, was Made — The Aquilla Passed Through the Neenah Lock.

O. L. L. back the wheels of Time less than half a century, and we find the present site of the City of Neenah in the quiet possession of the Indian, “native, and to the manor born.” In all negotiations between France and England, England, England and the United States, qui-claims to a vast extent of territory were passed from one to the other, which were simply intended to decide which one of these great powers should possess the exclusive right to rob the native of his hereditary title to the soil.

The United States, fully vested with this power, adopted a scheme in 1831 for the civilizing, Christianizing and general improvement of the Menomonee tribe, who had selected this place for their principal village, and who were owners of the contiguous country.