Clang, clang! the massive anvils ring:
Clang, clang! a hundred hammers swing:
Like the thunder-rattle of a tropic sky.
The mighty blows still multiply.
Clang, clang!
Say, brothers of the dusky brow.
What are your strong arms forging now?

—The Song of the Forge.
WITH the surrender of the Confederate Army at Appomattox Court House and the end of the war, a new period in the history of Sheboygan may be said to have been begun. This was the rise and development of Sheboygan as a commercial and manufacturing center. But before considering that question a few words ought to be said regarding the Indian scare of 1862. On September 3 of that year a rumor spread through the county like a wilderness fire that the Indians had begun an uprising and were marching toward this locality. In Minnesota the Sioux, under Little Crow, were on the warpath and were endeavoring to stir up the Wisconsin Indians across the Mississippi. Although they met with no success in this matter, still the story gained ground that the Wisconsin Indians had joined the Sioux and were making their way southward and eastward along a path of blood. Mounted messengers spread the report of burned and sacked villages and the whole population was thrown into a state of intense excitement. People rushed into the villages armed with pitchforks, scythes and such other weapons as could be found. At Glenbeulah a train was kept in readiness to carry off the terrified inhabitants in case of an attack. In Sheboygan the draw to the bridge was taken up and the whole city guarded. Farmers rushed into the city with all their valuables. Many of them never expected to see their homes again. It was a number of days before the excitement died away and the refugees returned to their homes.

The end of the war saw hundreds of soldiers return to this county again to take up the occupation which they had left. Agriculture began to flourish and in 1867 the surplus products of the soil amounted to $1,500,000. Wheat was then the chief crop and enjoyed the distinction of a special quotation in Milwaukee, Chicago, Buffalo and New York because of its fine quality. At this time, too, the wool interest was a large and profitable one in this county and Sheboygan wool was able to demand exceptionally high prices. Dairy farming, which has made Sheboygan known in all the leading markets of this country, also was beginning to assume large proportions. In 1857 the first premium had been awarded to N. C. Harmon for cheese produced in this county. The next year the first cheese vat was introduced into this county by John J. Smith. In 1859 the first cheese factory in this county was put in operation by Hiram Smith who bought the milk from the farmers. In 1872 the first dairy board was established at Sheboygan Falls. Meanwhile Sheboygan cheese had won a reputation and in 1875, 50,000 boxes were exported. In 1903 the estimated value of cheese produced in this county was $1,500,000. Thirteen million pounds of cheese now are annually brought into and shipped from Sheboygan.

Meanwhile a movement had been started to connect the city of Sheboygan with Milwaukee and Chicago by railroad. The enterprise received the hearty approval of the inhabitants and on March 10, 1870, the Milwaukee, Manitowoc & Green Bay Railroad Company was organized and work at once commenced. On November 21, 1872,
the road was opened to traffic between this city and Milwaukee. Three years later the road was sold out under foreclosure of mortgage and the Company reorganized under the name of The Milwaukee, Lake Shore & Western. In 1891 the road was incorporated in the gigantic system of the Chicago & North-Western.

The Milwaukee & Northern Railroad Company was organized at about the same time. The road was to connect Milwaukee with Green Bay, passing through the towns of Sherman, Lyndon, Plymouth and Rhine. In February, 1872, the first passenger train was run from Milwaukee to Plymouth. In 1874 the road was leased and operated by the Wisconsin Central for a number of years and later became a part of the Chicago, Milwaukee & St. Paul Railway Company's system.

All through this time Sheboygan was chiefly a commercial city, although some manufacturing had been carried on since a very early date. It was not, however, until 1868 that the manufacturing of chairs, which has made Sheboygan famous the world over, was begun. In that year the Sheboygan Manufacturing Company commenced business. At about the same time Beemis Bros. & Crocker began a similar enterprise, which was reorganized the next year under the firm name of Crocker & Bliss. The factory was destroyed by fire in 1874 and the firm dissolved. The next year the Phoenix Chair Company was organized and five years later the Crocker Chair Company was incorporated. Most of the other large chair and furniture factories of this city were established within the next ten years, so that by 1891 the city of Sheboygan was one of the great manufacturing centers of this state and country.

The Sheboygan factories now supply every civilized country with chairs which are in great demand for their high quality. Some of the largest establishments in this country for the manufacture of enameled goods were founded at this time, as well as several large concerns engaged in the manufacture of iron goods. In the next ten or fifteen years Sheboygan, with its good harbor and ideal situation from a commercial and manufacturing standpoint, attracted scores of factories of different kinds which have given work to thousands of persons.

With the increase in manufacturing went an increase in population. In 1880 Sheboygan city had only 7,500 inhabitants. Twenty years later it had grown to 23,000 or a gain of 200 per cent. This phenomenal increase was caused primarily by the heavy German immigration from 1881 to 1885.

This period, too, was one of local improvements. Streets were paved; electricity was used for lighting purposes; electric street cars supplanted the old mule cars; beautiful residences were built; large stores were erected and Sheboygan took the appearance of a thriving, flourishing, healthy business community.

On April 20, 1898, diplomatic relations between the United States and Spain were broken. Three days later President McKinley issued a call for 125,000 volunteers. Company C of the Second Regiment, Wisconsin National
Guard, responded as a body. On April 28, after scores of citizens had enlisted, swelling the enrollment to 155 men, the company left Sheboygan amidst the thunder of cannon and the martial tones of music, for Camp Harvey, Milwaukee, where they were mustered in the regular service. On May 15 the Second Regiment with a fighting strength of 1349 men under the command of Col. Charles A. Born of this city was forwarded to Camp George H. Thomas near Chattanooga, Tenn. Finally, on July 21, the Second and Third Wisconsin Regiments sailed from Charleston, S. C., as a part of the army of General Miles, for Porto Rico. Arriving at Ponce on July 27 and 28 respectively, they took part in the peaceful capture of that place. Thereafter they were in almost daily conflict with the enemy, having been selected with the Pennsylvania Sixteenth as the advance guard. Upon several occasions Company C of Sheboygan distinguished itself. Reuben G. Thwaites, the American historian, particularly mentions the gallant service rendered by Lieutenant Bodemer and a small detachment of Sheboygan men at the mountain fortress of Lares where they had a sharp brush with the enemy while carrying a flag of truce. At the mountain pass of Asomarita the Second Regiment participated in the final engagement between the Spaniards and the Americans on the island. In this battle this regiment lost two men killed and two wounded, the only field casualties sustained by Wisconsin during the war. The island having been captured, the Second Regiment was allowed to depart. On September 1 the regiment left Porto Rico and arrived at New York six days later. On September 8 Company C returned to Sheboygan and was given a rousing welcome. Two of the volunteers had lost their lives. Will Trier, a member of the Second Regiment Band, died in a hospital at Ponce and Albert Doege, a member of the company, died shortly after his arrival at the home of his parents in Sheboygan from a disease contracted in Porto Rico.

Meanwhile the city of Sheboygan was continuing its rapid advance as a great commercial and industrial center. An interurban road that had been started for some time was thrown open to traffic between this point and Sheboygan Falls in the fall of 1900. Two years later it was extended to Plymouth and on June 12, 1909, the first electric passenger car ran into the village of Elkhart Lake. On September 21, 1908, another electric road was completed, which had Sheboygan and Milwaukee as its terminals. Both of these lines are doing a thriving business.

It was during this time, too, that the Post Office Department introduced the system of rural mail delivery routes in this county. The first route was established on May 9, 1900. There are now thirty-three such routes in this county which accommodate about 8250 farmers and their families with daily delivery. The total receipts of the Sheboygan post office for the year ending March 31, 1909, was $393,540.51 or an increase of $204,578.25 over the receipts of 1899. This is some evidence of the remarkable growth of this city as a business center.

In education, too, the city has made rapid progress. At the present time the local school system is recog-
CAMP AT COAMO, PORTO RICO
nized as one of the leading ones in the state. The city has a large high school and seven ward schools, which are taught by 118 teachers. $95,187.66 were expended by the city for the maintenance of the public schools which are attended by 4008 pupils. A public library has been established for some time, but it was not until 1903 that a permanent library building was erected. The circulation is growing each year at a praiseworthy rate.

Another period of immigration began with the close of the nineteenth century. The Austrian Slavs were the advance guard of this army of immigrants. In 1888 Frank Starich, a native of Carniola, moved to this city. He was the pioneer of this group. In 1895 Anton Starich arrived here and these two men induced a large number of their countrymen to immigrate to this section. About 800 Carniolians are now living in this city. In 1897 and thereafter about 150 Steyers moved here under the leadership of Frank Schwartz. Four years later a large colony of Croatians settled in this city. They now number about 250 men. Most of the earlier Austrian settlers have become naturalized and a majority of the others have signified their intentions of becoming United States citizens. Since 1900 about 400 Greeks, chiefly from the provinces of Arcadia and Olympia, have settled in this city under the leadership of Dmetrius Shyriacopolos and William Adamopolos. A large number of Russians from the province of Lithuania also arrived during these years.

The last four years will be noteworthy in the history of the city of Sheboygan for two things: the purchase of the water works system by the municipality and the inauguration of an extensive system of improvements. On March 1, 1909, the city took charge of the water works plant and is now furnishing the citizens with some of the most wholesome water that can be secured along the Great Lakes. Ten miles of streets have been paved within this short time and many other improvements have been begun, such as the construction of a new bridge, the docking of the river and so forth. Thus it is seen that Sheboygan is a city with a future.

Situated upon the spot where the Sioux hunted the stag, where the Pottawatomie and Chippewa built their wigwams, where the French fur trader set his traps, where the American lumberman felled the trees, where the hardy German raised his crops, where the pioneer village was built, where the small commercial city stood — a thriving, flourishing manufacturing center has arisen, which from its ideal situation is destined to become the second city in the state.