The track of the Chicago & Northwestern Railroad was laid through the town in 1860, and passing through the hardwood belt in the eastern portion of the town, afforded an excellent market for wood.

Soon after the completion of the road, an establishment for the manufacture of barrel stock was erected, and a side-track laid for convenience of shipping.

After running for a year or two, this manufacturing establishment was blown up, and so far destroyed that no attempt was made to rebuild, but the place became a railroad station, situated on the northwest quarter of the northeast quarter of Section Eight.

A comparative statement of population, schools and valuation, would be of little importance here, in consequence of the frequent changes of boundaries prior to 1862.

The present town officers are, Geo. Harlow, chairman; George Zemlock and A. W. Collins, supervisors; C. A. Tuller, clerk; G. P. Vining, assessor; Frank Heigel, treasurer; G. H. Mansur, David Doyle and David W. Thomas, justices.

HISTORY OF CITY OF MENASHA.

[COMPILED FOR THIS WORK BY WM. N. WEBSTER.]

CHAPTER LVI.

The Early History of Menasha — Purchase of Site — Commencement of Improvements — First House Built — First School, and First Religious Services — First Birth — Rivalry between Menasha and Neenah for the Location of the State Canal — Menasha Secures the Prize — Store Opened — Post Office Established — Dam Completed — First Saw-mill in Operation — First Grist Mill — More Manufactories Established — Steamboat Built — Plank Road and Bridge Constructed — Government Land Office Established at Menasha — The Village Incorporated — Distinguished Residents — Captain McKinnon's Blooded Stock — Increased Transportation Facilities — Completion of Canal.

THE soil upon which the City of Menasha now stands, was first offered for sale by the United States, August 31, 1835, and was bid off at prices ranging from five to ten dollars per acre, evincing an unusual confidence in the future importance of this locality.

The Hon. James Duane Doty, long acquainted with this section, became the owner of a large portion of the present site.

By an act approved February 8th, 1847, the Legislature granted authority for the construction of a dam across each channel of the Fox River from the Island to the mainland. This authority was obtained through the efforts of Gov. Doty, who had long foreseen the importance and value of this immense water power, associating with himself Harvey Jones and Harrison Reed, who had become owners of the property on the south side, and Curtis Reed who was particularly identified with Doty on the north side. Disagreements soon sprang up between the two interests, in consequence of which Doty and Reed, through Mr. Reed, procured a new charter, March 10, 1848, and the repeal of the old charter, so far as it related to the dam on the north side.

COMMENCEMENT OF IMPROVEMENTS.

In June 1848, Mr. Reed came here for the purpose of improving the water power, and locating a village thereon. He at once commenced the erection of a log house, near the head of the present canal, which when completed was occupied by Clark Knight as a tavern and boarding house. About this time the place was named by the wife of Governor Doty, "Menasha," signifying "an island." At this time that portion of the present town, lying north and east of the lake and river, was an unbroken wilderness, untouched by the hand of man, except that two months previously Mr. Cornelius Northrup had erected a slab house, by placing two vertical courses of slabs with their flat sides together, and was occupying it. This stood in the center of what is now known as Milwaukee street, at the southwest corner of the southeast quarter of the northeast quarter of section fifteen, within Reed's addition to the city of Menasha. The same year Mr. Reed put up a log building which he occupied as a store, and commenced the construction of the present dam.

Before the close of the year, Philo Hine, George Stickles, Thomas and William Brotherhood, Henry C. Tate, I. M. Naricong, William Geer, J. H. Trude, Uriah Clinton, Henry Alden, John B. Lajest and Jeremiah Hunt, had settled here. The latter, and some of the others had brought their families. Elbridge Smith also came in October, and immediately commenced the erection of the first frame building, situated on Canal Street, and which was so far completed at Christmas, that a dance was held within its walls.

FIRST FRAME BUILDING — FIRST SCHOOL — FIRST RELIGIOUS SERVICES — THE MENASHA HOUSE.

The first frame building was also the first devoted to the practice of the legal profession; in it was ,also, taught the first school within

the present limits of the town. This was a private school, taught by Miss Hettie Frost, the pupils, "as in duty bound," each bringing their mite to the extent of one shilling per week as tuition fee. This building has a long unwritten historical record of the early day which we are compelled to omit for want of space.

The first divine services was conducted during the fall, in the log tavern, by Rev. O. P. Clinton, the bar and sitting room being thrown open for the occasion. During the services several persons came into the bar room for spiritual consolation of a different order; such as they had heretofore sought every day in the week, and probably had never been so disappointed. Mr. Clinton noticing their anxiety, gave them a lesson of patience and self-denial, by extending his discourse to an unusual length.

A Lyceum was organized during the winter, at what has ever since been known as the Menasha House, commenced in the fall of 1848, by H. C. Tate, occupied during the winter and completed in the spring of 1849, the first frame hotel in the place. At this first meeting of the Lyceum, Jeremiah Hunt was elected President. This, so far as now known, was the initial point of Jeremiah's political aspirations.

During the fall of 1848, the Rev. O. P. Clinton moved to his present residence on the Island.

ACCESSION TO THE POPULATION—VILLAGE SITE SURVEYED AND PLATTED.

In 1849, the census of Menasha was increased by the arrival of A. D. Page, S. L. Hart, Ed O'Connell, Wm. Hughes, Henry Axtel, Abel Keyes, L. A. Donaldson, Lyman Fargo, Jos. W. Thombs, J A. Sanford, W. P. Rounds, and Ed. Decker. This year the first mill was commenced, a sawmill on the north side of the dam, built by Cornelius Northrop and Harrison Reed, completed 1850.

The village having been surveyed and platted, the first plat recorded was on the 28th day of May, 1849, Charles Doty, proprietor.

The hotel now standing on the north side of the public square, was commenced this year by Ed. Decker and Henry Axtel, completed the next year, and called the Decker House.

FIRST BIRTHS — FIRST DEATHS.

The first birth within the little settlement was that of Lydia M. Hunt, a daughter of Jeremiah Hunt, February 22, 1849.

The following July, a family by the name of McCollum, was increased in numbers by the birth of a daugher, who was named Menasha. The first death also occurred in the same family, in May, 1849, that of Fannie McCollum.

STRIFE ON THE LOCATING OF STATE CANAL.

During this year occurred the memorable strife between the proprietors of the north and south sides for the location of the State canal, which was to connect the navigable waters of Lake Winnebago and Buttes des Morts. Harvey Jones, as one of the proprietors of Neenah, offering to complete the work without expense to the State in consideration of its location on that side, while Curtis Reed, in behalf of the proprietors of the Menasha interest, made the same offer with the further inducement of $5,000 to be expended in repairs of canal, locks and dams, as it became necessary.

During the year Mr. Reed's offer was accepted, and the work commenced. It has been stated as a matter of "history and interest, fully appreciated by early settlers, that Mr. Reed not only failed to pay the $5,000, but by some sharp management, afterward received pay for the work done, all of which had been offered as a free gift."

This is unqualifiedly false, as the records fully show. In 1853, the entire improvement was turned over by the State to a company, as is well known. At the request of the company, Mr. Reed's contract was relinquished. Mr. Reed had originally contracted with the State to construct a canal sixty feet wide on the bottom, and a lock thirty-five feet wide by one hundred and thirty feet in length. At a later date the State enlarged the plan of the canal to one hundred feet width on the bottom, and the lock to one hundred and sixty feet in length. Much of this additional excavation had been completed by Mr. Reed, which was to be deducted from the $5,000, or paid for. And now comes the Improvement Company to settle with Mr. Reed, in place of the State. In lieu of the balance of the labor and the $5,000, Mr. Reed and his associates conveyed the right of way for the canal, which had before only been conveyed by implication, and transferred the dam, reserving the right to all surplus water for hydraulic purposes which they had never parted with, and the right to which had never been disputed by the State or the company.

STORE OPENED — POST-OFFICE ESTABLISHED—DAM COMPLETED—FIRST SAW-MILL PUT IN OPERATION —FIRST GRIST MILL.

John McCune engaged in trade this season, 1849, with a stock of general merchandise.

In the fall of 1849, a post-office was established, and James R. Lush appointed postmaster. The office was carried in Jimmy's hat, and it wasn't a large hat, either.

In the winter of 1849–50, was instituted the first public school, taught by Mrs. Henry Alden.

In 1850, the dam was completed, and the Reed and Northrop mill placed in successful operation.

H. A. Burts, having, on the first of February, removed from Neenah to his present residence, soon interested himself with H. Reed, built an addition to the mill, and starting on foot for Milwaukee, one hundred miles, contracted for machinery for a grist-mill, and returned as he went (on foot), the only method of travel at the time, making the journey in one week. This was the first grist-mill built here.

Lyman Fargo and J. W. Thombs commenced the erection of a foundry and machine shop this year.

The Slocum saw-mill was completed within the year, and Potter and Duchman commenced their saw-mill, which was completed the next season ;this, in 1877, gave place to the paper-mill at the south end of the dam. The old pioneer saw-mill of Reed & Northrop, and grist-mill of Reed & Burts, have long since passed away, and on the same ground stands the commodious three-story flouring mill of A. Symes, containing eight runs of stones, while the Slocum mill having fulfilled its mission, is only known among the things that were, the site being occupied by the planing-mill of Rohrer & Co.

NEW ARRIVALS — STEAMBOATS BUILT — MORE MANUFACTORIES ESTABLISHED.

In the spring of 1850, S. S. Roby made his advent, following mercantile pursuits almost continuously to the present time.

Soon after the organization of the town, Mr. Roby was elected its treasurer, a position which he filled acceptably until honors became a burden.

A large dredge-boat built here during the past spring and winter was put in commission early in the season by the State, and engaged in dredging the Upper Fox River.

June 25, of this year, the Hon. John Potter became a resident and hung out his shingle as attorney and counselor, where he resided until the time of his death, which occurred in January, 1879. Honors were lavishly bestowed upon him, having filled the office of Justice of the Peace continuously since 1851 with the exception of one term, that of village clerk many years, supervisor of the town, chairman of the Town Board of Supervisors and by virtue of which he became a member of the County Board. He was also twice elected Member of Assembly, from the Second District of Winnebago County.

Charles Roeser opened a grocery store this this year on Tayco Street, near the canal.

The steamboat John Mitchel was built here this year, by Captain James Harris, and was the first steamboat to make the passage of the Upper Fox River to Fort Winnebago, which she accomplished in the spring of 1851.

Ira C. Eldridge also, located here and at once, with his sons, established the first furniture factory, and after a long and laborious life, has at last yielded to nature's call, even while these lines are being penned.

Late in the fall, E. D. Smith and J. B. Doane opened a general store a short distance West of Tayco Street, fronting on the street running along the north bank of the canal.

A pail and tub factory commenced the past winter, was put in operation by Beckwith, Sanford and Billings, and, connected with this enterprise, we find a relic which we quote here verbatim:

MENASHA, JUNE 19, 1850.

For value on demand, we jointly and severally promise to pay Marsena Temple, or bearer, one hundred and fifty dollars, to be paid in one year from date, with interest at *fifty per cent.* per annum, until paid. [Signed] NATHAN BECKWITH.
JOSEPH A. SANFORD.
C. W. BILLINGS.

And this was secured by a mortgage on the pail factory property, and the residence of one of the signers.

Joseph Keyes, with his son Abel, erected a saw-mill, now owned and occupied by Webster & Lawson, after changing hands many times.

Carlton and Cleveland B. Bachelder located here, and commenced the construction of a kiln for burning potter's ware, which they put in full blast in 1850, obtaining clay from Ohio.

In March 1850, George Cameron, now residing in Oshkosh, and L. M. Taylor, engaged in some kind of mercantile enterprise, whether dry goods, groceries or hardware, we are not informed, but probably as was usual in those days, a general stock.

William Smith, better known as "Billy Smith," came here May 1st, and opened a large stock of clothing, the first establishment of that kind. In 1852, he had two very good frame buildings, one of which he occupied as a store, when some drunken men in an adjoining building carelessly set it on fire, and Smith's worldly effects were all involved in the general

destruction. He was the second German that settled here, Joseph Dudler having preceded him by about two weeks. He has always been active in politics, though never seeking honors for himself.

And still another: Melancthon Burroughs, after officiating in the Winnebago Hotel at Neenah one year, and getting out the frame for a warehouse in the meantime, took up his residence here, in the Decker House, June 15, 1850, and with that frame erected the first warehouse in Menasha. It was burned in the summer of 1852.

Adler & St. John, erected the house soon after purchased by Mr. Burroughs, and by him long occupied as a hotel, and to this time as a residence.

Water communication was up to this time the only connection with the outside world during the summer, with the exception of an occasional fording of the two channels near the upper end of Doty Island, and even this at times had a very strong resemblance to water communication. A skiff was run around the foot of the Island, serving as a ferry between Menasha and Neenah. This was conducted by Edward Lull, who has since passed through successive promotions until he is now a captain in the United States Navy. This ferry was continued through the season of 1851.

In 1851, Thomas Price built a cabinet factory, about three hundred feet west of the lower bridge, leading to the Island.

An attempt was made in the spring to construct a bridge across the Neenah channel, just above Governor Doty's residence. Cribs were placed in position and stringers laid, but the ice soon demolished the whole fabric.

The same year, Thomas Armstrong and George Stickles erected a saw mill, long since passed away. The site is now occupied by a turning shop.

The steamer Menasha was built here during the past winter and spring, by Doty, the Reeds and others, for the express benefit of this locality, The Peytona, running, the season previous, to Neenah, with an occasional trip to Menasha, as suited the captain; but the building of the Menasha soon brought about a different state of things, the Peytona running regularly to both places, and this again created a competition in the Menasha trade, in consequence of which, Reed and James Doty constructed a dock and warehouse during the fall.

History can never do justice to these old relics of by-gone days. Where, now, are O'Connell, Decker, Roby, H. Smith, E. Smith, and others, of that day?

During this season the mails were transported between Menasha and Appleton by sailboat, under the command of Gabe Capron, and this was the only means of conveyance for passengers.

From and after about August 1st, the steamer Van Ness Barlow was put in commission, and run the balance of the season between Menasha and Grand Chute, in connection with the steamer Menasha; the distance from Grand Chute to Kaukauna, eleven miles, was made by stage, and from thence to Green Bay by steamboat.

The Fargo flouring mill, on the bank of Lake Buttes des Morts, was commenced this year by Lyman Fargo and J. W. Thombs. This mill was completed in 1853, but was not supplied with water until 1854, when it was run until 1865 or 1866, and abandoned.

In 1852, Elisha D. Smith purchased the pail factory, before mentioned, built around it and over it, supplied new machinery and added largely to its capacity.

PLANK-ROAD AND BRIDGE CONSTRUCTED.

Captain L. B. McKinnon, of the Royal English Navy, came here this year, and purchased largely of Menasha property, also, a farm, near Clifton, at the north end of Lake Winnebago, and made arrangements for building a plank-road to Appleton, and furnished the means with which it was completed this season.

A bridge was also constructed across the Menasha channel, from Tayco Street to the Island, the Neenah people having built across their channel, on the present site, the year previous.

A road had also been cut through the woods, across the Island, in 1851.

LAND OFFICE — VILLAGE INCORPORATED.

October, 1852, the United States Land Office was removed from Green Bay to this place. Alex. Spaulding was the register, and Edgar Conklin, the receiver of the office, at this time.

An act of the Legislature, dated July 5, 1853, incorporated the Village of Menasha, dividing it into two wards.

The first election for village officers was held the same month, of which no record is found, but, on the twenty-fifth of the month, the first meeting of the trustees was held, at which we find officiating: Curtis Reed, president; Leonard Williams, Isaac Hough and Urial Clinton, trustees of the First Ward; Lyman Fargo, Walter Cranston and Carlton Bachelder, trustees of the Second Ward. At this meeting J. W. Thombs was elected clerk.

Being too late in the season for the collection of taxes by village authority, there seems to have been no assessors or treasurer elected this year.

The succeeding officers were as follows:

1854 — Curtis Reed, president; John Potter, Jr., clerk; J. L. Bishop, treasurer; Edward Freeman, S. S. Roby, J. Hough, trustees First Ward; H. A. Burts, R. Hampson, N. Clinton, trustees Second Ward.

1855 — Josesph Turner, president; John Potter, Jr., clerk; J. L. Bishop, treasurer; Curtis Reed, J. Hough, Chas. Doty, trustees First Ward; Cleveland Bachelder, H. A. Burts, G. W. Stickles, trustees Second Ward.

1856 — Joseph Turner, president; Elbridge Smith, clerk; C. Bachelder, treasurer; Isaac Hough, Chas. Doty, O. J. Hall, trustees First Ward; H. A. Burts, Wm. Fuss, Calvin Bachelder, trustees Second Ward.

1857 — Joseph Turner, president; Henry Decker, clerk; G. W. Fay, treasurer; O. J. Hall, G. H. Clark, W. R. Ellis, trustees First Ward; H. Hewitt, W. F. Bauer, Abel Keyes, trustees Second Ward.

1858 — Curtis Reed, president; Geo. B. Goodwin, clerk; G. W. Fay, treasurer; E. D. Smith, Elbridge Smith, John H. Fuss, trustees First Ward; Able Keyes, Michael Hogan, Pat O'Malley, trustees Second Ward.

1859 — John A. Bryan, president, Geo. B. Goodwin, clerk; G. W. Fay, treasurer; S. M. Bronson, E. Ward, John H. Fuss, trustees First Ward; Abel Keyes, F. Loscher, B. G. Mathewson, trustees Second Ward.

1860 — Jobn A. Bryan, president; A. N. Lincoln, clerk; G. W. Fay, treasurer; E. D. Smith, John Potter, Jr., Ignatz Trilling, trustees First Ward; Abel Keyes, F. Loscher, Chas. Colborne, trustees Second Ward.

1861 — Charles Doty, president; Charles Gercher, clerk; G. W Fay, treasurer; E. D. Smith, Curtis Reed, I. W. Fisher, trustees First Ward; M. Hogan, Abel Keyes, Phillip Sensenbrenner, trustees Second Ward.

1862 — Charles Doty, president; G. H. Clark, clerk; H. B. Eldridge, treasurer; E. D. Smith, O. J. Hall, Julius Fieweger, trustees First Ward; Thomas Mitchell, P. V. Lawson, A. Nuesbecker, trustees Second Ward.

1863 — E. D. Smith, president; G. H. Clark, clerk; S. S. Roby, treasurer; R. M. Scott, E. Ward, Ignatz Trllling, trustees First Ward; P. V. Lawson, T. Mitchell, Wm. Rabb, trustees Second Ward.

1864 — E. D. Smith, president; Elbridge Smith, clerk; H. B. Eldridge, treasurer; R. M. Scott, I. W. Fisher, W. N. Webster, trustees First Ward; J. A. Sanford, T. Mitchell, P. Sensenbrenner, trustees Second Ward.

1865 — Curtis Reed, president; Jos. Turner, clerk, H. B. Eldridge, treasurer; Wm. Fuss, Norman Thatcher, I. W. Fisher, trustees First Ward; T. Mitchell, H. A. Burts, P. Sensenbrenner, trustees Second Ward.

1866 — Curtis Reed, president; L. P. Boyd, clerk; Chas. May, treasurer. No record of election and none of any action, except by John FitzGibbon, trustee First Ward; P. Sensenbrenner, trustee Second Ward.

1867 — No record of election, but same officers continued to act.

1868 — John Potter, Jr., president; L. P. Boyd, clerk, F. Schuellen, trustee First Ward; John FitzGibbon, trustee Second Ward.

1869 — No record of election. Clerk at each meeting merely announcing "full board present."

1870 — A. E. Bates, president; D. J. Ryan, clerk; John Potter, Jr., trustee First Ward; Henry Trilling, trustee Second Ward.

1871—Fred Schuellen, president; D. J. Ryan, clerk; A. D. Page, trustee First Ward; P. Fogherty, trustee Second Ward.

1872— Fred Schuellen, president; E. G. Bell, clerk; A. E. Bates, trustee First Ward; Pat McFadden, trustee Second Ward.

1873 — O. J. Hall, president; G. N. Sanford, clerk; H. Merz, trustee First Ward; Pat McFadden, trustee Second Ward.

In 1853, the first bridge across Lake Buttes des Morts was built, giving direct communication with the farming country to the west.

This bridge was replaced by a float bridge with draw, in 1856, and in 1861, a pile bridge was constructed, which is still standing, but for the past two or three years has been impassable.

DISTINGUISHED ARRIVALS — LIGHT-HOUSE.

G. P. R. James, the well known novelist, H. B. M. Consul at Norfolk, Virginia, visited the place and made quite an investment in real estate, and his two sons, Walter and Courtney, took up their residence here.

In the winter following, Walter, as chief engineer, with a party of men, run a preliminary survey, for the Manitowoc & Mississippi Railroad, from Menasha to Manitowoc.

Congress having appropriated the means for a light-house, at the head of this channel, a substantial stone building was erected on a small island near the head of the channel, and supplied with all the necessary appurtenances, and Dennis Crowley was appointed keeper. A light was kept here several years, when it

was abandoned and nothing now remains but the dilapidated walls. The appropriation for this was obtained through the influence of Governor Doty, then Member of Congress, from this district, with the view of eventually getting it so modified that the means might be expended in removing a ledge of rock at the upper end of the channel, which could not be accomplished by direct appropriation, as the improvement of the river was under the control of the State.

CAPTAIN McKINNON'S IMPORTED BLOODED STOCK.

In 1854, Captain McKinnon, on his return from England, brought some of the finest stock ever imported to this country. The horse, King Cymri, thoroughbred short horn Durham bull, full-blood Southdown sheep, and some fowls, all from the best stock of England, such as would, at this time, prove a fortune to any man; but, at that time, wholly unappreciated, our farmers not having been educated to the difference between that and native stock, but who have become painfully aware of the opportunity neglected.

This horse, "The King," entirely unappreciated and neglected by breeders in this country, was sold and employed in common labor, where he soon broke down — about the same time the stock from which he sprung, became the most noted on the English turf, and anything of that blood was eagerly sought for. A prominent horseman was dispatched to the United States to search out "The King," and if found, uninjured, not to return without him, at a cost of anything within ten thousand English pounds — equal to about fifty thousand dollars. He was found, a peasant of the lower order, instead of a king, broken down and entirely unfit for stock-raising. Lo! how had the mighty fallen. Probably no finer specimen of the horse kind ever trod American soil.

About this time, Captain McKinnon purchased the farm now owned and occupied by Ed. Mathewson, at the upper end of Doty Island, and commenced making improvements thereon, taking a deep interest and investing money freely for the welfare of the place he had selected for the future of his sons, at the same time devoting considerable means to the improvement of the Clifton farm.

TRANSPORTATION FACILITIES — COMPLETION OF CANAL.

During this year, the steamboat facilities of Lake Winnebago were limited to the Peytona, under the ownership and management of B. F. Moore, of Fond du Lac, and John Fitzgerald, of Menasha. In the winter of 1852 and 1853, the Peytona had passed into the hands of Mr. Moore, who monopolized the entire lake trade during the season of 1853, running his boat from Fond du Lac to Menasha and return, daily, except Sunday, and in the winter of 1853 and 1854, Moore & Fitzgerald controlled the entire fleet of the lake and Fox and Wolf Rivers.

In the season of 1853, large quantities of railroad iron were landed at Green Bay, for the Rock River Valley Union Railroad (now Chicago & Northwestern), brought to Kaukauna by water, thence over the plank-road to Menasha, where it was loaded on barges, and, by the Peytona, towed to Fond du Lac.

In 1854, John Fitzgerald established an exchange office here, with Charles Schaffer as cashier; Mr. Fitzgerald being absent a greater portion of the time, the responsibility rested mainly with "Charley," and never was trust more faithfully discharged.

Possesssed of rare qualities of head and heart, he had acquired business habits of a high order; he soon made many warm friends, and will be remembered with none but kindliest feelings.

Although but a boy when here, in less than ten years he became the owner of a bank at Stillwater, part owner and president of a prominent bank at St. Paul, and Treasurer of the State of Minnesota, all at the same time. They are both gone, but not forgotten.

In 1855, there were two channels of communication only, between this section and the business centers of the continent, and each of limited capacity. One over the plank-road to Kaukauna, fifteen miles, thence to Green Bay, by steamer; the other by steamer to Fond du Lac, and over a plank-road, some forty miles, to Sheboygan.

An unusual yield of wheat this season, with prices unheard of before in this country, reaching one dollar and forty to one dollar and forty-five cents per bushel, taxed these two routes to their utmost capacity, each conveying away all that their respective termini — Green Bay and Sheboygan — could hold or ship, with return freights to nearly an equal amount. One hundred teams made daily trips to Kaukauna and return; and added to this was a supply for the numerous mills at Neenah and Appleton. The Star Flouring Mill was erected in 1855, by W. R. Ellis, purchased by R. M. Scott in 1857, and by Eli Butler and T. D. Scott in 1878, and is still running.

The great event of 1856, and marking a new era in the history of this locality, was the

opening of uninterrupted navigation between Lake Winnebago and Green Bay, which was accomplished in June, and, immediately after, a line of boats was placed upon the route.

In the early part of this year, the Rock River Valley Union Railroad, running south, from Fond du Lac, was extended to Minnesota Junction, connecting with the Milwaukee and La Crosse Railroad, thereby opening another route, very important to this entire section, and it at once took the lead in travel and freights.

The Methodist brick church was built this season.

CHAPTER LVII.

Doty's Island — Its Lovely Scenery — Chicago & Northwestern Railroad — More Manufactories — The National Hotel Built — Menasha Bank — Incorporation of the City — List of City Officers and Aldermen from Date of Incorporation to the Present Time — The Wisconsin Central Railroad and Milwaukee Northern Railroad.

FOR the four years succeeding, very little seems to have transpired here, out of the usual course of events. The village had steadily increased in population, business and general importance, no evidence of over-growth, or any branch of business overdone. Frequent additions to the original plat had been made, and October 28, 1857, a plat of the "Town of the Island" was recorded, James D. Doty, L. B. McKinnon, Charles Doty and D. J. Pulling, proprietors.

This plat was confined entirely to the Island, as the name implies, being an addition to both Neenah and Menasha, and covered a large amount of territory.

It seems pertinent in this connection to say that no lovelier place exists, of the same extent, for city residences, than this Island, consisting of about seven hundred acres, where Nature has lavished every favor with unstinted hand, and whatever may now be wanting, is just what the ruthless hand of man has destroyed. The writer can well recollect this landscape as it appeared over a quarter of a century ago; its wide-spreading white oaks and lofty maples, huge beeches and towering elms, a carpet of Nature's richest patterns, with an occasional glimpse of lake and river and the far-off cliffs of Calumet, Clifton and Stockbridge beyond. Can we, for a moment, wonder that this should be the favorite haunt of the red man? Here, even to this day, may be found marks of his rude cultivation. Could he more forcibly express his feelings than by the free and voluntary gift of all this to Governor Doty, as a tribute of respect, unbounded confidence and esteem? And yet it has been stated in the public press, within a few weeks, that the wife of Governor Doty was taken captive by these same Indians.

Some one must have possessed more credulity than sense.

CORAL FLOURING MILL — FURNITURE FACTORY.

In 1859, the Coral Flouring Mill was erected, at the centre of the dam, by H. A. Burts, millwright and proprietor, and after passing through many hands is now owned and operated by McGinty, Wahle & Koepfel.

In 1860, the old furniture factory of Thomas Price, having been purchased and carried on by Charles Doty, was converted into a factory for the manufacture of flour barrel stock by Doty, Abel Keyes, and Charles May. In 1861, the latter sold out to his partners, and the business was continued until the fall of 1865, when the building and power were leased to Andrews & Underwood, who commenced the manufacture of children's carriages, sleds, etc. In 1869, the building was abandoned, though still standing.

CHICAGO & NORTHWESTERN RAILROAD.

In January, 1861, the old Rock River Valley Union Railroad, now called the Chicago & Northwestern, was extended to Appleton, running about a mile west from the Neenah water-power, where a depot was located, which was about two miles west from the Menasha water-power.

The road from Neenah to the depot over a bed of clay, was, by continued heavy teaming, almost impassable, and absolutely unsafe for man or beast. A side-track was now laid at the west end of Buttes des Morts bridge, about one mile from the water-power of Menasha, of which the bridge formed a large portion of the distance.

It had been intended to cut Menasha off from the benefit of the road, but the directors of the road, making a trip of inspection, enquired of an officer why the road had been run around these water powers; he replied that it had been located by the chief engineer. The directors then requested the business men of Menasha to send a delegation to Chicago for a conference relative to a change of route. Curtis Reed, Charles Doty, and Reuben Scott were accordingly chosen, and returned with the directors to Chicago, where an arrangement was made to change the track to its pres-

ent location, Neenah agreeing to pay the expense of grading and ties south of their channel, and of building the bridge across that channel, and Menasha to do the same from the north end of that bridge to the old line west of Lake Buttes des Morts, including the bridges across the lake and north channel, the depot to be located near the line dividing the two places on the Island. This change was accomplished in December, 1862.

MORE MANUFACTORIES.

In 1862, Charles May, having sold his interest in the first barrel stock factory, this year built an establishment of the same kind, supplied with steam power, near the bank of the river and the old Reed & Doty warehouse; the latter he soon after devoted to a cooper-shop. In 1864, Alex. Syme became associated with him. May afterwards sold his interest, but Syme has retained his to the present time.

In 1863, Lum Hart, having settled here in the fall of 1849, had, until now, been engaged in gunsmithing, repairing, and all kinds of light machine work, now erected a small foundry and machine-shop on the water-power near the east end of Block 49. This he enlarged as necessity required, and a few years later sold out.

In the fall of 1865, G. R. Andrews, from New England, and J. R. Underwood, from Aurora, Illinois, leased the barrel stock factory belonging to C. Doty, and the water-power connected therewith, and commenced the manufacture of children's sleds, and during the succeeding winter added the necessary machinery for the manufacture of children's carriages and carts.

This might have proved a profitable enterprise but for the hostility of the business men of the place, but after frequent changes in ownership and an existence of some four years, the machinery was removed and the property vacated.

NATIONAL HOTEL — NATIONAL BANK.

In 1867, a stock company was organized for the purpose of building a hotel on the corner north of the public square, and some labor performed to that end; but in 1868 it was partially abandoned, and again revived in 1869, when the present National Hotel, a credit to the city, was commenced.

During the process of construction, the stockholders, one after another, sold out, or forfeiting the amount paid in, dropped out; until, at its completion, only R. M. Scott and Charles May remained as owners. It was completed in 1870, and formally opened November 4, of that year. Soon after the opening, May disposed of his interest to Scott, who having superintended its entire construction, now became sole owner, and so remains to this day.

November 1, 1870, a national bank was established here with H. Hewitt, Sr., J. W. Williams, J. A. Kimberly, H. Babcock, J. R. Davis, Sr., Robert Shiells, Moses Hooper and A. G. Galpin, Jr., as stockholders. Robert Shiells was elected president, and H. Hewitt, Jr., cashier.

This institution has continued business to the present time, and we believe under the direction of the same officers.

INCORPORATION OF THE CITY.

By act of the Legislature, approved March 5, 1874, the city was incorporated, and at the organic election held soon after, O. J. Hall was elected mayor; H. Hewitt, Jr., and C. P. Northrup, aldermen of the First Ward; Julius Fieweger and Pat McFadden of the Second Ward; John Harbeck and Joseph Mayer of the Third Ward; C. H. Watke and H. B. Taylor of the Fourth Ward; John Planner, treasurer; assessors, Carlton Bachelder, First Ward; E. Wold, Second Ward; L. D. Bryan, Third Ward; William Koepfel, Fourth Ward; justices, Silas Bullard and John Potter, Jr., constables, Thomas Jourdain and James Schufelt; city clerk, Charles Colborne.

1875 — P. V. Lawson, mayor; C. Colborne, clerk; John Planner, treasurer; H. Hewitt, Jr., C. F. Augustine, aldermen of the First Ward; P. McFadden, C Koch, aldermen of the Second Ward; H. Hewitt, Sr., E. D. Smith, aldermen of the Third Ward; Curtis Reed, Frank Engles, aldermen of the Fourth Ward.

1876 — P. V. Lawson, Mayor; Charles Colborne, clerk; John Planner, treasurer; H. Hewitt Jr., C. F. Augustine, P. McFadden, P. Sensenbrener, E. D. Smith; A. J. Webster, Curtis Reed and Frank Engles, aldermen.

1877 — P. V. Lawson, mayor; E. G. Bell, clerk; E. Wold, treasurer; John Schubert, P. O'Malley, John Harbeck, Elbridge Smith, L. H. Brown, Leonard Brugger, J. F. Mayers and Frank Engles, aldermen.

1878 — P. V. Lawson, mayor; E. G. Bell, clerk; E. Wold, treasurer; John Potter Jr., P. McFadden, T. D. Phillips, Martin Beck, John Schubert, John Schneider, J. F. Mayer and J. C. Underwood, aldermen.

WISCONSIN CENTRAL RAILROAD.

In December, 1871, the Wisconsin Central Railroad Company opened its road and commenced running trains from Menasha, or more properly speaking, from Doty's Island, to

Stevens Point, and in anticipation of the completion of the Milwaukee and Northern Railroad, in 1872, the Wisconsin Central erected a depot in the northern part of the city, removing its business to that point.

In 1873, the Milwaukee and Northern was completed and opened from Milwaukee to Green Bay, with depot and grounds adjoining the Central. The same year the Wisconsin Central, while negotiating with the Lakeshore and Western Railroad, then running from Appleton, via Manitowoc, to Milwaukee, for a lease of that road, constructed a track from their line at Menasha to Appleton, connecting with the Lake Shore & Western at that place, but obtaining control of the Milwaukee & Northern, negotations with the Lakeshore & Western were broken off, and subsequently the track to Appleton taken up. This gave the Wisconsin Central a continuous line from Milwaukee and Green Bay to Lake Superior at Ashland, whenever they should complete their contemplated line from Stevens Point to the latter place, which was consumated in 1877.

In the meantime, the Wisconsin Central Railroad had constructed side tracks the entire length of the water power at this point, which with that of the Chicago & Northwestern Railroad and the facilities for shipping by water from any point on the water power, gave this point advantages nowhere excelled, if ever equaled, in this particular point, and there is no place to-day that has greater advantages for manufacturing and general bnsiness, or more of them, if properly improved and made available, than Menasha. What its future will be rests entirely with its business men, and, whatever the result, they can always have the satisfaction of knowing that nature and outside influences, have done all that could be done anywhere.

MENNSHA WOODEN-WARE COMPANY.

The following account of the commencement and progress of the wooden-ware manufacture at this point, has just been obtained from Mr. E. D. Smith, under whose management its present proportions have been attained. The original pail factory was commenced in the spring of 1850, by Messrs. Sanford, Beckwith & Billings. A two story building, 24x36, and one small dry-house was the extent. The timber for the frame of the building was cut on what is now the canal, and stood so thick on the ground, that when the shop was done, one of the firm could not see his house, which stood directly opposite the factory, across what is now a canal, one hundred feet in width.

They manufactured the original machinery, including a sheet-iron stave-saw, with steel on the edge for the teeth, and a wooden head.

Their entire outfit of machinery would, at the present day, prove as great a curiosity as the original locomotive. They were delayed in starting their machinery, until a small race could be completed to supply the water. Struggling along for six months, with little means and paying high rates of interest, (as the note drawing fifty per cent, interest, before quoted, gives ample evidence), their entire production was 1,500 pails — this being the only article manufactured. In 1851, Joseph Keyes and Lot Rice became the owners, but with similar success.

In 1852, E. D. Smith purchased the establishment, and has been connected with it to the present time. Additions were at once made to the building, the old machinery taken out to give place for that which was more suitable, and further additions with all the later improvements in machinery have, from time to time, been supplied, until at the present time two large factories and three saw-mills are kept busily engaged, with twenty-four dry kilns, extensive paint shops, cooper shops, and several large warehouses, requiring the services of from two hundred to two hundred and fifty persons.

The daily product of pails far exceeds that of the first six months, besides the manufacture of wash tubs, keelers, churns, measures, butter tubs, fish kits, covered buckets, horse pails and barrel covers, consuming annually, about six million feet of timber. The first ware shipped to Chicago was carted to Kaukauna, shipped thence by boat, via Green Bay, subsequently by boat to Fond du Lac, thence by railroad, and still later to Oshkosh, by boat, and from there by rail, until 1862, when the cars run through to Menasha.

The present wooden-ware company own their cars and have the choice of two railroads, or water transportation, and their wares are pretty generally distributed throughout the Northwest.

CHURCH HISTORY — CATHOLIC.

During the Government occupancy of the improvements at Winnebago Rapids, 1836-7-8, Father Vanderbrook, then stationed at Little Chute, held services at the Rapids once or twice a year, for the benefit of the few resident employes.

In 1848, a mission was established among the settlers, about four miles West of the present city of Menasha, by Father Vanderbrook.

In 1849, he was succeeded by Father Faran-

aticii, who inaugurated the erection of a log church, and officiated until 1851, when he gave place to Father Colton, now residing at Fond du Lac. The congregation at this time was composed of some twenty-five families, largely from the Irish settlement in the western part of the present Town of Menasha. Father Fusseder was the next in succession, and uniting the Catholics of the two towns, and different nationalities, the society, under his administration, was considerably increased.

In 1854, Captain L. B. McKinnon presented the society with one acre of ground, on the Island, where the church now stands, and the present building was at once erected, although it has since been enlarged. Fathers DeBreca, Cieppe, Dale, Wilkins and Uhlmire, now succeeded each other in the order named, and under the latter, the society was divided in 1867, the German portion purchasing the building first erected by the Congregationalists of Menasha (mentioned elsewhere), and under the lead of Father Uhlmire, organized a separate church. The order of Servite Fathers, at this time, took the original church under their charge, and Father Morini was installed, and succeeded by Father H. Venturi, who still remains at the head of this organization.

In 1868, a substantial brick school house was erected on the same lot occupied by the church and parsonage (the latter having been built soon after the church). This school was opened by teachers of the order of Servite Sisters, from London, and connected with the school were one hundred and forty scholars.

In 1877, the Servite Sisters removed to Chicago and were succeeded by teachers from the order of "School Sisters of Notre Dame," five in number. One hundred and seventy scholars are now connected with the school, and one hundred and fifty-five in daily attendance. This congregation now numbers one hundred and twenty-five.

The German organization was presided over by Uhlmire until 1871, when he was succeeded by Father Joseph Neusspaum, the next in order being Father John Yaster, who in turn was followed March, 1875, by Father Andrew Seubert, the present incumbent.

In 1868, this society also built a commodious brick school house, having purchased lots adjoining the church property, until their posessions covered twelve lots. The school was opened with about ninety scholars, by teachers from the order of School Sisters of Notre Dame.

In 1876, a large brick parsonage was constructed upon the grounds, and at this time a brick building is in process of construction, designed for a residence for the teachers. Five teachers are employed. The German language is taught in the morning, the English in the afternoon. The common branches are taught in English. There are now connected with the school three hundred scholars, two hundred and forty of whom are in daily attendance. It is conducted under the supervison of the resident priest and trustees. There are now two hundred and seventy families in this congregation.

CONGREGATIONAL.

The First Congregational church was organized in 1851, and for the first two years they worshipped in a rough board school-house, in "Roby's Hall" the next five years, and in 1858, commenced the building now occupied by the Catholics, near the Central Railroad depot.

The Winnebago District convention had appointed a meeting at Menasha, in December, and it was desirable that the church should be completed previous to that time. This wish being expressed to Deacon Northrup, he declared he would "eat all the plastering they put on that fall," nevertheless the church was plastered, and the convention held there, at the appointed time. All were too happy over their success to require a fullfillment of the Deacon's promise.

The cost of the house was three thousand dollars, built with great personal sacrifice on the part of a few.

After some eight years, the necessity for a larger building became apparent, and the present edifice was constructed, at a cost of ten thousand dollars. Commencing with a dozen members the organization now consists of one hundred and twenty-five members, with an active sabbath school, and efficient church work in various ways.

The present pastor is the Rev. S. V. S. Fisher.

METHODIST.

The Methodist church of Menasha, was organized in 1850, although circuit preachers of this denomination had frequently held divine service.

In 1856, the present handsome church was erected. The present pastor is the Rev. G. H. Moulton.

UNIVERSALIST.

The Universalist society of this place was organized in 1866. The Rev. C. L. Lombard is resident pastor.

LUTHERAN.

The Lutheran, (German), Church of Menasha was organized in 1856, and the

church built in 1859. The present pastor is the Rev. Otto Heuer.

EPISCOPAL.

St. Stephen's Church, Episcopal, was built in the year 1859, under the auspices of the Rev. Mr. Edmunds, who was the first rector.

The first regular services of the Episcopal Church held in the village of Menasha were commenced by the Rev. Charles C. Edmonds, who began them in the month of November, 1857. For six months, services were held once a month, and afterwards, up to September, 1858, twice a month.

On the 27th of August, Mr. Edmonds moved from Green Bay to take up his residence in Menasha. The regular services were then held every Sunday morning. During Easter Week, 1859, a parish was duly organized under the name of St. Stephen's, by the election of two wardens and three vestrymen. The Rev. Mr. Edmonds, being the missionary in charge, was chosen as rector. The parish was duly incorporated under the provisions of the statutes of Wisconsin; and a constitution adopted during Easter Week, 1859.

At a meeting of the wardens and vestrymen of St. Stephen's parish, the rector presiding, held August 8, 1859, it was unanimously resolved to build a church edifice in Menasha, and to take immediate steps to that end, ground was broken for the foundation of the church September 13, 1859. The corner-stone was laid by Bishop Kemper, assisted by the rector, and the Rev. F. Haff, of Oshkosh, September 20th. The first service was held in the church, April 28, 1861, while it was in an unfinished condition, Charles C. Edmonds officiating. Rev. Mr. Upjohn is present rector.

METHODIST EPISCOPAL.

The earliest record of this organization bears date of October 10, 1853, and this is a record of the appointment of the first Board of Trustees, consisting of Charles France, Norman Woolcott, Samuel L. Hart, Charles Puffer and James Gamble.

Elmore Yocum was the first pastor. A move was soon made toward building a church, and, in 1856, under the pastorate of Rev. E. Cooke, D. D., a fine brick edifice was completed and dedicated. The lots on which the church was built, was a donation from Governor Doty.

About 1867, a good parsonage was purchased.

The first stewards were, Thomas Price, James Gamble, N. Woolcott and C. Puffer. The first leaders, Charles France, Samuel Ryan, Sr. First Sunday School Superintendent, Amos Robinson.

The society now has a membership of about seventy, a good church building and comfortable parsonage.

In the twenty-six years it has never been without a pastor. The present pastor is the Rev. G. H. Moulton.

The above churches are in a flourishing condition, and their affairs are managed with much efficiency. Good Sabbath Schools are maintained, and well and regularly attended.

MENASHA PUBLIC SCHOOLS.

In 1855, there were three schools in the Town of Menasha, with an attendance of 243 scholars. The population at the time was 1,625.

The report of the School Superintendent, Silas Bullard, for the year 1879, shows that there are in the city, alone, six commodious and creditable brick school-houses, including the denominational.

The teachers employed in the public schools are one male and nine female. Their names are as follows: E. A. Williams, Delia Darrow, E. C. Tait, Emma S. Nelson, Nettie E. Howard, Mary P. Donaldson, Mary E. Geer, Mary P. Whipple, Minnie Hart, Amy Grandine.

The number of the children in the city over four and under twenty years of age, is 1,140, of which 374 attend the public schools, and 470 the denominational schools.

The present School Board consists of a superintendent, and one commissioner from each ward. Their names are as follows:

Superintendent of Schools, S. Bullard; Commissioners, C. P. Northrup, G. W. Dodge, E. L. Mathewson, S. S. Roby.

SCHOOL FINANCE.

From the School Board's financial statement, in report of 1879, it appears that there was received as follows:

Money on hand, August 31, 1878	$2,210 11
From special tax for building and repairing	1,310 00
From special tax from teachers' wages	3,250 00
From general tax, for school purposes	540 00
From tax levied by County Supervisors	600 00
From income of State school fund	462 54
From all other sources	32 75
Total amount received during the year	$8,405 40

Disbursements were as follows:

For building and repairing	$ 824 88
For services, to teachers	3,550 00
For school furniture	293 50
For all other purposes	582 45
Money on hand August 31, 1879	$5,250 83

A good school library is maintained which contains 325 volumes.

CITY OFFICIALS.

The present city officials (1879) are: A. J. Webster, mayor; J. W. Ladd, city clerk; Edward Wold, treasurer; A. Dillmore, Marshall; J. Armstrong, superintendent of streets; J. W. Ladd, overseer of poor; L. D. Bryan, C. P. Northrup. assessors; S. Bullard, M. M. Schoetz, justices of the peace; M. Thompson, John Harbeck, constables; John Harbeck, John Marx, Patrick O'Malley, John Schneider, H. A. Burts, L. J. Noble, Frank Engles. and Elbridge Smith, aldermen; John Harbeck, president of the council; S. Bullard, superintendent of schools.

FIRE DEPARTMENT.

M. Kraus, chief engineer; A. Wennege, first assistant; George A. Rasler, second assistant; August Ebert, secretary; J. Schubert, Jr., treasurer; C. Lahman, chief fire warden; Martin Arno, assistant fire warden; Ed. Smith, trustee.

CIVIC SOCIETIES.

Masonic — Island City, Chapter No. 23, R. A. M. Bryan Lodge, No. 98, F. & A. M.

Odd Fellows — Doty Island Encampment, No. 45, I. O. O. F. Menasha Lodge, No. 187, I. O. O. F. Ida Lodge, No. 30, Degree of Rebekah. Island City Lodge, No. 197, I. O. O. F., (German.)

Knights of Honor — Centennial Lodge, No. 391, K. of H.

German Societies — Menasha Turnverein, Concordia Benevolent Society, St. Joseph's Benevolent Society.

MENASHA NEWSPAPER PRESS.

The *Menasha Advocate*, was first issued by Jeremiah Crowley, in November, 1853, Democratic in politics. This was a good local paper. Crowley remained editor and proprietor until 1857, when the press and materials were sold to E. P. Morehouse, a deaf mute, who conducted it for a while, when he disposed of it.

The *Conservator*, first published by Harrison Reed in 1856, at Neenah, was in 1858, purchased by B. S. Heath, and removed to Menasha, where it was continued, and in 1860, Goodwin & Decker became the editors and proprietors.

The *Manufacturer*, was started at Menasha about 1860, by William M. Watts, editor and proprietor, who conducted it about one year.

The *Menasha Press*, first published at Neenah, by J. N. Stone, as the *Island City Times*, later by Ritch & Tapley, as the *Winnebago County Press*, until 1871, when it was purchased by Menasha parties, removed to that place and conducted by Thos. B. Reid, as the *Menasha Press*, until 1877, when it was again sold, to Geo. B. Pratt, present editor and proprietor.

The *Menasha Post* (German), started in 1871, by Mussans & Hein, and after an existence of about eighteen months, the press and materials were taken to Shawano County.

The *Winnebago Observer* (German), was first published in 1873, by John C. Klinker, its present editor and proprietor, and on the last of June, 1879, closed its sixth volume.

CHAPTER LVIII.

Description of City of Menasha — Location — Historical Associations — Summer Resort — Water Power and Water Communications — Manufactories and Resources for Manufacturing — Statistics of Manufactures — Business Houses —Notices of Illustrations.

THE City of Menasha is delightfully situated on both sides of the north channel of the outlet of Lake Winnebago. The site, embracing the mainland and a large part of Doty Island, rises at both sides of the river in a gentle elevation, and affords most charming sites for residences. Indeed, it is rare to find a lovelier spot than Doty Island, with its grand old forest trees and fine views of water scenery, and which is well illustrated in the view here given of Edward Mathewson's place, showing the mouth of the river, the lake shore, and the distant view of Calumet, Clifton and Stockbridge.

The mainland, from Lake Winnebago to the Little Buttes des Morts, and on which is situated the business portion of the city, is also a handsome site for a city with fine locations for suburban residences. Many of those are occupied by handsome buildings with tastefully ornamented grounds, of which illustrations are given in the views in this work of the residences of Messrs. A. J. Webster, R. M. Scott, E. L. Mathewson and Elbridge Smith.

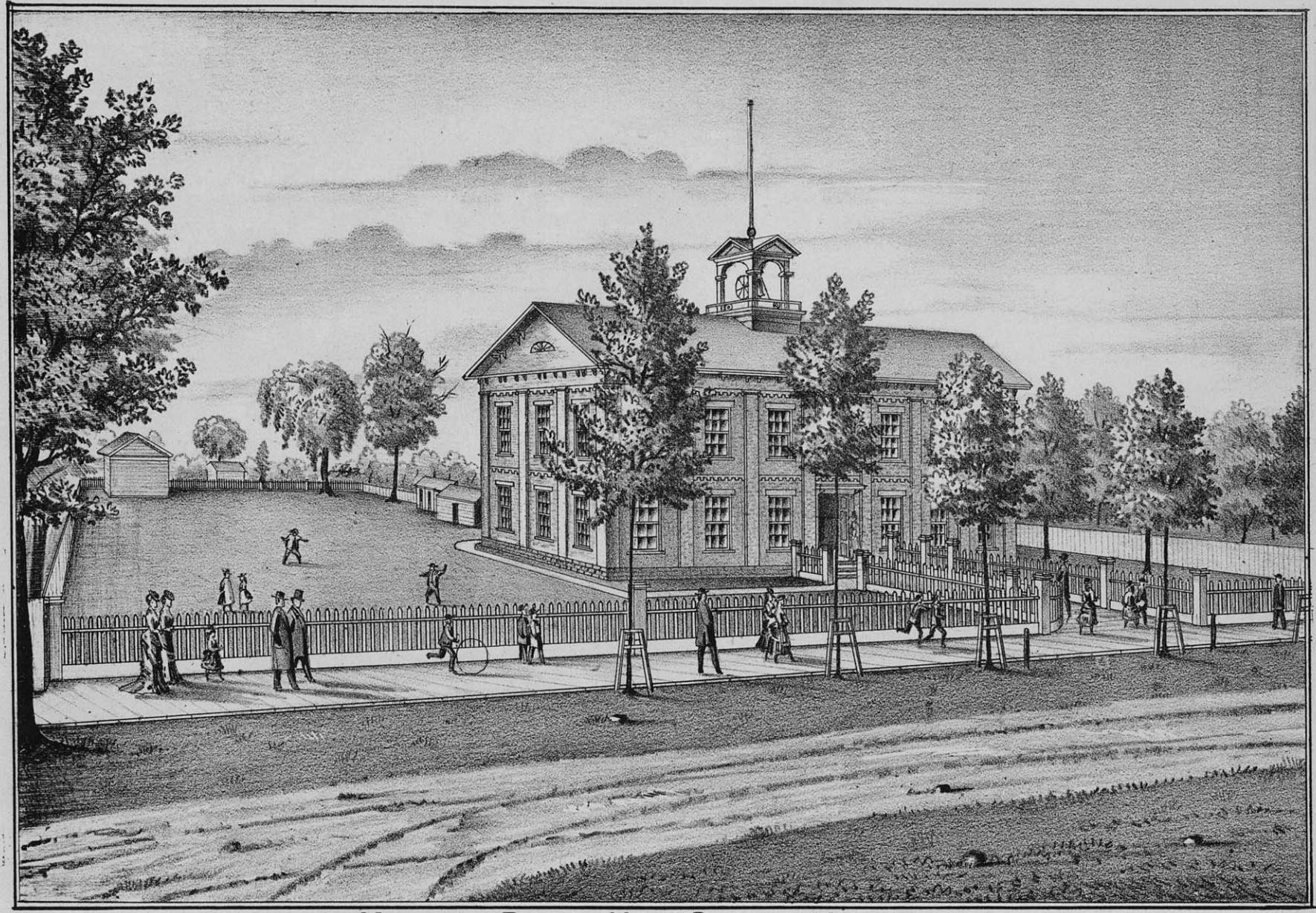
Shade trees have been largely planted, and add much to the attractiveness of the streets.

SUMMER RESORT.

This place, in common with Neenah, has great natural advantages as a place of summer resort, and attracts many visitors from abroad. Lake Winnebago and its delightful surroundings possess great natural attractions; and Menasha has the advantage of being on the navigable channel of the outlet. The canal and locks connecting the navigation of the lake and river are on this channel, and the frequent passage of steamers enlivens the scene. The

RESIDENCE OF E. L. MATHEWSON DOTY ISLAND CITY OF MENASHA WIS.

OSHKOSH PUBLIC LIBRARY



MENASHA PUBLIC HIGH SCHOOL MENASHA WIS.

facilities for pleasant steamboat excursions, for fishing and pleasure sailing to the various places of resort on the lakeshore, are unexcelled.

NATIONAL HOTEL.

The fine hotel, the National, is a handsome, commodious structure, and an architectural ornament to the city. It possesses all the modern comforts and conveniences for the accommodation of fastidious guests, and keeps an extensive boat-house and a number of boats, for the use of summer visitors.

WATER-POWER, AND WATER COMMUNICATION.

The situation of the place, on the line of the water communication, connecting the interior of the State with Lake Michigan, gives it, in connection with its fine water-power, a combination of commercial and manufacturing advantages that are seldom equalled.

It is at the beginning of that series of magnificent water-powers of the Lower Fox valley, which make that region the great manufacturing district of the State, and one of its greatest business thoroughfares.

The two cities of Neenah and Menasha are practically but divisions of one place, and are frequently called the Island City. The center of a street on the Island is the dividing line; so that a single step takes one from one city to the other. The houses on one side of the street are in Menasha, and those of the other in Neenah. The places, though rivals from their infancy, have really a community of interest, as is well shown in the location of the Northwestern Railroad depot; and collectively they form one of the greatest manufacturing centers of the State. The water-power of both places is estimated at ten thousand horse-power, and the resources for manufacturing are ample and enduring.

MANUFACTORIES.

The railroad penetrating the pine and hardwood forests of Northern Wisconsin, and the iron mines of Lake Superior, gives ready accessibility to those regions, for the procurement of raw material. The hardwood timber in a large extent of adjoining country, also furnishes an abundance of material for manufactures of hardwood.

The water-power, from the dam along its entire length, is one continuous line of manufacturing establishments, among which are the mammoth works of Webster & Lawson, and those of the Menasha Wooden-ware Company.

MENASHA HUB AND SPOKE FACTORY.

The Menasha hub, spoke, bending and general wagon and carriage stock factory of Webster & Lawson, was established in 1856, by A. J. Webster, the senior member of the firm, in a small way. The original factory was a small building located on the dam, on the present site of the Coral Mills.

Early in May of that year the high water carried away a portion of the dam, and also a part of the canal bank, leaving the embryo spoke factory cut off from the mainland, and without power to do anything; thus necessitating a removal to some other locality. There being no available building in Menasha, it was decided to remove to Neenah. The contents of the factory were, therefore, loaded on a small scow and towed to Neenah, where it remained but one year, doing a small and unsatisfactory business. At the expiration of one year the machinery was moved from Neenah back to Menasha, into the Bowman Building, where it remained one year, when another break in the canal caused a suspension for the season. It was then moved into the large Williams building, in the fall of 1858. Here it remained until the year 1861, when Mr. P. V. Lawson, who had been engaged in the manufacture of sash, doors and blinds, for some time, selling out his business, entered into a partnership with Mr. Webster, under the firm name of Webster & Lawson.

During that year, the firm built, on the site now occupied by their extensive works, a small factory, which was found to be inadequate to the wants of their increasing business, when additions were made to the buildings, and steam power added. The business continued to grow and extend, requiring enlarged manufacturing facilities. More land was, therefore, purchased, buildings erected, and new machinery put in the same. The works have since then been enlarged, from time to time, until they now occupy some ten acres of ground, with extensive shipping-docks, storerooms, and railroad side-tracks. This mammoth factory now employs throughout the year one hundred and seventy-five men, and manufactures 2,500,000 spokes, 120,000 hubs, 520,000 sawed felloes, 15,000 sets of bent felloes, and large quantities of shafts, poles, bows, sleigh and cutter material, and hard and soft wood lumber, aggregating a value of $175,000.

The manufactures of the firm are widely known, being shipped over a wide extent of country, from New York to Oregon. The material used is oak, hickory, ash, elm and maple, of which 6,000,000 feet are required per annum to supply their works. Their network

of railroad side-tracks and shipping docks give every facility for shipment, both by land and water, and the business of the concern is conducted on the most systematic principles, by thoroughgoing and energetic business men. A view of the works will be found in these pages.

FLOURING MILLS.

There are three flouring mills, viz: The Eagle Mills, a fine stone structure, with six runs of stones, and three sets of patent crushers; the Coral Mills and the Star Mills. They manufacture in the aggregate four hundred and fifty barrels a day, or 135,000 barrels in a year, aggregating a value, at $6.00 per barrel, of $810,000

MENASHA WOODEN-WARE FACTORY.

This is an immense establishment, giving employment to two hundred and fifty hands, and manufacturing daily 2400 pails, 600 tubs and 1000 butter tubs, fish kits, churns, etc. Their yearly product is 720,000 pails, 180,000 tubs and 300,000 pieces of other ware; aggregating a value of $200,000. See history of the works.

MENASHA WOOLEN MILLS.

Chapman & Hewitt's woolen mills, employ forty-five hands, and manufacture, per year. one hundred and sixty thousand yards of cloths and flannels, and about twelve thousand pounds of yarn, aggregating a value of about seventy thousand dollars, and consuming about one hundred thousand pounds of wool.

MENASHA PAPER MILLS.

These mills employ twenty hands, and have a capacity for making five tons of wrapping paper per day. The works have just started up. The yearly capacity is 1500 tons, which at present prices would aggregate a value of $37,500.

SASH, DOOR AND BLIND FACTORIES.

Leonard Rohrer & Co., and Mitchell & Co.; number of hands employed, twenty. Aggregate value of yearly manufactures, $25,000.

EXCELSIOR WORKS.

Manufactures filling and packing material. Five hands employed.

FOUNDRY AND MACHINE SHOPS.

Fox River Iron Works, James Little & Sons; manufacture the Globe Feed Cutter; also, castings and general machine work.

Menasha Iron Works, Howard & Jennings; manufacture castings, steam engines, spoke and hub machinery and general machine work. Number of hands in both concerns, thirty. Aggregate value of their yearly manufactures, $32,000.

SAW-MILL

Of Menasha Wooden-ware Company cuts eight million feet of logs per annum, of which six million is cut into wooden-ware stock and two million into lumber.

BROOM HANDLE FACTORY.

Charles R. Smith employs fifteen hands, and manufactures yearly two million handles; value of same, $20,000.

BARREL FACTORY.

This concern employs some thirty-five hands, in the manufacture of barrels.

BRICK-YARDS.

There are two brick-yards, which manufacture a very superior quality of brick, and employ, in good seasons, about twenty hands. This is an industry that might be developed into large proportions, as brick clay of the finest quality is here found in exhaustless quantities.

MISCELLANEOUS.

There are also a plow manufactory, a furniture factory, two breweries and machine shops, marble works, and the various mechanic shops.

BUSINESS HOUSES.

Bank — The Bank of Menasha.

Dry Goods — There are seven establishments dealing in dry goods and mixed merchandise. Some of them include clothing, hats, caps, boots and shoes, and they are generally well-stocked and doing a good business.

Hardware — There are two stores dealing exclusively in hardware, tin and iron ware, stoves, etc., etc., carrying good stocks in large variety.

Clothing — There is one store dealing principally in this class of goods.

Drugs — Three drug stores.

Groceries—Six grocery stores, some of them well stocked.

Jewelry — One jewelry store.

Flour and Feed — Two concerns dealing in flour and feed.

Boots and Shoes — One boot and shoe store.

Harness and Saddlery Hardware — Two concerns in this line.

Furniture Wareroom — One well-stocked establishment.

In addition to the above are the usual numbery of milliners, confectioneries, tobacconists, bakers, meat markets, etc.. etc.

NOTICES OF ILLUSTRATIONS.

On a previous page, in History of Menasha,

RESIDENCE OF R. M. SCOTT, MENASHA, WIS.

RESIDENCE OF A.J. WEBSTER, COMMERCIAL AVE. DOTY'S ISLAND, MENASHA, WIS.

will be found a full description of Webster & Lawson's hub, spoke, and general carriage stock factory, a view of which will be found among the illustrations of Menasha.

A. J. WEBSTER.

A view of the fine residence and grounds of A. J. Webster is given in these pages.

Mr. Webster came to Menasha at an early day, and established the hub and spoke factory, which has since grown into such large proportions, and a history of the progress of which is given under the head of Menasha manufactories.

In this enterprise, which originated in a feeble beginning, he has achieved the greatest success, and can now enjoy the credit of originating and pushing to the highest limit of success one of the leading manufactories of this part of the State, and an institution of the greatest benefit to Menasha.

As a business man of capacity and integrity, Mr. Webster stands high in the estimation of his townsmen, and now occupies the responsible position of mayor of the city, which he fills efficiently. His elegant residence is one of the finest in the city, and an ornament to that part of the city.

R. M. SCOTT.

R. M. Scott migrated from Vermont to Menasha in the fall of 1852, and purchased a tract of land in the now Town of Menasha. From this land he had all the cordwood cut, which supplied the Fitzgerald & Moore line of steamers, at this point on the route, for three years. His first contract was for a thousand cords. The proceeds and profits from the transaction furnished the means which started Mr. Scott in his continuously successful business career; and from that time he has been engaged in real estate transactions, contracting, lumbering and milling; in all of which he has been uniformly successful. In the work of building up the city and opening up its public and private enterprises, Mr. Scott has taken a leading part, having erected a large number of dwellings and business buildings; among others, the Star Flouring Mill, his fine brick residence, of which a view is here given, and the National Hotel, the finest building in the city. In 1871, he built, on contract, the first sixty-four miles of the Wisconsin Central Railroad in one hundred and twenty-one working days, a feat in railroad building which surpasses anything heretofore done in the State. In 1872, he built the part of the Milwaukee & Northern Railroad from Menasha to Hilbert Junction — seventeen miles — and in the same season, six miles of railroad for the Wisconsin Central, to connect Menasha with the Milwaukee & Lake Shore Railroad at Appleton. In 1873, he built all the side-tracks in this city for the Milwaukee Northern and the Central.

E. L. MATHEWSON.

One of the handsomest illustrations in this work, is that of E. L. Mathewson's place, on Doty Island, showing a view of the mouth of the river and Lake Winnebago, and the distant shore. This place was formerly the residence of Captain McKinnon, of the English navy, who settled here at an early day, and imported a lot of choice blooded stock, of which full mention is made on previous pages.

Mr. Mathewson came to Menasha at an early day; and shortly after attaining his majority, engaged in active business pursuits, among others that of the manufacture of flour, in which he was eminently successful. After selling out his milling interest, he embarked in the business of dealing in live-stock, which he has since conducted on a large scale, shipping by the car-load to Lake Superior and other points, and is now known as one of the leading dealers in this part of the State

Mr. Mathewson's business capacity is shown in his business management; and but few are more highly esteemed in a wide circle of acquaintances, for integrity of character and genial qualities of heart and mind.

ELBRIDGE SMITH.

Among the illustrations in this work, will be found that of the handsome residence and grounds, of Elbridge Smith. This fine place occupies a delightful site, and commands a fine view of the lake and river.

Mr. Smith is one of the very earliest settlers of Menasha, and commenced his residence there in less than six months after the advent of the first settler; having moved there in October, 1848. Immediately after his arrival, he commenced the erection of the first frame building, in which he opened a law office, and commenced the practice of his profession, which he has followed uninterruptedly to the present time. Mr. Smith has taken a very conspicuous part in the history of Menasha, and has been regarded from the time of his advent, as one of its representative men, and closely identified with its interests, of which he has always been an untiring advocate. He has held many public positions, and among them, that of representative of his district in the State Legislature; a position which he filled to the satisfaction of his constituency.