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# Port Washington CENTENNIAL

REFERENCE



1835



*H. R. Dunsmuir & Co.*



1935



AUGUST 31  
SEPT. 1 and 2  
— 1935 —





AUGUST F. KRUBE

Mayor of the City of  
Port Washington

**W**E present to you in the pages of this book, a brief resume of the history and development of Port Washington, the Centennial of which we are celebrating August 31st, September 1st and 2nd, 1935.

It is only through the unselfish co-operation of the various committees, their chairmen, the City Officials of Port Washington and the entire citizenry of Ozaukee County, that this Centennial celebration has been made possible. I want to thank all of those who have been so splendidly helpful in preparing for this occasion.

*W. J. Niederkorn*  
W. J. Niederkorn, Pres.

Port Washington Centennial, Inc.



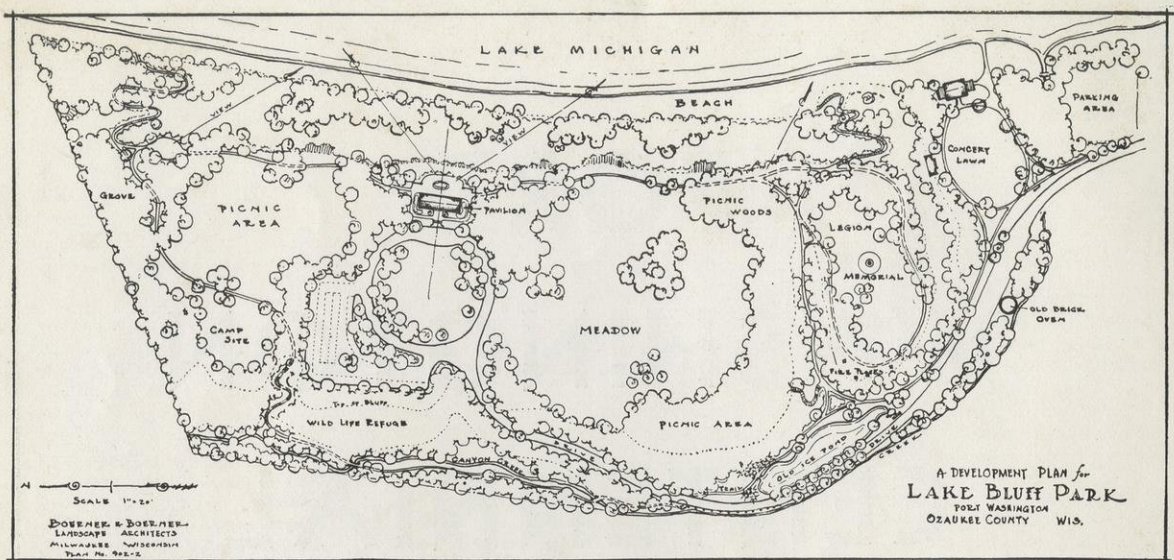
# PORT WASHINGTON CENTENNIAL

1835 - 1935

One Hundred Years  
of Progress

PRICE 25 CENTS





# Port Washington's New Lake Park

When finally completed, Lake Shore Park will be one of the prettiest parks in the state. It is made up of sixty-three acres which were purchased by the city for \$25,000.

To the extreme West is a wild life refuge along which runs a graveled drive. At the end of the drive is a pavilion with a full view of the waters of Lake Michigan lying far below. As most of the park is situated on the bluff heights, provision has been made not only for the drive but also for winding steps and paths.

One set of steps leads up to the half-way plateau. Numerous seats are placed there to provide a broad open air resting place. The steps wind up farther to the unique Memorial Point.

Memorial Point will be dedicated to the American Legion and War Mothers. On the very edge of the bluff is the tall dedicatory flag pole. A bluff drive is planned that will encircle Memorial Point.

The whole park is well laid out with groves of trees, Indian trails, footpaths, and in the North part, a real athletic field. In the center and surrounded by trees is a broad meadow suitable for picnicing.

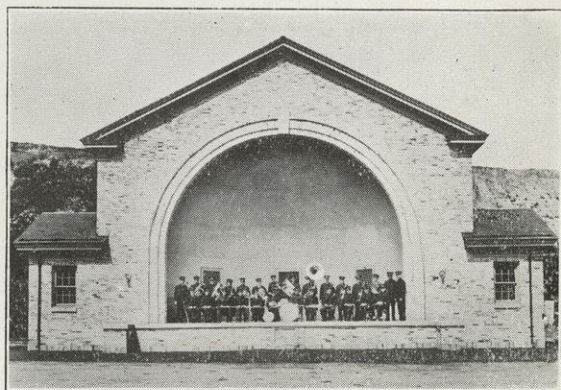
Below the bluff stands the band concert shell. Next to that is the luxurious bath house. Farther in the background is a wading lagoon with a spring rill. The beach and lagoon are patrolled by capable life guards.

The band concert shell is used weekly for concerts and attracts listeners from miles around. It is built of antique brick which has been incorporated into a very pleasing and harmonizing design. Engineers have designed the shell so that it is scientifically and accoustically perfect. The whole interior is floodlighted and during the evening presents a beautiful sight.

The new bath house was started in 1934. Its cost was about eight thousand dollars and it is designed to harmonize with the other buildings. Antique brick is used here also. The equipment is modern and the entire structure is capable of handling the largest crowds.

A good view of the lake can be had from the bath house and life guards can be seen always on duty keeping a vigilant watch over swimmers and bathers. The city has added as part of its protective equipment, two special pulmotors.

With all the contemplated features that Port Washington will incorporate, Lake Shore Park will easily be the most beautiful spot in the state. And glorifying the various improvements is the ever present lake. Lake Michigan as a background, is beyond compare for grandeur and beauty.



New Band Concert Shell



# The Founding of Port Washington

To one man, and one only, can credit be justly given as the founder of Port Washington, Worcester Harrison, better known as General Wooster Harrison.

Worcester Harrison was a native of New York and a typical Yankee. Of a roving disposition, he moved around, dabbling now and then in his trade as clockmaker, and gradually he worked onward into the Great Lakes region, coming up into Wisconsin Territory along with other pioneer adventurers, among them Solomon Juneau, founder of Milwaukee. Harrison was a personality among personalities. He had a dry, humorous expression, and a fluent store of yarns, which, besides making him a popular fellow, often secured for him free bed and board. His quick, mentality gave him an unusual prestige. By the time he had reached Wisconsin Territory he had gathered, besides Solomon Juneau, a considerable group of influential friends. He became a townsite promoter. Harrison, himself, was a wild speculator and often lost more than he gained. In his roving about he saw for the first time in 1833, the bluffs and hills and valleys and the stream and wooded lands of the section that years later came to be known as the "Little City of Seven Hills," Port Washington. Immediately Harrison "squatted" there. That year the federal government had closed a treaty with the Indian tribes of eastern Wisconsin Territory and the entire area was to be eventually thrown open to white settlers. Harrison, meanwhile, induced quite a number of venturesome fellows to "squat" on the location he had previously picked out for himself and then there quickly grew up the settlement that later became Port Washington; he had gotten a good start when the federal land office was opened in Green Bay and his plat was the first entry recorded there, September 7, 1835.

Harrison and his fellow-"squatters" had named the settlement "Wisconsin City." On the plat recorded at the Green Bay land office appear the names of certain streets familiar to old-timers, some of which still are so named, like Main, Franklin, Jackson, Washington, Milwaukee and Canal (now Grand Avenue) streets.

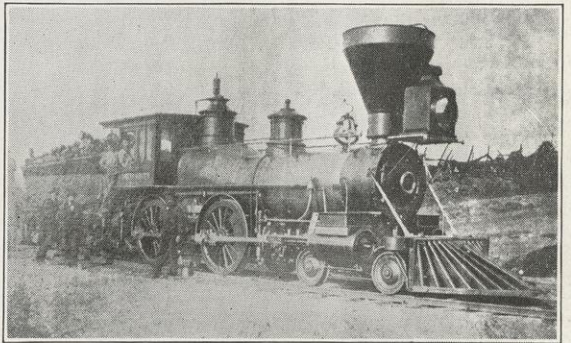
In two years the bubble that was "Wisconsin City" burst and hand in hand with countless other townsites succumbed to the panic of 1837 that was general throughout the nation. Then most of the pioneer buildings became vacant and fell rapidly into decay. Of all the settlers who talked so freely a couple of years before, only a few stood sturdily by, firm in their faith that there was a certainty of a come-back after the panic subsided.

## Pioneer Growth

At the beginning everything was pleasant and Harrison and his fellow "squatters" worked arduously to make "Wisconsin City" one of the most attractive settlements on Lake Michigan's western shore. Sixteen acres of maple, beech and oak forest land was cleared. Houses were built, also a hotel and a tavern. It was the era of the "covered wagon"; all settlers that came overland had to travel that way; these "covered wagons" were hauled at first by oxen, later by horses and mules. Up the Sauk a dam was constructed and a saw-mill completed. "Wisconsin City" had then its first industry, supplying sailing craft with fuel and settlers with building material.

Land values increased rapidly, almost overnight. The first recorded transfer was in December, 1835, when Harrison conveyed to T. A. Holmes a tract of eleven acres for \$100. Six months later two and one-half acres of that eleven acres was sold for \$1,500. While the boom lasted everybody talked only about "Wisconsin City" and its amazing development. Men who became famous at a later date in the history of Wisconsin Territory and

State, sought advantageous spots to start a business enterprise or just to buy land on a speculative venture. Solomon Juneau was part owner of Harrison's plat. Harrison's wife died here in 1837, the first death in the new settlement. History does not record much about what became of Harrison after that sorrowful bereavement.



Port's First Wood-burner locomotive. Purchased in 1875.



The Old Towsley Residence



## Visit of Abraham Lincoln

At this point it is appropriate to bring in Port Washington's most famous visitor, Abraham Lincoln. Prof. Julius Olson, dean of history, Wisconsin state university, delved for several years into arduous research about Lincoln's wanderings after the death of his sweetheart, Ann Rutledge, and Mr. Olson has uncovered indisputable records, later published by him in a booklet, wherein he states with great positiveness that Lincoln came to Harrison's home in 1835 and remained there for some



House where Lincoln stayed on his visit to Port Washington.

time. The Harrison place was the first structure reared in the settlement; it is standing today and is to be seen on upper Pier Street, No. 317, owned by John Blong; Lincoln's room was the west one story wing.

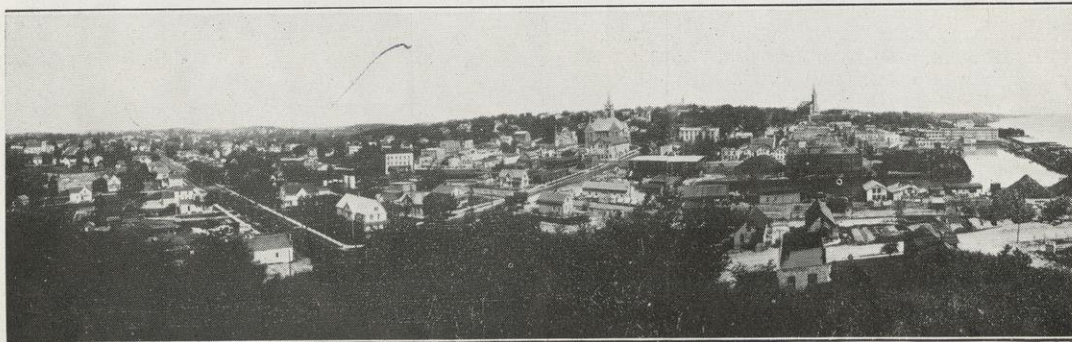
Years later during the Civil War, President Lincoln stopped to chat with a young captain named Beger. Beger was highly pleased at the attention shown him. He became more elated when the President, after learning that Beger hailed from Port Washington, exclaimed that he knew the

town and had been there many years ago. Lincoln and Beger discussed some of the names of the early residents and when Harrison was mentioned, the President exclaimed again and said that he had slept at the founder's house.

## The Reconstruction

After 1837 a new wave of pioneers began to move westward. Two of them, Aurora Adams and Asa Case, came to the almost deserted town. Adams set up a hotel in an empty building. There was need for another hotel because of the increasing number of travelers. Asa Case built a store near the beach and stocked it with sugar, coffee, molasses, tobacco, cheese and also a keg of nails. These two men and Harrison were the only residents for nearly five years. But in 1843 a new spirit developed. Yankees and German and Irish immigrants were coming to buy good land.. That same year saw Harrison with a new company. Orman Coe, Ira Loomis, Solon Johnson, O. A. Watrous and Col. Teall made up the company and speedily went to work to make permanent improvements. As a first step, the name was changed. There were two other towns called Wisconsin City and Harrison did not want his town to be confused with the others. The name "Washington" was suggested and he agreed. From then on the town was called "Washington," sometimes with the prefix "Sauk" added.

Sauk Washington was quite an attraction. Settlers coming in were pleased with the possibilities of a lake port. They admired the layout of the town in the valley and soon learned that good lands abounded all around. A ready outlet for any produce especially cord wood, was afforded by the sloping beach and the new pier. The pier was used regularly to disembark new settlers and their goods. As the pier became used more and more, Sauk Washington finally changed to Port Washington in 1844 through the energy of George C. Daniels, a pioneer settler.



Birdseye View of "Old" Port Washington



# Historical Highlights of "Old" Port Washington

In the very early days when Port Washington was known as Wisconsin City, Franklin Street ended in a swamp. The swamp was near Sauk Creek.

At that time Franklin was not the main street it is today. Instead, Pier Street had the honor. It was the busiest street, had two hotels and made connections with the large wooden trade pier.

Sauk Creek got its name when a violent and bloody battle between the Sauk and Chippewa Indians was fought on its banks. The Sauks were victorious.

Records in the archives of the Jesuit Fathers in Canada show conclusively that Father Menard in 1663 was an active worker among the Indian tribes along Sauk Creek. It is also a fact that Father Marest erected a large cross somewhere in the vicinity of Port Washington.

One of the first lake boats ever built in this city was the "E. R. Blake." The Blakes of pier fame built it. The keel was laid right on the beach. Timbers and planks were whipsawed out of solid oak. After the launching, the "Blake" carried grain to Great Lakes ports.

The now populous West Side was once called "Ashery Hill" and was the scene of a wood-burning pot-ash-making establishment. There were several other "asheries" in the town.

As early as 1848 when heavy forests still crowded the narrow roadways, Port Washington was connected with Sheboygan and Milwaukee by stage line. The late Charles Altendorf often recalled how he drove with his father for the Wisconsin Stage Lines. Either the Ulao or the Green Bay road would be taken depending upon the weather.

Port Washington had its cattle fairs too. On Mondays the farmers would gather to sell and buy at the place where Roob's Theatre now stands.

The first paper in the town was the "Democrat." It was published by Flavius Mills. Other papers came later and not so long ago there were five weeklies in the town.

Oddly enough, the first brewery was started by an Englishman. Arnet was his name. He sold his brew for three cents a pint.

The oldest stone building is the Dodge, cobblestone house still standing on South Wisconsin Street. It has endured for ninety years and has recently been made into an office building for the Power Plant.

One evening about the time of the Civil War, Port Washington homes were awakened by a local Paul Revere who came dashing down the street and in a frenzied voice shouted, "The Indians! The Indians! The Indians are coming!"

That was the time of Port's sensational Indian scare when everyone trembled and shuddered with terror. It was only a fake scare, however, because the three Indians then living in the county were calmly fishing for bass in the Milwaukee River.

## The First School Teacher

The first school teacher was George Foster. Foster was a Yankee from New York State and was well read and well educated. He was engaged to teach the children of all ages and even though the school room was small he accomplished much. His method of teaching was unique. Instead of using force he talked gently and rarely punished. Foster later became a lawyer.

When the town was divided into two districts the total number of pupils was 135. In 1852, seven years after the first class, there were 535 children making up the total of five districts.

## Catholic School

Two years later the Catholic School was formed. Adolph Heidkamp was engaged as instructor and served in this capacity for two years, after which he took over a political office. In a general reorganization of the school, Father Sailer, the resident priest, called in the Sisters of Notre Dame. The school drew large enrollments, often made up of non-Catholics, and in a peculiar and unprecedented action, the local government allowed it \$800 per year out of the public school fund.

## The Early Churches

As more and more people migrated into Port Washington and remained to set up homes, a movement was started to establish a church. Most of the residents were of English descent and they accordingly agreed on the Presbyterian Church. In 1845 the first services were held in the school house and a year later the congregation was officially organized. At that time Barnum Blake was very influential. He was the owner of a number of piers, one of them being the much used structure at Port Washington. When he deeded a lot to the church, a frame building was erected. For a time the church was successful, but gradually the character of the town changed from Yankee to German and with the change came new churches to replace the old.



## Early County Seat

In the ten years that followed Port Washington became a thriving settlement. Solon Johnson, a very able man, succeeded Harrison as promoter. Settlers generally were of a high type, often well educated. Col. Teal, one of the best educated of them all, was a close friend of Harrison. He possessed foresight. He saw clearly the need for well laid out roads, connecting Port Washington with other communities. When informal meetings were held it was he who suggested and finally brought forth the first plans for new roads. More important than that, he saw the possibilities of making Port Washington a county seat. Thus Port Washington gained precedence over other towns years later when claims were made for the latter, but that fact that already Port Washington was nominally a county seat finally resulted in obtaining government confirmation as the county seat.

## Town Organized

A definite need was soon felt for an orderly government, with the advantages accompanying schools, churches, courts and police. A postmaster had been appointed. There was one school. But authority was possessed by everyone and haphazard conditions prevailed. Finally, in the spring of 1846, leaders called a general meeting to assemble at the school house, built a year before. Everybody was there. A clerk was named to keep election records. Solon Johnson, Col. Teal and another person were selected as a board of supervisors. A highway commissioner also was selected. Harrison was elected assessor. Justices and constables were elected and then a school commission was created, composed of three English settlers, Watson, Bates and Young.

In the poll list at this meeting appear many names, some obviously mis-spelled, such as Ingersoll, Anderson, Thomas, Watrey, Allendorf, Schols, Weycher, Micheal, McLean, Schmidt and Bievier.

## First Charter

Thirty-three years later Port Washington formed its city charter and in 1882 was officially incorporated. In the beginning there was the aldermanic form of government, but in 1917 this was changed to the commission form and this has since been retained.

PAGE SIX

## Coming of the First White Men

Here's the record of the first white men to set foot on the site now known as Port Washington, "The Little City of Seven Hills": (The dates are taken from indisputable official records).

Menard, 1661-1663. There is a legend that Menard made his first stop at the mouth of Sauk Creek in 1653, but there is no official record.

Marquette and Joliet, 1673.

Marquette, Pierre Porteret and Jacques, Dec. 19, 1674, stayed 2½ days.

LaSalle, Hennepin and LaBourda, 1679.

Marest, 1698, lived here for one year.

Jean Francois Brisson St. Come and Henry de Touty, 1699.

Nearly all of the above named were French-Canadian Missionaries.

## Catholic Church

The second church to hold services was the Catholic Church. Three families made up the congregation and in 1847 all members gathered in the house of John Gengler where a visiting priest said Mass. Two years later Hiram Johnson, one of the oldest settlers, voluntarily donated the two lots he owned on the North bluff which he thought ideal for a church. In that year the building was completed and three visiting priests alternated in holding regular services. Father F. X. Sailer came to Port Washington as a resident priest in 1853. There were then 25 Catholic families.

In 1860 a stone building took the place of the old frame building. Twenty years later plans were begun for the present church which now occupies its imposing position atop St. Mary's Heights.

## Other Churches

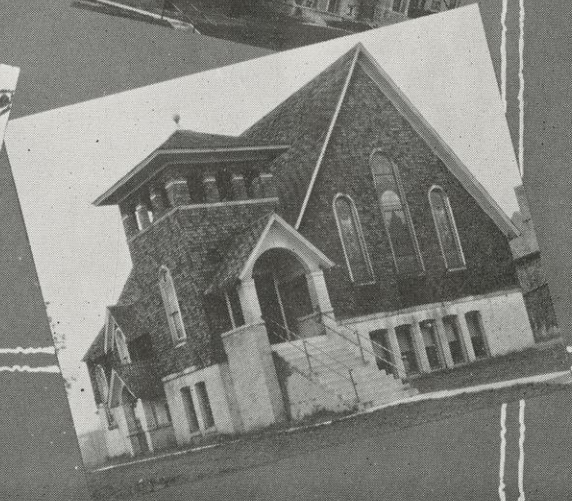
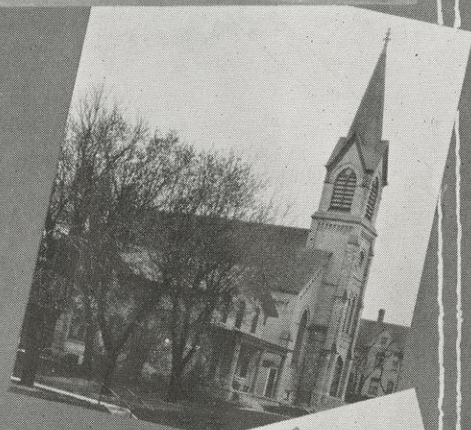
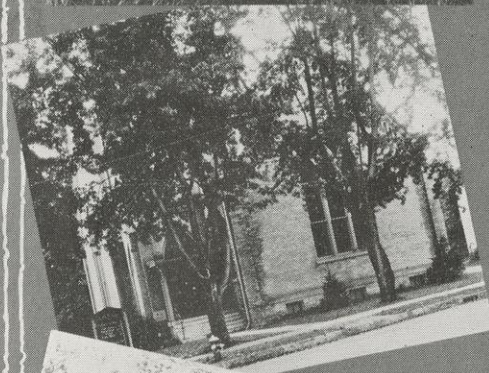
Two other churches had early beginnings in Port Washington. One, the German Methodist, was started in 1852. The other was the German Evangelical Lutheran Church. This church was started in 1853 and had an auspicious beginning because of the work and direction of Jacob Eckel, who was one of the oldest trustees.

Today Port Washington has six churches: St. Mary's, St. Ambrose, Congregational, Friedens Evangelical, St. John's Lutheran and Grand Avenue Evangelical.



# Port Washington

## . . . a City of Churches

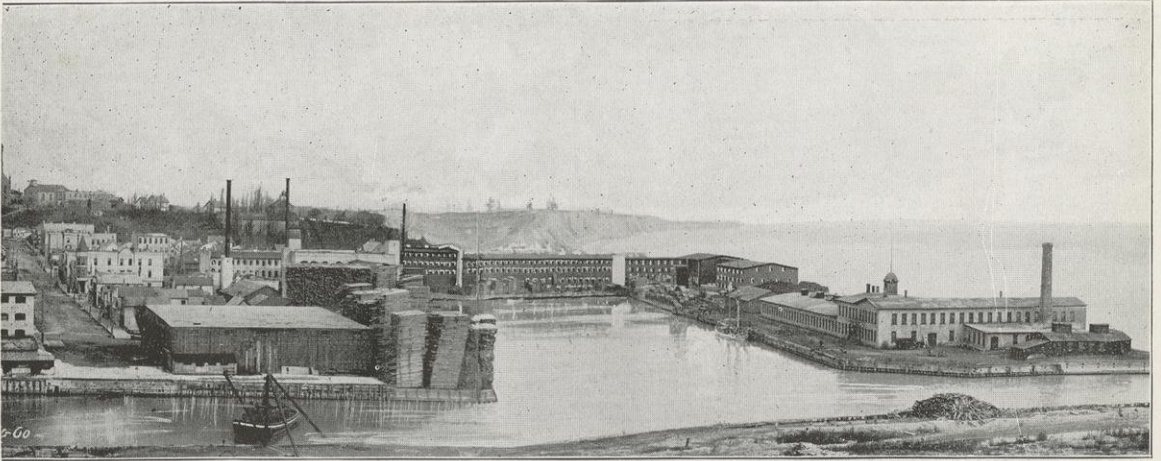


St. Mary's Catholic Church  
Grand Avenue Evangelical Church  
St. Ambrose Catholic Church

St. John's Lutheran Church  
Friedens Evangelical Church  
Congregational Church



# MILLION DOLLAR FIRE AT PORT IN 1899



View of City, East of Franklin Street to the Lake, before Fire

The most devastating of early day fires occurred in Port Washington thirty-six years ago at 9:15 p. m., Feb. 19, 1899, when a million dollar loss was suffered through the complete destruction of the Wisconsin Chair Co. plant. One fireman, Pipeman Hackett of Milwaukee was killed, Capt. Lineham of Milwaukee was almost fatally injured, and, one local volunteer, A. M. Krause was severely injured by a falling chimney.



Looking North after the Fire

protected by a fire wall. The fire started on the fourth floor in the veneer pressing room. The cause is still undetermined. Two months after the blaze the new plant was under construction. The old plant had been insured for \$800,000, leaving an approximate loss of \$300,000. The blaze is compared to the famous Third Ward fire in Milwaukee years ago and is regarded as one of the most devastating in the history of Wisconsin.

Milwaukee's and Sheboygan fire departments aided the local department in fighting the flames which destroyed the entire plant, fourteen homes and eleven small business shops. The C. Eckel shop, next to Smith Bros. Market, was the only building in the fire area to remain standing, due to its brick construction.

Everything east of Franklin Street was reduced to ashes, except the west halves of those blocks between Pier and Main Streets, which were



Looking Southeast after the Fire



# SCENES OF "OLD" PORT WASHINGTON



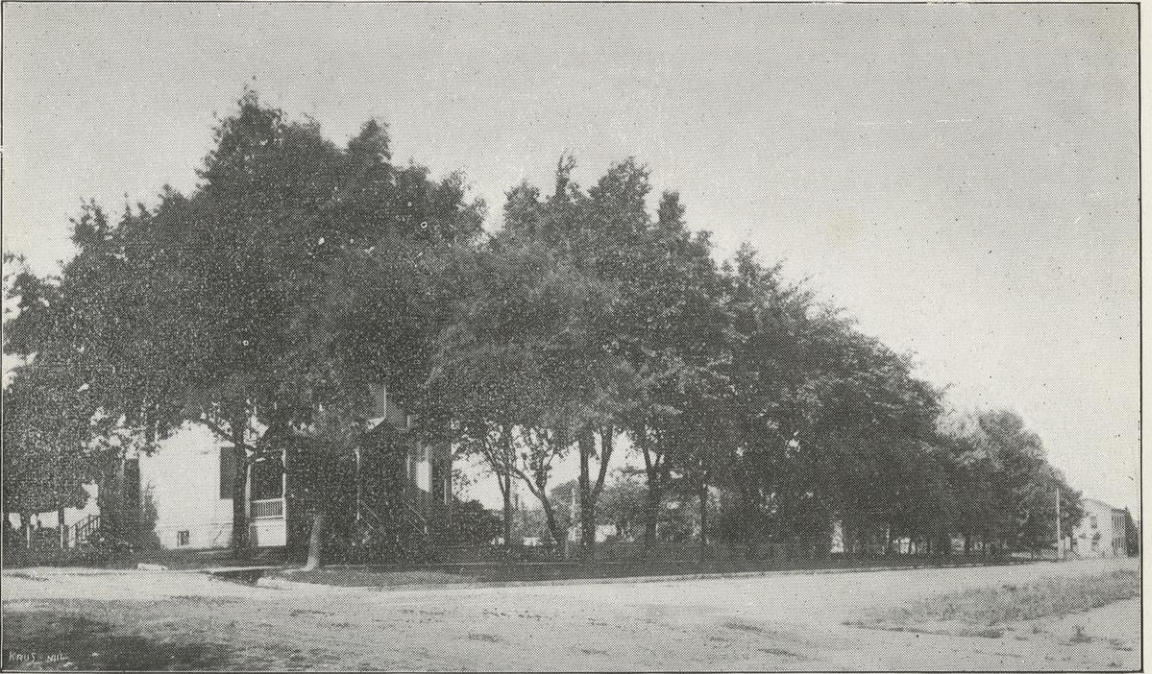
Procession at County Judge H. B. Schwin's funeral

Fourth of July parade, in 1889, in "Old" Port Washington. A stirring, patriotic spectacle that thrilled the spectators then as in the succeeding years. Fourth of July has been observed each year, with fitting ceremonies and enjoyable celebrations.



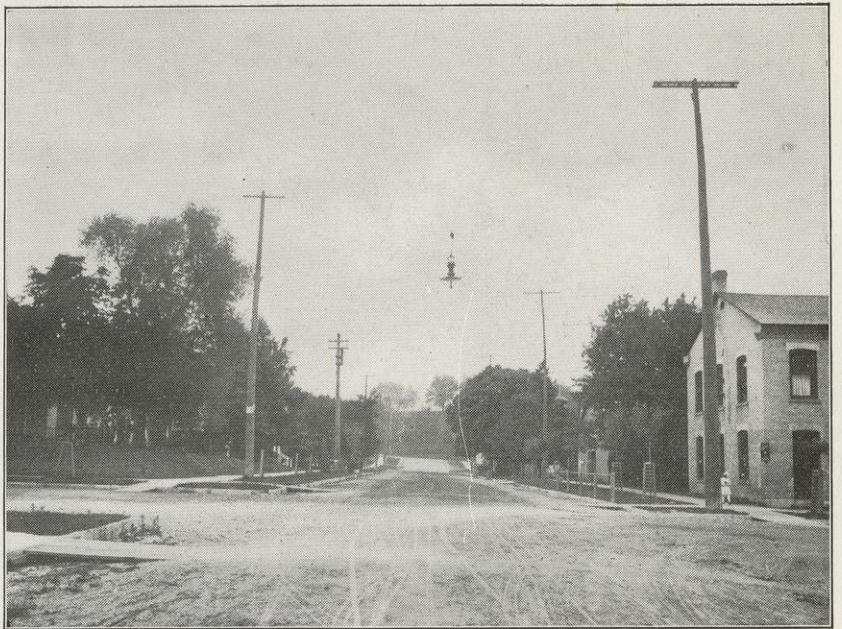


# "OLD" PORT WASHINGTON



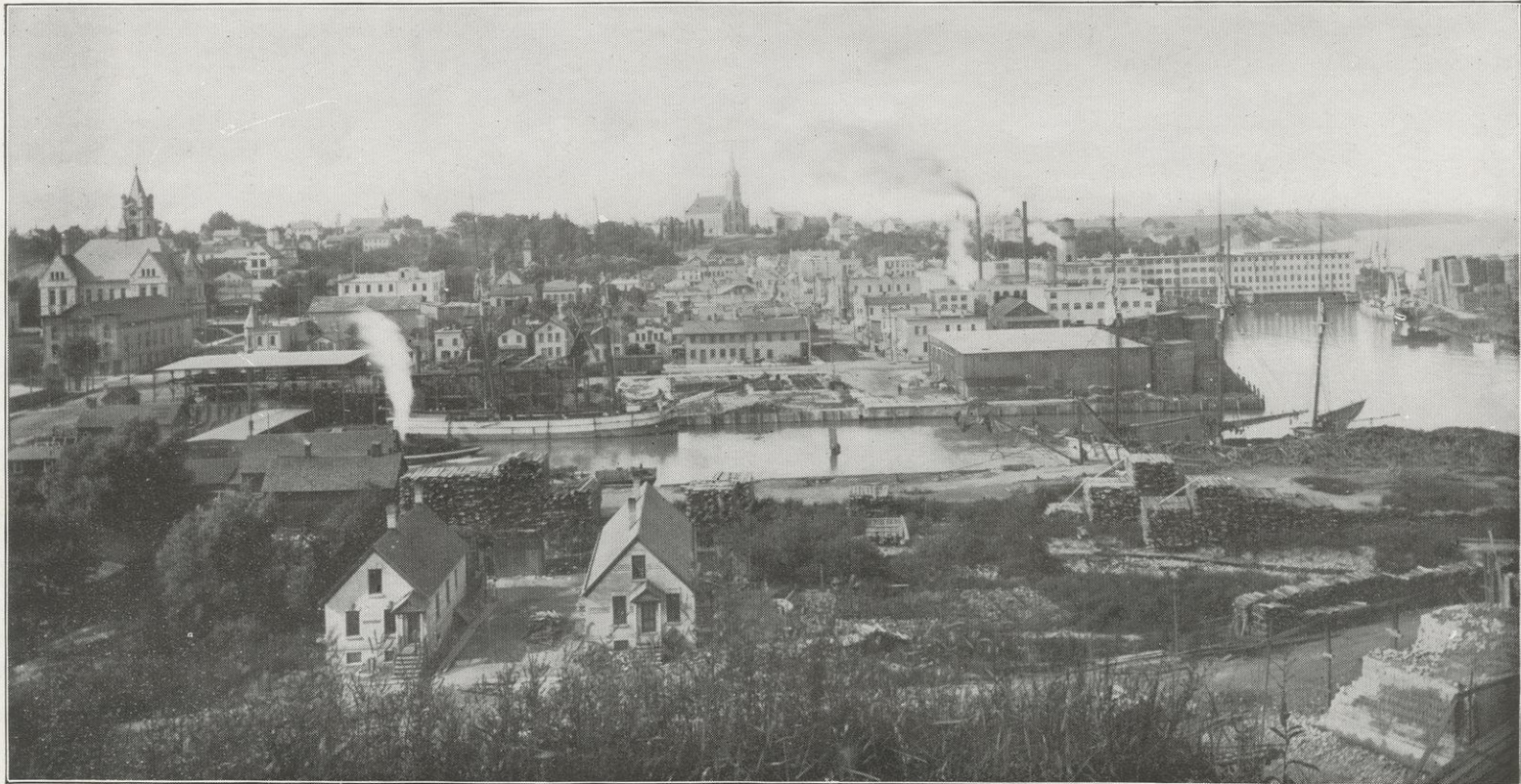
Main Street of "Old" Port Washington, looking east. With its stately trees, many standing today, it was a street to be proud of. Yet today it is hardly recognizable, with its improvements and additions and added attractiveness.

Wisconsin Street, looking north from Main Street, in the olden days. It was a dirt road, muddy at times, but today it is paved, and very much built up.





# Schooners of Old in the "Old" Port Harbor



The busy harbor of Port Washington in the olden days, with its old fashioned schooners and other craft, looked like a big city harbor then, but today everything is changed, just another of the forward steps in making Port Washington the biggest "little city" in the state of Wisconsin.



# « SEVEN FAMOUS MEN »

Port Washington can boast of seven famous men who rose to fame and fortune because of foresight, hard work and fate.

## Leland Stanford

Leland Stanford practiced law here in 1850. He had come to the town with his young wife and immediately set up house in a creaky log cabin. Stanford made many friends, but not voting friends. He was trounced roundly when he ran for District Attorney. Later came other reverses and then Leland Stanford and wife went West.

All know the story of his rise to fame as a land promoter, how he helped to direct the building of a cross-continental railroad. Leland Stanford, the man whom fate so terribly misused in Port Washington, drove the golden spike completing that same ocean-linking railroad. Stanford also founded the university in California bearing his name.

## Hans Balatke

A man who achieved fame in a much different field was Hans Balatka. He was well known in Port Washington and for a time owned a farm in Mequon. Balatka was a highly educated German. His muse was music, and the climax of his whole life occurred in 1881 when he directed the giant Musical Sangerfest at Chicago.

## Humphrey Desmond

Port Washington knew Humphrey Desmond as a capable man. He was known for his literary talents and put them to good use in the publishing business. He worked over fifty years as editor of the successful "Catholic Citizen." It is still published in Milwaukee.

## P. V. Deuster

The extension and improvement of the harbor, especially the dredging of the North basin, is due to P. V. Deuster, who was Congressman from this district and took an active interest in Port Washington. He was very influential and besides being an able politician, also published the German Seebote.

## Albert Melin

The name Melin is familiar to many longtime residents of the city. Albert Melin was born and spent nearly twenty years of his life here. After years of hard work and advancement, he became treasurer of the Anaconda Copper Company, one of the largest in the world.

## Charles Bossard

Charles Bossard became well known here when he was station agent for the old Milwaukee, Lake Shore & Northwestern Railway. The Railway is now known simply as the Northwestern. Charles Bossard meanwhile, had left his job to become the head of one of the country's largest paper mills at International Falls, Minnesota.

## J. M. Bostwick, Sr.



J. M. Bostwick, Sr., who died Mar. 3, 1935, at the age of 97 years, was one of the nation's few centenarians who showed an active interest in business up to the time of his death. Besides having been the oldest jeweler in the state, he was president of Port Washington's largest industry (The Wisconsin Chair Co.) was an active agent for thirteen national insurance companies, and enjoyed, perhaps, the largest acquaintanceship of any Wisconsin resident.

It had always been Mr. Bostwick's greatest ambition to attain the age of 125 years, and if he had not suffered a broken hip several years ago it is believed he would easily have won his goal.





The above photograph, taken in the early 60's, is of the Port Washington Gesang Verein of that early date. The group has been identified as follows: (Upper row, left to right)—Ulrich Landolt, flour and feed merchant and father of Mrs. E. R. Blake and Mrs. Brooks of Chicago; Charles Bisch, traveling salesman and father of Charles, Mrs. James Higgins, Anna, Peter and Mrs. A. Bristow, all of Milwaukee, and also Leopold of Chicago, Mrs. Fred Steffen of Sheboygan and Mrs. Christ Michels of this city; Peter Schroeder, shoemaker who now has a daughter in Winnetka, Ill.; Gottfreid (A. B. C.) Mueller, school teacher; Charles (Holtz) Mueller, father of John of this city and Mrs. William Groeschel of Boltonville; and Leopold Eghart, County Judge, father of Mrs. E.

B. Bostwick, Elsie and Emily Eghart of this city and Albert, Milwaukee.

(Lower row, left to right)—Charles Krause, harness manufacturer, father of W. B. Krause, publisher of the Port Washington Herald, also Alvin of Two Rivers and Mrs. Hulda Boehm of Menasha; William A. Pors, attorney, father of Emil Pors of Milwaukee; Gustav Goetze, Justice, father of Paul and Mrs. March Leek of the state of Washington; Maj. John C. Schroeling, County Clerk, father of Mrs. John Druecker of Chicago; Peter Kuhn, butcher, uncle of Alex Kuhn of this city; and F. H. J. Obladen, teacher, father of John of Chicago and grandfather of William Theis of this city.



# RESIDENCES OF PORT WASHINGTON

"The Summer Resort of Wisconsin"

## NO CITY TAXES

Here in the city of Port Washington is one of the most attractive spots in the entire state, to live and to enjoy life. No city taxes, made possible by the coming of the mammoth Electric Company power plant. Conveniences as you have them in the bigger cities, yet you escape the grind and turmoil and confusion that are part of all big cities.

With other sections of the state and country gasping for relief from the intensely hot weather

that has prevailed this summer, Port Washington is always comfortably cool, due to its close proximity to Lake Michigan. The city is often-times aptly compared to "California at its best."

If you want to live, happily, congenially, comfortably, think seriously of the beautiful city of Port Washington, with its charming Lake Michigan beaches, for bathing and fishing. You will make friends quickly; we will welcome you wholeheartedly.

*H. J. Niederkorn*





Ben Klein now A. H. Barr



Charles Hill



Mr. J. H. Barr



Frank Altendorf





# Official Program of the Port Washington Centennial

## Saturday — August 31

9:30 A. M.—Decorated Doll Buggy Parade—Wis. St. School to Lake Park. Prizes awarded.  
9:30 A. M. to 9:30 P. M.—Inspection of Electric Co. Power Plant.  
10:00 A. M. to 6:00 P. M.—Inspection of Coast Guard Cutter "Perry" in Harbor.  
10:00 A. M.—Band Concert at Lake Park.  
10:30 A. M.—Events for children under 12 years. Prizes awarded.  
1:00 P. M.—Daylight Fireworks at Lake Park.  
3:00 P. M.—Inaugural Centennial Parade.  
4:00 P. M.—Consolidated Band Concert at Lake Park conducted by Dr. Frank Mayr.  
5:00 to 7:00 P. M.—Free Pavement Dancing and Band Concert at Wisconsin St. School.  
5:45 P. M.—Sheboygan Drill Team at Lake Park.  
6:00 to 7:00 P. M.—Band Concert at Lake Park.  
7:15 P. M.—Racine Boy Scout Drill Team—66 Men at Lake Park.  
7:30 P. M.—Address by Gov. Phil LaFollette at Lake Park.  
8:00 P. M.—Free Vaudeville at Lake Park.  
8:00 to 10:00 P. M.—Free Pavement Dancing and Band Concert at Wisconsin St. School.  
8:45 P. M.—Band Concert at Lake Park.  
9:45 P. M.—Lighting Pt. Washington Centennial Birthday Cake and Fireworks at Lake Park.  
10:45 P. M.—Band Concert at Lake Park.  
11:00 to 12:00 P. M.—Free Pavement Dancing and Band Concert at Wisconsin St. School.

## Sunday — September 1

9:30 A. M. to 9:30 P. M.—Inspection of Electric Power Plant.  
10:00 A. M. to 5:30 P. M.—Goodyear Dirigible Attraction—\$1.50 per ride.  
10:00 A. M. to 6:00 P. M.—Inspection of Coast Guard Cutter "Perry" in Harbor.  
10:00 A. M. to 5:00 P. M.—Inspection of Coast Guard Cutter "Escanaba" in Harbor.  
10:00 A. M.—Band Concert at Lake Park.  
10:30 A. M.—Sail Boat Races off Lake Park—Prizes awarded.  
11:00 A. M. to 4:00 P. M.—Band Concert at Wisconsin Street School.  
12:00 Noon—Daylight Fireworks at Lake Park.  
1:00 P. M.—Band Concert at Lake Park.  
2:30 P. M.—Baseball Game at Athletic Field—Port Washington vs. Thiensville.  
3:00 P. M.—Motor Boat Races off Lake Park—Prizes awarded.  
5:00 to 7:00 P. M.—Free Pavement Dancing and Band Concert at Wisconsin St. School.  
6:00 P. M.—Band Concert at Lake Park.  
7:00 P. M.—Free Vaudeville at Lake Park.  
8:00 to 10:00 P. M.—Free Pavement Dancing and Band Concert at Wisconsin St. School.  
8:00 P. M.—Band Concert at Lake Park.  
8:30 P. M.—Water Carnival off Lake Park.  
10:00 P. M.—Fireworks at Lake Park.  
11:00 P. M.—Band Concert at Lake Park.  
11:00 to 12:00 P. M.—Free Pavement Dancing and Band Concert at Wisconsin St. School.

## Monday — September 2

9:30 A. M. to 9:30 P. M.—Inspection of Electric Power Plant.  
10:00 A. M. to 6:00 P. M.—Inspection of Coast Guard Cutter "Perry" in Harbor.  
10:00 A. M.—Donkey Baseball Game at Athletic Field—Prizes awarded.  
10:00 A. M. to 12:00 Noon—Band Concert at Wisconsin Street School.  
1:00 P. M.—Labor Day Parade.  
2:00 P. M.—Labor Day Speakers at Lake Park.  
2:30 P. M.—Band Concert at Lake Park.  
2:30 to 4:30 P. M.—Band Concert at Wisconsin Street School.  
4:00 P. M.—Male Choir Concert at Lake Park—Free.  
5:00 to 7:00 P. M.—Free Pavement Dancing and Band Concert at Wisconsin St. School.  
6:00 P. M.—Band Concert at Lake Park.  
7:00 P. M.—Free Vaudeville at Lake Park.  
8:00 P. M.—Band Concert at Lake Park.  
8:00 to 10:00 P. M.—Free Pavement Dancing and Band Concert at Wisconsin St. School.  
8:30 P. M.—Historical Pageant of Early Settler Days at Lake Park—Free.  
9:15 P. M.—Outlining of Harbor with Red Lights.  
10:15 P. M.—Fireworks at Lake Park.  
11:00 P. M.—Band Concert at Lake Park.  
11:00 to 12:00 P. M.—Free Pavement Dancing and Band Concert at Wisconsin St. School.

## EXECUTIVE COMMITTEE

W. J. Niederkorn, President  
W. J. Ubbink, Vice President

F. E. Altendorf, Treasurer  
R. J. Schuknecht, Secretary

## City Committees

### RECEPTION—

A. F. Kruke, Mayor, Chairman  
A. M. VanElls, Councilman  
Leo N. Prom, Councilman  
H. W. Bolens, Senator  
N. J. Bichler, Assemblyman  
Al. Krier, Chairman County Board  
C. J. Kunny, County Judge  
Chas. Larson, District Attorney  
Peter Huiras, City Attorney  
J. E. Uselding  
Clarence Hill  
Wm. F. Schanen  
Wm. Schmidler  
J. B. Martin  
Norman Henze  
Dom. Becker  
Jake Schumacher  
Nick Roden  
O. E. Moeser  
A. D. Usow  
Dr. Wm. Drissen  
Dr. M. Hipke  
Dr. A. Barr  
H. C. Labahn  
E. O. Roloff

### OFFICERS OF T. M. E. R. & L. CO.

S. B. Way  
G. W. Vandersee  
F. A. Coffin  
G. G. Post  
R. H. Pinkley  
A. J. Whitcomb  
Art Sells  
A. T. Dallman  
Fred Erickson  
Ernie Rutherford  
Al. Loth  
Fred Dornbrook

### LADIES' COMMITTEE

Viola Hein-Schmit, Vice President  
Mrs. J. H. Munster, Vice President  
Mrs. O. E. Moeser, Vice President  
Mrs. Guy Hales  
Mrs. Wm. Rose  
Mrs. W. Dauska  
Mrs. Elsie Grauer  
Mrs. Fred Schmit

### COUNTY—

George Armbruster  
Ray Hollrith  
Dr. A. Carthaus  
Oscar Sommers  
Herb Witt  
Hugo Klessig  
O. M. Eastman

### ENTERTAINMENT—

B. F. Klein, Chairman; Senator H. W. Bolens,  
O. H. Smith

### BRASS BANDS—

H. J. Adam, Chairman; J. H. Biever,  
Paul Marquardt

### SPEAKERS—

Senator H. W. Bolens, Chairman

### ADVERTISING and PUBLICITY—

J. W. Martin, Chairman; Wm. F. Schanen, Jr.,  
H. Laubenstein

### FINANCE—

F. E. Altendorf, Chairman; A. V. Dix,  
H. L. Lauters, Donald Hill, Edward Uselding

### INDUSTRIAL and FLOAT PARADE—

J. J. Ubbink, Chairman; H. Laubenstein,  
R. Schmidler, G. Hales, H. Peters, H. Schmit

### LABOR DAY PARADE—

Wm. Blong, Chairman; Al Schmitz, Hy. Burton

### CAR PARK and LOCATION of EXHIBITS—

J. E. Gilson, Chairman; J. J. Schowalter,  
H. H. Peters, W. W. Drissen

### STREET DECORATION, SOUND EQUIPMENT,

W. B. Krause, Chairman; E. P. Biever, Al Blick,  
Al Loth

### CONCESSIONS—

W. J. Niederkorn, Chairman; J. J. Schowalter,  
Assistant Chairman; Mrs. Theo. Mehrling

### INSPECTION OF NEW POWER PLANT—

Al Loth, Chairman; H. Shaver

## County Committees

### CEDARBURG—

Geo. Armbruster, Chairman; Erwin Faber,  
E. E. Schneider

### GRAFTON—

Ray Hollrith, Chairman; Rev. J. E. Brasky,  
E. Schnabel

### THIENSVILLE—

Dr. A. Carthaus, Chairman; E. W. Wiese; A. F.  
Gilbert, Mike Eberhardt, Ben Mohrhausen

### MEQUON—

Oscar Sommers, Chairman; Herb Niemann,  
Harry Kaul; Carl Wilbert

### BELGIUM and LAKE CHURCH—

Al Krier, Chairman; W. F. Schanen, Nic Hubing

### FREDONIA—

Herb Witt, Chairman; John Gilson, Emil Neuens

### WAUBEKA—

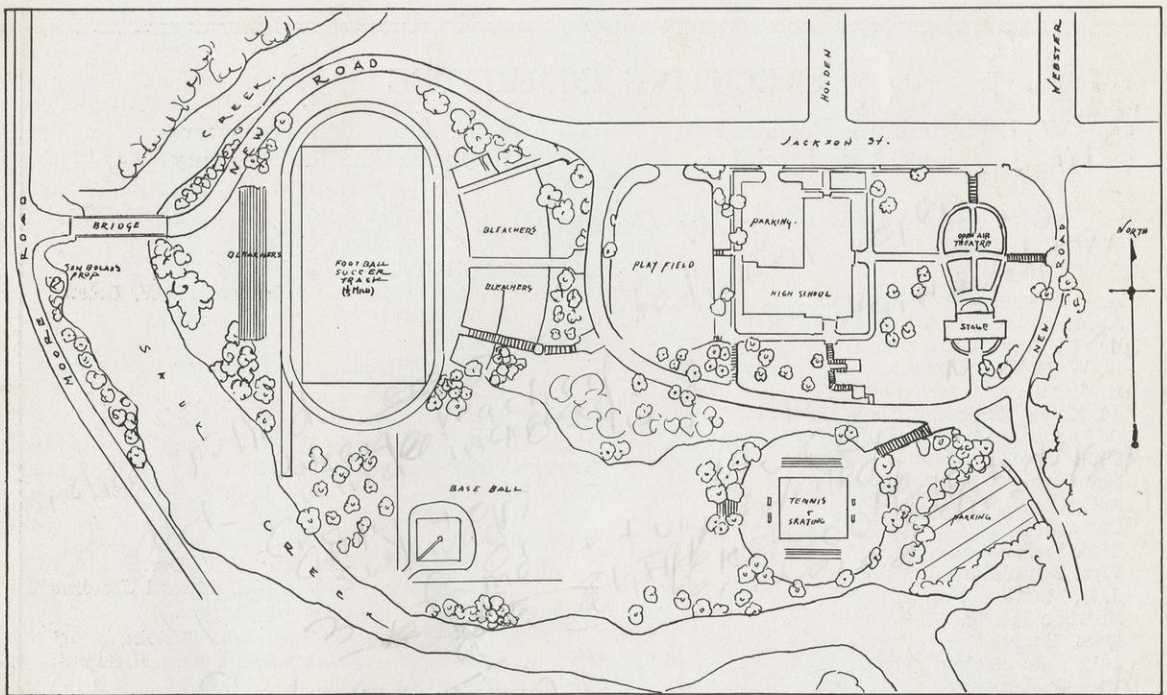
Hugo Klessig, Chairman; Morris Monahan,  
Joe Johannes

### SAUKVILLE—

O. M. Eastman, Chairman; Wm. Theis,  
Fred Holbert



# PORT WASHINGTON SCHOOLS



## PORT'S NEW ATHLETIC FIELD

Port Washington has always been noted for its athletics and the outstanding athletes it has produced. The earliest and most famous of all were the World Champion Maroon Basket Ball Team in 1905. In football, baseball and track Port Washington teams have always ranked high in competition under the able management of Sam DeMerit.

There were not many facilities in those days for the development of stars. For a track there were the streets and alleys of the city, for a field, the muddy, windswept meadow on the south bluff.

Now comes a new day with bright visions of a modern stadium, in a most beautiful and ideal setting. The city has recently consummated a deal for the purchase of the Old Cassidy Property adjoining the New High School,—a quite peaceful valley through which winds Sauk Creek. A thousand miles into the country, yet in the very heart of the city.

Not all of this land will be developed at once into the finished stadium you see visioned on this page. Without marring the beauty of the ground, there can be placed in the area a football field surrounded by a running track of one-fifth mile and straightaway of one hundred yards. The circular area on which can be placed four tennis courts is on a level two feet lower than the surrounding ground elevation so that it can be flooded for skating and hockey. One regulation baseball diamond is shown, and there is space for several soft ball

diamonds. Outdoor handball courts can readily be placed into the hillside at several locations. The valley to the east of the school building affords a natural setting for an open air theatre which would be used on many occasions for school and civic events.

It will be a source of great satisfaction and enjoyment to the citizens of Port Washington when the ultimate completion of one of the most beautiful stadiums and High School Campuses in the country is realized.

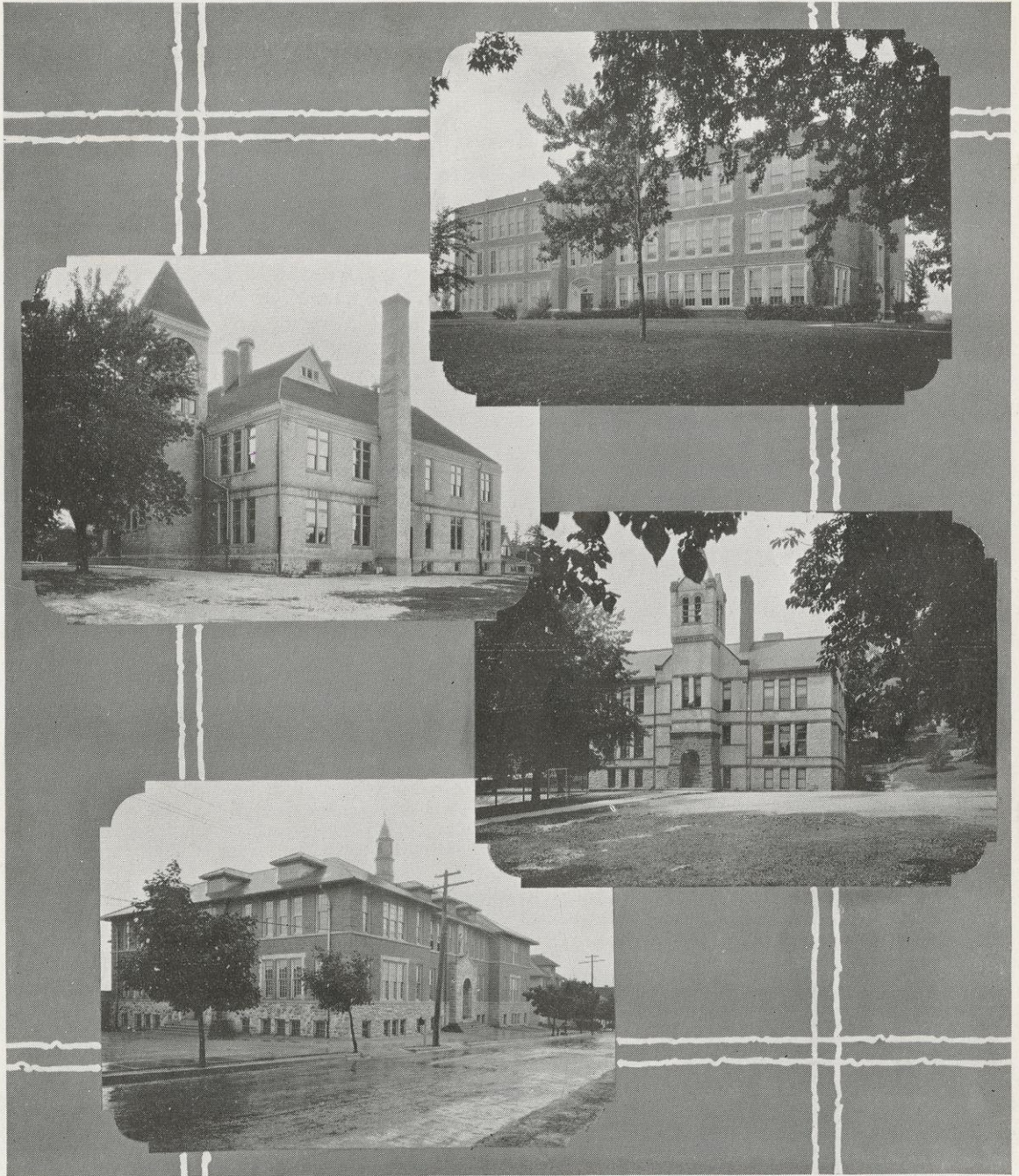
## Improved Highways

Ozaukee County has a system of highways which ranks at the very top of any in the state. The county's greatest pride is not in the state and federal roads, but in the system of improved county and town roads. Farmers have been "out of the mud" for many years and not one of them is more than a mile from a high type gravel, asphalt or concrete highway.

Port Washington is the hub to which comes a network of roads from all points of the state:— U. S. H. 141 and S. T. H. 42 from the north and the south, S. T. H. 33 from the west, S. T. H. 84 from the northwest and S. T. H. 60 from the southeast. In addition three first class improved county trunk highways lead to neighborhood communities.



# PORT WASHINGTON SCHOOLS



Port Washington has been unusually far-sighted and thoughtful in the building of schools of ample size to properly educate its young folks. The schools illustrated

are: Upper right—New High School. Upper left—Hill School. Lower right—Wisconsin Street School. Lower left — St. Mary's Parochial School.



# EARLY INDUSTRIES

## Saw Mill to Smut

The early industries of Port Washington all centered about the natural resources and the available shipping connection. In 1847 the Moore brothers successfully took advantage of these when they built a saw mill on Sauk Creek and shipped by water. Almost contemporary was the North Brick Yard which was started by Woodruff and Richards who early realized the possibilities of the red clay. When crops began to increase beyond local consumption, the first grain mill was established and was powered by a dam in the creek. That was in 1848. The first real brewery was started by Jacob Moritz. It was very successful. An even more successful industry was that of Lyman Morgan & Co., which manufactured smut machines. A smut machine is a grain separator that cleanses grain of smuts or rotten kernels. Later the Morgan Company made machines exclusively for flour mills in Minneapolis.

## Heavy Industries

The heavy industries had their beginning when Theodore Gilson and John Maas started the first foundry. Other foundries soon appeared. One of them cast plows and hitching posts and crosses. The iron crosses can still be found in Port Washington's cemeteries. New industries quickly followed. 1854—Paul Wolf's tannery, later owned by C. A. Mueller. 1868—Kemp and Poull's malt house. 1872—the Schumacher and Johnson foundry with a capitalization of \$16,000. 1883—the Crowns door factory.

Port Washington's largest industry, the Wisconsin Chair Co., was started in 1888 on \$250,000. The Gilson Manufacturing Co. as incorporated in 1893. Other industries include the C. J. Luther Co., Barth Bros. Mfg. Co., the various brickyards and a tank works.

## The Harbor 1867

Captain Charles Lewis, the retired coast light keeper, vividly describes the day, sixty-eight years ago, when he saw the first dredges at the harbor. "I was sailing south," he relates, "and just off Port Washington. There was a fine West wind and the day was clear. It was the summer of 1867 and there right along the creek were the dredges at work."

The dredges were there as a result of a Federal appropriation of \$15,000, and a like amount from the county. Port Washington was to have an artificial harbor. The first really artificial one in the United States.

PAGE TWENTY

## 14 Foot Depth

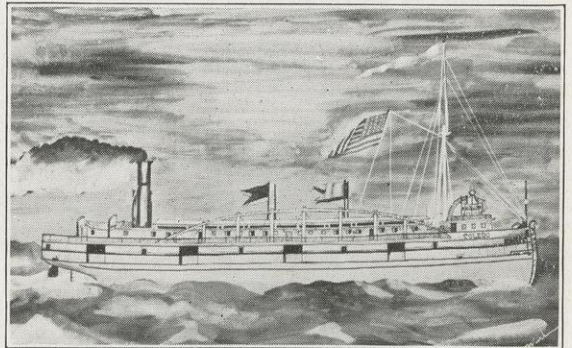
Every year the government appropriated more money and every year new improvements were made. At first only the West basin was dredged out. Its depth was kept at 14 feet and two crib piers were gradually extended until they reached out 800 feet into the lake. After the piers were completed, Port Washington was a port of call for all types of boats from the popular passenger steamers to the little cargo schooners that carried everything from potatoes to whiskey. Fishing boats also made good use of the harbor. As more room was needed, the North basin was dredged out. In 1889 a wooden pier light was built on the end of the North pier. It used a gas lantern.

## Today!

Today the harbor is the most modern on the lakes. A new \$625,000 breakwater has been built with a powerful, all-steel light tower. The harbor wharves are also of all-steel and the minimum depth of water is now about 22 feet. As the old harbor was at one time busy and active so is the harbor today. Already it boasts one of the largest annual shipping tonnages. Further improvements are to be made as the Federal government plans to extend the breakwater.

## Disasters!

Like all maritime towns Port Washington has had its share of disaster and tragedy. In the Union cemetery the tragedy of the "Toledo" is commemorated by a huge anchor. The "Toledo", one of the largest propellers then on the lakes, went down in October, 1856, twenty rods off Blake's pier.



## The "Toledo"

The "Toledo" had docked at the pier to discharge passengers and freight. It was a brisk fall day and only the slightest indication of storm. But suddenly, just when a deck load of wood for fuel had been taken aboard, the winds struck and lashed the lake into a menacing fury.



In the hubbub and confusion that followed, the ship fouled her anchor and was able neither to beat out into the lake nor to prevent being pounded back onto the shore. The wind increased and in the fury of the storm, the "Toledo" struck and pounded to pieces like an eggshell. Only three of all aboard were saved.

One of the three, Samuel Welch, a deck-hand, was saved when he clung to a piece of wreckage and was tossed bodily on top of the pier by one of the huge waves. He was picked up by some of the more daring of the terrified watchers and subsequently recovered.

Besides another deck-hand, Aquilla Gifford, only one of those on board survived. This was an unidentified passenger, one of the twenty other passengers who had fled to the life boat, but he alone survived.

The "Toledo's" cargo was valued at \$100,000 and various parts of it were picked up for miles along the beach after the storm had ceased. The bodies of the dead, later recovered, were buried with appropriate rites in the Union Cemetery where the commemorative anchor still stands to mark their graves.

## The "Niagara"

On September, 24, 1856, the steamer "Niagara" burned to the water's edge a few miles off the coast.

The first hint of the disaster came when a red glow was discovered on the horizon. Three schooners were docked at Port Washington and they im-

mediately stopped their refueling operations and set sail to the scene of the disaster.

At the same time the steamer, "Traveler", six miles from the burning "Niagara", also hurried to the rescue.

Meanwhile the "Niagara" had become a horrible funeral pyre with crazed figures in silhouette leaping from the crumbling deck into the water. By the time the rescue boats arrived there was such disorder and confusion that only a few could be saved.

On the "Traveler" was Captain Fred Pabst, afterwards the famous brewer. He was first mate and distinguished himself by his heroic rescue efforts. He not only rescued several passengers but also the captain of the ill-fated boat. Among the one hundred and sixty-nine persons that perished was John Macy, Congressman from Fond du Lac.

## The Three Fishermen

The tragedy of the three fishermen occurred when Soule, French and Hollander left one morning to lift the pond nets about three miles North of Port Washington. It was early and the sky fairly clear. The fishermen reached the nets and had just shipped their cars when a raging tornado swept from the top of the bluff. In an instant the sky was dark and the water lifted high into the air by the roaring wind. As one observer put it, the men were drowned before they sank beneath the water. When the storm abated only the overturned boat remained. Two of the bodies were later recovered.



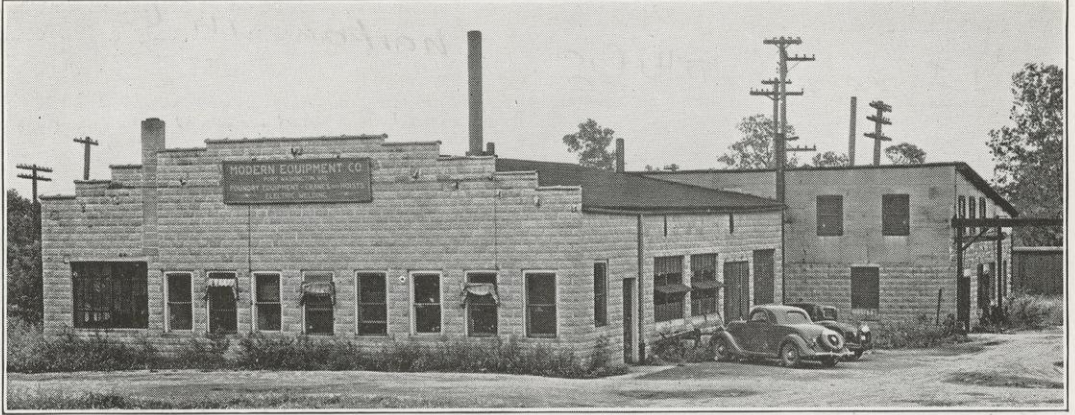
View of harbor in the olden days. This is the site where the new Electric Company power plant now stands.



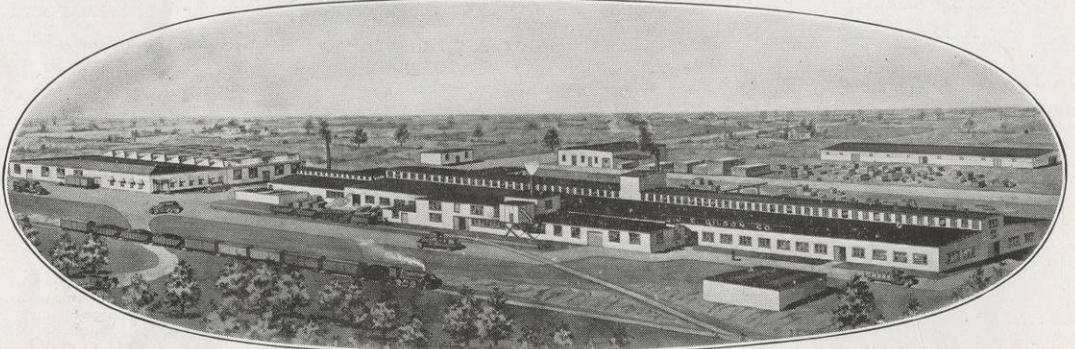
# PORT WASHINGTON INDUSTRIES

Port Washington is ideally situated and offers trackage and water facilities for manufacturing concerns that are unusually attractive.

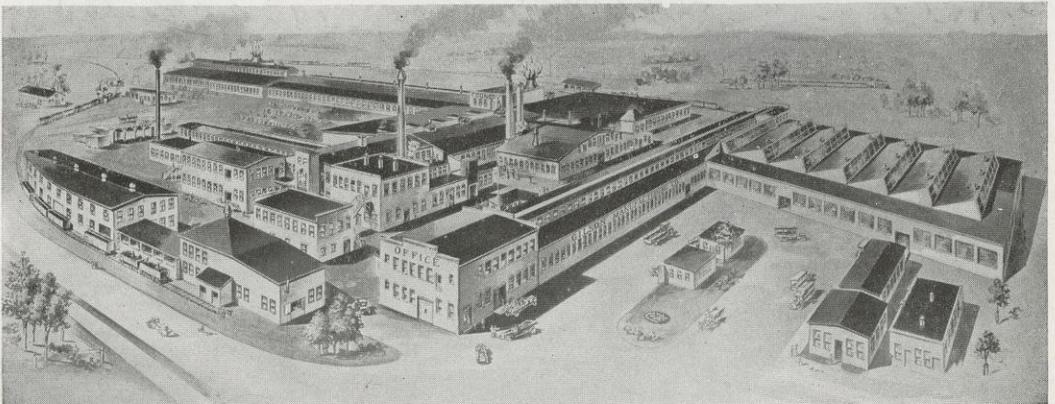
Many of the present Port Washington industrial concerns, some of them ranking as leaders, nationally, in their respective industries, have prospered and grown up with the city, with help promptly available and a minimum of labor trouble. Port Washington invites inquiries from those manufacturers who are considering a change of location.



THE MODERN EQUIPMENT COMPANY, situated near Highway 141, manufactures a diversified line of foundry equipment.

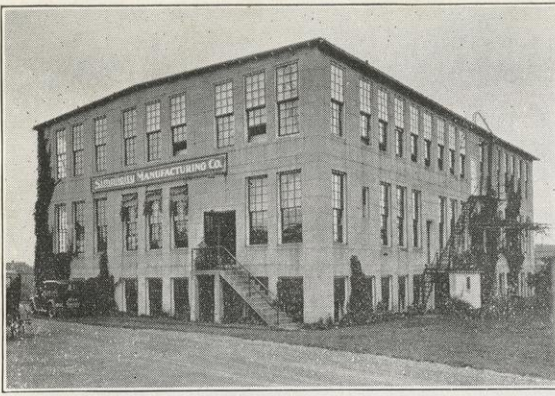


THE J. E. GILSON COMPANY, is known for its high quality grey-iron castings.

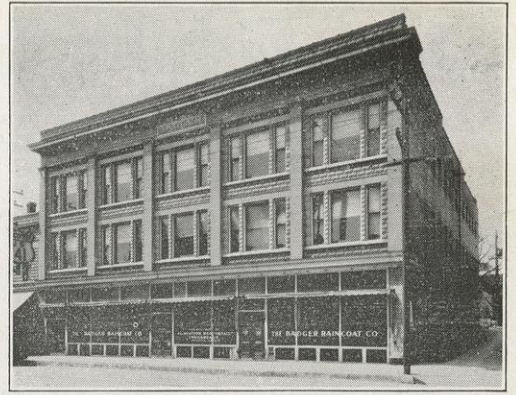


THE GILSON-BOLENS COMPANY manufactures the Bolens garden tractor, chair irons and grey iron castings.

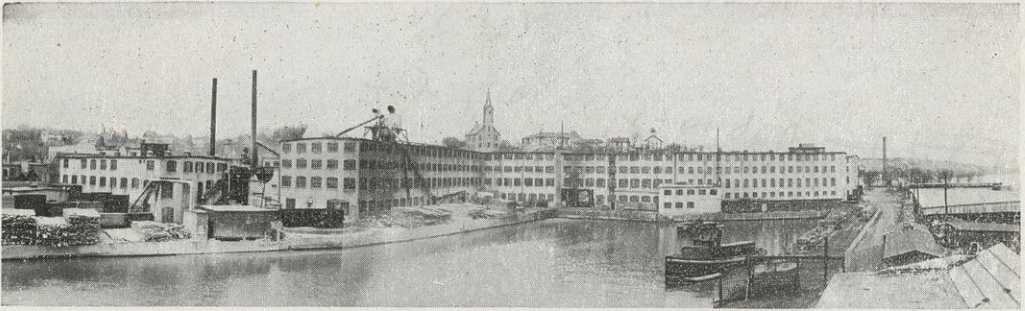




THE SIMPLICITY MANUFACTURING COMPANY, features a complete line of precision motor rebuilding equipment, used in all parts of the world.

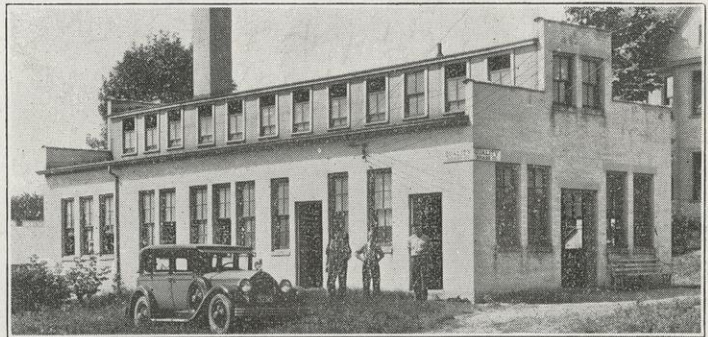


THE BADGER RAINCOAT COMPANY manufactures rubber goods including raincoats and jackets for men and ladies.

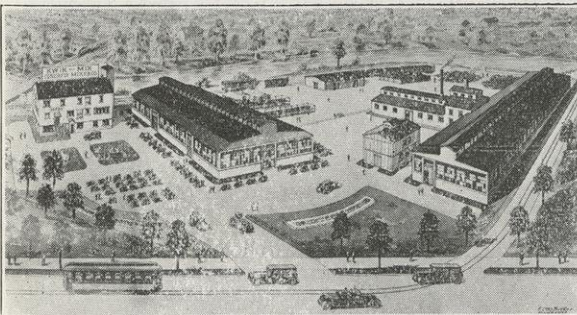


THE WISCONSIN CHAIR COMPANY, is the largest factory in the city. Besides its famous line of school equipment, it also manufactures a modern line of home furniture.

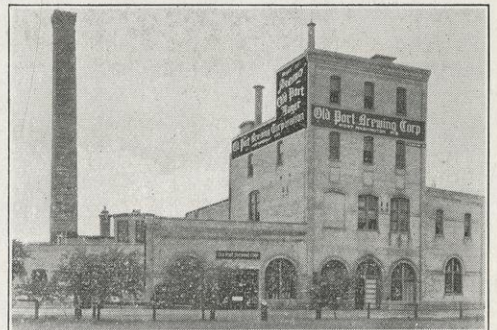
GUY S. HALES —  
Insect Control equip-  
ment. Self mixing  
dusting machine to  
protect crops from  
pests.



THE QUALITY BRASS FOUNDRY, makes brass and aluminum castings of a very fine quality.



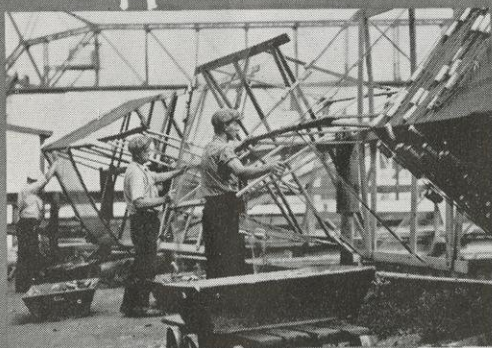
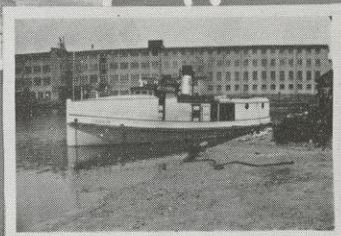
THE KWIX-MIX COMPANY, manufactures concrete, mortar, plaster and bituminous mixers.



OLD PORT BREWING CORP.  
Brewers of Old Port Lager Beer



# The Fishing Industry In Port Washington



Port Washington—"famous for its fresh water fish." Daily catches, out of clear, deep water Lake Michigan, assure a plentiful supply of whitefish, trout, perch, herring and other varieties. Week ends find waiting lines of fish lovers, from miles around,

to take home a supply of delicious Port Washington fish, or to enjoy the delicious fish meals. From adjacent cities come reservations for dinners, for parties, for Port Washington's famous fish dinners, and for a real good time in Port Washington.



# The City of PORT WASHINGTON

## OFFICERS

MAYOR .....	AUGUST F. KRUIKE
COUNCILMAN .....	CAPT. A. M. VAN ELLS
COUNCILMAN .....	LEO N. PROM
CITY CLERK .....	ADDIE LYNCH
ASSESSOR .....	FRED BECK
CITY ATTORNEY .....	PETER M. HUIRAS
CHIEF OF POLICE .....	JOHN BETZ
POLICE OFFICER .....	FRANK M. BAY
CHIEF OF FIRE DEPT. ....	WM. H. LAST
LIBRARIAN .....	MRS. MINNIE KOENEN

## POPULATION

1892 .....	1800
1898 .....	3450
1905 .....	4036
1910 .....	3792
1920 .....	3340
1930 .....	3693

## ASSESSED VALUATION

1883 .....	\$ 237,966
1890 .....	244,750
1901 .....	397,000
1910 .....	2,245,725
1920 .....	3,111,770
1930 .....	3,751,875
1931 .....	3,589,675
1932 .....	3,603,695
1933 .....	3,555,175
1934 .....	3,551,750
1935 .....	3,542,025

## GENERAL TAXES

	1932	1933	1934
CITY TAX .....	4.10	1.90	none
SCHOOL TAX .....	13.40	10.30	11.00
STATE & CO. TAX .....	7.30	8.80	9.70
	24.80	21.00	20.70

Note—No City Taxes in 1934.

Tax rate for 1934 was \$20.70 per thousand.



# The City of PORT WASHINGTON

## FORMER MAYORS

JAMES W. VAIL .....	1882	CHAS. A. MUELLER .....	1896
H. B. SCHWIN .....	1883	H. W. BOLENS .....	1906
H. W. LYMAN .....	1887	R. E. MAERKLEIN .....	1908
R. STELLING .....	1888	H. W. BOLENS .....	1910
CHAS. A. MUELLER .....	1890	JOHN KAISER, Jr. ....	1914
R. STELLING .....	1892	GEORGE ADAM .....	Apr. 1923
G. BIEDERMANN .....	1893	A. W. GRADY .....	Jan. 1924
E. B. BOSTWICK .....	1895	A. F. KRUEK .....	1929

## CHAMBER OF COMMERCE

W. J. UBBINK—President	O. E. MOESER—2nd Vice President
EMIL P. BIEVER—1st Vice President	NIC N. PESCH—Treasurer
ROY J. SCHUKNECHT—Executive Secretary	

## FRATERNAL and CIVIC ORGANIZATIONS

American Legion	Knights of Pythias
Ozaukee Lodge No. 17 A. & F. A. M.	Catholic Knights of Wisconsin
Catholic Order of Foresters	Pythian Sisters
Daughters of Isabella	Woman's Auxiliary
Knights of Columbus	Mothers' Club
Knights of St. Charles	Ladies' Society of the Friedens Church
Woman's Club	St. John's Lutheran Ladies' Aid
Daughters of the American Revolution	War Mothers
Girl Scouts	Ladies' Auxiliary of the American Legion
Boy Scouts	Ladies' Aid
Order of Eastern Star	Holy Name Society
Order of DeMolay	Women's Catholic Order of Foresters
Parent-Teachers' Association	Christian Mothers
Rotary Club	Junior Holy Name

## MEMBERS OF COUNTY BOARD

Al. Krier, Chairman

Nic. J. Thomes .....	Town Belgium
Hugo Kreuter .....	Town Cedarburg
Jac. C. Becker .....	Town Fredonia
Ray Blank .....	Town Grafton
Oscar A. Sommer .....	Town Mequon
Jac. Gantner .....	Town Port Washington
Geo. H. Stern .....	Town Saukville
Al. Krier .....	Village Belgium
Art Gerold .....	Village Fredonia
Richard Goldberg .....	Village Grafton
Henry C. Niesen .....	Village Saukville
Reuben Hein .....	Village Thiensville
A. W. Roebken .....	City Cedarburg—1st Ward
Fred C. Armbruster .....	City Cedarburg—2nd Ward
H. A. Zeunert .....	City Cedarburg—3rd Ward
Wm. Rock .....	City Port Washington—1st Ward
Matt. Keller .....	City Port Washington—2nd Ward
Ray F. Schmidler .....	City Port Washington—3rd Ward
Edw. Lutzen .....	City Port Washington—4th Ward
Ben F. Runkel .....	City Port Washington—5th Ward
Sam Johnson .....	City Port Washington—6th Ward





# The PORT WASHINGTON POWER PLANT

of  
THE MILWAUKEE ELECTRIC  
RAILWAY & LIGHT CO.



## *A Masterpiece of Engineering Skill and Achievement*

**I**N planning for a new generating station, a location somewhere north of the Milwaukee metropolitan district was proposed so that a transmission line loop around the district could be created, with Lakeside Power Plant at the south and the new station at the north. This arrangement was designed further to insure continuity of service.

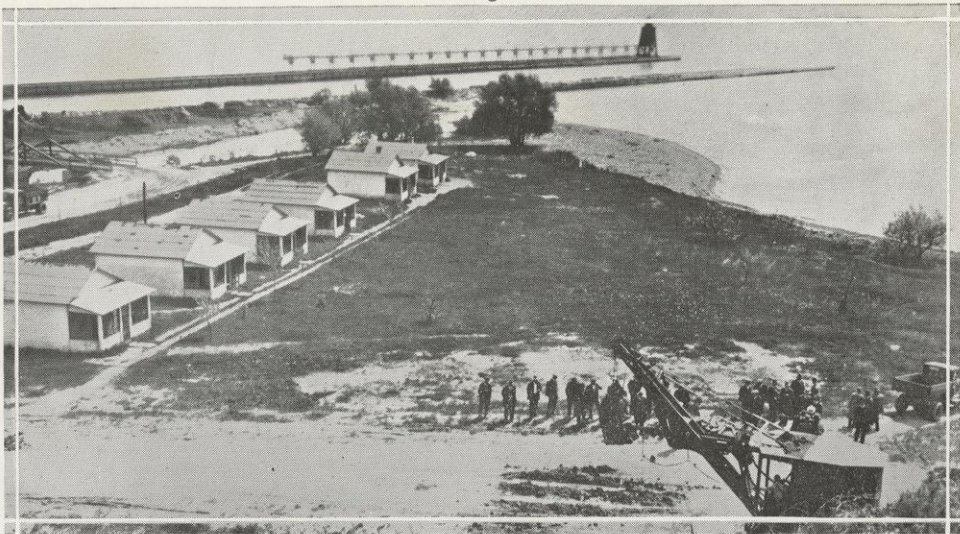
Port Washington appeared to be the most desirable location for several reasons. A site at the harbor entrance provided an ample supply of cold water for condensing purposes and direct access for lake ships carrying coal. This site, on which the plant now stands, was relatively close to existing transmission lines, and only a few blocks from the Company's own electric line. Another important consideration was that, being within a good-sized, progressive city, additional industries might be attracted to the location, there to be served with an ample supply of electricity directly from the plant. Respecting the transmission line loop, it is interesting to note that Port Washington is 22 miles from the Company's large transmission line substation at Granville, and Lakeside is 24 miles from Granville. Electrically these are but short distances.

Some legislative cooperation on part of the city of Port Washington was necessary, including vacation of streets within the proposed plant property and extension of franchises to make the property accessible to our railway line. This cooperation was promptly accorded.

To make the lowest practicable electric service rates available in Port Washington, the Company further proposed to purchase the local electric distribution system. The Company's residence and industrial power rates applicable to Port Washington were substantially lower than the municipal rates.

Proposed sale of the utility to the Company was placed before the voters of Port Washington in a referendum election held January 21, 1930. Business men, civic leaders and newspapers of Port Washington strongly favored the sale. The vote was 1,456 for and 38 against the sale. The Company took formal possession February 18, 1930. The distribution system was thereafter served from the Company's transmission lines, and was improved to meet the Company's regular standards.





*Plant Site and Harbor Entrance May 26, 1930*

The first shovel of earth at the new power plant site was turned May 26, 1930. On the same day work was also started on grading for a spur track from the Company's Milwaukee Northern Division railway line into the plant property. Later in the same year the federal government gave its approval of the Company's plans for widening the harbor and establishing a large coal dock on land to be extended into the lake. This removed the final obstacle to the construction work as planned, and automatically provided a place for depositing the earth from the plant excavation.

Removal of the huge hill to make room for plant building, widening of the harbor, building the dock, placing the concrete building foundations, constructing the tunnels, erecting the buildings, installing the equipment; building the substation and constructing the transmission line to Saukville

followed in due course.

Construction of the power plant led to further improvement of the harbor by the United States government. The fact that many large vessels would enter the port each year with coal for the power plant carried great weight in obtaining the breakwater, which is now in place. The present unit of the power plant was constructed and equipped at a cost of approximately \$7,500,000. Its design permits of progressive enlargement as the need for more power develops.

The power plant as it stands today, is a masterpiece of engineering skill, and a wonderful tribute to those officials who were responsible for its realization. It took courage to undertake such an enormous project in the face of uncertain conditions that have prevailed.

*Breaking Ground for Port Washington Power Plant May 26, 1930*







## Delivery of Power Plant Coal PORT WASHINGTON

## Famous Landmark Preserved at the Power Plant . . .



**A**n interesting Port Washington landmark has been preserved as the gate house at the new power plant. It is the famous Pebble House that for many years had been pointed out to visitors as an unusual relic of pioneer

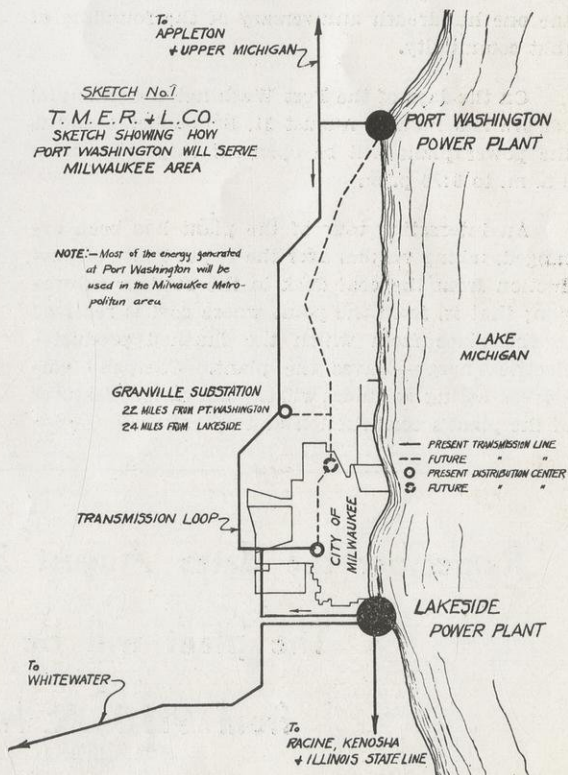
days. In its new capacity it will continue to commemorate the energy and creative ability of the early settlers.

The house was built as a dwelling in 1848 by Edward Dodge and his wife Elizabeth, of stones that they had gathered along the nearby shore of Lake Michigan. Older residents of Port Washington, to whom the story came first hand from their parents, report that the gathering of the stones required weeks of wearisome toil. Baskets and hods were used, and Mrs. Dodge even carried stones in her apron. The stones, worn smooth by the water, range from the size of an egg to the size of a fist, and vary in color from rock gray and brown to a subdued pink. Other owners, of course, followed the Dodges. The Company bought the property in 1930 from Philip and Mary Skrubby, who had acquired it in 1919.

The Pebble House stood originally on the south bank of Sauk Creek, about 125 feet north of the present site and within the present power plant property. It was moved to its present location in

1931. Substantial rehabilitation was required, but the original pebble walls have been faithfully preserved.

A pioneer atmosphere is retained in the knotty pine boards with which the interior has been re-finished, but a more modern influence is seen in electric lights, modern plumbing and built-in electric heaters. The house will be heated exclusively by electricity.





# ... OPEN HOUSE

## to be held at Port Washington Power Plant

*Public Invited to Inspect New Generating Station.  
Completion of First Unit Featured in Port Washington  
Centennial Celebration.*

**T**HE new Port Washington Power Plant will be open for public inspection during the three days of the Centennial, August 31, September 1 and 2. Plans have been made to receive the thousands of visitors expected to tour through the station to see the latest developments in the art of producing electricity.

The first unit of the Port Washington plant, with a generating capacity of 80,000 kilowatts, is nearly ready for operation. This plant is Wisconsin-made, at a cost of \$1,000,000.

Completion of the initial unit of the plant comes at a significant time for Port Washington—the one hundredth anniversary of the founding of that community.

On the days of the Port Washington Centennial celebration, namely August 31, September 1 and 2, the power plant will be open for inspection from 9 a. m. to 9:30 p. m.

An interesting tour of the plant has been arranged, taking visitors over the entire route of production from the coal dock to the outdoor substation; that is, from the point where coal is received to the place from which the finished product—electric energy—leaves the plant. Company employees acting as guides will explain various features of the plant's construction and operation.

To complete the story of electricity, there will be an attractive display of household and farm electrical appliances and machines, illustrating some of the many uses for the power to be produced at this station.

The plant grounds are attractively landscaped, and buildings and grounds are well lighted. Some additional flood and color lighting has been arranged to emphasize the beauty of the setting after dark. A large bronze tablet commemorating the completion of the first unit of the plant has been placed just inside the main entrance.

A smaller tablet has been placed over the fireplace in the gate house at the entrance to the grounds. This tablet will record the fact that the house was originally built as a dwelling in 1848 by Edward Dodge and his wife Elizabeth, of stones that they had gathered along the shore of Lake Michigan.

The Milwaukee Electric Railway & Light Company, and the City of Port Washington, are justly proud of the results of this gigantic undertaking. Much man labor was employed in its erection, and there is no question but that it will attract added industries, and materially increase the population of Port Washington as time goes on.

**Remember the dates August 31, September 1 and 2, 1935.**

**The plant will be open for inspection**

**from 9:30 A. M. to 9:30 P. M.**



# We Are Grateful - - -

to the following, for their co-operation and support in making possible the Port Washington Centennial.

## PORT WASHINGTON

G. H. Adam Ins. Agency  
A & P Store  
Aggen & Son Roller Muls  
Ada Ahlhauser—Abstracts  
Ray Aller—Well Driller  
F. E. Altendorf & Co.—Realtors  
The Arcade  
Badger Raincoat Co.  
John C. Ballbach Coal Co.  
Dr. A. H. Barr  
Ruben Baumann Barber Shop  
Carl H. Bichler Tailor Shop  
Mary Bichler Shoppe  
H. Biever & Co.  
Biever Oil Co.  
Bodega Tavern  
F. W. Boerner Co.  
John Bossler Co.  
E. B. Bostwick Ins. Agency  
Bruendl & Heiser Service Station  
Louis Buivid Tavern  
Dr. Geo. Cassels  
Joe Cayner Fish Co.  
Chevrolet Sales Co.  
Cities Service Oil Co.—Walter Dauska  
City Garage  
City Grocery  
City Hall  
Clanderman's Tavern  
Classic Art Products Co.  
Columbia Garage  
Columbia Meat Market  
Nic Conrad Meat Market  
Court House  
Clem Conter Confectionery  
Claus DeBuhr Sheet Metal Works  
Frank X. Didier  
Dr. W. H. Drissen  
Emde-Meyer Co.  
Henry Enders—Tavern  
Enterprise Meat Market  
Ewig Bros.  
Farmers' Exchange  
Fehlandt Job Office  
Fire Department  
First National Bank  
Franklin Store, Inc.  
John Freese Grocery Store  
Galles Garage  
Gamble Store  
Gantner Insurance Agency  
Gilson-Bolens Mfg. Co.  
J. E. Gilson Co.  
Hans Glieber Tavern  
A. W. Grady

Grand Theatre  
Guy Hales  
Hensley Confectionery  
N. E. Henze Agency  
Dr. M. M. Hipke  
Frank Hoff Meat Market  
C. E. Hoffman Drug Store  
Hoffmann House  
Holland Furnace Co.  
Horn's Funeral Home  
Huettmann & Federspiel  
Peter M. Huiras  
Dr. E. G. Huwatschek  
Ideal Equipment Co.  
Frank Janeshek Tavern  
J. H. Johannes & Son  
Johl's Meat Market  
J. P. King Plumbing  
Klemm's Selected Milk  
Knellsville Canning Co.  
Kroger's  
Otto Kulnick—Tavern  
Kwik Mix Co.  
W. Laabs & Son  
Charles L. Larson  
Dr. P. F. Leahy  
Lorraine Beauty Parlor  
Lutzen's Tavern  
Marks Dye Works, Inc.  
Mayer Hotel  
Art Mehrling Lunch Stand  
Mello Brown Co.  
Hallie Merrill Barber Shop  
Modern Equipment Co.  
Dr. J. H. Munster  
Neon Coffee Pot  
Niesen Grocery Store  
Ohm & Rathke—Trucking  
Old Port Brewing Corp.  
Ozaukee Theatre  
Ozaukee Cleaners  
Ozaukee Springs Bottling Co.  
George Paulin Grocery  
Pesch Shoe Store  
Peters Bakery  
Pine Hill Restaurant  
Police Department—J. Betz, Chief  
Polly Tavern  
Poole's Funeral Home  
Port Beauty Shoppe  
Port Economy Store  
Port Super Service  
Port Washington Bld. & Loan Ass'n.  
Port Washington Dairy  
Port Washington Floral Co.

Port Washington Laundry  
Port Washington Lumber Co.  
Port Washington Pattern Works  
Port Washington State Bank  
Poull Bros.—Hardware  
Quality Brass Co.  
Railway Express Agency, Inc.  
Peter Rinn Tavern  
N. H. Roden  
Roob's Grill  
Roska Shoe Store  
Russell Electric Shop  
Sanitary Cash Market  
Wm. F. Schanen  
Louis Scharff—Tailor  
Schills Bakery  
Schmidler's Confectionery & Lunch  
Schmidt's Drug Store  
Schmit Bros.—Ford Garage  
Schmit Household & Electric Co.  
Schnitzer Meat Market  
Roy J. Schuknecht—Real Estate  
Dr. Wm. R. Schultz  
F. Schumacher—Flour & Feed  
Schumacher Monument Works  
Dr. M. A. Siewert  
Simplicity Mfg. Co.  
Smith Bros.  
Standard Oil Co.—Service Station  
H. Muehlberg  
Standard Oil Co.—Joe Swatek  
Super Shell Inn  
The Light House  
The Port Washington Herald  
The Port Washington Pilot  
The Smart Shop  
T. M. E. R. & L. Co.  
Trubink Fuel & Dock Co.  
Wadhams Oil Co.—Emil Kalies  
Leo Weiler—Tavern  
Werking's Dairy  
West Side Cafe  
West Side Fuel & Supply Co.  
West Side Garage  
West Side Hardware  
West Side Meat Market  
Western Union Telegraph Co.  
Wien's Variety Store  
Wilke Bros.  
Willoughby Studio  
Wilson Hotel  
Wisconsin Chair Co.  
Wisconsin Ice Co.—Peter Kuel  
Wisconsin Telephone Co.  
Wolovlek Tavern

## CEDARBURG

Armbruster Jewelry Store, 34 N. Washington Ave.  
John Bay—Tavern  
Barth & Straub  
Billy's Service Station, 15 Columbia Ave.  
Blatz Brewing Co., 206 N. Washington Ave.  
J. F. Bruss & Son, 70 N. Washington Ave.  
Cedarburg Box & Woodwork Mfg. Co., 147 S. Wash. Ave.  
Cedarburg Canneries, Inc.  
Cedarburg Cleaning & Tailoring, 21 N. Wash. Ave.  
Cedarburg Country Club  
Cedarburg Electric Shop, 14 N. Washington Ave.  
Cedarburg Fox Farms, Inc.  
Cedarburg Garage, 43 S. Washington Ave.  
Cedarburg Hedge Farm Nursery  
Cedarburg Mfg. Co., Western Ave.  
Cedarburg Marble-Granite Co., 40 S. Washington Ave.  
Cedarburg Meat Market, 33 S. Washington Ave.  
Cedarburg News, 37 N. Washington Ave.  
Cedarburg State Bank  
Cedarburg Supply Co., 19 Columbia Ave.  
Cedarburg Theatre  
Cedarburg Wire & Wire Nail Company  
Deep Rock Oil Corp., 111 N. Washington Ave.  
Dorothea Beauty Shop, 58 S. Washington Ave.  
Ertl's Barber Shop, 10 S. Washington Ave.  
Erwin Faber, 8½ S. Washington Ave.  
Frank's Service Station, 25 S. Washington Ave.  
Fromm Bros. Silvercross Fox Farms

General Wood Products Co., 51 Hanover  
E. Groth Lime Kilns  
Groth Bros. Hdwe. Co., 106 N. Washington Ave.  
Theo. A. Groth & Son, 48 S. Washington Ave.  
Walter R. Groth Garage, 27 S. Washington Ave.  
Guse's Drug Store, 1 N. Washington Ave.  
Haman Tavern  
Hansen Canning Machy. Co., 95 Hamilton Ave.  
Hilgen's Spring Park—(Barth & Straub, Prop.)  
Arno Herziger, 79 N. Washington Ave.  
W. L. Hoffmann, Meat Market  
Wm. Holnagel—Tavern  
Jochem Bros., 7 N. Washington Ave.  
Jung Furniture Co., 22 N. Washington Ave.  
Walter H. Kirmssee Furn. Co., 104 N. Washington Ave.  
Krueger Bros. Dairy, R. F. D. No. 2  
Wm. C. Krueger Welding Shop, 53 S. Washington Ave.  
Jack Kurtz—Tavern  
Albert Laabs Grocery Store, 30 N. Washington Ave.  
Lauterbach Sales Co., 10 N. Washington Ave.  
C. W. Lehman & Bros. Hdwe. Co., 6 N. Washington Ave.  
Modern Dry Cleaners & Laundry, 11 N. Washington Ave.  
Walter Nero—Tavern  
Wm. Nero & Sons, 50 S. Washington Ave.  
Oswald Serv. Station, 158 S. Washington Ave.  
The Pantry, 4 N. Washington Ave.  
Parkway Inn  
Eugene Poole—Tavern  
Wm. Pump—Tavern  
Quality Bakery, 26 N. Washington Ave.



**CEDARBURG—(Continued)**

Rappold's Quality Grocery, 217 N. Washington Ave.  
 Geo. Ritter Soda Works, 45 Cleveland St.  
 Rieter Woodwork Specialty Co., 1st Ave.  
 Carl Runge—Tavern  
 Scheunemann Bros. (Painters) 76 N. Washington Ave.  
 Ray Schultz—Tavern  
 Tri-Par Oil Co., 43 S. Washington Ave.  
 Ed Vogel—Tavern  
 Wadham's Oil Co., Highland Drive  
 Weidman Body Works, 19 Center St.  
 Whitley Walters  
 Wirth's Store, 45 S. Washington Ave.  
 Wittenberg Woolen Mills, 2 Bridge St.  
 Woodworth Garage, R. F. D. No. 2  
 Zeunert & Vollmar, 149 Portland Ave.

**FREDONIA**

Schmit Bros.  
 Henry Tesker  
 Gilson Bros.  
 E. P. Neuens Lumber Co.  
 Rollin R. Parks—Badger Stoker Co.  
 Fredonia State Bank  
 Dr. Ed Portnoff  
 Ben Steffen—General Store  
 Peter Steffen—Plumber  
 Leo Hiltgen—Hotel  
 Walter Klumb  
 Harry Keitel  
 Mike Bell  
 Gerold's  
 Ed Kirk—Tavern  
 Peter Watry Garage  
 John Meyer  
 Geo. Meyer  
 Paul Dehme  
 H. C. Greiveldinger  
 Morris Monahan  
 Hugo Klessig  
 Waubeka Meat Market  
 Robert Voeks  
 Leo Dalpe  
 William Eisentraut  
 Ben Muehlberg  
 Anton Retzer  
 Harry Richardson  
 Peter Miller  
 Ernst Klessig  
 Walter Michels  
 Frank Bittner

**SAUKVILLE**

Brant's Tavern  
 Cary Insurance Agency  
 Cold Spring Tavern  
 Elmer Damerow Station  
 Dohr's Meat Market  
 Feed Supply, Inc.—Helm, manager  
 Foley Tavern  
 Home Garage  
 Bob Geiger—Tavern  
 A. H. Gieger Hotel  
 Anton Gnader Barber Shop  
 Grady Bros.  
 Great Lakes Eng. Corp.  
 Joseph Hackl Store  
 Hiber Tavern  
 Hiem's Shoe Shop  
 A. O. Horn Garage  
 Hotel VanDeBoom  
 Harold Hughes—Phillips "66" Station  
 Mrs. Emilie Kavel—Tavern  
 Lubahn's Service  
 Marx Hardware  
 Nite Owl Tavern  
 Reliance Oil Burner Co.  
 Riverside Dairy  
 A. Roever Tavern  
 John Ross Tavern  
 Saukville Canning Co.  
 Saukville Fire Dept.  
 Saukville Lumber Co.  
 Schanen's Garden  
 Shell Oil Co.—T. J. Dickmann  
 Skelly Oil Co.—Leo VanDeBoom  
 Sieberlich-Gantner Ins.  
 Tri-Par Oil Co.

**GRAFTON**

Burhop & Knippenberg  
 Clausing & Liebau  
 Erdmann's Rexall Store  
 John Ferry—Tavern  
 Fire Department  
 Grafton Beauty Shop  
 Grafton Brewing Company  
 Grafton Foundry Company  
 Grafton Hotel

Grafton Service Station  
 Grafton Specialty Company  
 Grafton State Bank  
 Grisar Bros. Garage  
 Harms Store  
 Aug. Hoffman Meat Market  
 Jungers Stove & Range Company  
 Krause Bros. Garage  
 Kroehnke Bros. Milling Co.  
 Laabs Studio  
 Joe Lorenz—Tavern  
 Mel's Tavern  
 Mintzlaff Lumber Co.  
 Mueller-Heuer Store  
 Mueller-Laubenstein Garage  
 Al. Riebe Sales Service  
 L. Riemer—Tavern  
 Chas. Rilling—Tavern  
 Schanen Hotel  
 Schlegel Bakery  
 Wm. Schmitz Meat Market  
 Ed Thelen—Tavern  
 Wegner-Hinz Co.  
 Woltring Tavern

**THIENSVILLE**

Aussem Hotel  
 Oscar Bublitz Store  
 Walter A. Bublitz, Inc.  
 Donges Bay Garage, R. F. D. No. 2  
 East Mequon Cooperative Supply Ass'n.  
 Frank's Service Station  
 Fromm Bros. Nieman & Co., R. F. D. No. 2  
 Gierach's Grocery  
 Gilbert Shoe Co.  
 Kirsten Service Station  
 Kraus Mercantile Co.  
 Lake Shore Service Station, R. F. D. No. 2  
 "Make One Stop" Station, Mequon  
 Maus Garage  
 Mequon Garage  
 Miller's Meat Market  
 Herbert A. Nieman & Co., Cold Storage Plant  
 Ozaukee Finance Co.  
 Ozaukee Country Club  
 Ozaukee Sand & Gravel Co., Grafton  
 Riebe Bros.—Florists  
 Schmechel & Schubert Mfg. Co.  
 Schmechel & Boehlke—Florists  
 Geo. Schubert Sons Co.—Farm Impl.  
 Stowell Service Station, R. F. D. No. 2  
 Sunnyside Garage, R. F. D. No. 1  
 Thiensville Garage  
 Thiensville Lumber Co.  
 Thiensville Milling Co.  
 Thiensville State Bank  
 Biever & Dish—Tavern  
 Wuerls—Tavern  
 Herzigers—Tavern  
 Wulffs Island—M. Eberhardt Prop.  
 Green Light Tavern—Jac. Thome Prop.  
 Chalet—Chas. Boder Prop.  
 Schuch's Inn—Frank Schuch, Prop.  
 Club Forest—Micky Goldman Prop.  
 Boda Tea Shop—John Boda  
 Louis Kieker—Tavern  
 Wm. Reingans—Tavern  
 Al Loertcher—Tavern  
 Wm. Haesler—Tavern  
 Ruben Hein—Tavern  
 Ted Spence—Tavern  
 Al Riemer—Tavern

**BELGIUM**

Eddy's Tavern (Ed Ansay, Prop.)  
 Royal Gardens (Roman Peiffer, Prop.)  
 Ed Hamms Confectionery and Tavern  
 Hubing and Hemes General Store  
 Dr. John L. Leider (Dentist)  
 Pierron's Tavern  
 W. Klos Feed Company  
 Feireisen Tavern  
 Demge Brothers General Store  
 Bley Brothers Garage  
 Krier Preserving Company  
 Herman Schroeder Garage  
 Knaff Brothers Garage  
 Dr. E. Huth  
 Belgium Beauty Shop  
 Belgium Lumber Company  
 Adolph Schanen General Store and Tavern  
 John Stengel Tavern  
 Bleys Cheese Factory  
 Ida Parell, Orange Tex.  
 F. Feierstein—Badger Club  
 Dixie Tavern—Louis Pierron, Prop.  
 Ed Mey—Tavern  
 J. B. Thill—Tavern  
 General Store and Tavern—A. Schanen, Prop.





Bird's Eye View of the Village of Port Washington in 1865



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