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One hundred years of Sheboygan.

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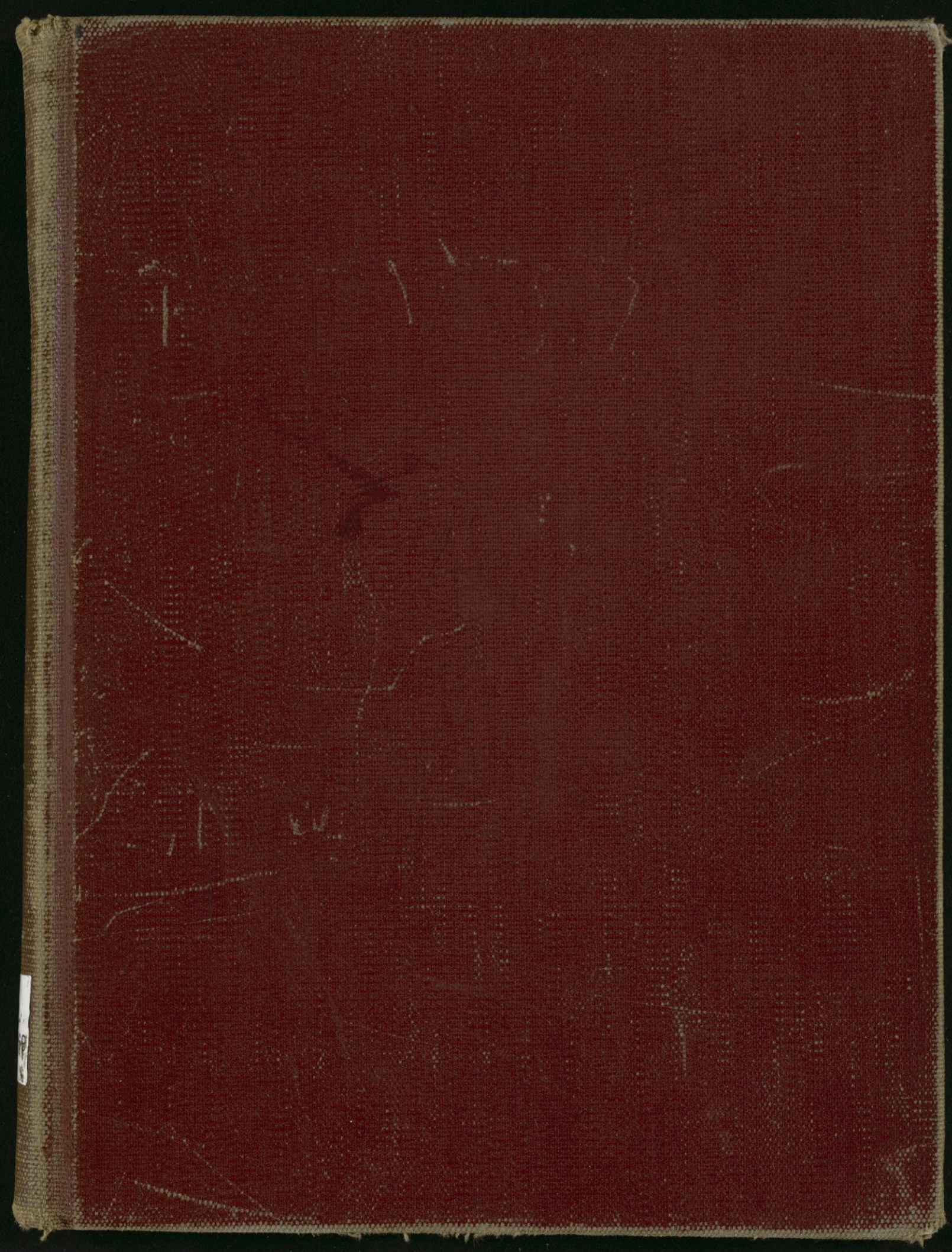
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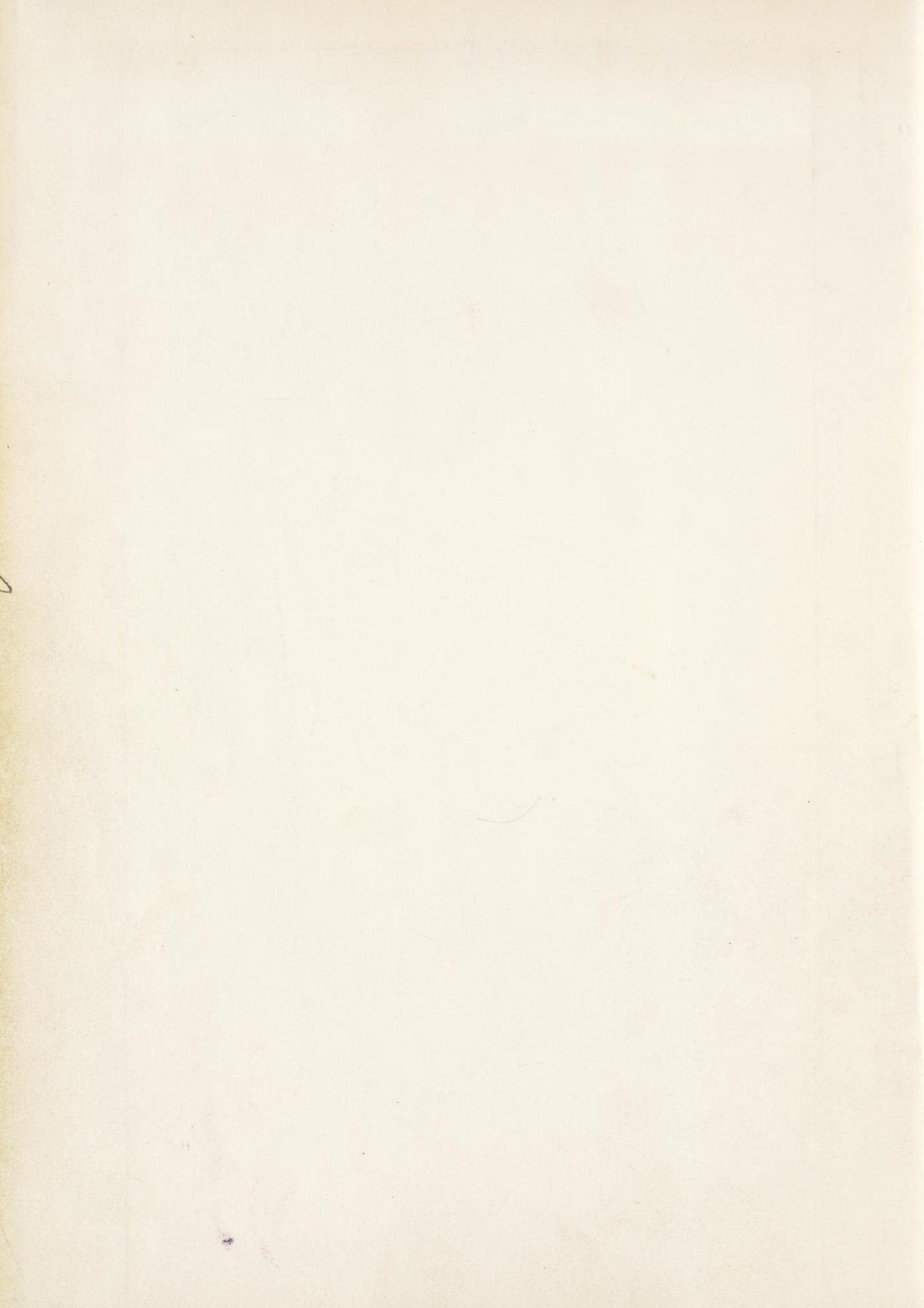


Mead Public Library

Basement

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1953

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J. LEBERNAN
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Preface

After much research, I have finished this History of Sheboygan Village from 1846 to 1853. Then 1853 to 1953 — 100 years — of the City of Sheboygan.

The events as recorded were taken, in the most part, from the official records of the city, and should be correct.

The pictures have been collected from different sources; some are entirely new, never having been printed before.

I dedicate this book to all Sheboygan, young and old. To the young, it should be instructive, and to the old, interesting, for many will recall events scheduled.

Finally, I wish to thank each and every one, who, by giving the history of their concerns, or by helping in other ways, made it possible to publish this book for posterity.

J. E. Leberman



THE START OF SHEBOYGAN

Exactly as written in 1846 when it became a village.

February 9, 1846

"At an Election held at the Register's Office in the Village of Sheboygan, in the County of Sheboygan, and the territory of Wisconsin, on the ninth day of February, A. D., 1846, the following named persons received the number of votes annexed to their respective names for the following described offices, as officers for the above named Village according to the act of incorporation passed during the session of 1846 to wit:

For President—Henry Conklin received fifty-one votes and William Farnsworth received thirty. For Trustee, Warren Smith received eighty-one votes, William Farnsworth received forty-nine votes, Joseph L. Moore received eighty-one votes, Rufus P. Harriman received fifty votes, James Rankin received twenty-seven votes, Alonzo Brooks received twenty-nine votes, Alvin Driver received four votes. For Clerk, Donald W. Harrington received fifty-four votes, Amos Adams received thirty-seven votes. For Treasurer, Van Ess Young received forty-six votes, John S. Harvey received thirty-four votes. For Assessor, Stephen Wolvert received eighty-one votes, Albert S. Story received fifty-five votes, Isaac H. Comstock received fifty-two votes, Alvin Driver received twenty-four votes, Joel L. Day received twenty-nine votes. For Constable, Robert Matterson received seventy-nine votes, James Osgood received seventy-nine votes and Amos Osgood received one vote. For Village Corporation Yeas received seventy-one votes and Naves received five votes."

Certified by us JOHN MARVIN
JOHN POWELL
Judges of Election

Attest: Thos. C. Hornor.

Sheboygan - Wednesday, February 11, 1846

"The Trustees and Clerk Elect of the Village of Sheboygan met, pursuant to Notice and presented their certificates of election respect-

ively and were severally sworn into office by E. N. Howard, a Notary Public in and for the County of Sheboygan, Wis., which said officers of the corporation were as follows, to wit:

William Farnsworth, Joseph L. Moore, Rufus P. Harriman, Henry H. Conklin, and Warren Smith (Henry H. Conklin, having been duly elected as President) as Trustees of said Village and Donald W. Harrington as Clerk thereof.

On motion of William Farnsworth, it was "Resolved that the Clerk of the village be and he is hereby authorized and directed to purchase the necessary books and stationery for the use of the village." Mr. J. L. Moore then moved that the Bonds of the Village Treasurer should be and were fixed at Fifteen Hundred Dollars, which was adopted, and on motion of Mr. Warren Smith, the Constables bail was fixed at Five Hundred Dollars, which was also adopted.

The Clerk of the Village aforesaid was then, by a vote of the Trustees thereof, authorized and directed to purchase a corporate seal, with a devise of a star in the middle and the words rounded "Village of Sheboygan W. T."

The Board then adjourned to meet on Wednesday Evening, February 18th, at 6:30 o'clock.

D. W. HARRINGTON, Clerk

March, 1846

We find this resolution—"That a sufficient sum of money not exceeding four hundred dollars be appropriated from any monies now, or which may be in the Treasury this year to aid in the Construction of a certain bridge authorized by the Legislature of Wisconsin Territory in the year 1845 entitled "The Act to Authorize the Construction of a Free Bridge Across the Sheboygan River."

March, 1846

A tax of 1 per cent levied on all taxable

R
977.569
L49
C.1
property and a special tax of 6 mills be added for the purpose of aiding in the construction of a bridge across the Sheboygan River.

April, 1846

Ordinances and Regulations were established as follows: Width of sidewalks on Center, Pennsylvania, Jefferson, New York, and Wisconsin Avenues and Niagara Street be established at twelve feet from the front of the lots and the same in Sixth, Seventh, Eighth and Ninth Streets. Fire Wardens were appointed to inspect all buildings for fire hazards. Anyone damaging any shade trees was liable to a fine. A Grocer had to pay a license fee of \$20.00. A tavern had to pay a license fee of \$20.00.

1847

Grades were established for all streets in the city and the Street Commissioner was authorized to employ teams at the following prices: Two dollars and fifty cents a day for horse teams and one dollar and seventy-five cents a day for ox teams.

In June, 1847

A committee of three was appointed to select a burying ground and ascertain the price of same and report back to the board.

The following were granted licenses for taverns: Wm. Gardner, Joel L. Day, Camp & Eaton, and W. Ruppell; and these for groceries: John B. Price, F. G. Peabody, F. J. Graham, Bela Butler, Seymour & King, James Cuykendoll, Groh & Otto, H. Whittand, C. Hoberg, Christmas & Co., Gardner & Kropp, Geo. W. Wollverton.

July, 1847

A petition was presented by H. Lyman and others praying the Board of Trustees to take some measures to preserve the peace of the village from being disturbed night and day by the Indians.

December 24, 1847

A reward of \$50.00 was offered by the village Trustees "for the detection and conviction of person or persons that broke open the Epis-

copal Church in the village on the night of the 23rd and stole therefrom a lot of carpenters' and joiners' tools and committed other burglaries in said Village."

January, 1848

Town map was recorded.

Rent was cheap in those days, as we note a bill of \$10.50 was presented to the trustees for office rent for 9 months.

February, 1848

A petition was presented asking for the formation of a Hook and Ladder Company, the procuring of a fire engine, buildings, cisterns, and such other implements as are used in a fire department. First members of company: G. P. Farnsworth, V. E. Young, C. T. Morey, C. S. Annable, I. T. Kinsbury, E. S. Goodrich, J. L. Harvey, John Frieman, L. Testwuide, C. Roggenbock, I. N. Merritt, J. B. Price, and W. W. King.

March, 1848

A 1% tax levied on all taxable property. \$80.00 was appropriated for the purchase of a lot for an engine house; plans were approved for building a fire station on same and \$50.00 was paid as part of the cost. But after the building was built it was not accepted, "It being too small."

In April, H. N. Smith was elected President of the Village and Thomas Hornor, Clerk.

A bridge was suggested to be built across the Sheboygan River at the foot of the hill near Mr. Storey's, at Hornor Street.

The Clerk was instructed to advertise for bids in the "Sheboygan Mercury" for digging a well at Penn. Ave. and 8th Street.

1849

At the April Election, Worthy McKellip was elected President of the Village, E. W. Combs, Clerk, and William Seamann, Treasurer; these officers were sworn into office by Edward Elwell, Justice of Peace.

The weekly proceedings of the village officers were ordered printed in the "Sheboygan Mercury" and the "Spirit of the Times" and a

fire engine was purchased for \$700.00. It was moved to spend \$50.00 for a fire bell for the village, but this was turned down as "The state of the Treasury will not admit of such an expenditure".

Start of Harbor

A petition signed by W. R. Woodbury and 73 others praying for an appropriation of \$300 to defray the expense of Geo. C. Bates, of Detroit, to aid at Washington, if possible, in procuring and appropriation for a harbor at the mouth of the Sheboygan River.

1850

The officers this year were W. S. Anable, Pres., Trustees: Louis Testwuide, J. Dean, Wm. Kastner, and Alvin Driver; F. G. Peabody, Clerk and A. H. Edwards, Treas.

Seventy five copies of the Village Charter were received. An artesian well was ordered to be sunk to a depth of 100 feet and the contract let to a Mr. Curtis at \$5.00 a foot. This well was completed in 1851, but was dug much deeper. (Well at Fountain Park).

Election - 1851

Warren Smith, President; E. Gilman, John Drew, Henry Stocks and Nic De Ville, Trustees; Alfred Marschner, Clerk; Kasper Guck, Treasurer.

May, 1851

Two petitions (one for and one against) an ordinance to prohibit swine from running at large in the village were laid on the table.

A \$10,000 bond issue was floated for the harbor.

October, 1851

The cemetery was enclosed with a board fence for the sum of \$185.00, as was the public square, which cost \$50.00, and was paid to A. L. Weeks.

1852

Ferry across the Sheboygan River

Mr. Kirkland asked for and was granted the privilege of establishing a ferry across the mouth of the Sheboygan River, as his warehouse was located at the south bank.

Deeds from Daniel Whitney and wife, J. L. Moore and wife, and H. Conklin and wife (for cemetery ground) were received and placed on file. Rules were adopted for the purchase of lots and all records of the cemetery.

Election

April, 1852

Wm. Garsline, Pres., Kasper Guck, Treas., F. I. Mills, Clerk.

A bill of 50 cents presented and allowed to James Berry for removing a dead hog from the street.

One half of the cash collected in taxes was to be paid for interest on the Sheboygan Harbor Bonds. The Village bonded itself with 12 Harbor Bonds of \$500 each which was later increased to 20 with 10% interest payable in the City of New York at the Bank of New York on the 13th day of May, 1864.

Thus, the Sheboygan "Village" history highlights close.



Sheboygan in 1858 - Drawn by J. O. Kroehnke
(from Schneider's Brick Yard (now 3rd and Michigan) Raab Home)



Sheboygan in 1857. From a drawing by O. Kroehnke
(from the hill near Sheridan Park)

MAPS SHOWING

Territory / / / 1836

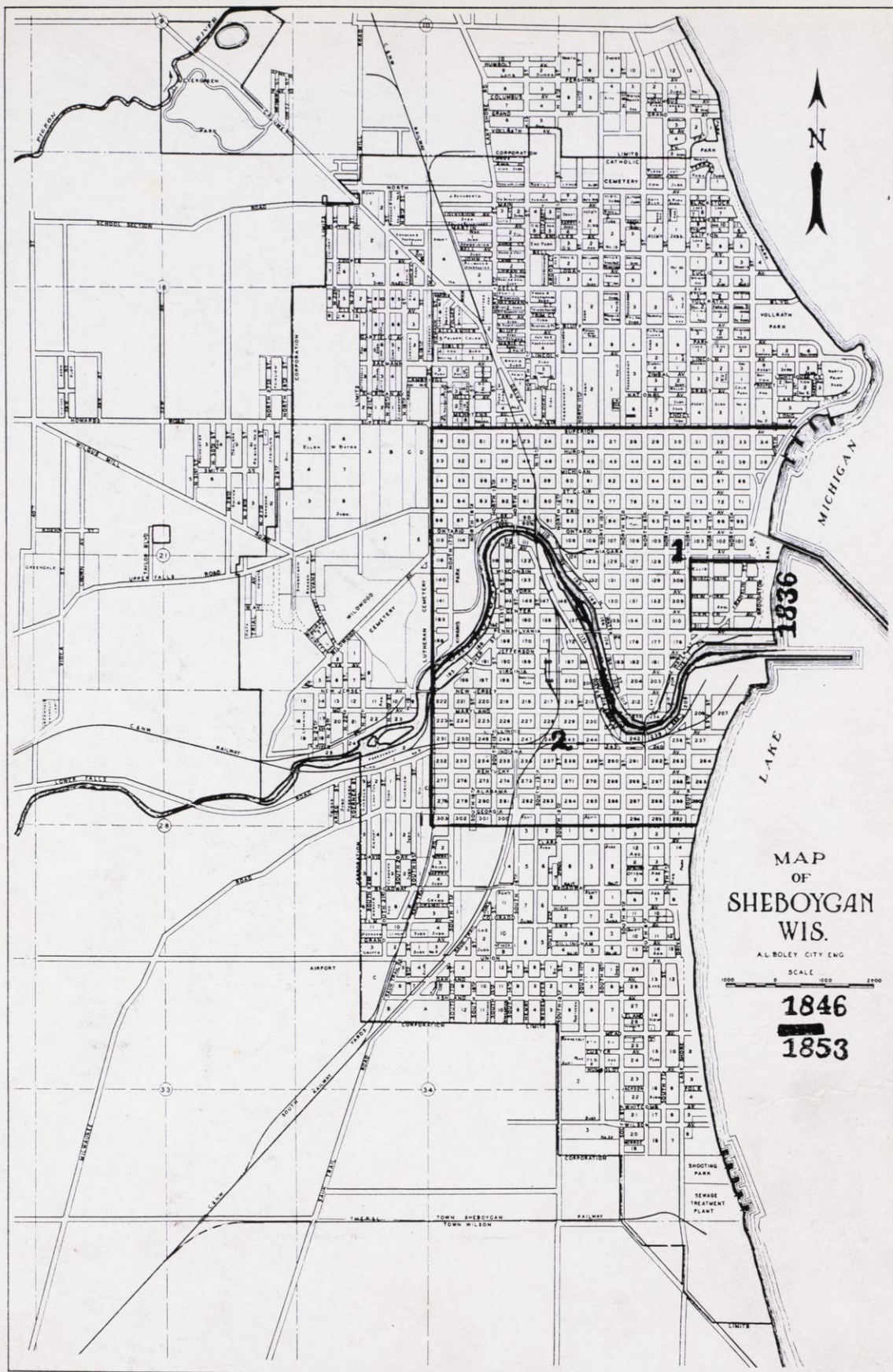
Village / / / / 1846

City / / / / / 1853

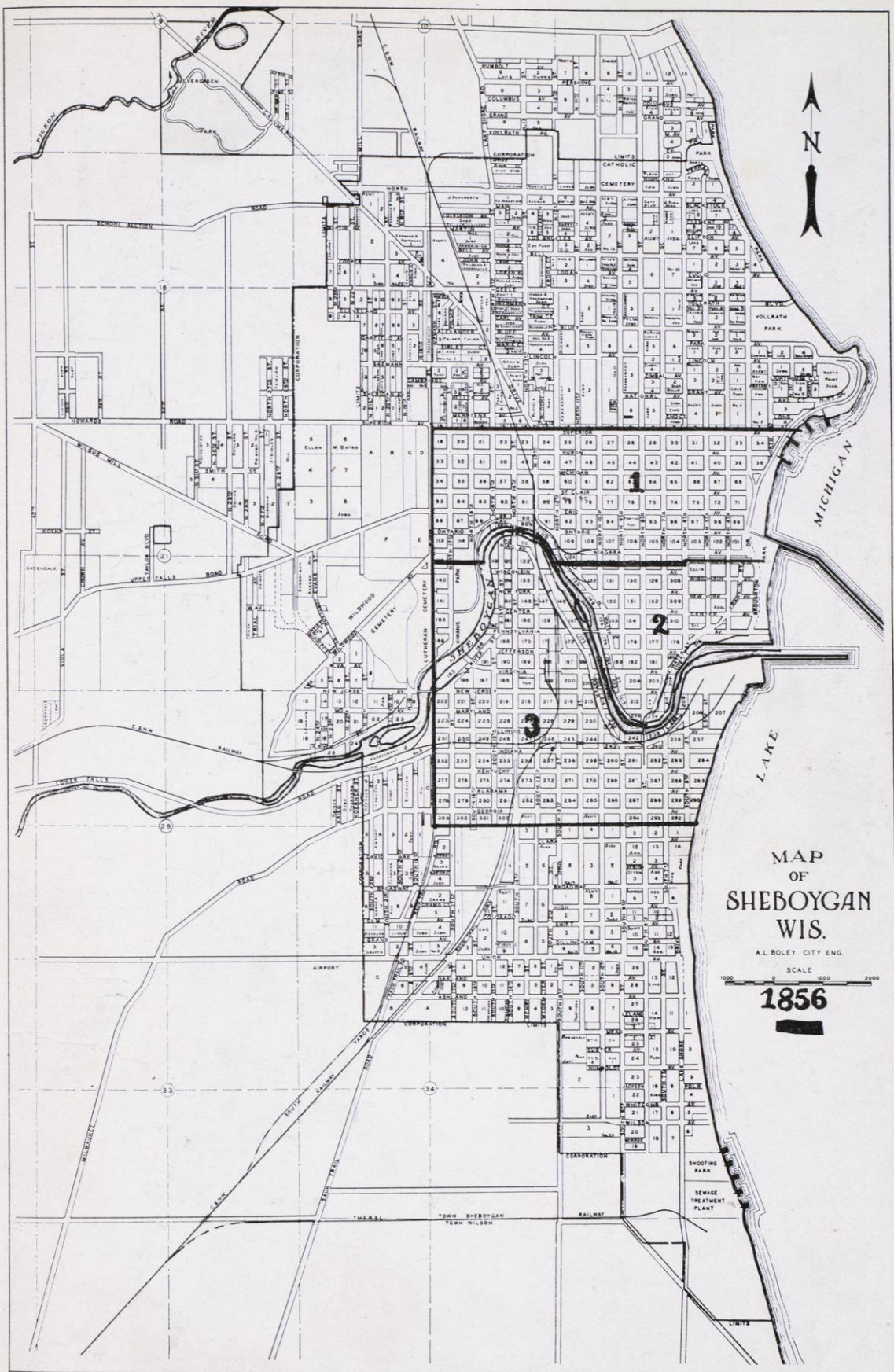
With its Growth

to

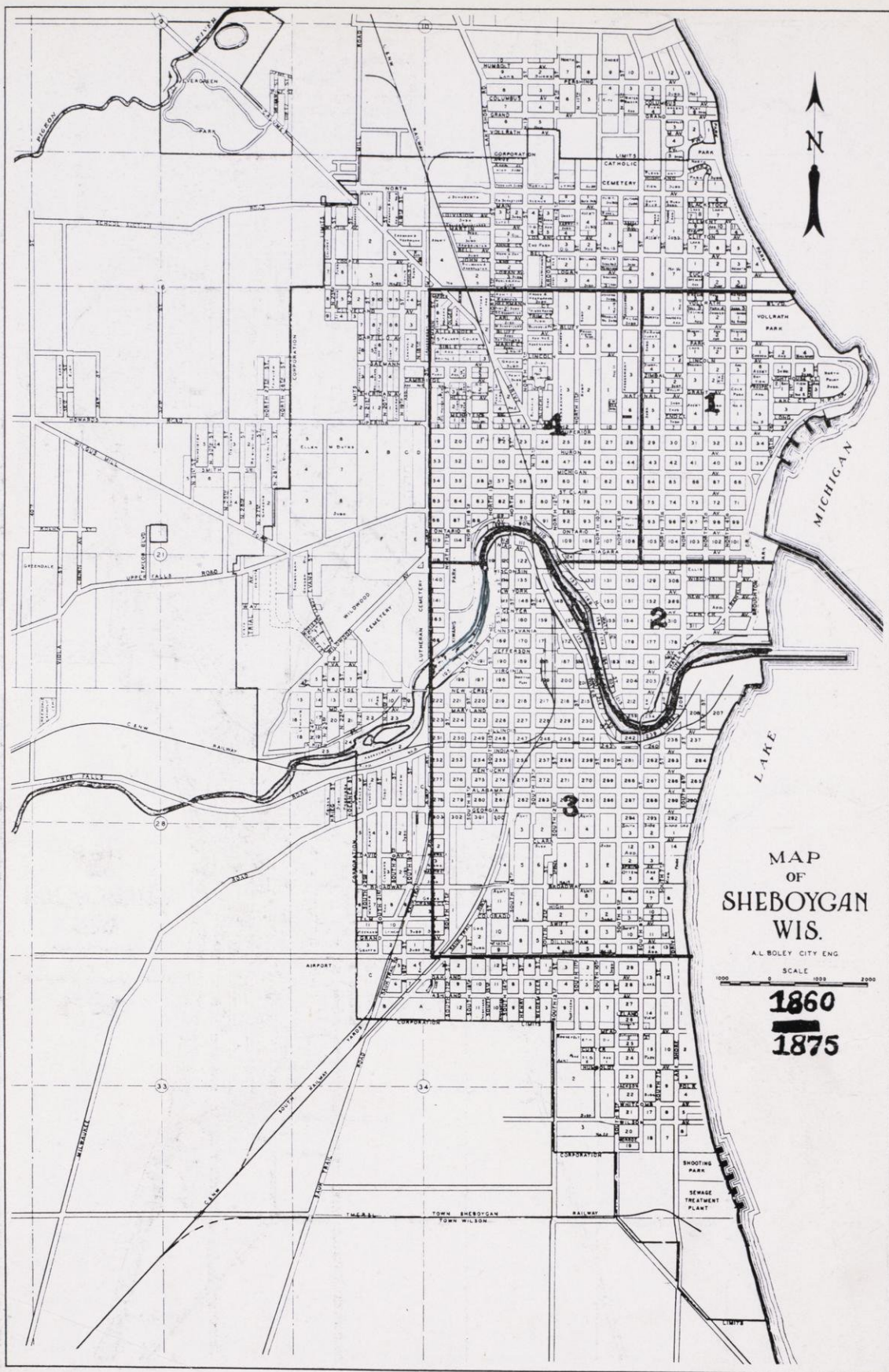
1945



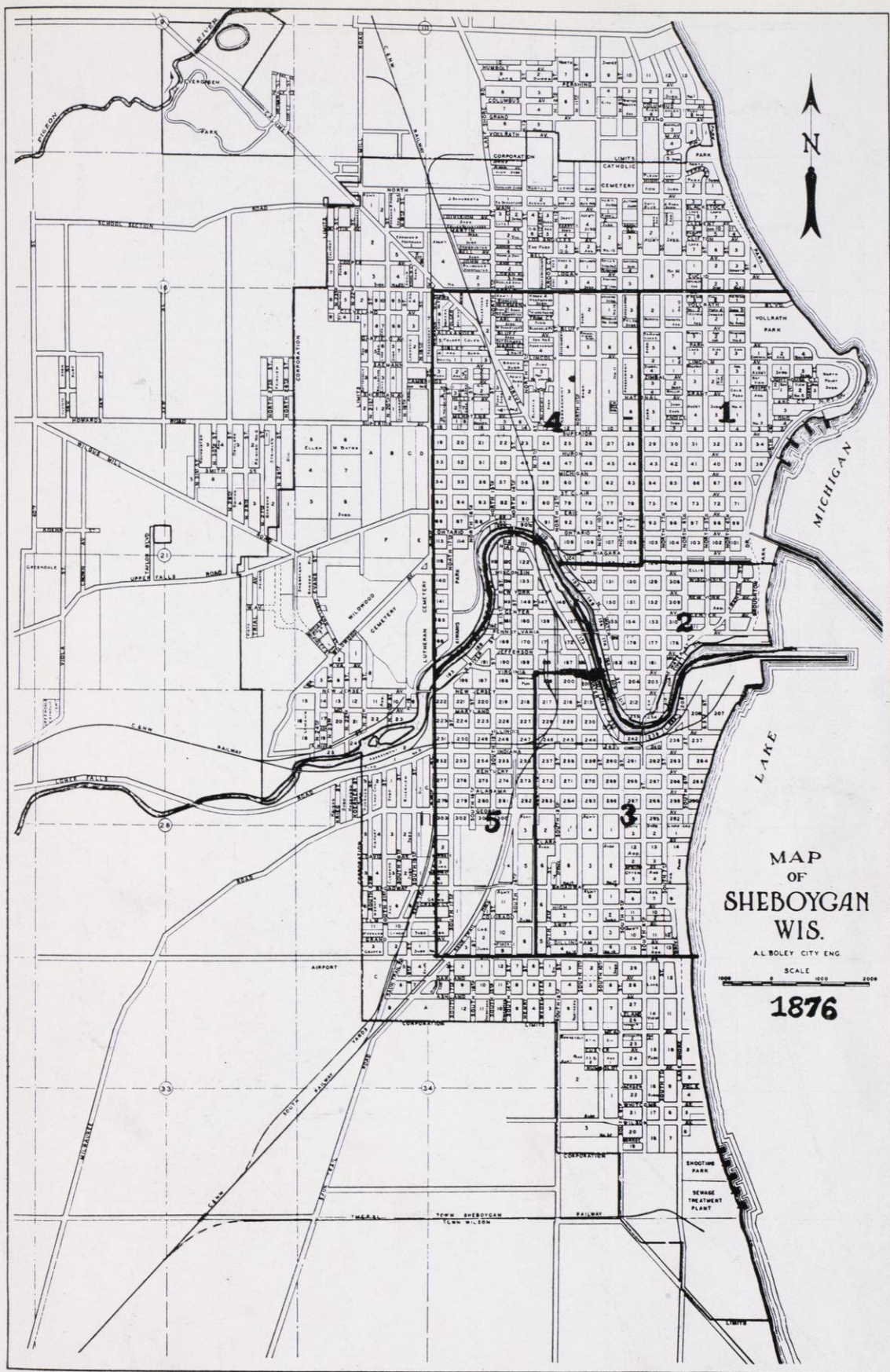
The small black square Territory of Sheboygan, 1836 - 1846.
Next black outline Village of Sheboygan, 1846 - 1853-56



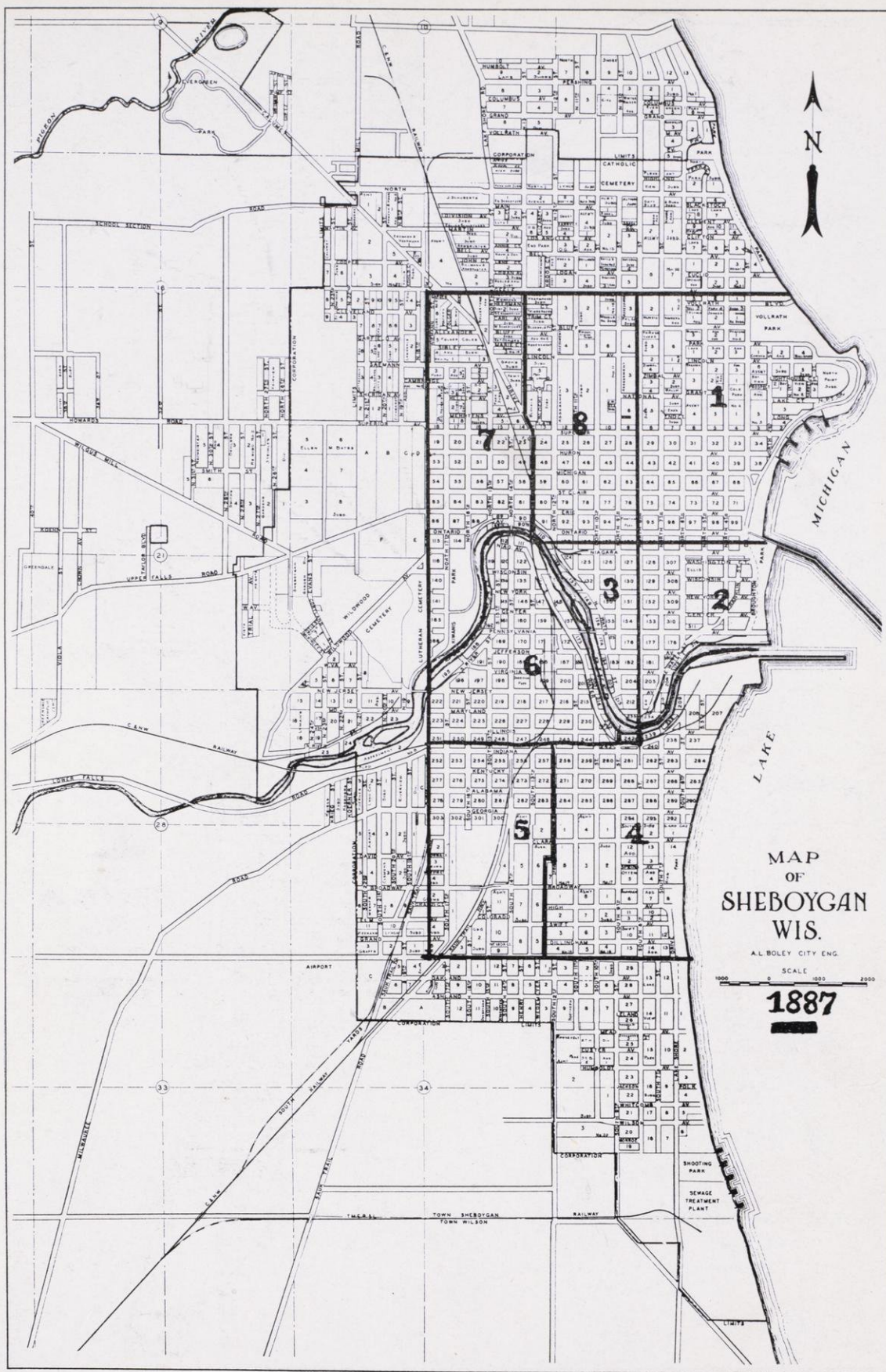
City of Sheboygan 1856 - 1860 showing 3 Wards.



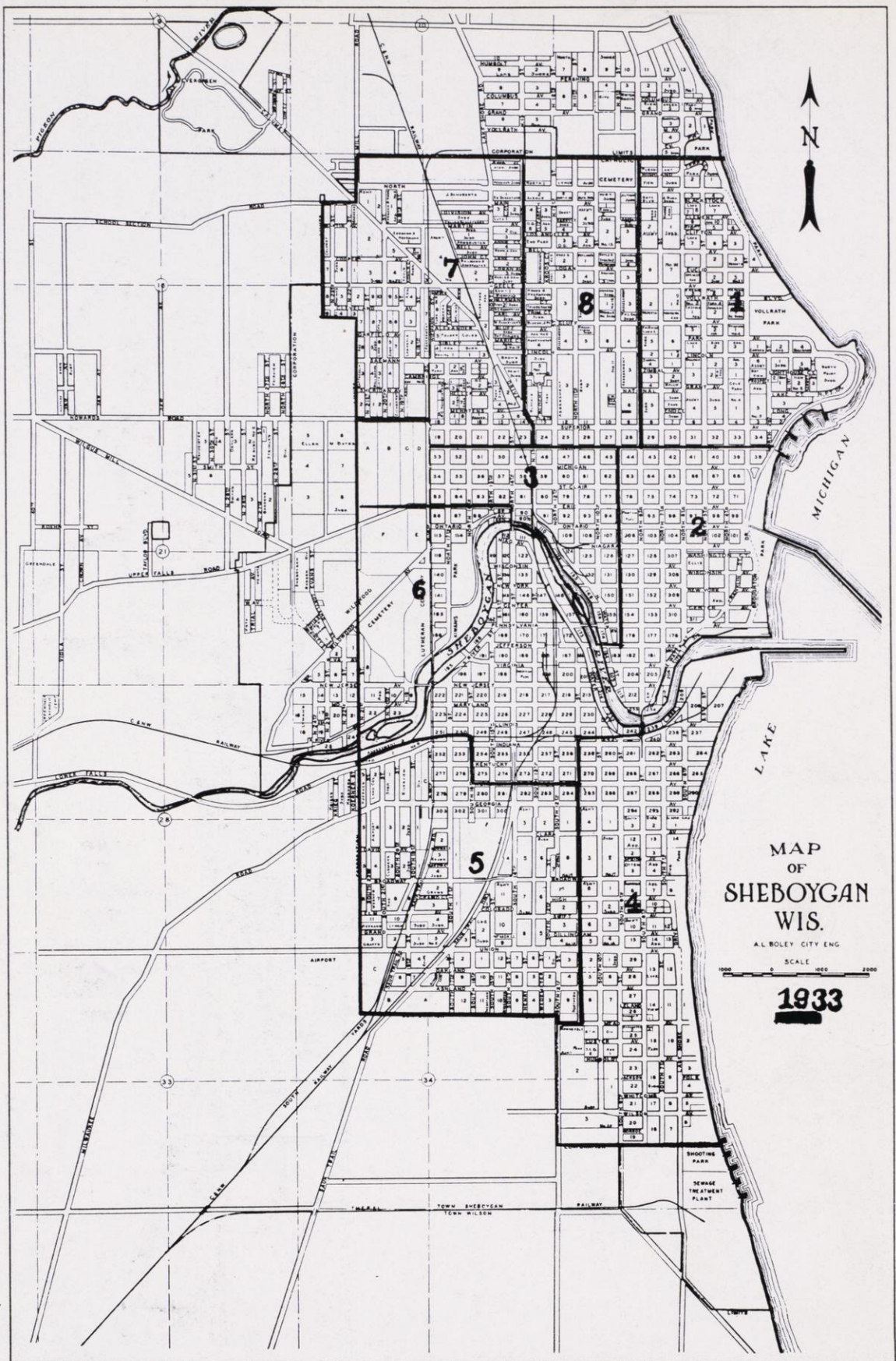
City 1860 - 1875 showing 4 Wards.



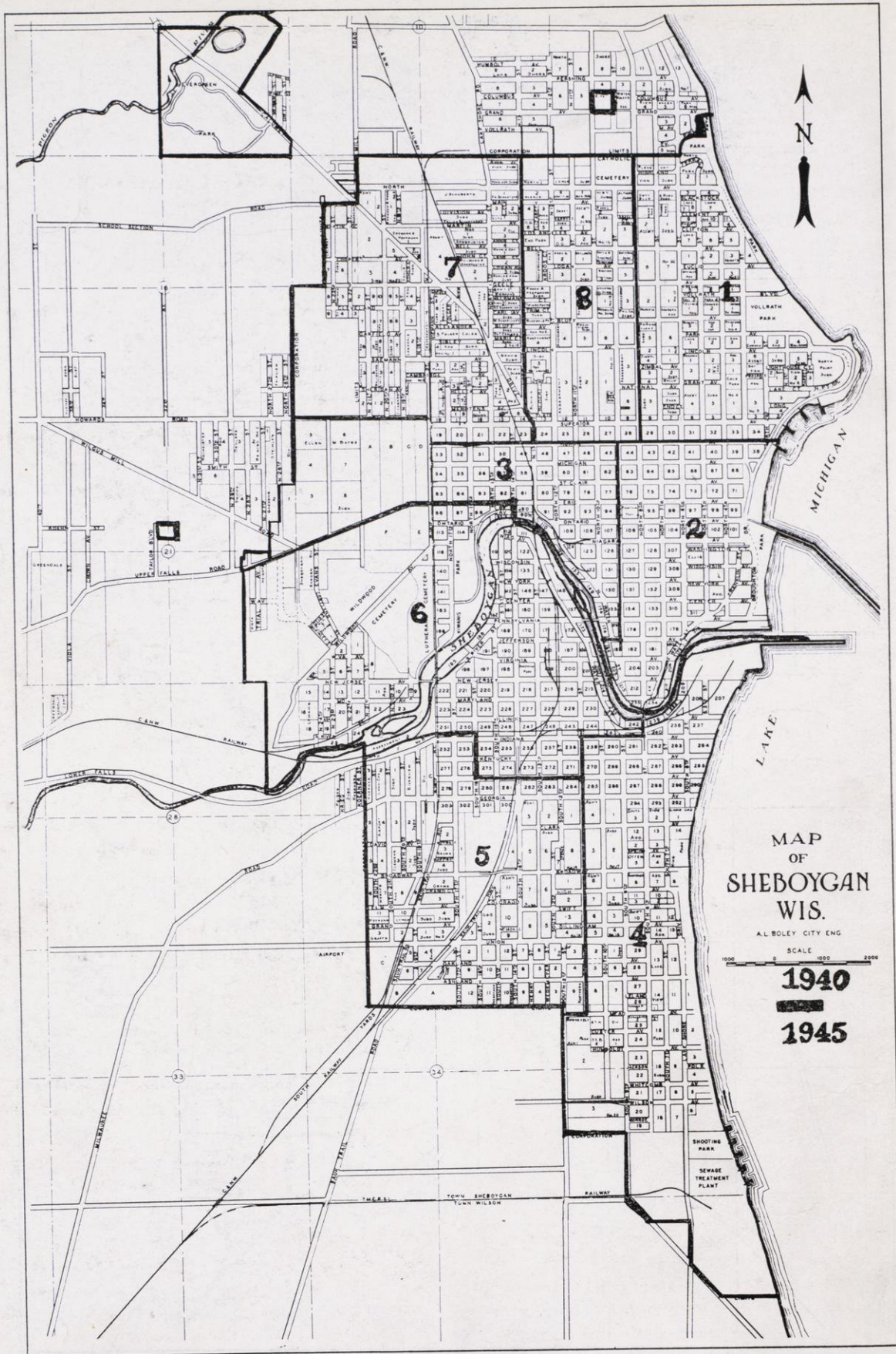
City 1876 - 1887 showing 5 Wards.



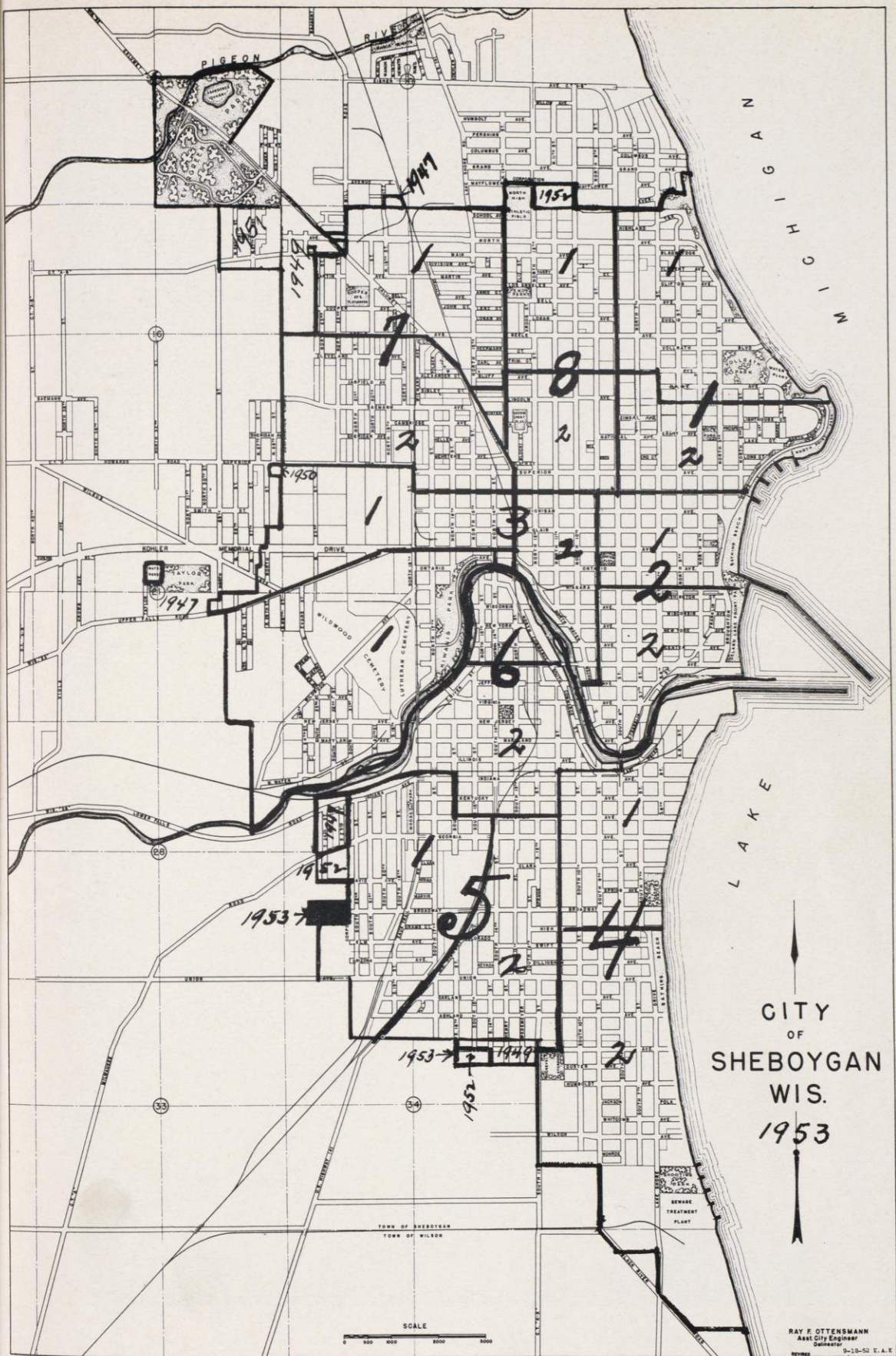
City 1887 - 1891 showing 8 Wards.



City 1933 - 1935



1940 - 1945 Additions made to Evergreen Park, also west border section,
making City as map shows today.





Aerial View of Sheboygan 1953

HISTORY OF SHEBOYGAN

CHAPTER I — ITS GROWTH IN SIZE

It is an interesting study to see how Sheboygan has grown from a small section of land in 1836, (comprising approximately three city blocks), bounded on the east by Lake Michigan, on the south by the river, on the west by our present 6th St., and on the north by our present Washington Court, to its present size.

When this land or territory became a village in 1846, the size was increased to the following boundaries: on the north, 200 feet north of the present Superior Avenue; Lake Michigan on the east; on the south, 200 feet south of Georgia Avenue; and on the west where 18th Street now is.

In 1853 the village became the City of Sheboygan, the boundaries stayed the same, but the interior was divided into two wards. The 1st and the 2nd ward, with the river being the dividing line. All the land north of the river being the 1st Ward, and everything south of the river the 2nd Ward.

In 1856 another interior change was made; three wards were created instead of two, and the boundaries were as follows: 1st Ward, starting at a point on the east shore of Lake Michigan westerly, along a line (where Washington Court now is) to a point where 6th Street now is, thence south on 6th Street to the alley between Niagara and Wisconsin Avenues, thence westerly to where it hits the river, thence following the center of the river north, northwesterly, west and southwesterly to a line directly in line with the alley aforementioned, thence westerly to the present 18th Street, thence north to the city line (200 feet north of Superior Avenue), thence east to Lake Michigan; 2nd Ward, bounded on the north by this line mentioned from the Lake to where it first hits the river, thence following the river south, etc., until it empties into the lake, this formed the western and southern boundary, and Lake Michigan the eastern boundary: 3rd Ward, the Sheboygan River was the north boundary entirely except for the short line in the northwest corner being the southern boundary of the 1st Ward, 18th

Street was the western border, and the southern line 200 feet south of Georgia Avenue with Lake Michigan to the River the eastern boundary.

In 1860 the next change in the size of the city took place, and the property annexed was on the north and south only, leaving 18th Street as the western corporate line and, as always, Lake Michigan on the east. The northern line now was pushed up to where Geele Avenue is now, and the southern line to our present Union Avenue. The interior was now changed to comprise 4 wards with boundaries as follows:

1st Ward: bounded on the north by Geele Avenue, our present 8th Street on the west, the alley between Niagara and Wisconsin Avenues starting at 8th Street in a straight line to 6th Street, thence north on 6th Street to Washington Court, thence east to the Lake the southern boundary; and, as always, Lake Michigan, the eastern line.

2nd Ward: the south line of the 1st Ward extending westerly to the river, is its north border; thence following the Sheboygan River to the Lake for the west and south borders.

3rd Ward: all the land south of the river; the line extended to the west boundary of the city. The west line being 18th Street, and the south line being Union Avenue.

4th Ward: 8th Street on the east, Sheboygan River and northern boundary of 2nd and 3rd Wards to 18th Street. 18th Street on West and Geele Avenue on north.

In 1876 we see the next change in the interior. Another ward was created, making five instead of four.

1st Ward: Geele Avenue, northern boundary; 8th Street on the west; line caused by alley between Niagara and Wisconsin Avenues from 8th Street to 6th Street, thence north to Washington Court, then east to Lake Michigan, southern boundary; and Lake Michigan, on the east.

2nd Ward: Northern line, from the Lake west on Washington Court to 6th Street, south on 6th Street to alley between Wisconsin and Niagara, west to East Water Street, south on East Water Street to Wisconsin Avenue, and thence west to

the river; west and south by the river; east by Lake Michigan.

3rd Ward: On the north by the Sheboygan River until it reaches Virginia Avenue, thence west on Virginia Avenue to 13th Street. On the west from this point on 13th Street, south to Union Avenue. Union Avenue east to the Lake is the southern line, and again, Lake Michigan is the eastern border.

4th Ward: Alley at Niagara and 8th Street, north on 8th Street to Geele Avenue, east line; thence west on Geele Avenue to 18th Street, north line; thence south on 18th Street to the river, west line; thence following the river until it hits Wisconsin Avenue, thence east on Wisconsin Avenue to East Water Street, thence north on East Water Street to the point where the line of the alley between Wisconsin Avenue and Niagara Avenue meets it, thence east to 8th Street, south line.

5th Ward: Sheboygan River on the north, 18th Street on the west, Union Avenue on the south, 13th Street north to Virginia Avenue and thence east to the river is the east, and part of the south line.

For eleven years there was no change, but in 1887 the city having grown so much, it was found necessary to redivide its interior, and eight wards were formed there had been five formerly, and the boundaries were as follows:

1st Ward: Geele Avenue on the north, 8th Street on the west, the alley between Ontario Avenue and Niagara Avenue to the lake on the south, and Lake Michigan on east.

2nd Ward: The southern boundary of the 1st ward on the north, 8th Street to the river on the west, the river on the south, and the lake on the east.

3rd Ward: The alley between Ontario Avenue and Niagara Avenue on the north, the river on the west and south, and 8th Street on the east.

4th Ward: Beginning at the mouth of the Sheboygan River, thence west and south along the river to where it strikes 9th Street, thence south on 9th Street to the railroad tracks, then following the railroad tracks west to 12th Street; this is the north boundary. Starting at 12th Street and the railroad tracks, thence south along 12th Street to Union Avenue, western boundary; Union Avenue east to Lake, on the south; and Lake Michigan on the east.

5th Ward: The railroad is the northern boundary, 18th Street the western line, Union Avenue on the south, and 12th Street on the east.

6th Ward: The boundary is as follows: Sheboygan River on the north, the River and 18th Street on the west, the railroad to 9th Street to the river on the south, and the river on the east.

7th Ward: Bounded on the north by Geele Avenue, on the west by 18th Street, Sheboygan River on the south, and 13th Street on the east.

8th Ward: The northern line is Geele Avenue, 13th Street the western line, the alley between Ontario and Niagara on the south is the southern line, and 8th Street is the eastern line.

You will note from this that the 1st Ward remained about the same except for the southern boundary. The 2nd Ward was split by 8th Street making wards 2 and 3. What was formerly the 3rd ward, was cut down and made into the 4th ward. The 5th ward was cut off on the north to form part of the 6th ward, and what was formerly the 4th ward was made into the 7th and 8th wards.

1891 the next change takes place, by ordinance, a vast amount of land was added to the city increasing its size at least one third. The boundaries now are as follows: The corporate line on the north being just north of the Catholic Cemetery from 23rd Street approximately to the lake. 23rd Street was made the western boundary, while a line just north of Mead Avenue from the lake to 23rd Street was the southern boundary, and the lake on the east.

The size of the wards was changed considerably as follows:

1st, 7th, and 8th were extended north; the 7th, 6th, and 5th west; and the 5th and 4th, south. The only wards not to increase in size were the 3rd and 2nd. This is the way these wards remained until 1927 when a small plot of land was annexed to the northwest section of the city in the 7th ward. In 1928 another block of land was annexed to the city and added to the 4th ward. This section was from Mead Avenue south to the Shooting Park and west to 12th Street. Then again in 1933, we see a change in the interior in the ward lines; they were set as follows;

1st Ward: Corporate line on north, 8th Street on west, Huron Avenue on south, and the Lake on the east.

2nd Ward: Huron Avenue on north, 9th Street to Jefferson Avenue to the river on the west, the river on the south, and the lake on the east.

3rd Ward: Huron Avenue to 18th Street, thence north to Superior Avenue and west to the city limits (about 23rd Street); the north boundary; 23rd Street on the west; on the south Erie Avenue to 14th Street south to the river to Jefferson Avenue to 9th Street; and on the east 9th Street.

4th Ward: Mouth of the river to 8th Street, south on 8th Street to the railroad, west on railroad to 11th Street, the north boundary; 11th Street to Mead Avenue to 12th Street, down 12th Street to corporate line, the west; corporate line to lake, the south; and the Lake on the east.

5th Ward: On the east by 11th Street; on the south, Mead Avenue to 12th Street, north on 12th Street to corporate line, and west to boundary; on the west, the west corporate line; and on the north the railroad to 16th Street, south on 16th Street to Alabama Avenue, east on Alabama to 11th Street.

6th Ward: On the east and north, 8th Street from the railroad to the river, following the river to 14th Street, north on 14th Street to Erie Avenue and west on Erie Avenue to corporate line (about 23rd Street); 23rd Street on the west; and on the south, from the corporate line east along the railroad to 16th Street, south on 16th Street to railroad, east on railroad to 8th Street.

7th Ward: North, north corporate line; west, about 23rd Street south to the School section road west to 24th Street, south on 24th Street to 200 feet south of Cleveland Avenue, east on Cleveland to about 23rd Street, south on 23rd Street to Howards Road, south, Howards Road east to 18th Street, south on 18th Street to Huron Avenue, east on Huron to 13th Street; east, 13th Street.

8th Ward: North, corporate line; west, 13th Street; south, Huron Avenue; and 8th Street, east.

The next enlargement of the city is in 1935, when 6 separate plots of land were added to the city. In the 1st ward the present dump and bank on Lake Michigan. The 2nd, 3rd, 5th, and 8th wards were unchanged. The Shooting Park was added to the 4th ward. There was a big addition to the Wildwood Cemetery in the 6th ward, and

the Poor Farm was added to the 7th ward. Outside the city proper, Evergreen Park, Reservoir Park, and the Pest House site were the additions.

In 1937 the tract south of the city in the Town of Wilson was annexed. (The Wisconsin Power and Light Plant and the Sewage Disposal properties are located on this tract). All this was added to the 4th ward, and made the corporation line about $\frac{3}{4}$ mile further south than formerly.

In 1939 Evergreen Park was enlarged, and added about 4 acres to the park and city.

And so we come to the year 1941. A petition for annexing certain territory west of the city was presented to the Common Council and was verified as sufficient and valid by the City Clerk. This was questioned by the Town of Sheboygan officers (from whom this territory was to be taken) and the merits of the case were taken to the Circuit Court. When the case was decided in favor of the city, they (the town officials) again carried it to the Supreme Court. On March 10, 1942, a verdict was given upholding the decision of the Circuit Court, so this territory was legally annexed to the city and became a part of it.

HISTORY OF SHEBOYGAN

There are many stories told of how our city was called "Sheboygan". The general version for many years, was the story of an Indian Chief who had a large family and all were girls. The time came for a new arrival, and the whole Indian Village knew the Chief wanted a baby boy; when the baby arrived, it was a girl, and the Chief remarked. "She boy again?" Then it is told the city derived its name from the following: That the name, Sheboygan, is a Chippewa word meaning a "passage or waterway between lakes", for the reason that the Sheboygan River, which had its source near Lake Winnebago, was a favorite and convenient route of travel of the Indians journeying by canoe between the upper Fox river and Lake Winnebago to points on the middle and southern shores of Lake Michigan.

Another story is that the name "Sheboygan" is derived from the Indian word "Sha bwa wae gun ning", meaning "send through by drum" and that this was done by Indians carrying and beating their drums while marching between Sheboygan Falls and Sheboygan. So

The names of Businesses on
8th Street from Virginia Avenue
to Michigan Avenue
Way Back When
1860 - 1880

VIRGINIA AVENUE

JEFFERSON AVENUE

E

W

E

W

Jenkins Machine Co.

(Now Ford Motor Car Co.)

Sheboygan Liquor Co.

Warren Smith Residence

(Now entire half block Jung Shoe Co.)

Richard Themar
(Sale Stables)
(Farm Implements)

Zetschetsche Shoe Co.
(Now Sellinger Glove Co.)

Wolf Jung Co.
Shoe Mfg.

Louis Wehe (Saloon)

Peter Martin Saloon
Then Henry Apel Saloon
(Now Wis. Public Service Corp.)

Mrs. Leaghy Boarding House

A. Keseweder Meat Mkt.

Public Library
(Now J. Christianson)

John Steffens Flour & Feed

NORTH EIGHTH STREET

NORTH EIGHTH STREET

ALLEY

ALLEY

ALLEY

ALLEY

Pfefferkorn Shoe Store

DeVille Sisters (Millinery)

G. C. Glaeser (Photographer)

W. M. Root's Marble Works then
Daily Journal now Filling Station

Zufelt Residence
(vacant)

Then Post Office

Now Outdoor Relief Dept.

Marshall & Bartz (Shoemakers)

Ohde & Schmide (Shoemakers)

Abels Barber Shop

H. F. Kuehmstadt General Store

C. Logus (Shoe repairer now Mrs.
Mau News Stand)

Chas. Meyers Saloon

Empire Saloon

Geo. Olson's Grocery

G. Gehr & Son

Emil Ladwig (Ins. & Real Estate)

Chas. Halbach (Plumbing)

LeBlond & Mattoon (Plumbing)

G. A. DeWilde (Liquor Store)
(now Victory Bar)

J. J. & S. D. Hanchett Furniture
(Now Office Supply)

Fred Koehn Dry Goods

JEFFERSON AVENUE

PENNSYLVANIA AVENUE

PENNSYLVANIA AVENUE

CENTER AVENUE

E

W

E

W

Feagan & Fairchild Grocery
 Peter Feagan Grocery
 Geo. St. Sure & Bros. Drug Store
 J. C. Smith, Clothier
 Emil Keller, Clothier
 Heinert's Saloon
 Nic Bolz Eating House
 National Democrat
 Chas. Bach, Barber
 Peter Kauer, Saloon
 G. Schneider, Liquor
 Chas. Oberreich Meat Market
 Buchheim & Lupinski Grocery

German Bank
 Post Office
 Citizens Bank
 Geo. Schoerger Saloon
 Chas. S. Skaff, Confectionery
 H. Rakow, Cigar Mfg.
 J. Kempf, Shoe Repairer
 P. Tantzer, Cigar Mfg.
 Chas. Uber, Cigar Mfg.
 Chas. Bechley, Cigar Mfg.
 Kraus & Darling, Hardware
 A. Kuerner, News
 Herman Schuelke
 H. C. Mueller, Harness
 A. Trester, Tailor
 G. A. Bodenstein
 Roenitz Drug Co.

K. Schreier Saloon
 Wm. Kraemer, Notions
 J. Meyer, Tailor
 Western Union Telegraph Co.
 Trier Bros., Cigar Mfg.
 Arntz & Dreshaus, Liquor
 Chris. Kampman, Saloon
(now Morrow's Flowers)
 Pederiot
 C. O. Fairweather
 Bloom & Ulrich, Barbers
 Schlicht's Saloon & Liquor Store
(now Mullen's)

F. Geele Hdwe.
 Wambolt & Co., Clothing
 C. Oldenburg, Tailor
 Unique Theatre
 J. Baumann, Hdwe.
 A. Quasius, Saloon
(ow Chas. Schwartz Tavern)
 C. Albrecht, Furniture Store
(now Sachse's)

NORTH EIGHTH STREET

NORTH EIGHTH STREET

ALLEY

ALLEY

ALLEY

ALLEY

J. H. Plath & Co.
 G. A. Bettelhausen, General Store
 Frank Lawrence, Hdwe.
 P. Schneider & Co., Plumbing
 Blackstock & Schrage, Druggists
 Geo. End
 End & Kent Emporium
(now Majestic Theatre)
 P. Sinz, Nic Meter Saloon
 Holle & Houghton
 Mayer Shoe Store
(now Western Union Telegraph)
 German Bank
(now Klein Clothing)

Wisconsin House then Bodenstein Bros.
 D. T. Krumdick Liquor Store
 Klewe Bros.
 Theo. Dieckmann, Jeweler
 Chris Wolf Shoe Store
 Roenitz & Schuri, Notions
(now Coney Island)
 Jos. Kessherg
 J. DeSmidt, Sell Weaver & Tell, Dry Goods

Schlicht & Nehrlich, Liquor
 Sontag Flour & Feed
 S. A. Trifft, Bicycles
 Adam Imig, Jeweler
 A. Rabe, Millinery
 H. C. Imig, Clothiers
 A. Mahlendorf, Drugs
 J. Imig, Shoes
 Casper Pfister
 W. A. Pfister

Steckhans, Butcher
 A. Meisenkothan, Harness Shop
 Sheboygan Gas & Light Co.
 Hoffman Bakery & Store
 M. Whipple, Music Store
 Bank of Sheboygan
 E. Lohman, Dry Goods
(Vacant Lot)
 J. Breitzman, Drugs
 M. R. Zaegel, Drugs
 I. C. Thomas, Drugs

CENTER AVENUE

NEW YORK AVENUE

NEW YORK AVENUE

WISCONSIN AVENUE

E

W

E

W

Beekman House
 Plumb & Nelson Groceries
 Jackson & Co.
 Chas. Fairweather, Saloon
 Old Post Office
 Dungan & Hanford, Tobacco
 E. C. Fleischer, Bakery
 Emil Mohr, Bakery
 Grand Candy Kitchen
 Phil Sinz, Saloon
 Henry Gutsch, Saloon
 Capt Saph, Saloon

Zschetzsche & Heyer, Leather
 H. Muth, Hdwe.
 Grashorn & Brehm
(now Hertel Co.)
 J. Gerend, Flour & Feed
 A. Henne, Notions
 H. Scheele, Grocery
 H. Scheele, Jr., Marble Shop
 Aug. Goldschmidt, Harness Shop
 and Saloon

Methodist Church
 Chas. Imig, Clothier
 Waechters Jewelry Store
 Central Fire House
 C. H. Harms, Auspanung Saloon
 T. Diestelhorst, Auspanung and
 Saloon

National Hotel
 Auspanung
 Rietow Furniture
 H. A. Herbst, Henry Schilder,
 Groceries
 Rosenthal Store, Saloon & Aus-
 panung

NORTH EIGHTH STREET

NORTH EIGHTH STREET

ALLEY

ALLEY

ALLEY

ALLEY

Reidels Furniture
 Auspanung
 Aug. Knocke
 Donohue Bldg.
 Kommers & Zwerz, Dry Goods
 Rings Barber Shop
 Roenitz Bros. Leather *(now H.
 C. Prange Co.)*

Kruse Pipe Store
 Fielding Pipe Store
 Giese, fruit
 Singer Sewing Machine Co.
 U. S. Express
 Miss Classen, Notions
 Jas. Bel, Confectionery

H. Wiehn, Cigar Mfg.
 A. Pott, Newspaper
 Meissner's Blacksmith Shop
 Schlicht & Telenger Harness Shop
 L. Schubert, Saloon
 H. Ehrhardt, Shoe Store

Butcher Shop
(now Log Cabin)
 Kading Wagon Shop
 F. Blocki Machine Shop
 E. Eberlein, Millinery
 Eickmeyer Saloon
(now Bismarck Tavern)
 Lupinski Grocery
 H. Geisler, Notions

WISCONSIN AVENUE

NIAGARA AVENUE

NIAGARA AVENUE

ONTARIO AVENUE

E

W

E

W

G. A. Wagner, Bakery

Sheboygan Mineral Water Works

L. Ausburger

Boarding House & Saloon

G. Otten	Park Hotel
F. Thiemann, Drugs	
H. Van Kaas, Hardware	
H. K. Voigt, Shoes	
H. D. Otten, Groceries & Dry Goods	Park Hotel Stables

Fountain Park

NORTH EIGHTH STREET

NORTH EIGHTH STREET

ALLEY

ALLEY

ALLEY

A. Pfeiler Resturant & Saloon

H. Schilder, Flour & Food

Levi, Notions

L. Bock, Drugs

Herr & Hammes, General Store

Mohr's Bakery	Franey Millinery Store
Blacksmith Shop	C. Weins, Tinsmith
J. Kausler, Barber	J. Behrens, Tailor
Hotel Abrahams	C. Fricke, Notions
St. Charles Hotel	Chas. Kratz, Saloon
Commercial Hotel	C. Burhop, Saloon
Foeste Hotel	Chas. Knocke, Meat Market

ONTARIO AVENUE

ERIE AVENUE

ERIE AVENUE

ST. CLAIR AVENUE

E

W

E

W

Hilmert Residence

J. Silbernagel Saloon and Auspan-
ung

J. Ballhorn

Balkansky Hide Dealer

Blacksmith Shop

Residences

F. Lawrence Cold Storgae

F. Bessinger's Livery

F. Eberhardt, Saloon

ALLEY

ALLEY

ALLEY

ALLEY

NORTH EIGHTH STREET

NORTH EIGHTH STREET

Hinzelman's Shoe Store

H. Bessinger Saloon

T. Schneller

G. Dieckmann

Hook and Ladder Co.

Sievers Plumbing

Residences

Armory Hall

Armory Hall

L. Grube's Saloon

ST. CLAIR AVENUE

MICHIGAN AVENUE

you can take your choice of the three, for there seems to be no direct evidence of which, if any, is the origin of the name, "Sheboygan".

FIRST WHITE PERSON

It is recorded that the first white person who passed the site of where Sheboygan now stands was Jean Nicolett, a French explorer, in 1635, and so we will carry on from this date. In 1643, Joliet and Marquette, also French explorers, passed the site. Then for many years there are but few records, until 1699, when Father St. Cosme (a missionary) made the first recorded landing where Sheboygan now stands and found a Pottawatomie Indian Village. There are no further records until 1814, when Wm. Farnsworth, the first white settler, arrived. He stayed only a short time, then went away, but returned again in 1818 and established a fur trading post which he maintained for 14 years. This same year, Governor Cass of the Michigan territory landed here.

FIRST BUILDINGS

In 1822, Wm. Paine and Colonel Oliver Crocker arrived. They built a saw mill and two log cabins, one on approximately the site where the Court House now stands. In 1834, a Mr. Harrison built a shanty on the south bank of the river.

In 1835, Paine and Crocker sold their property to W. Farnsworth. At about this time the Government made a survey of the Sheboygan Area and placed it on sale at Green Bay. Farnsworth immediately bid on it, and became half-owner of the territory, (involved according to the plat made in 1835-1836).

FIRST WHITE WOMAN

Farnsworth needed help to look after his interests, so he hired Mr. and Mrs. Jonathan Follett of Chicago and she (Mrs. Follett) was the first white woman to settle in Sheboygan.

FIRST HOTEL AND POST OFFICE

In 1836 the first hotel was built; it was called, "The Sheboygan House". The first post office was established this same year, and Chas. Cole, a local merchant, became the first postmaster.

On December 7, 1836, Sheboygan County was created by an act of the legislature. Up to now it had been a part of Brown County; it took almost a year and a half until the county was actually separated from Brown County.

FIRST SCHOOL

In 1837 the first school was built on the east side of 8th Street between Niagara Avenue and Wisconsin Avenue. Twelve pupils were enrolled.

POPULATION

The population at this time was 36. In 1840 it had grown to 133; 1844-237; 1885-3630; 1860-4271; 1870-5310; 1875-6828, etc.

In 1838-1839 two roads leading from the settlement were constructed. One from Sheboygan to Sheboygan Falls, and thence to Fond du Lac, and the other from Sheboygan to Madison.

FIRST STORE AND SCHOONER

During the year 1843 the first store building was built. In 1845 the first schooner was built for lake traffic, named, "Pilot"; its captain, "Powell".

VILLAGE INCORPORATED

Then in 1846, on February 9, the village was incorporated and received its charter. H. H. Conklin was elected its first President. The population now was 300, and 81 votes were cast for President. Of these, Conklin received 51 and William Farnsworth, 30. Other officers elected at this first election were Donald Harrington, Clerk; Dan Eps Young, Treasurer; Stephen Walvert, Assessor; Robert Matherson, Constable; Warren Smith, Trustee; William Farnsworth, Justice of the Peace; and Joel Day, Street Commissioner.

FIRST BRIDGE

The Village board consisted of H. Conklin, W. Farnsworth, Joe Moore, W. Smith, and R. Harrison. One of the first acts of the board was to adopt a resolution appropriating \$400.00 to construct a bridge across the Sheboygan River. A tax of one per cent was levied on all taxable

property and an additional tax of six mills for the bridge fund. Fire wardens were appointed to examine all buildings for fire hazards. Laying out streets was started, and a plough was purchased for use in so doing.

FIRST TAVERN

A tavern was built and a fee of \$20.00 for license was imposed.

Elections were held each year and there were almost complete changes of personnel each year. The President in 1847 was J. Kirkland; in 1848, H. Smith; 1849, W. W. McKillip; 1850, W. Anable; 1851, W. Smith; and 1852, W. Gossline.

Sheboygan had its first Public Square in 1847; it was located between 13th and 14th Streets, New Jersey Avenue, and Jefferson Avenue. Part of this square was where Sheridan Park now is.

FIRST MFG. PLANT AND FIRE STATION

In 1847 the Episcopal Church was burglarized. The Globe Foundry was established, and though somewhat changed, is still in its original location at 9th and Penn. Avenue. In 1848, the town map was recorded. \$80.00 was appropriated to build a fire station, and plans were made to dig an artesian well. In 1849 the first Hook and Ladder Co. was formed, and \$700.00 appropriated for a fire engine. In 1850 the digging of the artesian well was started.

TOLL BRIDGE AND FIRST JAIL

In 1851 a grist mill was built on the south side of the Sheboygan River, near its mouth, and started to function the same year. It was in this year that the famous Sheboygan-Fond du Lac Plank Toll Road Co. was organized, and the road completed the next year. H. H. Conklin, President; Billy Williams, Secretary; and A. L. McCrea, Treasurer. When this road was completed there was a big celebration at the Merchants Hotel, Sheboygan. The first jail was built of wood in 1851, but was replaced by one of brick in 1853. The first cemetery was laid out, fenced in, and rules made concerning its use. The price of a lot was set at \$7.00.

The Calumet Plank Road Co. was chartered in April, 1852, and started building the road to Kiel. This road, of 20 miles, was completed by 1859. This marks the end of the village

activities, for in 1853 the village received its city charter, and at the election H. Conklin, the first village president was elected the first Mayor of Sheboygan; F. Mills, the first clerk; and K. Guck, the first treasurer. There were two wards formed in the city, and three aldermen elected from each ward as follows: 1st Ward, J. Heitzel, George Smith, and J. Fagan. 2nd Ward, J. Hogan, J. Schrage, and John Gee. The Court House was its first meeting place. On March 25th the following petition was presented to the Council signed by many names which are still familiar names to many of us. Here is the petition: "The so-called floating bridge connecting the east and west side of Sheboygan River within this city near the steam sawmill is owned by J. F. Kirkland, who subjects every person crossing the same to a certain toll. It is well known that said bridge is frequently used by citizens living on the east side of the river and by those of the other side having business to enact there, consequently it is of great convenience, but the tax is also a great burden to them. We, the undersigned citizens would therefore, respectfully petition and pray your Honorable Body to purchase said bridge of its present owner for the full use of the community. It is understood that the purchase of said bridge can be effected for a moderate compensation. We remain, respectfully yours, Christian Raab, George Groh, Jacob Vollrath, Louis Testwuide, Frank Geele, Alfred Marschner, Theodore Zschetzsche, Herman Roth, T. Scheele, Charles Zaegel, Charles Roenitz, Leopold Gutsch, Fred Gutsch, and R. Gutsch." This caused the purchase of the bridge in 1854, and \$75.00 was appropriated for repairs. From all reports, this bridge was located at the foot of New York Avenue, west end. The Council passed two ordinances of great importance in those days. One was to prevent horses from running at large, and one to muzzle all dogs when on the streets.

PENN. AVE. BRIDGE

In 1855, a resolution was passed to construct a bridge across Penn. Avenue, the cost not to exceed \$2,000.00 and also one for a bridge across 8th Street, the cost of which was not to exceed \$1,200.00. In July of this year, the floating bridge across 7th Street was repaired. This seems to be a busy year for the city, for

in October the poor farm was established. In August, \$100.00 was appropriated toward the building of the Calumet Plank Road, and in December, William Farnsworth and Julius Kuehmstedt were appointed Fire Wardens.

FIRST RAILROAD

This year, 1856, shows still further progress for the city, for it was then that ground was broken for the Sheboygan and Mississippi Railroad, and \$50.00 was appropriated for a fitting celebration for same. The first load of earth was removed June 4th, William Farnsworth, wielding the pick, Stephen Wolverton, the shovel, and Henry Otten trundled the wheel-barrow. The road was built to Glenbeulah in 1860. Due to financial difficulties, the company went broke, and in 1861 reorganized and became the Sheboygan and Fond du Lac R. R. The line was extended to Fond du Lac in 1869, and as far as Princeton in 1871.

The Milwaukee and Superior R. R. was chartered also, a survey made and grading started but this was abandoned in 1856, then the Milwaukee and Northern R. R. took over this charter, changed the route to go through Plymouth instead of Sheboygan; trains started to run on this route in 1872. In 1874 it became the Wisconsin Central R. R., and now it is the Chicago, Milwaukee and St. Paul R. R.

Prominent business men in this period were A. Mallman, Dr. Bock, Dr. Hahn, Bille Williams, Louis Gutsch, H. Steckhahn, Fred Degenkolbe, H. Scheele, Nick Deville, F. Trilling, F. Geele, and A. Plath. The official newspapers were the Wisconsin Republican and the Sheboygan Lake Journal.

In 1857, a census was taken; it showed the population to be approximately 3700. It seems that trouble was being experienced with dance halls in those days, so all proprietors of dance halls were notified that unless dances were banned on Sunday nights, licenses would be revoked.

February, 1858, a smallpox epidemic threatened the city, but was finally conquered. Vessels plied the Sheboygan River in great numbers, and it is recorded that the slip at the bridge at New Jersey Avenue had to be widened due to a steamer, The Huron, being unable to pass through. On April 17th, an all land mail route was established between Sheboygan and Milwaukee. Fish was one of the big items of

food in the city, and the city required a fish inspector to see that fish were fresh and clean.

1859 marks the beginning of railroading in Sheboygan, for it was on June 17th that the first steam railroad ran to Sheboygan Falls. They continued to construct the railroad line, and by February, 1869, the road was completed to Fond du Lac. The name of this road was the Sheboygan and Mississippi Railroad, for which ground had been broken in 1856, later named the Sheboygan and Fond du Lac route of the C. & N. W. Railroad. The National Demokrat was named the official city paper.

1860 shows still more progress. The population of the city now was 4262. On April 14th of this year, a motion was made to have all the proceedings of the Common Council published, including ordinances, etc. This marks the beginning of the printed records of our City. Navigation was getting bigger and more and larger boats were entering our harbor, so that it was necessary to dredge the harbor deeper and build docks. \$1,100 was appropriated for this purpose. A 150 barrel reservoir was built for fire protection. Lots 1, 2, and 3, Block 106, were given to the County by the City, for a site for a Court House.

In 1861 the total indebtedness of the City was \$243,900.00. The Sheboygan Journal was the official paper. Volunteers were asked for, to help in putting out fires; \$150.00 was appropriated for this purpose. The Civil War started, and many Sheboygan people were drafted or enlisted.

NAVAL DEPOT

March, 1861. "Whereas, the United States Government has prepared to establish a Naval Depot at some convenient point on Lake Michigan, and believing this place offers more and better facilities than any other point on the lake, for the construction of vessels and the location of said depot, therefore be it:

Resolved by the Common Council of the City of Sheboygan, that the City will guarantee to the United States Government ample and convenient dock room and grounds for such depot free of cost for the same,

Resolved, that the member of Congress from this district, Hon. A. Scott Sloan, be requested to use his influence and best endeavors to cause the Government to select this point for said Naval Depot,

Resolved, That a Committee of ——— be appointed to lay before the proper authorities, the advantages of this point for the proposed Naval Depot and the said committee are requested to call a meeting of the citizens of this City and County at any time they may think proper, to further the object of these resolutions." Adopted.

The following committee was appointed: F. R. Townsend, C. Krez, J. H. Bentley, R. Puhlmann, H. P. Smith, John Bertschy, A. P. Lyman, Chas. D. Cole, Louis Wolf, Chas. Raab, E. W. Stannard, H. H. Vande Mall, Bille Williams, Julius Nolff, S. W. Hamilton and J. P. Mason.

In 1862 a resolution was adopted that the wives and children of those volunteers fighting in the Civil War be given financial aid during their absence. New names added to the prominent ones already mentioned in former years are Gerhardt Dieckman, P. Mason, A. P. Lyman, Frank Lawrence, and James H. Mead.

INDIAN SCARE — Sept. 3, 1862

On this memorial morning at about 10 o'clock, three men came into the city riding horses and reported that Centerville, the village north of Sheboygan, had been attacked by the Indians, that a house and barn had been burned, that the owner, a Mr. Knackworst, had been killed, that many cattle had been driven away, and that the Indians were now headed for Sheboygan.

By eleven o'clock, people began flocking to Sheboygan in all sorts of conveyances, driving their cattle, carrying their most prized possessions, etc. Before evening several thousand had arrived.

At first not much heed was given to this upset, but as people continued to pour into the City, orders were given by Adj. J. O. Thayer to all companies within reach of these headquarters to be in readiness to quell any disturbance which might arise.

Capt. Marschner was ordered to have his company ready for any emergency. Hundreds of citizens armed themselves with shot guns, rifles, pitch forks, and other utensils awaiting the Indians, who never arrived. After spending the night in the besieged City of Sheboygan,

which was never besieged, the people went back to their homes the following morning happy that the scare was over and that there had been no casualties as at first reported.

There were no outstanding events during 1863 in the City, but in 1864 there was much activity. An appropriation of \$16,000 was made to pay bounties to the volunteers in the Army. The schools were growing, and the report shows 679 pupils attending schools. Seven women teachers and three men teachers were the entire school staff. The men received \$60.00 per month and the women \$25.00 per month.

WESTERN UNION

In 1865, the Civil War was over and great celebrations were in order. Many more names familiar to Sheboygan people are found, such as J. Weiskopf, H. Bessinger, H. Friedrichs, J. Balzer, W. Gilman, and J. Schrage. A new hose cart was ordered and John Balzer got the order to construct one at a cost of \$65.00. Arrangements were made to finance the Sheboygan-Fond du Lac Railroad. A telegraph line was built from Green Bay to Milwaukee going through Sheboygan. It was called the United States Telegraph Co., which became the Western Union in 1866. The M. Winter Lumber Co. was started.

In 1866, \$2,000 was made available for building a new school house in the 4th ward.

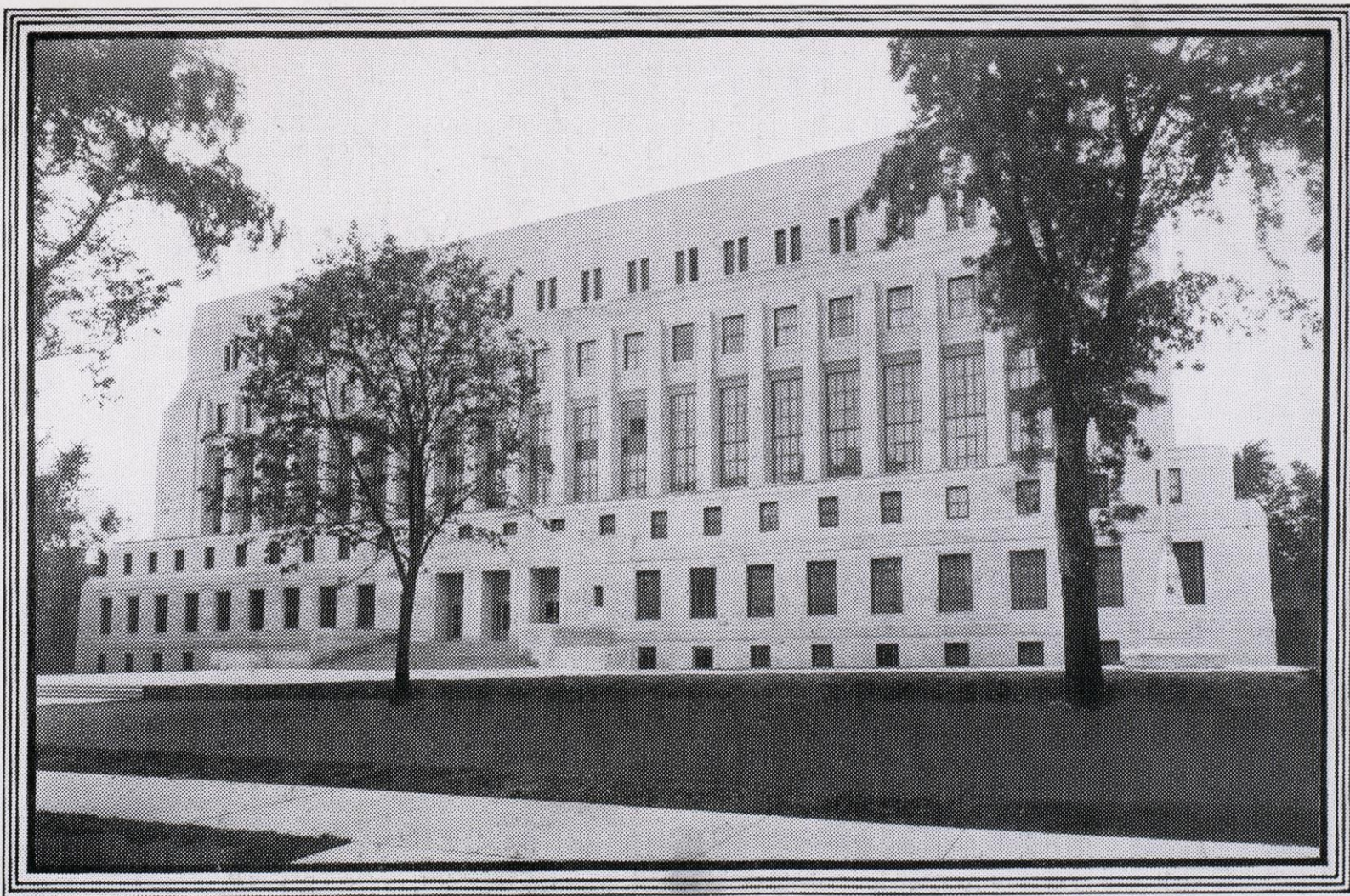
Up to this time, horses, dogs, cows, swine, chickens, etc., were all running at large around the city, so ordinances were passed to keep horses and cows confined in yards; dogs were ordered muzzled when running at large; chickens had to be kept inside fences; and last but not least, swine were ordered kept on one's own premises so that they could not be rooting up other yards.

FIRST TRAFFIC REGULATION

In 1867, due to the many offenses regarding letting animals run at large, a public pound was erected in the block where the Lincoln School, 2nd Ward, now is, wherein any horses, mules, jackasses, or swine running at large within the city might be impounded. In this year, we have the first regulation regarding traffic, a resolution was adopted regulating the driving of hackneys, coaches, cabs, drays, and omnibuses in the city.



Old Court House - Built in 1866



County Court House Today

COURT HOUSE

\$1500 was appropriated for the purchase of a clock and bell for the Court House tower. Plans were drawn and accepted for a Court House in 1866 - A. L. Weeks was the architect. The ground was donated by the City, and was the same location as now. Up to this time the offices of the County were located wherever convenient:

1845-49 In the Exchange Block - 8th and Penn. Ave.

1849-51 Bank of Sheboygan Block - 8th St. where Bank now is.

1851-54 New York Block - 8th and New York Ave.

1854-58 In rear of Mallman Block (?).

1858-59 Zaegel's Block (Beckman House) 8th and New York Ave.

1859-60 Otten Block (Fire destroyed this block in 1860 and most all county records were destroyed).

1860-66 At Penn. Ave. and 7th St.

This building was begun in 1866 and was completed in 1868, it being one of the finest Court Houses in the state, and with the alterations made in 1895, until it was razed in 1934, was still a good building. The purpose of putting the bell in the tower was to have it sounded as a fire alarm. The first light on the pier was taken care of by Matt Carr, for which service he received \$10.00 a year. A new bridge was built over the river at Wisconsin Avenue for \$2,719.00, and the Penn. Avenue bridge was torn down as it was deemed unfit and unsound. \$10,000.00 was appropriated for dredging the harbor, and \$15,000.00 toward the Sheboygan-Fond du Lac Railroad.

1868 marks the era of much building in woodworking factories, for it was then that the Sheboygan Mfg. Co. (Sheboygan Chair Co.) was organized, and the Bemis Bros. and Crocker factories were started. The water supply for the fire department was obtained from cisterns, and in this year three public cisterns were built—one at Penn. and 8th, another at 8th and New York, and a third at 8th and Center. The fittings and castings for these wells were supplied by the firm of Plath, Vollrath and Blocki (now the Kohler Co.).

In 1869, the Phoenix Chair Co. started business with Tom Blackstock as its president. In later years, he was one of Sheboygan's leading citizens. Our city fathers were F. Geele, P. Pfeil-

er, J. Bell, T. Guenther, J. Kroeff, W. DeMand, and others. In December, the 8th Street bridge was torn down and the wood distributed to the poor. A new bridge was built at a cost of \$1,057.00. The city was bonded this year for \$30,000.00 and George End and James Mead were authorized to negotiate the selling of these bonds.

In 1870, Railroading continues, for during March a request by the Milwaukee, Manitowoc, and Green Bay Railroad to construct a line through Sheboygan asking the city to buy 500 shares of stock was considered and accepted. The R. R. was called the Milwaukee, Manitowoc and Green Bay, later it became the Milwaukee, Lake Shore and Western, and finally the Chicago & North Western Line. An election was held to give the populace a voice whether to buy the stock or not. 760 votes were cast; 745 to buy, and 15 not to buy. A resolution granting each volunteer fireman \$8.00 for his services during the year of 1869 was passed. The license fee for a tavern was \$30.00. The bonded indebtedness of our city was now \$105,000.00. A new lattice bridge was built across Penn. Ave. at a cost of \$7,944.00 and was completed in July, 1871. The election polls for this year were located as follows: 1st Ward, J. Pfeiler's Store; 2nd Ward, H. Friedrichs place; 3rd Ward, C. Reif's saloon; and 4th Ward, G. Lieble's saloon. Familiar names were S. Crocker, J. Thayer, W. Ellwell, T. Guenther, G. Schneider, Adam Trester, H. Telenger, H. Hensel, J. Hoberg, F. Pape, Chas. Liebermann, H. Trester, R. Guessenhainer, F. Krumdick, K. Schreier, A. Trilling, A. Leberman (my Dad), and A. Ecke.

LIGHTHOUSE

1871. As the years pass, progress continues. In the early months of this year, a lighthouse was erected on the north pier. It was painted and sanded, and a sign hung upon it warning that anyone apprehended defacing or cutting on the lighthouse would be fined.

J. Acker was made official clock tender at the Court House and held this job until he died. His pay was set at \$30.00 a year.

STREET LIGHTING

During September the first steps were taken for street lighting. In October the action taken by the city in 1870 subscribing for 500 shares

of stock in the Milwaukee, Manitowoc, Green Bay Railroad was nullified due to circumstances concerning the construction of the road, but later a new proposition was made, and by a vote at a special election, 644 votes were cast; 629 for buying \$50,000.00 worth of stock, and 15 voting against it.

FIRST TRAIN — MILWAUKEE

In 1872, November 21st, the first train ran into the city from Milwaukee; before this transportation was by boat, stage wagon, and horseback. Gas lamps furnished the street lighting, and the Common Council decided that each Alderman should take care of the gas lamps in his ward. This meant, lighting them at night and turning them off in the morning. Some of the firms doing business in the City were H. Goldschmidt, harnesses, etc.; Frank Lawrence, hardware; C. Riedel, furniture; H. Muth, hardware and stoves; J. Balzer, wagon works; G. Dieckman, jewelry; R. Otten, dry goods; J. Froidel, shoes; and F. Oetkin, coal. The Sheboygan Times was the leading paper.

1873. Two papers were contracted to do the city printing, one in English, and one in German. Carl Zillier, publisher of the National Demokrat, received the German contract, and H. Ross, that of the English paper, The Sheboygan Times. Ole Groh was made Harbor Master. A fire engine was purchased for \$1,200.00.

The Goodrich Transportation Co. had as its agent, E. P. Ewer.

1874. The first rules governing the Common Council were enacted, with meetings the first Monday of each month for regular business, a special meeting could be called, but only the business for which the meeting was called, could be transacted. The rules were practically the same as they are today, except, in those days a fine of 50 cents was imposed on any of the Councilmen who were absent at the hour fixed for such meeting, without a reasonable excuse.

CEMETERY

The Cemetery was laid out and graded, and lots sold, but had to be paid for before any burial could be made on same. More business firms made their appearance on the streets of Sheboygan. Among them were the following: Krause and Darling, Plumbing; Fairweather and Schrage, Livery; End and Kent, Dry Goods;

H. and C. Imig, Clothing; C. Schultheiss, Foundry.

FIRST PAID FIRE DEPARTMENT

1875. In February of this year, steps were taken to organize a regular paid fire department. The City was growing so rapidly that it felt the former volunteer department was inadequate, and a permanent department was necessary. In this same month an artesian well was drilled, or I should say, was started and finished in July, reaching a depth of 240 feet. The driller was J. Dobyn; and its cost \$5,000.34. All persons were allowed to take water from this well to their homes between the hours of 6 to 8 a. m. and from 6 to 8 p. m. There were certain other restrictions. John Bertschi was given the contract for the exclusive right to sell this water and use the well, except during the hours above mentioned. The water was called "Sheboygan Mineral Water". We had three newspapers in the city; Sheboygan Times, Sheboygan Herald, and Demokrat. Gas lamps were extinguished every evening at 11 p. m.; the cost of gas per year for each lamp was \$1.90.

1876. In March, the 3rd Ward was divided and one part of it called the 5th Ward. The division was due to the fact that the population had increased to such an extent as to make it necessary. In this same month, the Sheboygan Chair Co. was granted a permit to build an overhead bridge connecting their buildings on the east and west side of Chestnut Street, now 7th Street. This bridge or transway is still there.

On May 10th all the bells in the city were rung at 6 a. m., 12 noon, and again at 6 p. m., for 15 minutes each time, in celebration of the opening of the Centennial Exhibition at Philadelphia.

\$200.00 was appropriated for the Fourth of July celebration for music, and \$200 for decorations, and a resolution was passed closing all saloons and forbidding the sale of beer and liquor on that day.

On May 15th, the grade of 8th Street from Michigan Avenue to the Sheboygan River was established.

THIRD WARD SCHOOL

In June, land was purchased for \$800.00 for the site of a school house in the 3rd Ward, and

the plans of H. L. Weeks for the building were accepted.

In October, Chas. Adolphi, City Clerk for over 20 years, died, and at a special meeting of the Common Council, Wenzel Kunz was elected to fill the unexpired term.

1877. At the April election, the officers elected were known to many of our older inhabitants and to the writer, and were as follows: Mayor, F. Geele; City Clerk, W. Kunz; Treasurer, August Trilling; Aldermen 1st Ward, John Pfeiler and Joseph Schneider; 2nd Ward, Jacob Imig and Christ Eckhardt; 3rd Ward, Joseph Freimuth and Frank Boehme; 4th Ward, Christ Neumeister and Adolph Feuerstache; and 5th Ward, H. Harsch and Chas. Lutz. The pay of the Alderman was \$2.50 per day, provided they lost time in doing Aldermen's business; this was the first pay they ever received.

Saloons flourished in those days, for the records reveal that during the month of June, 49 licenses had been granted.

In the fall of this year, an extensive campaign was undertaken to lay out and establish grades of all streets and sidewalks not already provided for.

Relief problems were encountered in those years, for, 60 cords of wood, at \$3.75 per cord, were purchased for the poor.

Quite a lot of difficulty had been encountered concerning burials and ownership of lots in the cemetery, so a complete checkup was made, and all persons had to appear before the board and show their titles for lots. In this way a new start was made, and a new set of records established.

SCHOOL CENSUS

1878. The total number attending school in the City was 1459 divided as follows: High School 13 boys and 25 girls, Grade Schools 472 boys and 451 girls, Lutheran School 145 boys and 140 girls, Catholic School 165 in all, Reformed School 28 boys and 30 girls. The teachers had to take care of an average of 50 pupils each.

INSANE ASYLUM

An appropriation was made of \$3,000.00 for the building of an insane asylum near the city. The artesian well sprung a leak and had

to be repaired with new "galvanized pipe at a cost of 36 cents per foot".

The fire engine which up to now had been drawn by a horse, was changed so that a team could pull same as the City could not procure a horse "big enough" to move the engine alone. The debt of the City was \$235,000.00. The entire country was in a depression and the Mayor asked the strictest economy "or else our children will have to pay high taxes forever".

1879. The familiar names appearing about this time were Dr. St. Sure, Wilbur M. Root, Konrad Krez, M. Wilgus, H. Rabe, F. Bast, Henry Boyle, C. B. Henschel, George Bessinger, George Liebl, August Look, Joseph Schrage, Dr. H. D. Squire, Christian Raab, H. J. Mueller, C. Quasius, L. Hockstra, Hugo Trilling, and J. Weiskopf. The German Bank and Bank of Sheboygan were the City depositories.

The City was constantly growing, and from year to year portrays a pioneering people building for the future. Many of their problems to us seem silly, but at that time were very serious. Eighth Street at that time had a wooden bridge spanning the river. Twice during this year the Common Council took action to replace this with an iron one, and both times the Mayor vetoed the Council action for the reason that "taxes were already too high", and secondly, because "there was no money in the treasury". So the building of this bridge was postponed.

1880. Sanitation was a big problem, and so we read "To the Honorable, the Mayor, and Common Council:" (the petition of Fred Twick and others follows) "We, the undersigned committee, having taken the facts into consideration found that the manure pile right in the center of the City, spreads diverse, noisome, and unwholesome smells, which may cause sickness and disease, recommend that the Park Commissioner be instructed to remove same at once". Signed - C. B. Henschell, T. Kroeff, and A. Look.

The Chief Engineer of the Fire Department was Henry Boyle; he was presented by the Common Council with a gilded eagle as an acknowledgement of his "zeal in the performance of his important duties".

Mayor Geele in his inaugural address commented on the bad conditions of 8th Street, and recommended cedar blocks for paving, "as this style of paving was being used to a great extent by other cities".

Again the 8th Street Bridge question arose and the construction of an iron one was favored, it was to be a 170 foot swing bridge, which when opened would have a 65 foot clearance on either side, the cost to be \$18,500.00. The 10th of November plans were submitted, and when voted on, it was a tie—7 to 7. The Mayor vetoed the proposal, and again the iron bridge went down to defeat. After this action the people were still not satisfied, and, on November 18th, a special meeting was called to discuss the bridge problem. A motion was made to accept the plans and bid for the iron bridge. When it came to a vote, the same seven who voted against the bridge previously, left the room, and so again, no decision could be made. On November 26th, the Mayor again vetoed the proposition. A motion to overrule the veto was lost 7 to 7. On December 6th, a petition signed by over 400 citizens asking for a bridge to be built at a cost of not over \$10,000.00 was submitted to the Council. They in turn referred it to the Board of Public Works, who returned it to the Council ruling that it was irregular. The City Attorney then submitted his opinion that it was not irregular, but still nothing was done. Finally in January, 1881, another proposal for a wooden bridge on 8th Street was submitted. The proposal passed, and the contract awarded to A. L. Weeks at a cost of \$12,480.00. The bridge was completed in November, 1881, and thus ended the bridge feud, if such it was.

HOUSE NUMBERING

In August, plans were made for house numbering, and the following rules for same established: starting point for numbers running east and west was to be Lake Michigan; north and south the Sheboygan River. The amount of frontage allotted for a number was 20 feet, even numbers to be on the north and west sides of streets, and odd numbers on the south and east sides. The first street signs, 280 in all, were ordered placed. This system was adopted 60 years ago, and was in force until this year, May, 1945, when a new system was passed by the Common Council, which makes Penn. Avenue the dividing line for the north and south instead of the River.

FIRST TELEPHONES

1881. More progress. The first work on a telephone system was started in June, when per-

mission was granted to C. H. Haskins and Co. to erect poles and string wires.

Bicycles were used very extensively, and were such a nuisance on sidewalks that a resolution was adopted prohibiting the riding of bicycles on the sidewalks of North 8th Street and Michigan Avenue.

NEW PENN. AVE. BRIDGE

As stated before, the 8th Street Bridge was completed in November, and no sooner had that been finished when the Penn. Ave. bridge had to be rebuilt at a cost of \$20,000.00, but in this instance there was no wrangling or fighting among the Aldermen, and the proposition passed unanimously.

1882. In January, the City had a smallpox scare; everyone was ordered vaccinated.

The Mineral Water Company was doing such an excellent business, that they asked an extension of their lease with the City, at \$200.00 a year, for a period of five years.

POLICE FORCE

In this year, we find the beginning of our Police System. Up to now our police force consisted of a Marshal and Night Watchman, and one officer for each Ward. A petition by F. J. Lintz and others, for the City to establish a police force and a resolution whereby the Mayor was to appoint six men including the City Marshal, was "laid on the table".

1883. Owing to the steady increase in manufacturing in our City, and also in the number and size of boats entering the harbor with cargoes, special appropriations for dredging the harbor and river were made. In those days practically all the materials used in our city were brought by boat, and it was nothing unusual to see 20 to 30 vessels tied up at our docks, unloading lumber, and other materials.

In July, the following complaint was acted on, as explained in the resolution which stated "The Milwaukee Lake Shore and Western Railroad has four tracks laying on and across Virginia Street, three of which are constantly covered by cars. As about 200 people have to cross said tracks daily, some of whom are women and children carrying dinner to the factories and then have to crawl through under those cars, by which occasional accidents or loss of life may easily occur," therefore—



The above picture was taken from the corner of North Eighth Street and Pennsylvania Avenue, looking west, after the big snow storm of 1881.



Eighth Street looking north from Pennsylvania Ave. after the big snow of 1881.

Be it resolved, "that the City Attorney be and is hereby instructed to notify said Railway Co. to keep a passage open across their tracks on Virginia Avenue."

Later a transway was built over the tracks.

FIRST ATTEMPT FOR WATER WORKS

The first move to establish running water in the City came during the month of July. An ordinance was submitted which would establish a permanent water works system; it was laid over to a special meeting in December. The Mayor, Michael Winter, opposed it because of "the tremendous cost involved", and because he stated, "that the City had the finest and purest water of any city in the United States", and he went on to state. "Further, we would respectfully remind you, that, you being the servants of the taxpayers, are duty bound to respect the wishes and will of those who elected you to office".

Alderman Muth submitted the following resolution:

"Whereas, the greater part of the resident taxpayers of the City protest against the introduction of water works in the City, as shown by the petition just presented and read,

Therefore, Be it Resolved, that the Committee on Water Works appointed by the Common Council be and the same is hereby discharged."

Thus the first attempt for a municipal water works system was turned down.

1884. More familiar names and faces: Hugo Trilling, Jacob Jung, F. Ecke, Peter Martin, Frank Gottsacker, L. Otte, J. Bauman, Hub Besinger.

A census on children was taken; it was found that there were 3538.

WATER WORKS PLANT AND SEWAGE PLANT

During September a special meeting was called regarding the water works. The Committee asked for a longer period to investigate the need of a water system, and also a sewage disposal plant. The building of both was started soon after this, 1886. Previous to this, private cisterns were built in almost all houses, and large reservoirs were used in different parts of the city for the use of the fire department. Drinking tanks for horses were placed in differ-

ent parts of the city; it took six horses drawing water daily to keep these tanks filled.

1885. Saloons did a thriving business in those days. There were 45 licensed to do business in June; the license paid was \$200.00 each. How many remember some of the following: Adam Pfeiler, George Schoerger, Henry Speck, William Schlict, Jake Schlicht, Konrad Schreier, Christ Kampmann, August Knocke, Fred Rosenthal, Peter Martin, Henry Gutsch, Theodore Diestelhorst, August Goldschmidt, Dick Krumdick, Henry Wiegand, August Leonhardt, and F. Margenau?

FIRST HOOK AND LADDER CO.

The first Hook and Ladder Co. was formed in July of this year, composed of 6 able bodied men. Prior to this time, only two steam engine companies had been maintained. From these six men, a captain was to be chosen; the salary for each was fixed at \$42.00 per year.

During these early years every property was fenced, with some sort of ornamental wooden slabs, etc.; these were considered quite an ornament, but this year, 1885, many were being removed, by order of the Council, because they encroached on streets or other properties.

FIRST STREET CARS

In September, a franchise was requested by H. G. Northup, of Chicago, to build a horse car street railway in Sheboygan. The franchise was granted in November; this marked the beginning of the street car system. The cars were drawn by mules.

START OF REGULAR POLICE FORCE

In June, final steps were taken, and an ordinance passed, creating a regular Police Force. It consisted of the City Marshal, Harbor Master, Bridge Tenders, Sexton of the Cemetery, and two patrolmen; it provided that the Council might increase the number of Patrolmen to five. "The City Marshal shall be Chief of Police." The salary of a patrolman was set at \$45.00 per month.

1886. In May, four horses were purchased to pull the fire fighting apparatus. Prior to this, the hose carts were either pulled by hand, or drawn by horses borrowed from the livery stable.

The fourth patrolman added to the police force was Sam Spencer, who many people living in Sheboygan still remember.

WATER WORKS

In August, the question of the Water Works was again brought before the Council. On November 12th, the question of granting a franchise to the American Waterworks and Guarantee Co. was voted 8 to 8, so the question was laid over until the next meeting when, Dec. 6th, the franchise was granted. It guaranteed to supply enough pressure to throw 10 streams of water 100 feet high through a two and one-half inch hose with a one inch nozzle. This pressure was to be maintained in the business district. Throughout the City there were to be, at different locations, six hydrants, through which the water could be shot 80 feet into the air, through a similar size hose, all at one time.

AGITATION FOR AN ELECTRIC LIGHT PLANT

1887. A petition was circulated signed by citizens asking for the erection of an electric light plant. A committee of the Council was immediately appointed to visit nearby cities where electricity was used to ascertain its advantages and benefits. This Committee was composed of C. A. Born and Adolph Bandman who visited Fond du Lac and Oshkosh, and then filed the following report:

(1) "After thoroughly investigating Fond du Lac and Oshkosh regarding electric lighting systems, we find it too expensive for our City and not sufficient to light such streets where shade trees are standing alongside the sidewalk."

(2) "That the over ground system of running wires, as represented by the Oshkosh Fire Dept. has become a nuisance and greatly endangers the life of the members of the department in fulfilling their duties during a conflagration."

(3) "We therefore recommend that no change or alteration be made in the franchise of the Gas Co. and furthermore recommend that the Gas Co. be requested to hand in bids for an incandescent light which will be more suitable in lighting our City."

MATTOON FIRE

This was the year that the Mattoon Factory caught fire and burned for 16 hours. The Man-

itowoc Fire Co. helped the Sheboygan Dept. fight this fire for nine hours. The fire companies were composed of the following: Hose Co. No. 1, W. Schroeder, S. Warnecke, G. Schultz, H. Goetz, H. Gruebner, S. Spring, F. Stephani, C. Braun, Captain, and Louis Fields, Assistant. Mr. Gruebner and Mr. Fields were still living in 1937, but have since passed away. Company No. 2, F. Steager, Captain; T. Burkhardt, Assistant; Nic Muenster, H. Wolf, J. Schieble, G. Weinkauff, H. Buechl and L. Neff. Hook and Ladder Co., H. Feurstache, Captain; M. Mueller, C. Kraatz, P. Maas, N. Schieble, H. Ladis, C. Maas, and J. Liebl, Assistant Captain.

The Central Station at that time was located approximately where the entrance to the Bowler Building is on North 8th Street, and the Hook and Ladder Station, on 7th Street at the north end of the present Press Building.

The City began looking for a site for a City Hall. One offer was made the city by Dr. W. H. Guenther at the corner of 8th Street and Ontario Avenue (where the Clinic now is) for \$10,000.00. No action on this was taken by the Council.

Up to this time chickens had been allowed to run at large, but in September an ordinance was passed prohibiting this practice.

ESTABLISHING EIGHT WARDS IN CITY

This year eight wards were formed, with two Aldermen from each ward, to serve two years each; this is still so today. The Board of Public Works was created; also a Municipal Court. A revision of the charter was made and sent to W. M. Root, Sheboygan member of the Assembly, urging him to do his utmost to have it passed.

James Bell was again elected Mayor, and in his message pointed out the following:

"That the bonded indebtedness has been greatly reduced."

"That Sheboygan had a wonderful water system with 239 hydrants for fire protection, the Gas works, the street railway, the wonderful and nationally known artesian well, noted for its medical value (our Fountain Park well still running) and our wonderful harbor."

At the close of his speech he told of the plans to build a sewage disposal plant, and asked the cooperation of the aldermen so that the city might be well served.

The old Union School (second ward), the brick building still standing, and in daily use on the west end of the school grounds, next to the Lincoln School was considered unsafe. It was repaired according to plans made by A. L. Weeks, and at this time is still in fair condition.

The bonded debt of the City was \$221,000.00

1888. February, the following offers had been made the City for the site of the City Hall.

Mrs. Descombs \$ 6,000.00 Southeast corner of 6th and New York Avenue.

W. Gilman \$12,000.00

Dr. Guenther \$10,000.00

Capt. Folger \$10,000.00

Lyman Heirs \$ 8,000.00

James Mallory \$ 5,000.00

Val Detling \$ 2,600.00

M. Hauenstein, \$5,500.00; this property was eventually chosen and is the present City Hall site.

The electric light system came up for discussion again and again, different companies wanted a franchise, but the Council recommended that under no circumstances should a franchise for lighting be given to any outside company, for the City wished to reap the benefits from this service itself.

In May, the Water Co. extended its line to the Cemetery, thereby doing away with the carrying of water from wells to all parts of the Cemetery.

SHIPYARD

The Riebolt Co., shipbuilders, asked to rent the island north of Penn. Avenue for a shipyard, and it was finally granted, but never used.

Chas. U. Boley was engaged as part-time engineer for the City at \$3.00 per day, when working. He was the father of our present City Engineer, Arthur L. Boley.

A contract was given the Illinois Street Gas Co. to light the fourth, fifth and sixth wards.

SHERIDAN PARK

Sheridan Park, sixth ward, was named and dedicated on September 29th, 1888. Upon the suggestion of Gustavus Wintermeyer Post, G. A. R., the park was named "Sheridan" and the following letter was sent to Mrs. P. H. Sheridan:

Dear Madam:

It is with pleasure that the undersigned committee of the Common Council and the Gus-

tavus Wintermeyer Post, G. A. R., of this City inform you of the action taken by the Common Council in naming one of the public parks after your honored and illustrious and lamented husband, and which was publicly dedicated "Sheridan Park" by a large concourse of citizens under the auspices of the Grand Army Post and the Evergreen City Guards on Sunday, September 29th, 1888. The address was delivered by the Honorable W. H. Saeman of this city and our only regret is that we are unable to furnish you with a copy of the same. Suffice to say that the tribute paid to General Sheridan was well received and heartily applauded, and was in every way worthy of the occasion.

"Sheridan Park is located in the most elevated part of the City and its peculiar situation overlooks Lake Michigan, the Sheboygan River and the City generally. It also includes a birds-eye view of nearly all of our industries, for which Sheboygan is celebrated, and across the river with view, directly northeast at a distance of about a half mile lies Fountain Park.

Sheridan Park comprises a full block of land, is admirably located and is destined to be one of the most beautiful and favorite resorts of the City.

In behalf of our City and the Post, we should say in naming the park, we have selected a name endeared to the whole nation and which only in a measure shows the estimation with which General Sheridan was held in the community, both as a citizen and a soldier, and this park will ever commemorate one of the nation's true generals and will perpetuate his name for generations to come."

Very respectfully yours,

W. D. Crocker, Sec'y

James Bell, Chairman

The following is Mrs. Sheridan's reply:

Washington, D. C.

Nov. 3, 1888

Dear Sirs:

"It is with extreme gratitude that I acknowledge receipt of your letter of Oct. 29, which informs me that the Common Council of the City of Sheboygan has named one of its public places after my husband, General Sheridan, and that this park was lately dedicated under the auspices of the Grand Army Post and the Evergreen Guards. I cannot find words to say to the citizens of Sheboygan how deeply I appreciate their method of honoring my husband's mem-

ory, how to express my gratitude to those who took part in the ceremonies of dedication. I can only thank you from the bottom of my heart."

Yours truly,

Mrs. Philip H. Sheridan

During November, 1888, the Cemetery Commission asked for an addition to the cemetery, since the present one was nearly all filled. A. P. Lyman offered to sell ten or twelve acres directly north of the cemetery for \$200.00 an acre; this tract was bought.

POSTAL TELEGRAPH

The city was growing rapidly and the city crews were constantly laying out, building and grading streets and sidewalks in all sections of the city. In December, the Postal Telegraph was granted permission to enter the city, and to erect poles and string wires. George Leberman (my brother and present Supervisor of the 2nd ward) was the local agent for the Company at that time.

SOLDIER MONUMENT — FOUNTAIN PARK

1889. In February, the "Soldier Monument" Committee recommended that the monument be erected at the southeast corner of Fountain Park. Henry Scheele was given the contract. It is this same monument erected over 50 years ago which you see at the same location.

ELECTRIC LIGHT

On March 4, 1889, the Sheboygan Electric Co. asked for a franchise to string wires and furnish light for the City. The manager of this company was Alfred Leberman, an older brother of Louis and George Leberman and myself.

SEWAGE PLANT

The building of a sewage system was again discussed. The cost was set at \$352,714.30, but nothing definite was done until March, when the first unit was authorized to be constructed.

The Sheboygan Electric Light Co. was granted a franchise and started construction on March 23. The company was composed of the following: Watson D. Crocker, Douglas Gibbs, M. Wilgus, and Alfred Leberman.

In June, two petitions were received by the

Council; one to pave 8th Street with 8" cedar blocks, and another against it; both were referred to the Committee on Streets.

C. A. Born was Chief of Police, and in his quarterly report made the following statements which seem amusing to most of us today. Speaking of the Police Force, he said, "They are efficient in all things except in apprehending the professional burglar, whom they are unable to apprehend. It is simply because we have been no more fortunate than many other officers have been who are our superiors both in ability and experience." Speaking of repair in the police station which was located on the corner of 9th Street and Center Avenue, where the City Hall now is, he said, "The sanitary improvements of ventilating, painting and increasing the size of the cells have been a long required necessity, and their completion has proved to be a blessing to those who have been so unfortunate as to be obliged to make acquaintance with the inside appurtenances."

In September, 1889, although a new bridge had been built across 8th Street a few years previously, the need for a larger one began to make itself apparent, and financial arrangements were being considered for this need.

The tax levy was \$85,357.88 or 5.4 cents on the dollar. The schools needed \$34,100.00 of this amount. J. E. Riorden was principal of the High School and H. B. Fowler, his Assistant. One of the teachers still living today is Mattie Pape (Mrs. Peter Reiss) living at Michigan Avenue and 7th Street.

The city was being prepared for arc lighting. The gas lamps were being torn down.

Traffic was becoming congested, so a resolution was passed prohibiting trains from going faster than six miles per hour through the city.

STREET LIGHTING

1890. A contract was made for lighting the city for five years. Lights were to be located at various intersections throughout the city, and were to burn from one-half hour after sundown to one-half hour before sunrise. Previous to this, no lights were lighted on moonlight nights, and on dark nights, all lights were extinguished after 11 o'clock.

In March, the Council decided to pave 8th Street with 8" cedar blocks.

Since considerable trouble was being experienced with sail boats or schooners pulling through the draw bridge unaided, thereby causing damage to the bridge, an ordinance was passed which made it a misdemeanor to take a boat through the draw, without the assistance of a tug.

More police protection being needed, the force was increased from the four former men to six men. The officers of our first police force were August Scheck (father of our present plumbing inspector, Jacob Scheck), Peter Jacobs, Sam Spencer, and Harmon Smith.

During May, the island north of Penn. Avenue Bridge, known then as "Melon Island". was the object of inspection by the Common Council. A petition signed by Henry Scheele and others, asked that the island be dredged out of the river since it was a menace to navigation. But the Council decided that the removal of the island would be unwise.

In May, the first City Street Commissioner was appointed at a salary of \$1,500.00 per year. He was to furnish a horse at his own expense, so as to be able to reach any part of the city quickly; among other qualifications, he had to be a civil engineer.

The two police officers added to the force a few months before were not sufficient, so two more men were added, making eight in all.

SPRINKLING STREETS AND DRINKING FOUNTAINS

The heat of July must have worked on the sympathies of the Aldermen, because during that month they authorized installing drinking fountains for "man and beast" in each ward. An ordinance was also passed to sprinkle all the streets of the city, but at the abutting property owners' expense.

PAVING EIGHTH STREET

In September, an inspection of the paving being done on 8th Street, found that the work was not satisfactory. Many of the cedar blocks were defective, and were not being spaced properly.

A report by Thos. McNeil of the school board, showed 2405 pupils attending school,

with 46 teachers, at a cost of \$22,072.50. A new school was asked for, for the first ward.

Navigation was an important subject this year; boats were being built considerably larger and so required deeper water, and steps were taken to dredge the entire river to a depth of 13 to 15 feet way up to the Railroad Bridge, so that vessels could unload lumber at the American and Dillingham docks.

GARBAGE COLLECTION

The start of garbage collection for the city was made in September, 1890, when Alderman Halsted brought in a resolution for the city to buy a few acres of land outside the city to be used for dumping grounds, and also to decide the best way to collect and dispose of same.

In December, the land where the 1st ward school now stands was purchased for the sum of \$5,500.00 from Geo. C. Cole.

1891. James Bell was re-elected Mayor, and in his inaugural address pictured a city of 20,000 growing more prosperous year by year. The bonded indebtedness was \$200,250.00 and there were 4,000 voters.

NEW JERSEY AVENUE BRIDGE

In July, a bridge was built across the Sheboygan River at New Jersey Avenue, by the Sheboygan Land Co., to provide easy access to the cemetery from the south side. The city donated \$1,000.00 to this bridge, and the balance of the cost was paid by the Sheboygan Land Co.

PAVING MICHIGAN AVENUE

The fall of 1891 was a busy one and the following improvements were voted by the Council: Paving Michigan Avenue with cedar blocks, laying sewers in many sections of the city, the extension of water mains, and permanent grading of many streets.

1892. Up to now the City had two fire companies, and with its continual growth, it was deemed advisable to organize another one for the south side, but no definite action was taken.

GRANT SCHOOL

In February, plans and specifications for a new school in the first ward were presented,

and in May, Christ Ackerman's bid for \$20,693.00 was accepted.

NEW 8TH STREET AND 14TH STREET BRIDGES

The 8th street bridge debate was up again; finally it was decided to build not only one bridge, but two—one at 8th Street, and one at 14th Street, for a cost of \$34,977.00 for both. On September 24th, construction was actually started.

The Mattoon Mfg. Co. received the contract for paving Michigan Avenue with 8" cedar blocks.

One of the surest signs that the city was growing, was shown by the large increase in school registration. In 1890—2,400 were registered while, in 1892—7,387 were enrolled. Of these, 3,803 were boys and 3,584 girls. The budget was \$60,000.00 and the following are some of the teachers employed who are still here in Sheboygan: W. H. Knilans, assistant principal of the 2nd Ward School; Theo. Winkler, German and music instructor of 4th Ward School; and Ella Crocker (Mrs. Knilans), Kindergarten teacher in the 6th Ward School.

Since electricity was comparatively new at this time, it was handled with caution. All electric poles had to be painted a bright red, or such color as the Council determined. Each pole had to have the owner's name on it eight feet above the ground, and no wire dared be nearer than seven feet from a roof where it crossed the same. Since wires were considered dangerous, many were put under ground.

GREAT LAKES - ST. LAWRENCE WATERWAY

1893. During January, the first talk of the Great Lakes-St. Lawrence Waterway was officially brought to the attention of our citizens. The waterway, to connect the Middle West with the Atlantic Ocean and the rest of the world, is still a project for which many interests are both fighting — for and against.

A discussion concerning the rights granted the Wisconsin Telephone Co., in accordance with the franchise granted them in 1881, was entered into. The records were such that the Common Council was undecided just how far the phone company could go in constructing

their lines and placing their poles. Following much discussion and many opinions of courts in the state, the conclusion was "that the Bell and Wisconsin Telephone Companies had the right to extend their lines into the city, but subject to reasonable and fair regulations by the Council.

The sewage system was being installed continuously, one unit after another, being completed; and, another one, number 14, being advertised for bids.

A petition signed by the Reiss Coal Co., Crocker Chair Co., Frost's Veneer and Seating Co., and others, concerning the time being taken to complete 8th Street Bridge, and the inconveniences caused them, asked that steps be taken to complete the bridge at once, as the contract for completion was six months behind. In order to get action, the contractor to be fined \$50.00 a day, for each day he is behind in his contract. This hurried the project, and the bridge was completed.

Preparing for future schools seemed to be the vogue this year, for after buying a half block of property in Block 279, 5th Ward, six lots were selected for a seventh ward school site, and were purchased for \$5,000.00 (where the Jefferson School now is).

There was some difference in deaths those days, in the accidental class especially, for during that entire year no accidental death was reported—how about today?

POLICE AND FIREMEN EXAMINATIONS

The first real rules for the appointment of police and firemen were made in March of this year. A thorough examination was given each applicant. They were made to recall to memory things they were given to read; they were given tests in arithmetic, penmanship, city government, location of streets, and so forth. A thorough physical examination was also made a part of the examination. The Police Force at that time consisted of August Scheck, Chief; Pete Jacobs, Lieutenant; Clemens Kolb, Henry Dehne, Jacob Diehle, William Backhausen, Michael Halverson, William Heyer and Lyman Byrum.

We had 102 taverns; the population was 23,000.

On March 24, Wenzel Kunz, City Clerk for over 18 years, passed away, and Oscar Huhn was elected in his stead.

Some of the businesses listed were Charles Hanf, Shoes; Adolph Bock, Drugs; Neumeister and Froidl, Groceries; Schubert and Mueller, Groceries; J. P. Jensen, Groceries; H. C. Prange, Groceries; F. L. Bessinger, Bus and Hearse; H. Goldsmith, Harness; Henry Schilder, Flour and Feed; J. DeSchmidt, Flour and Feed; Anton Fessler, Groceries; Kroos and Heerman, General; F. Geele, Hardware; George M. Groh, Photographs; and H. Schuelke, Tobacco.

January, 1894, Sheboygan had one of its largest fires to date; that was the complete destruction of the Halstead Plant on South 8th Street.

It was noted in May that the pine trees in Fountain Park, the pride of Sheboygan's trees, were dying, so immediate attention was given them, and six to eight inches of black dirt was dumped around each tree in an effort to save them.

1894

WALDO ROAD

In May, the Chicago, Milwaukee, and St. Paul Railroad was attempting to run a line through the city. Stock was sold, and ground broken, and the right of way obtained as far as Waldo; here the project died.

JEFFERSON SCHOOL

During October, plans and specifications for a 12 room school house in the seventh ward, at a cost not to exceed \$16,000, were presented.

1895

Early in this year the city sold one of its steam fire engines, due to the fact that the supply of water was adequate, and the water system so efficient.

The contract for lighting the city was expiring. Up to this time \$80.00 per light per year had been paid. The new contract called for \$90.00 per light per year for 5 years, and the council turned it down. Whereupon the Light Company through G. B. Mattoon, its president, raised their contract price to \$100.00 per light for a 5 year contract, \$95.00 for 10 years, \$92.00 for 15 years, and \$90.00 for 20 years. The Council passed the new schedule over the Mayor's veto, at \$100.00 per light; there being 70 arc

lights throughout the city, they paid \$700.00 more than they would have, had they signed the first contract.

The High School, then part of the Lincoln School in the 2nd ward, was overcrowded, so additional rooms were built on the 3rd floor and attic. Some of the teachers at that time who are still teaching, or living in the city, are Mary Heronymus, Clara Fricke, Rhae Kribbs (Mrs. John Lyke), and Dr. Fiedler.

In December, Jesse Winter resigned as alderman of the second ward, and George Leberman (present Supervisor of the 2nd ward) was appointed to fill Winter's unexpired term.

ELECTRIC STREET CARS

This year marked the beginning of Electric street cars in Sheboygan, as the Sheboygan Light, Power and Railway Co. was granted the right to operate electric street cars in the city.

EIGHTH STREET FIRE STATION

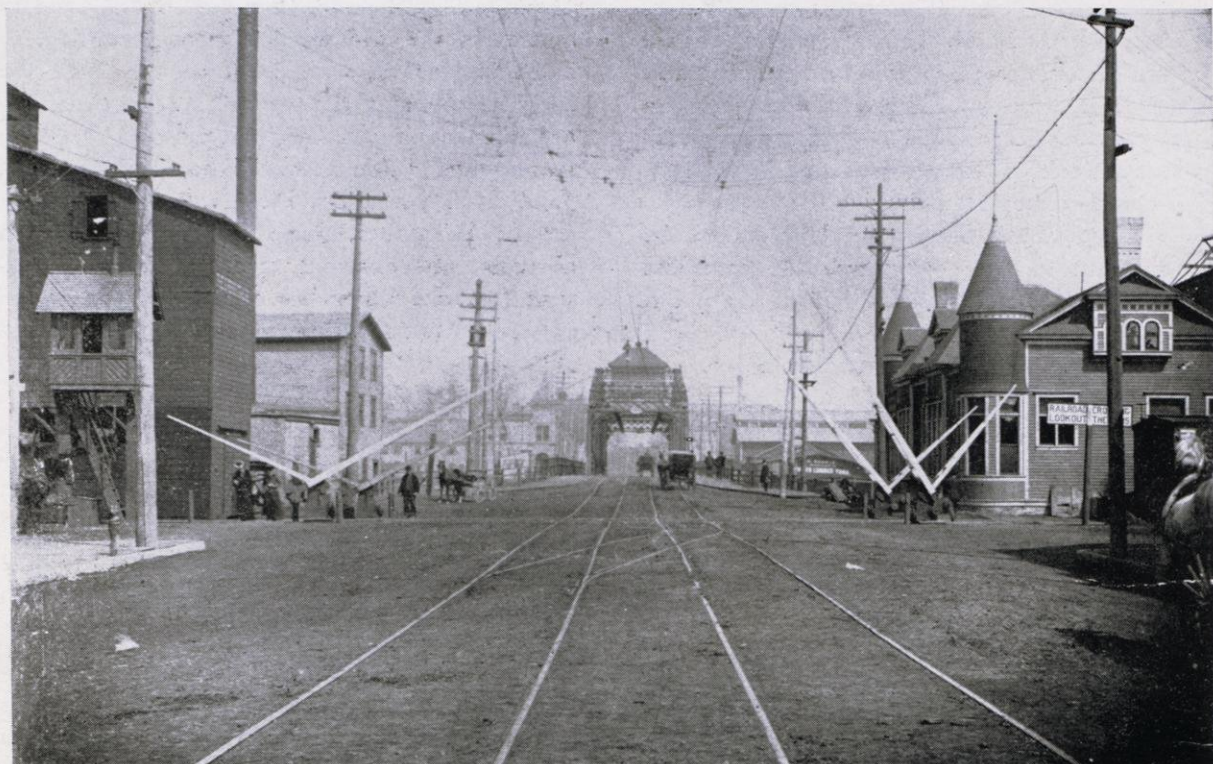
In January, 1896, plans were being formulated to centralize the fire department. This meant the moving of the hose station on 8th Street, and the Hook and Ladder from 7th Street to one location. Later in this month the committee recommended a two-story Fire House, at a cost of \$7,000, or a three-story one for \$9,000, with the third floor to be used for offices of the city.

Joseph End, Arthur Winter, and William Johann received permission to construct and operate a telephone and electric service exchange. The Wisconsin Telephone Co. was already operating at the time; the records do not disclose whether this new company ever operated.

June of 1896 was the first year in which the council proceedings were not printed in the German language. State legislation allowed the city to publish these only in the English language.

The Council still was meeting in the German Bank Building, but plans were being formed to build a city hall, so only a one year contract was made with Fred Karste, of the German Bank, with the hope that by 1897 a new city hall could be built.

In those years, venetian blinds were all the "rage". They were even recommended for use in the fourth ward school. For forty years these



8th Street in 1895 looking north from C. Reiss Coal Co.



8th Street about 1900



Cole Park



Looking north on 8th Street from Pennsylvania Ave. 1900

were a dead issue, but today they are again very much in demand.

During all these years, 1846 to 1896 (50), a half century, the village, then the city, in 1853, continued to grow, prosper and build.

CURFEW

A nine o'clock curfew law was passed by the Council in 1896, which made it mandatory for all children under 16 years of age to be in their homes by 9:00 o'clock, unless accompanied by a parent or guardian; a \$5.00 fine was imposed for violating this ordinance. This ordinance is still in effect.

PUBLIC LIBRARY

In March, 1897, the city's first library board was appointed. Its members were George C. Cole, M. R. Zaegel, Paul Reuther, Otto B. Joerns, Dr. William Guenther, Francis Williams, Henry Schilder, Emil Sonneman, and Ernst Aldag; its first library was established in August, at 412 N. 8th Street.

Up to now squirrels were quite numerous throughout the city, and many had been killed daily, but in March a stop was put to this by the following ordinance: "It shall be unlawful for any person or persons to injure or kill any kind of squirrels within the City of Sheboygan. Any person found throwing stones or shooting or using any implements with the intention of killing or injuring any squirrel within the said city shall be punished by a fine of not less than \$5.00 and not more than \$25.00 for each and every offense."

FRANKLIN SCHOOL

Mayor Born in his message stated, among other things, that the fifth ward was sadly in need of school facilities and urged that a school be built immediately. He also recommended doing away with the two toll roads leading into the city, as they were a big detriment to trade. The Council acting on the Mayor's suggestion, planned to build the school and let the contract for the same for \$22,698.00, but did nothing about the toll roads.

In June, an ordinance was passed which compelled bicycle riders to stay under an 8-mile speed limit in the city, not to ride more than

two abreast, and that bells and lamps were necessary equipment.

HIGH SCHOOL

The Board of Education asked for a new High School to be built in the 3rd ward. Up to now no school was located in that ward.

In 1898, the Central Fire Department consisted of the following: Gus Wilke, Ed. Bedford, Nic Muenster, John Ireland, John Burkhardt, Frank Zum Buttel, and Joseph Stenger. The Hook and Ladder Co., Herman Gruebner, Henry Traute, Fred Stephen, Ed. Gerber, Emil Birr, and George Lamb. Of the above, Gus Wilke and Ed. Gerber are still with us.

In April, Alderman Dieckman was elected president of the council. A few years later he became Mayor.

In 1897 an ordinance was passed protecting squirrels in the city, and in 1898, 48 squirrels were purchased and released in Fountain and Sheridan Parks.

The entire receipts of the city in this year were \$211,828.61, with expenditures of \$195,079.00, leaving a balance of \$16,748.61. The bonded indebtedness was \$272,366.19. The school enrollment was High School-82 boys and 113 girls; entire city-2,038 boys and 2,137 girls.

In December when fire destroyed the J. Radke theatre, a spark was kindled which led to considering the purchase of the water works.

In 1899, in February, Alderman Dieckman started his fight to purchase the water works.

INTERURBANS

The Electric Company began hauling freight cars down 8th Street in April, 1899; at the same time a petition to operate interurbans on the streets of Sheboygan was granted.

LAND FOR HIGH SCHOOL - 3RD WARD

This year marked the time when ground was purchased for \$9,000, and a new High School built (which is now the Vocational School).

In August, the Board of Public Works was set up as it now is. Three commissioners were appointed, one to hold office for one year; one, for two years; and one, for three years; these

three to choose their own chairman, and the city clerk to be secretary of the board, ex officio.

During August, the committee appointed to investigate the feasibility of purchasing the water works, reported progress, and in October, they reported that the Water Works Plant could be purchased for \$300,000.00. Nothing was done about this, so that when in 1900 the city seemed anxious to purchase the plant, the price was withdrawn; thus the city had it appraised to determine a fair value for same.

CYCLONE

The City was visited by a small cyclone or tornado in August, and considerable damage was wrought throughout the city, especially on the south side, where one house was taken off its foundation, church steeples demolished, trees uprooted, and buildings damaged. Many people were homeless, and the city had to aid them.

Our growing city required an ambulance, and so one was acquired; the police department added a man to the force to operate same.

Pennsylvania Avenue Bridge began to show the strain of heavy traffic, so it was given a thorough examination, after which certain restrictions were enforced. Horses had to walk across, no more than one electric car was allowed on the bridge at one time, and large crowds were banned from crossing in a body.

HORSE RACING

A petition was brought to the council in December, signed by C. H. Pape and others, requesting that at certain hours, two days a week, North 6th Street from Penn. Avenue to Superior Avenue be barricaded, i. e., the cross streets be closed entering 6th Street, so that racing horses might be trained on that street. Sheboygan at this time was a great horse-racing town.

December 16, 1900, marked the date of the burning of the Zschetsche Tannery (now Armour Leather Co.). Damage was estimated at \$120,000.00. Up to this time it was the largest fire Sheboygan had experienced. In this same month the C. Reiss Coal Co., dock No. 1, was completely destroyed; damage estimated at \$81,500. The heat was so intense that the fire department had to keep several streams of water plying on the Frost Veneer Plant to keep it from burning.

FACTORY CENSUS

1901 a survey made of the manufacturing establishments in the city showed that the following number were employed by the following establishments: American Mfg. Co., 275; Gutsch Brewing Co., 30; Sheboygan Chair Co., 520; Crocker Chair Co. (B), 450; Crocker Chair Co. (A), 400; Excelsior Wrapper, 38; American Hide & Leather Co., 350; Frost Veneer, 250; Phoenix Chair Co., 550; Schreier Brewery, 57; Winter Mfg. Co., 120; H. G. Mueller, 7; Garton Toy Co., 225; Spratt, 80; Mattoon Mfg. Co., 700; Freyberg Mfg. Co., 80; and Dillingham Mfg. Co., 150; or a total of 4,282 employed in our manufacturing plants.

PUBLIC LIBRARY

The start of our present public library was in March, when a letter from Andrew J. Carnegie announced a gift for such a purpose of \$25,000, provided the city would furnish a site, and agree to provide \$2,500 a year for upkeep. The letter was received by Fred A. Dennett, and turned over to the Council, which took favorable action, and purchased the site where the present library is located.

It was during 1901 that the Hayssen Mfg. Co., at Riverside, now Kohler, was completely destroyed.

During May the Council granted a franchise to run interurban cars through the city. The tracks were laid; these connected Sheboygan Falls, Plymouth, Crystal Lake, and Elkhart Lake with Sheboygan.

At this time, Chief of Police, August Scheck, thanked the Council for the team of horses for the patrol wagon to take the place of the single horse which had been used to pull "Black Maria". He then asked for the installation of a police alarm system, and two more patrolmen.

NEW HIGH SCHOOL

In September, the new High School in the 3rd ward (now the Vocational School) was completed, and for the first time in years all children in the city were comfortably taken care of.

A smallpox epidemic swept the city in November, and so a house was purchased, set aside for an isolation hospital, and an 8-foot fence was erected around it.



Mead Public Library

END OF TOLL ROAD

January, 1902, marks the end of the Upper Falls Toll Gate, which for years had been operated by Fred Goerlitz. (This is the tavern with the park, located just east of the village of Kohler, on the north side of the road). The Council paid \$500.00 to Mr. Goerlitz at the time this toll road was made a public road.

At the April election we find the names of the following men: William C. Roenitz, Otis Clark, Edward Groh, Herman Heinecke, Ernst Lutze, August Mohr, Louis Meyer, Rudolph Feistel, W. J. Rietow, Edward Oehler, Robert Whitehill, and others.

MUSEUM

During April numerous citizens contributed articles suitable for museum pieces; that was the start of the museum in the public library.

The police force at this time was composed of 11 men, the Chief, a lieutenant, 8 patrolmen, and a patrol driver.

FIRE STATION AT 9th AND LINCOLN

Firemen's Pension Fund

In June, due to the much larger territory the city occupied, it was deemed necessary to add another fire squad to the two already organized. So it was recommended that a station be erected near the intersection of N. 9th Street and Lincoln Avenue, and a new fire company was formed. This was just about 40 years ago, and the station still is there and used. The firemen's pension fund was launched at this time.

In July the R. Nomensen Co. was awarded the contract to pave Center Avenue, between 8th and 9th Streets, with metropolitan red brick; that pavement is still very good.

The teachers teaching in our public schools this year, of whom many are still living and still teaching, were as follows: Marie Kohler, W. C. Howe, Aurelia Gutsch (Mrs. Hase), Clara Imig, Zula Zufelt, Ida Muntinga, Etta Dieckman (Mrs. Oscar Wolters), Clara Fricke, Julia Meyer, Nettie Langmas, Lydia Hoehle (Mrs. W. F. Zierath), Margaret Long (Mrs. Jos. Schilder), Alma Neumeister, Clara Thomas, Alice Squire, Tillie Lethe, Lillie Geussenhainer, Mary Heronymus, Gertrude Lohman, Clara Pomeroy,

Theo. Winkler, Adelia Speck, Minnie Goerlitz, Hildegard Weigand, Bertha Maurer (Mrs. Fred Voigt), Edna Bishop (Mrs. Frank Blocki), Bertha Fricke, Josephine Reiss (Mrs. Ed. Knauf), and Hattie Heller.

During September, John Sandrok, for many years chief of the fire department, was honorably discharged and pensioned, and Ed. Bedford was appointed Chief in his stead.

Alderman E. Groh presented a resolution to the Council for a park in the 1st and 2nd wards, along the lake from St. Clair Avenue to Penn. Avenue. This was the start of our present De Land Park.

"Dangers of Autos" told to the Common Council—

When Fred Dennett was Mayor of Sheboygan in 1902, the following resolution was adopted by the Council:

"Whereas, it appears that some time ago one of our citizens constructed an automobile and

Whereas, he paraded it up and down the beautiful lake front of our city to make the more unfortunate citizens envious, and

Whereas, it appears he has succeeded in doing so, and

Whereas, some years ago the craze of bicycling had attacked everyone, old or young, male or female, married or single, bachelors or old maids, and

Whereas, ordinances had to be passed limiting the speed and the carrying of bells by said wheels to give fair warning of their arrival so as not to commit the slaughtering of innocent citizens, and

Whereas, we are in the same situation when danger arrives that plenty of automobiles will be used up here this summer through the careless handling of the gasoline and the bucking of the motor, and

Whereas, it appears that autos in the hands of such careful drivers as young Vanderbilt, the deciple of the faro-wheel and such splendid handlers as young Rockefeller, the Sunday School teachers have reduced the population of our glorious country since the last census, and

Whereas, it appears that we have none such experienced drivers in our midst, and to prevent the disastrous crippling and mangling of bodies and wholesale butchering of beloved fellow citizens.

Be it therefore resolved, that each automo-

bile be compelled to wear one or more cow bells of the largest patterns and a fog horn a la Sheboygan and that the speed of the auto be limited to two miles per hour and especially that of Mr. Fred Dennett, Mayor of the City of Sheboygan and in case his honor violates this resolution, to instruct the sexton of Wildwood to notify the Board of Public Works to have his honor arrested and have him brought before the highest tribunal of the Buffalos, which will be in session hereafter in Sheboygan, and if found guilty, to fine his honor the admission fee of the whole council and all other appointed and elected officers of the City of Sheboygan, his honor included, a trip to Buffalo, which will be given from August 14th to 17th, 1902, inclusive."

This was just a quick and simple way of telling the Mayor that the city was granting him an inspection trip to Buffalo.

1903

MORE ABOUT HORSE RACING

Horse racing on snow was a popular sport during the early years of this century. A petition addressed to the Common Council requested that North 7th Street, from Superior Avenue to Bluff Avenue, be closed between the hours of 2 to 4 o'clock daily, for use as a snow race track. The resolution was presented by Aldermen R. L. Whitehill and Otis H. Clark and was passed by a 12 to 3 vote. So during January and February, this section was blocked off for the two hours each day for "snow race track".

Since many accidents were occurring on our streets due to people being knocked down by our street cars, an ordinance was passed in February making it compulsory for the street car company to equip all its cars with fenders both front and rear.

MUNICIPAL WATER WORKS

In April, at the election, the city voted to purchase, or own, its own Water Works System.

Since the city was to have a park on the lake front in the 1st and 2nd wards, condemnation proceedings were started against property owners along this section of the lake.

POLE REMOVAL FROM 8TH STREET

The following ordinance was passed in

April, which ordered all poles and wires removed from North 8th Street, from Indiana Avenue to Michigan Avenue. It read as follows:

"It shall be the duty of all corporations or persons having wires strung upon poles on North 8th Street, from Indiana Avenue to Michigan Avenue, to have said wires placed in conduits built for that purpose between the points above mentioned after the paving of North 8th Street, and it shall be unlawful for any corporation or person to string wires on said North 8th Street after the repaving of same."

In May an ordinance was passed limiting the speed of automobiles to 8 miles per hour. Brakes had to be adjusted, so that the vehicle could be stopped within 10 feet. Bells and gongs were required on the vehicles to sound warnings.

In June, the purchase of voting machines was discussed, but no action taken.

COLE PARK

On July 25th George C. Cole and Anna M., his wife, donated the property (that later was converted into Cole Park) to the city. The gift from Mr. and Mrs. Cole was accepted; it was voted to call the park "Children's Park".

The school budget was \$84,450.00

Horses were expensive in those days. \$234.00 was paid for one purchased for the fire department. A sinking fund of \$5,000 for the purpose of building a Central Fire Station was passed. A chemical hose cart for the fire department was purchased. In December the "Fair Store" at 919-23 N. 8th Street burned to the ground, and Ed. Gerber, a fireman, was buried under a pile of debris, when a brick wall collapsed, and fell on him. He was rescued and taken to the hospital where he recovered. The fire loss was \$70,000. At present Ed lives at 620 Zimbal Avenue.

VOTING MACHINES — 1904

January of this year marks the start of using voting machines in the city, as 10 were purchased at a cost of \$500.00 each.

In April C. O. Fairweather petitioned the Council for the exclusive use of the water from the artesian well, (known to the present citizens as the "Mineral Spring" in our Fountain Park) as he wanted to use the water in a modern sanitarium for bathing purposes. The inves-

tigating committee of the common council reported back as follows: "A modern sanitarium, erected in our city and conducted upon up to date methods will bring more desirable strangers to our city and will add more to the material welfare of the community than anything else we might inaugurate.

This artesian well, sunk to a depth of 1475 feet is impregnated with various salts of known medicinal value, that, under proper management, its virtues already favorable known, would attract to our shores people from every state in the Union.

The success of Mt. Clemens, Mich., and West Baden, Ind., and Hot Springs, Ark., can be duplicated here and your committee hopes that not only will the council grant the request, but that the citizens at large will recognize the value to them of such an institution, and by giving it their moral support add to the success of this contemplated enterprise."

The Council granted Mr. Fairweather's request provided his sanitarium be built by July, 1906. Owing to certain circumstances the water was never used for this purpose, nor was the sanitarium built.

In September we find William Urban as assistant principal of our High School; at present he is Principal of our North High School.

The inventory of our Fire Department, in December, showed the following equipment: 2 two-horse hose carts, 1 two-horse hose carriage, 1 two-horse hook and ladder truck with 2 six-gallon fire extinguishers, two steam fire engines, 10 horses, and 6,900 feet of 2½ inch cotton fire hose, all in good shape.

PAVING 7TH STREET

Seventh Street was our first paved macadam street. In December favorable action was taken to pave same from Penn. Avenue to Superior Avenue.

In 1905, at the April Election, the voters of the city decided to purchase the water plant. In May, an offer to sell to the city was made by the Water Co. In August a letter was received from the Water Co. stating that Roy J. Miller, its superintendent, and Daniel Mead had been chosen by the Company as representatives in considering the sale of their property to the city. E. H. Sonneman and W. W. Wolf were appointed to act for the city.

CENTRAL FIRE STATION

Plans and specifications for our present fire station, at 9th and New York Avenue, were presented in May. These were accepted later in the year. The money for this building was available, having been provided for by former legislation.

The clock in our old court house tower was lighted, so that the time could be read at night, as well as during the day.

CHICAGO AND NORTHWESTERN DEPOT

The plans for the present C. & N. W. Ry. station were accepted by the city in October, and work was started soon after.

DELAND PARK

1906. *The start of "De Land Lake Front Park".*

A communication from the City Improvement Society, regarding same, reads as follows:

"Whereas the City Improvement Society by the undersigned officers and executive committee has investigated the advisability of acquiring property on the lake front in the City of Sheboygan for the purpose of locating thereon a lake front park, and

Whereas in making such investigation the City Improvement Society has found that public sentiment throughout the city is in favor of establishing a lake front park, and

Whereas, improvements on the lake front property are constantly being made by the owners thereof, and the undersigned believe that it is an opportune time for the city to take appropriate action to acquire the necessary lake front property for park purposes.

Now, therefore, we request that appropriate action be taken to acquire such land."

Signed:

F. A. Dennett, Charles Born,
F. Broer, A. D. Deland, W. E.
Tallmadge, L. E. Reed, and
H. F. Leverenz.

In the Fire Chief's annual report in May, he recommended a small hook and ladder truck to be used when fires occurred in residential districts where the big truck (which was called a "horse killer") was not necessary. The Council committee to whom this was referred, recom-

mended that a truck be purchased " but that the ladders be made by the firemen, thereby saving much expense to the city, and at the same time give the firemen exercise." The contract to build the truck was let to John Balzer for the sum of \$675.00.

In August an ordinance was passed creating a Board of Park Commissioners.

Andrew Mohr was appointed Sexton of Wildwood Cemetery in December of this year, and has been on the job until just recently when he resigned, having held the job for almost 36 years.

In 1907 the city continued to prosper and grow, and many changes were continually taking place.

The Police Force consisted of Chief August Scheck, Lieut. Peter Jacobs, Patrolmen Henry Dehne, William Bachausen, Charles Riess, William Hoyer, Albert Puls, Martin Hansen, Charles Kolb, August Holtz, Joseph Bentz, and A. Hoberg. Of these Charles Kolb and A. Hoberg are still living.

NEW FIRE STATION

The present Central Fire Station was completed and opened for inspection, February 27, 1907.

The following ordinance was passed in April, and is still in effect:

"No person shall spit, expectorate, or deposit any spittle, saliva, phlegm, mucous, tobacco juice or quids of tobacco upon the floor or any part of any railroad car, street car, or any other public conveyance operating in the City of Sheboygan or upon any sidewalk or any public street, alley, or lane in the City of Sheboygan or public hall or building of said city. And it is hereby made the duty of the owner, manager, or agent of every theatre, public hall, or building, railroad station in the City of Sheboygan to equip and apply such theatre, public hall, or building with a sufficient number of cuspidors or spittoons." The penalty was a fine of \$5.00 or 5 days in prison.

ST. PETER CLAVER CHURCH

In June the cornerstone of St. Peter Claver Church was laid, and the Lake View Park Theatre burned to the ground at a loss of \$12,000.

When school opened in September, there

was an enrollment of 2,033 boys and 1978 girls; of these, 126 boys and 171 girls were in high school.

WATER WORKS

In September preparations to purchase the water works were made, a bond issue of \$360,000.00 was arranged, and plans made to purchase the plant on January 1, 1908 for \$350,000.00. The four local banks agreed to take up this bond issue, but when the time came to purchase the plant, the Water Co. refused to sell; so a law suit resulted.

1908. In February action was taken by the city to force the Water Co. to sell as per their agreement. This law suit continued until October when the Water Co. offered a new proposition to the city, the price this time was \$425,000 or \$75,000 more than the original price. Following much dickering, the price to sell was agreed at \$385,000 and a favorable report to accept this price was sent to the council. So two resolutions were presented to the council, one to purchase the plant for \$385,000.00 plus \$30,000 extra for extensions, and the other to reject the company's offer. Neither resolution passed and the council decided to refer the entire matter to the voters for their decision.

During May a typhoid fever epidemic struck our city, and an investigation resulted; and the water was blamed and found to be polluted. Immediate steps were taken to remedy same.

BOND ISSUE TO PURCHASE WATER WORKS

An ordinance was passed finally to issue \$360,000 water works bonds; the long fight to purchase the plant was ended.

Nowadays the police have a continual headache regarding automobile parking; in those days it was the horses, and in April, 1908, a petition signed by W. A. Pfister (still doing business as a Jeweler on North 8th Street) and others, asking for an ordinance prohibiting the tying and hitching of horses or teams on North 8th Street, between Penn. and Ontario Avenues, for a longer period than 20 minutes at any time, between the hours of 7:00 a. m. and 6:00 p. m. daily.

The Police and Firemen's Pension Fund was created on February 3, 1908.

Geo. W. Leberman was elected Supervisor of the 2nd ward in April, and is still serving in that capacity (38 years without a break).

1909. Michigan Avenue was paved with bricks replacing the cedar blocks.

In April, a resolution was presented by Jos. M. Thiesen, requesting an appropriation for the erection of a City Hall.

NEW PENN. AVENUE BRIDGE

In May a contract was let for a bridge across the river at Pennsylvania Avenue, at a cost of \$83,240.

The Board of Water Commissioners was born in April, and consisted of 3 members—one to serve 10 years, one seven, and one five years; its members were Theodore Dieckman, Fred Dennett, and O. B. Joerns.

One of our city's biggest events was the homecoming which was held in August. It was a big success, and \$1,451.36 was realized by it, and turned over to the Library to purchase books.

CANNON

During August, the cannon was removed from Born's Park and placed in Fountain Park. Its history is as follows. The Sheboygan Rifle Club purchased it in 1850 for \$100.00; in 1862 the club disbanded, but before disbanding they presented the cannon to the city. In 1941 it was given to the government for scrap.

A request was received from the Fire Committee to buy longer ladders, as the buildings being built were being built higher and higher.

1910. In March, after one year of public ownership of the Water Works Plant, a report was made showing everything in first class shape. The buying of the Water Works Plant is recognized as being the result of the aggressiveness of Mayor Dieckman, who waged an untiring fight to purchase same.

The alarm bell in the tower of the Central Fire Station cracked in March, and was sent away to be repaired.

Reckless driving was causing lots of trouble in those days; so the city bought a motorcycle for the police (with speed to exceed 45 miles an hour).

A "blackout" occurred the first five days of September due to a difference between the city

and the electric company. It was settled on September 5th satisfactorily, and the city again became lighted.

The fire chief asked for automobile fire fighting equipment which he says "is much quicker than the horse-drawn vehicles". He also stated that "it is a well known fact that seconds gained at the start of a fire are worth more than minutes later and that it is only a matter of time when all fire apparatus will be motorized".

1910. At the April election William H. Sprenger was elected Alderman of the 2nd ward, and today, after 35 years of continuous service, is still going strong.

1911

In April Mayor Dieckman was re-elected for a fourth term; the highlights of his message follow: The City financially is in excellent shape. The entire bonded indebtedness, outside of the Water Works Bonds of \$360,000 which are self-liquidating, is \$226,000." Two and one half miles of brick paving had been laid during that year. The new bridge over the river at Penn. Ave. was completed and paid for. He recommended that a city hall be built soon, that more parks be arranged for, and rules laid down concerning automobiles.

WASHINGTON SCHOOL

In June bids were received for a school in the 8th ward, the contract was awarded to Rudolph Jahn, cost \$44,160; this is now called the "Washington School".

The High School built in 1899 was by now too small, so a building nearby was rented as an addition.

CITY HALL

The real start of the present city hall came in August, when the following resolution was presented to the council:

"Whereas, it is a well known fact that the quarters now occupied by the Common Council and city officials are wholly inadequate to properly and systematically carry on the official business of the City of Sheboygan, a part of which is only conducted in the present quarters, and,

Whereas, the quarters of the Police Department are in such deplorable condition that a new building is absolutely necessary, and the water works department is also in need of quarters, and,

Whereas, it would be to the advantage of the city to have all its business transacted in one building, including the city officers, the Common Council, the police department, and court room, and the water department.

Therefore, be it resolved by the Mayor and Common Council of the City of Sheboygan that the next tax levy shall provide for a levy of a tax amounting to \$15,000 to be set aside for the construction of a new city hall, and be it further resolved that the Mayor, who has on different occasions recommended the construction of a city hall, appoint a committee of three, consisting of himself and 2 aldermen, and that such committee be and is hereby authorized to cause plans and specifications to be made for the erection of a city hall and thereafter submit the same to the common council for approval."

During October an option was obtained from Albert Blanke to purchase property for the erection of a city hall. Plans and specifications were drawn up for the building, and it was recommended that steps be taken immediately for its erection.

DELAND PARK

It was during the same month that the first vital steps were taken toward acquiring and improving "De Land" Lake Front Park. H. D. DeLand offered certain property along the lake front to the city, providing the city would expend \$1,000 a year, for five years, for its improvement. The offer was accepted.

CITY HALL

1912

In March a special election was called to vote on a \$75,000 bond issue, for the erection of a city hall. The election was held, and the city hall assured. 1,705 voted for the issue, and 402 against it.

In May a communication was received offering Lake View Park to the city for use as a park for \$6,000. This communication was referred to the Committee on Parks.

The city continued to grow, and during the

year just passed, and this year 1912, many streets were being improved. Brick paving on 8th Street and Michigan Avenue, Indiana Avenue, and Center Avenue. Macadam on many of the side streets. Sewers and water mains were being laid, especially in the outskirts of the city, as there was much building activity there.

HIGH SCHOOL

It was found that the High School completed in 1901 had become so crowded that more room was needed, and it was advocated to build a school "big enough for the needs for many years to come", and this started the long drawn out fight as to where to build the new school. The picking of this location was left to three members of the school board, and three aldermen, namely Morris, Zehms, and Krueger, who in April, 1913, decided on a site. In 1914 the council passed a resolution for a new High School, and in August the school Committee made the following recommendations for same.

1. That the school site be ample.
2. That the building be large enough for future expansion.
3. The necessity of both manual and industrial buildings.
4. Adequate athletic grounds for the physical development of pupils.
5. A quiet location.

All of these were practically disregarded in the final action taken.

Thirteen sites were submitted; of this number two were recommended—five blocks in the west central part of the city, and a lake front site east of Fourth Street from Center to Wisconsin Avenues. This recommendation was signed by Fred Morris, Herman Schuelke and Fred Haack.

Nothing further was done until April, 1915, when the educational committee of the Association of Commerce recommended the present location. Nothing again transpired. Since nothing but discussion was resulting, and no action taken, a resolution was presented to hold a special election to decide on the site for the High School.

The following petition was then received, signed by 2,824 persons, and read as follows:

"The selection of a site for the proposed High School is of great importance to the taxpayers and of vital interest to every man, wom-

an, and child of the city. We, the undersigned, all residents of Sheboygan, believe:

1. That an area consisting of not less than 10 acres of land, reasonably accessible, which allows for buildings and ample athletic fields should be purchased for the proposed new high school.

2. That the present high school building should be utilized for a grade school, which is very much needed, and for which the building with its present arrangement is exceptionally well adapted. This building cost \$34,000 about 15 years ago. If built today it would cost \$50,000. It is not particularly adapted for an industrial school and would require rebuilding at considerable expense before it could be used.

3. That a new building especially adapted for industrial school purposes should be erected on the high school grounds. This can be done at a much lower cost than the value of the old high school building.

4. That a new high school building should not be built on the present site because of the exceedingly high cost of the land and the small area which is available, which is about 3 acres.

We therefore respectfully petition your honorable body to purchase a site for the proposed high school an area of land containing not less than 10 acres, or submit the matter to a vote of the people."

Throughout the year 1916, the fight to select a high school site continued, with the result that the Edelblute site was finally agreed upon; but this was not final as it turned out, and more trouble was in store for the aldermen.

Then in January, 1917, Alderman Sprenger (still Alderman) brought in a resolution to appraise and condemn all property east of 4th Street, and between Wisconsin and CenterAvenues, for school property.

During 1918 more discussion about the high school; but nothing definite. At the regular election in 1919 the question of a site was left to the people. Three sites were presented. The present site, baseball park site (Edelblute), and lakefront site; the vote was as follows: (Edelblute) 672—lakefront 2214—present site—2722. And so ends many years of bitter struggle for a high school site, and its final selection. A high school was then built, which in only a year after its building, proved to have been a grave mistake.

1913

At the council's first meeting, ballots were cast for the office of President of the Council. It took 45 ballots to finally elect a President of the Council.

Mayor Dieckman, in his message to the Council, stated that if the financial policies of his administration were carried out, the city would be completely out of debt in 15 years.

After four years of municipal operation the city water plant had expended \$100,000 from earnings for improvements, had accrued \$125,000 surplus, had paid off \$48,000 in outstanding bonds, and had reduced the water rates twice, once 15%, and then 10%.

COLE PARK

In December the city received \$500.00 from Mrs. Anna M. Cole for improvement of "Children's Park" (Cole Park to us).

March, 1914

The name of South 6th Street, from High Avenue south, to the city limits, was changed to Lake Shore Drive.

The installation of water meters for homes was advocated in August, and was bitterly opposed. A communication from the Woman's Club read in part as follows: "Our city has the best kept lawns in the state and since the water department is making a reasonable profit the change is entirely uncalled for." This was signed by Mrs. Francis Tallmadge, Mrs. Arthur Genter, Mrs. E. J. Barrett, Mrs. Arthur Knilans, and Miss Maud Hawkins.

The dog population was large in 1914, as 1,722 were registered. Today it's about 2,100.

GARBAGE PLANT

First steps for an incinerator were taken in November, when it was asked that \$9,000 be included in next year's tax levy for this purpose. In April of the next year, 1915, land was purchased, and in May, a contract was let for the erection of a garbage plant, at a cost of \$8,785; in September rules and regulations for the collection of garbage were drawn up. These are still in force.

MOTORIZING POLICE DEPARTMENT

1915

More motorization, the combination ambulance and patrol was received, and the horses and equipment formerly used in this connection were sold.

CITY HALL

In July, 1915, the city hall plans were finally accepted. The old police station and barn located on the property were sold, and temporary quarters for the police were rented in the Zetschezsche building (now Sellinger Glove Co.) Jefferson and 8th Street. The building was to cost \$74,584 without any of the following: painting, plumbing, electric fixtures, vault doors, furniture, and so forth. Another \$75,000 was used in finally completing it.

Early in 1915 Adolph Bandman died, after serving the city as Treasurer for 6 years; on March 1st Erwin Mohr was appointed by the Council to fill the unexpired term.

1916

In January, Chief William Trotter of the Fire Department recommended to the Council that the office of Building Inspector be created.

POLICE ALARM SYSTEM

Up to now all calls to the police station had been taken by telephone; now a police alarm system was advocated, and installed, at a cost of \$4,200.

TOOL HOUSE

In March, land was purchased for \$750.00 as a site for the city tool house.

STREET FLUSHER

A horse drawn street flusher was purchased by the council in March.

ORNAMENTAL LIGHTING

For a few years ornamental lighting had been advocated for the city's main street, and on

Thursday, May 18, 1916, the inauguration of this system took place, with appropriate services.

Due to the continual growth of the city, our schools were getting more and more crowded. A new high school was in the making—8 rooms had been added to the 7th ward school the year before as well as 4 rooms to the 4th ward school; and now an 8 room addition was asked for, for the 1st ward or Grant School, this was granted.

DE LAND PARK

In June, the Deland lake front property was donated to the city by Mr. and Mrs. A. D. DeLand.

During this year almost all the city departments were, or were being, motorized, so horses, wagons, fire engines, hose reels, etc., were sold, and Capt. Brand was made 1st assistant to the Chief.

1917

In February a hook and ladder motor truck with a 65 foot aerial ladder was added to the fire equipment at a cost of \$9,775. Walter Wagner was appointed a patrolman on February 16th.

VOLLRATH PARK

During March, Vollrath Park was deeded to the city. The following communication was received by the Common Council.

"Gentlemen:

As a memorial to the late Jacob J. and Elizabeth Vollrath, certain of the heirs are presenting to the City of Sheboygan, under certain conditions, that part of the old Vollrath homestead bounded by Vollrath Boulevard on the north, Third Street on the west, Park Avenue on the south, and Lake Michigan on the east, comprising a total of 15.46 acres of land.

While a part of the property can be used for a site for the new High School this is purely suggestive, but the deed specified that if the High School is placed on this property the buildings be confined to the level tract on the southwest corner, comprising 3.43 acres, marked No. 2 on the map.

Such part of the property as will be utilized

for park and recreational purposes is to be known as Vollrath Park.

Very truly yours,
JACOB J. VOLLRATH HEIRS
Walter J. Kohler."

This gift was gladly accepted, and today we have one of the finest of parks, and the finest bowl of any park in the State.

COLE WOODS EVERGREEN PARK

In June, a communication from the Board of Park Commissioners was received, stating that an option on the so called "Cole Woods" had been given. This option was given to the Committee of the Whole for action, with the result that the tract was purchased on July 1st, for \$14,000. An ordinance by Alderman Larson on December 2nd, naming Cole Woods "Evergreen Park" was passed.

POOR FARM

In August, 40 acres of land was purchased from John Liebl for \$15,000, for the Poor Farm.

BORN'S PARK

The entire block where Born's Park was located was offered to the city for \$40,000 for park purposes. At a council meeting in February, it was decided to let the people decide at the April election, whether or not to purchase Born's Park. This was turned down.

In February, the Freyberg Lumber Co. offered the city their property north of Penn. Avenue and east of 4th Street for park purposes, for \$30,000. This contained 5 to 7 acres. Not purchased.

14TH STREET VIADUCT

A bond issue of \$45,000 for 14th Street Viaduct passed on February 4, 1918, to be voted on at the April election. This bond issue was turned down.

An addition to Longfellow School was passed by the Council and a contract let amounting to \$59,109.00.

EMPLOYMENT BUREAU

The Common Council established the employment bureau at a cost of \$1,500 per year.

14TH STREET BRIDGE

In December a resolution was passed appropriating \$62,700 for a bridge at 14th Street.

In 1919, January, John Klujeske, a present member of the police force, became a patrolman.

Eighth Street Bridge, built in 1892 was becoming too small for the present day traffic, so a recommendation to build a new bridge in place of same was proposed.

The breakwater to be built at Vollrath Park over which there had been considerable controversy, was finally decided and the contract let at \$14,455.00

Former Mayor Dieckman died in October, after many years of public service. He had been Mayor for 5 terms (10 years), had been an alderman, and was really personally responsible for the city's purchasing the water works.

1920

At the April election, L. E. Larson, Alderman (who later became Mayor), Atty. Herbert S. Humke (Alderman), George Goodell (Justice of the Peace), and H. F. Hinze (Alderman), were elected to office.

In June, Alderman Larson introduced a resolution for plans and specifications for a jack-knife lift bridge across the river on 8th Street, and in July a \$200,000 bond issue was asked for this purpose.

FIRE DEPARTMENT MOTORIZED

In November, all the fire departments having been completely motorized, the three horses and harnesses and other equipment still in the department were ordered sold.

1921

At the April election, Herman Schuelke was elected Mayor, and other city officials were as follows: J. Steimle, Clerk; Fred Telenger, Treasurer; J. Kummer, Comptroller; Ed. Oehler, Assessor; and Dennis Phalen, City Attorney.

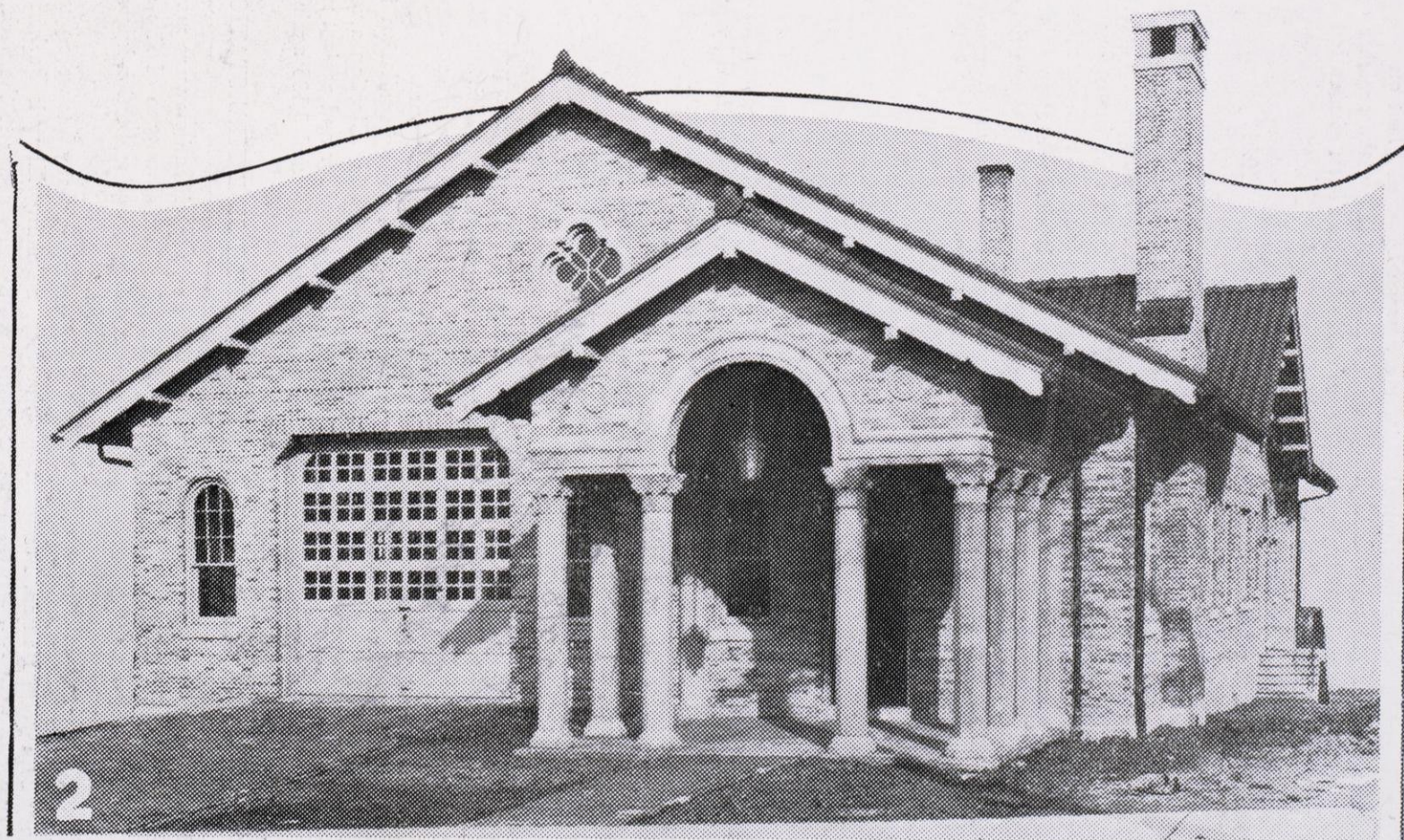
During May, an ordinance asking for a



New Post Office Today



Old Post Office - 1923 — Now Outdoor Relief Building



South Side Fire Station

bond issue of \$200,000.00 was introduced to finance the cost of a bridge on 8th Street.

Our schools were growing in attendance and the school enrollment in September showed 4,730 pupils; of this number 721 were in high school.

Sheboygan had a homecoming this year and the city received \$1,258.57 from the Rotary Club, as the proceeds of that celebration.

1922

In April, Alderman Larson was elected president of the council. A report by the Comptroller showed the city to be in very good financial condition. Money available in the various funds amounted to \$1,272,301. The bonded indebtedness was \$921,000 and the assessed valuation \$34,453,790. Two city officials died in this month, namely, Dennis Phalen, City Attorney in his 3rd term, and Dr. H. C. Reich, who had been Health Commissioner for 19 consecutive years.

1923

POST OFFICE

How many of you remember the old Post Office located in the Groh Building at 8th Street and Penn. Avenue, northwest corner? Well, petitions were started and circulated by everyone stressing the need of a Post Office; results were obtained and our present Outdoor Relief Building was the Post Office built at that time.

At the Spring election, the Mayor, Clerk, Comptroller, Treasurer, and Assessor were all re-elected with A. Matt Werner becoming the City Attorney.

John Gottsacker, at present Captain of the Police Force, was promoted to Lieutenant on January 22, 1923, in place of August Lutze, resigned. Joe Pickert was appointed Sealer of Weights and Measures.

KIWANIS PARK

1924

On February 28th John Hansen, President of the Kiwanis Club, donated as a gift from his club, the property along the Sheboygan River now known as Kiwanis Park.

NORTH SIDE SEWAGE DISPOSAL PLANT

In July a \$60,000 bond issue was floated for a Sewage Disposal Plant on the north east side. That plant, since the erecting of the new south side one, has been dismantled and is now obsolete.

1925

School attendance still continues to grow, which indicates a growing city. While only a few years back additions were made to schools to take care of the ever increasing number of pupils, it was found that more additions were necessary, so \$100,000 was appropriated for the purpose of enlarging Washington School in the 8th ward. School enrollment—5519; cost of schools—\$458,898.12.

At the election in April, L. E. Larson became Mayor, while all other officials retained their offices, as in 1923. Alderman Sprenger became president of the council, and today, 1945, is also President of the Council.

In October, John Steimle, City Clerk for over 19 years, passed away, and Erwin Mohr, deputy city clerk, was appointed by Mayor Larson to fill the unexpired term.

1926

WALTER WAGNER BECOMES CHIEF OF POLICE

Walter H. Wagner, our present Chief of Police, was sworn into office on February 1, 1926.

There was much controversy regarding water meters and their installation in private homes, so at the Spring Election a referendum was called; the vote for and against meters was as follows: 1,676 for and 3,186 against.

SOUTH SIDE FIRE STATION

Plans and specifications were made for the erection of a bungalow type of fire station on the south side, to replace station known as Company No. 2.

In December, many lots were purchased by the City, adjoining Kiwanis Park, for \$8,900. This gave the city access to the park from New Jersey Avenue, and made the park considerably larger.

This same month a petition was presented asking for a viaduct over the main line of the C. & N. W. Ry. Co. at Broadway.

1927

City officials elected at this spring election with the exception of Mayor Schuelke and City Clerk Erwin Mohr, were the same as years past: J. Kummer, Comptroller; F. Telenger, Treasurer; Ed. Oehler, Assessor; A. Matt Werner, City Attorney. Alderman Sprenger again elected President of the Council.

BROADWAY VIADUCT

Bids on the Broadway viaduct were \$183,000.00

The removal of the gas plant from East Water and 10th Street was started.

In May, 1927, a resolution was passed for ornamental lighting on Center Avenue, between 7th and 8th Streets; also on Penn. Avenue, from 8th Street to C. & N. W. Ry. Co. Dedication of the Eagles Hall was held May 21, 1927.

The school enrollment was 5,964 with 1,152 in the High School.

Permanent registration for voters residing in Wisconsin was passed by the legislature, and our city immediately started to investigate the best possible way to do this, with the result that in 1928, a plan was accepted, and is the system used at present.

1928

In January, the plans and specifications for No. 2 fire station were accepted; the cost was \$30,000. This is our present "Bungalow" station on the south side.

George Goodell, present Justice of the Peace took office in June, 1928, and has served continually since.

In June, C. U. Boley, City Engineer was praised for his faithful and efficient service as city engineer over a period of 40 years.

SEWAGE PLANT

During September agitation was again start-

ed for a Sewage Disposal Plant, and so a resolution was presented to the council, asking that a competent firm of engineers be selected to co-operate with the city engineering department in making complete plans, the result of this is our present \$1,000,000 plant. The Engineering Department suggested that the firm of Pierce, Greely and Hanson be engaged to study and make preliminary reports concerning a Sewage Disposal Plant, their cost not to exceed \$4,000.

In October, a resolution passed the council ordering all hitching posts to be removed on N. 8th Street between Jefferson and Michigan Avenues, so step by step, with the advent of automobiles, and the passing of the horse, the city discarded relics of olden days.

MEMORIAL HOSPITAL

In December, a resolution was presented to the council stating "that Miss Eliza Prange had bequeathed \$150,000 as a nucleus for building a hospital in the city"; Alderman H. F. Hinz asked that the Mayor appoint a committee of five Aldermen to confer with administrators and executors of the estate, with the view of making the City of Sheboygan a party to the building and maintenance of this hospital.

1929

During January the City Water Department announced that after 20 years the final payment on unpaid bonds had been made; that a reserve of \$231,000 was available.

Two well known and well liked men died during January. They were Charles H. Born, former Mayor and Alderman, and Chief William Trotter of the fire department.

An addition, to cost \$12,000, was to be made to the incinerator plant as the old one was too small.

City Treasurer Fred Telenger passed away in March, and Erwin Mohr was appointed acting Treasurer.

SOUTH SIDE HIGH SCHOOL

In May, plans were drawn for the South Side Junior High School.

During June the city purchased 26 additional voting machines, which are still in use.



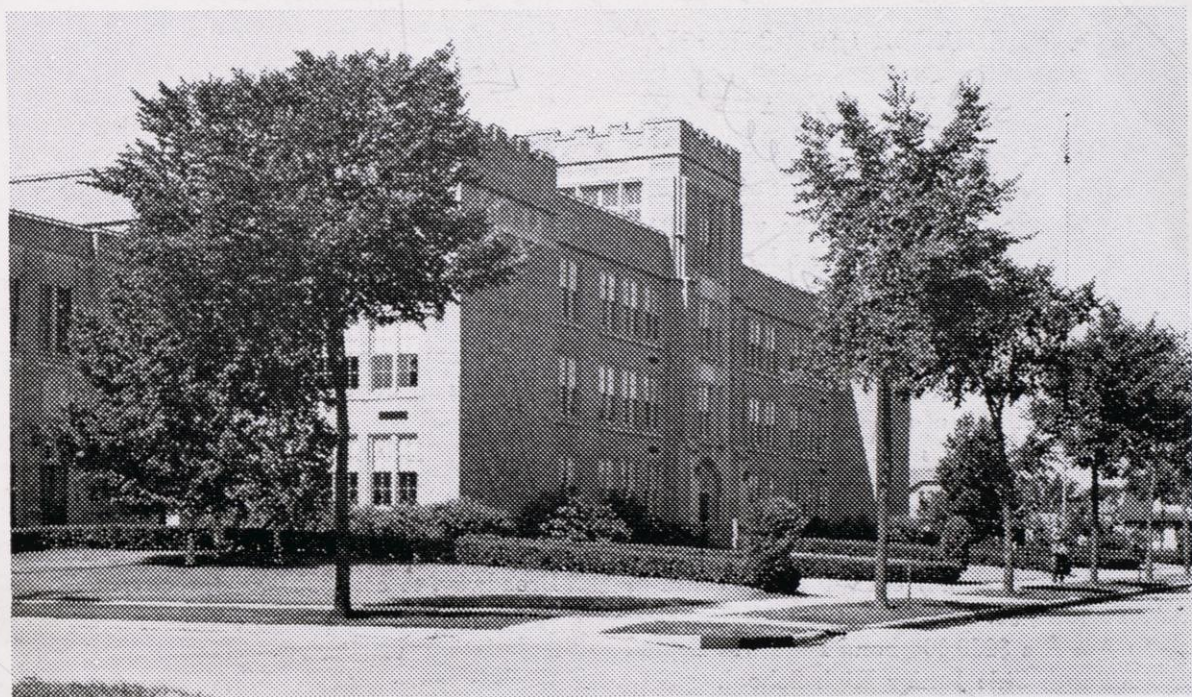
Memorial Hospital



Main Entrance — St. Nicholas Hospital



Part of Central High School



South Side Junior High School

FILTRATION PLANT

Contracts for a filtration plant for the water department were let during the month of August at a cost not to exceed \$430,000, and to be paid out of the water department's earnings.

The 50th anniversary of the electric light was celebrated in October, with fitting ceremonies and homage paid to Thomas A. Edison.

In November, the "Mushrooms" that had been located in the center of intersections, and which had been the cause of many accidents were removed; signal beacons were placed in the pavement.

1930

In January many names of streets were changed, as follows:

Karste Street became Lake Shore Drive.
South Harrison Street became South 7th Street.
Halsted Street became South 8th Street.
Fulton Street became South 10th Street.
Mead Street became Mead Avenue.
Custer Street became Custer Avenue.
Humboldt Street became Humbolt Avenue.
Sheridan Street became Jackson Avenue.
Polk Street became Polk Court.
Whitcomb Street became Whitcomb Avenue.
Park Avenue became Wilson Avenue.
Grant Street became Monroe Court.

SOUTH SIDE JUNIOR HIGH SCHOOL

1930

In March the contract for the South Side Junior High School was let at a cost of \$383,000.

The Westport Steamship Line went out of business in January. This was the last commercial freight carrier by water which this city had; so the Municipal Dock, which they had been using, became untenanted.

In June landscaping Vollrath Bowl was completed, at a cost of \$6,000.

During this year most all the street curb corners were cut to a larger radius.

Lester Grube was appointed Justice of the Peace by the Common Council, on February 3, 1930, to fill the vacancy caused by the death of E. A. Toennis, Jr.

In April, a \$250,000 bond issue was floated for the South Side Junior High School.

The school census in September showed

6,303 attending schools, with 1,471 in high school, but it also showed 6,006 boys and 5,974 girls, or a total of 11,980 eligible to attend school.

NEW POST OFFICE

In October, the city received a letter from the federal government asking for a central location for a new Post Office, which is to be built in the city, to cost \$295,000.

SHEBOYGAN MEMORIAL HOSPITAL

1931

On January 5th ground was broken for the building of a new hospital in Sheboygan, subscriptions for which had been solicited for about the City the year previous.

JUDGE PUHR ELECTED

Municipal Judge Meyer, for many years Judge of the Court, passed away in January and Judge E. H. Pühr was appointed to fill this vacancy; at the April election Judge Pühr was elected Municipal Judge, a position he still holds.

When the census was taken it was found the city had a population of 39,251 thus it (the city) became a second class city.

The ornamental lights were constructed on North Avenue from 8th to 12th Streets.

The summary of streets paved during the 10 year period just closed showed 75.9 miles of 18 foot pavement laid down by our City Paving Crew.

WATER METERS

Meters were installed in all city-owned buildings in September, 1931.

BROADWAY VIADUCT

In August, it was advocated to build a viaduct over the C. & N. W. Ry. Co. tracks at Broadway, to cost \$20,000; the city to pay half.

In November, Chas. Pratt, Secretary of the Association of Commerce, who was sent to Washington, reported on the new Post Office to be built here.

NEW COURT HOUSE

Alderman Kuntze introduced a resolution for the building of a new Court House.

1932

In February, Fountain Park was proposed as a good site for the proposed Court House. There were many controversies and petitions for and against this site; after much discussion another site was chosen, but not until late in the year.

RESERVOIR

In March, at the suggestion of the Water Department, a water reservoir to hold 500,000 gallons was asked for, and the place selected for same to be built at the Taylor Farm, west of the city. Plans were drawn in June, and accepted; and in August, bonds to the amount of \$200,000 were floated to pay its cost.

Supt. of Schools, Henry Kircher, who had been connected with the schools for many years, died August 13, 1932.

1933

The fight to have all consumers of water, metered, was steadily being won, and on December 31st of this year, the Water Department reported that all water consumers "are now metered".

There was much agitation through the entire year concerning a Municipal Lighting Plant, and a resolution was passed appropriating \$15,000 for a complete survey of the Wisconsin Power and Light Company's Plant, with the thought of finding out the probable cost of this plant, with the object of future purchase. This resolution met with opposition; nothing definite was done until the following year in February, when a survey was ordered to be made by the Wisconsin Public Service Commission. But nothing further was done after the survey until the April election, when it was put to a referendum, and lost.

VOCATIONAL SCHOOL

The city was growing continually; a petition was brought before the Council for a

new Vocational School for which plans had been drawn, the cost to be \$307,630; part of which was to be paid by a federal grant. This was also "foot-balled" around, and met its "Waterloo" at the Spring Election in 1934, when it was voted upon and 4,094 voted to build, while 4,721 said "no".

The old Court House was being razed to make room for the new one.

Some of the wards were getting too crowded so a change in ward lines was made in August, and then in November, these wards were again divided into precincts.

At this time a Centennial Homecoming was being planned for the next year.

"FRANKLIN DELANO ROOSEVELT PLAYGROUND"

1934

In February of this year, the 10-acre playground south of Mead Avenue was named "Franklin Delano Roosevelt Playground", in honor of the President of the United States; a letter was sent him concerning same, to which his secretary replied, thanking the city for this honor.

The old Court House clock which, for years, kept the time for many of our citizens, was to be placed in Franklin School, under C. W. A., but before it was installed, the C. W. A. went out of existence; so the city appropriated \$200.00 to finish the job; thus again it is telling the time for many of our south side citizens.

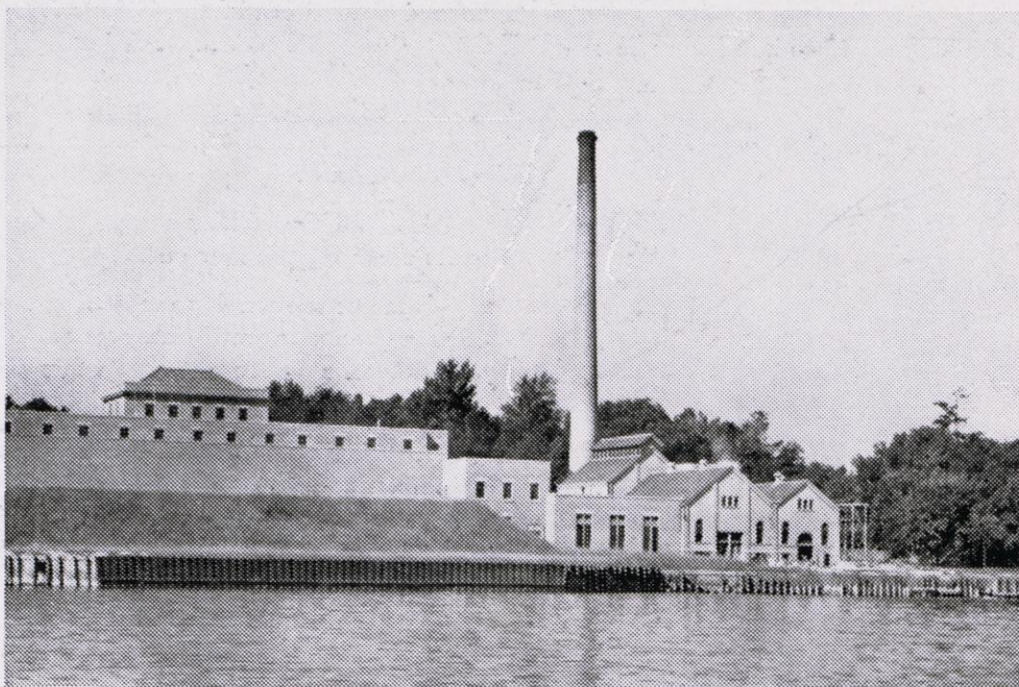
CITY EMPLOYEES MUST BE CITIZENS

In May of this year, 1934, a very important resolution was passed by the council, which stated that, "hereafter all persons employed by the city must be citizens of the United States and residents of the city".

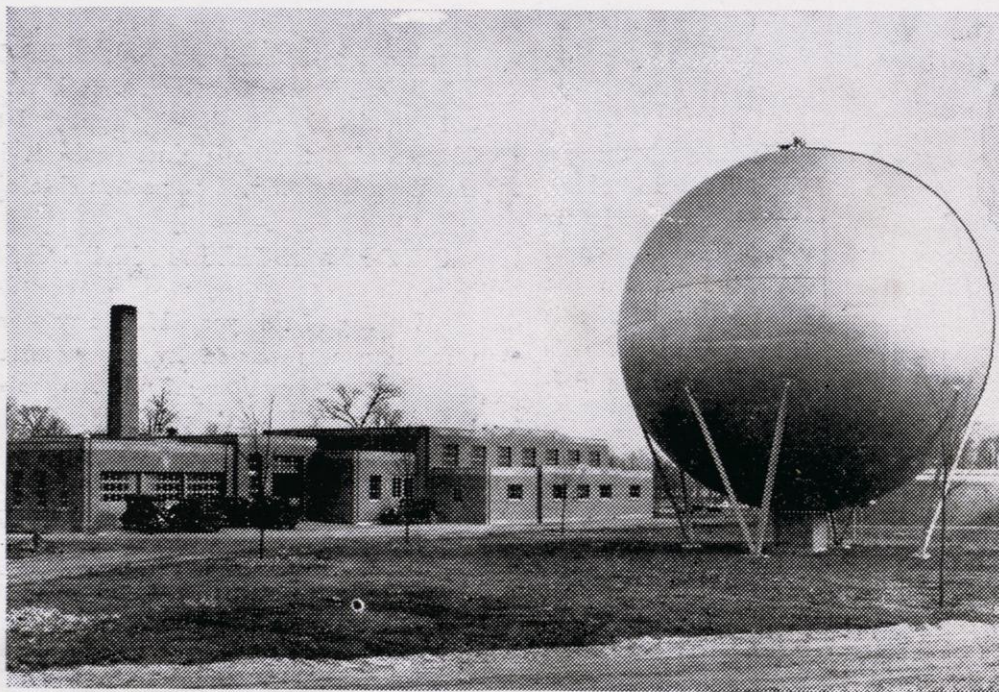
14TH STREET VIADUCT AND ROUTE 141

Relocating Highway 141, and the construction of 14th Street Viaduct was started this year.

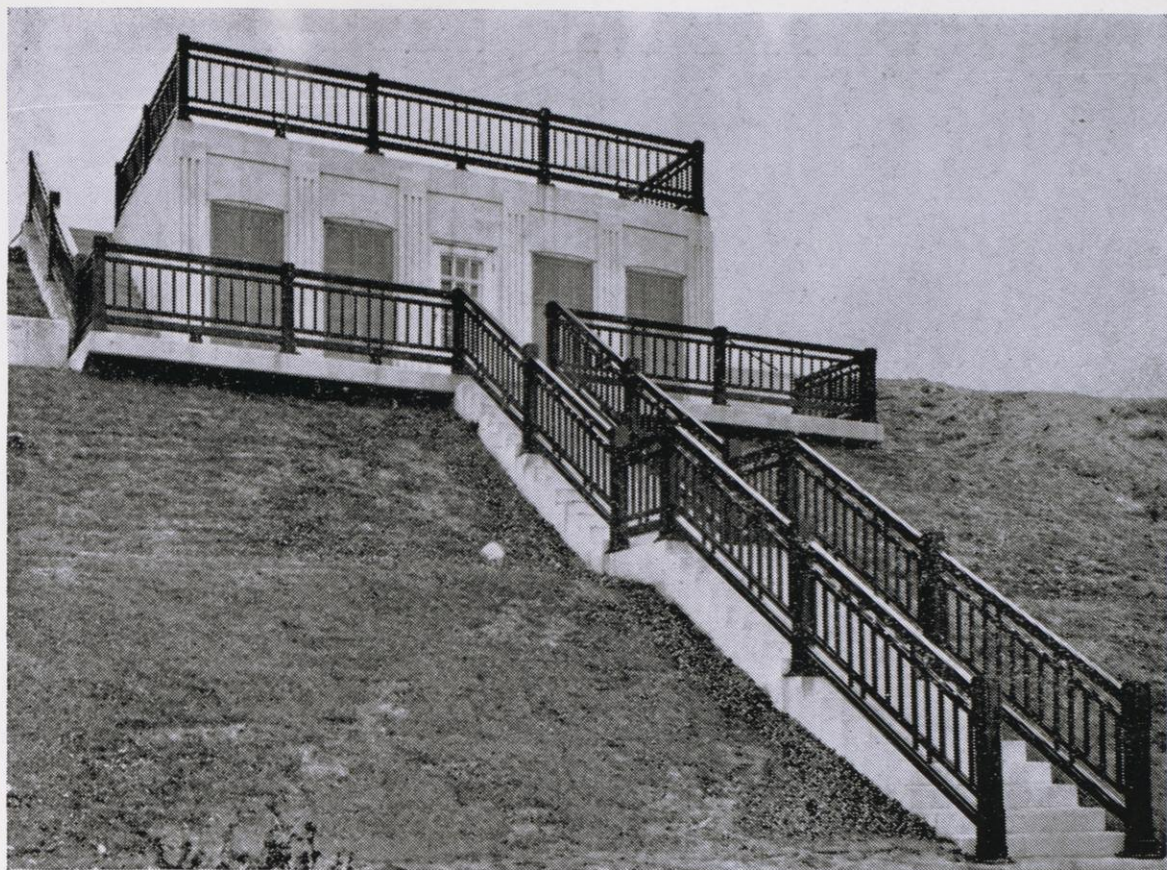
These years—1934, 1935, 1936, 1937, 1938, 1939, and 1940 were the big years for W. P. A.,



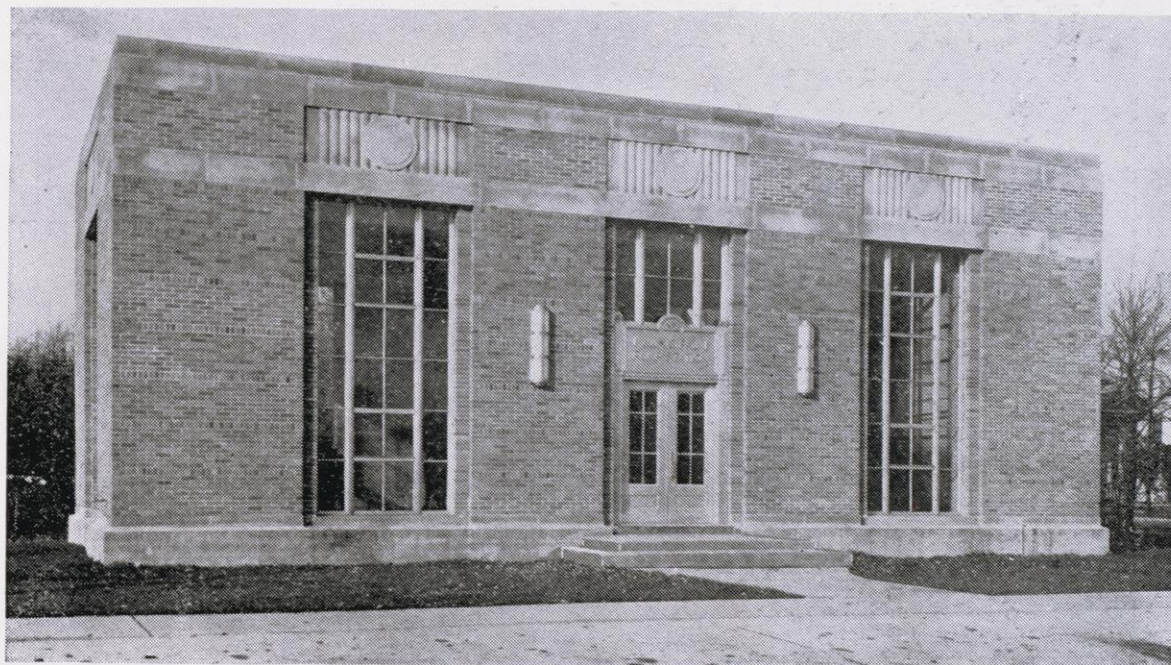
Water Works Plant (Lake Michigan View)



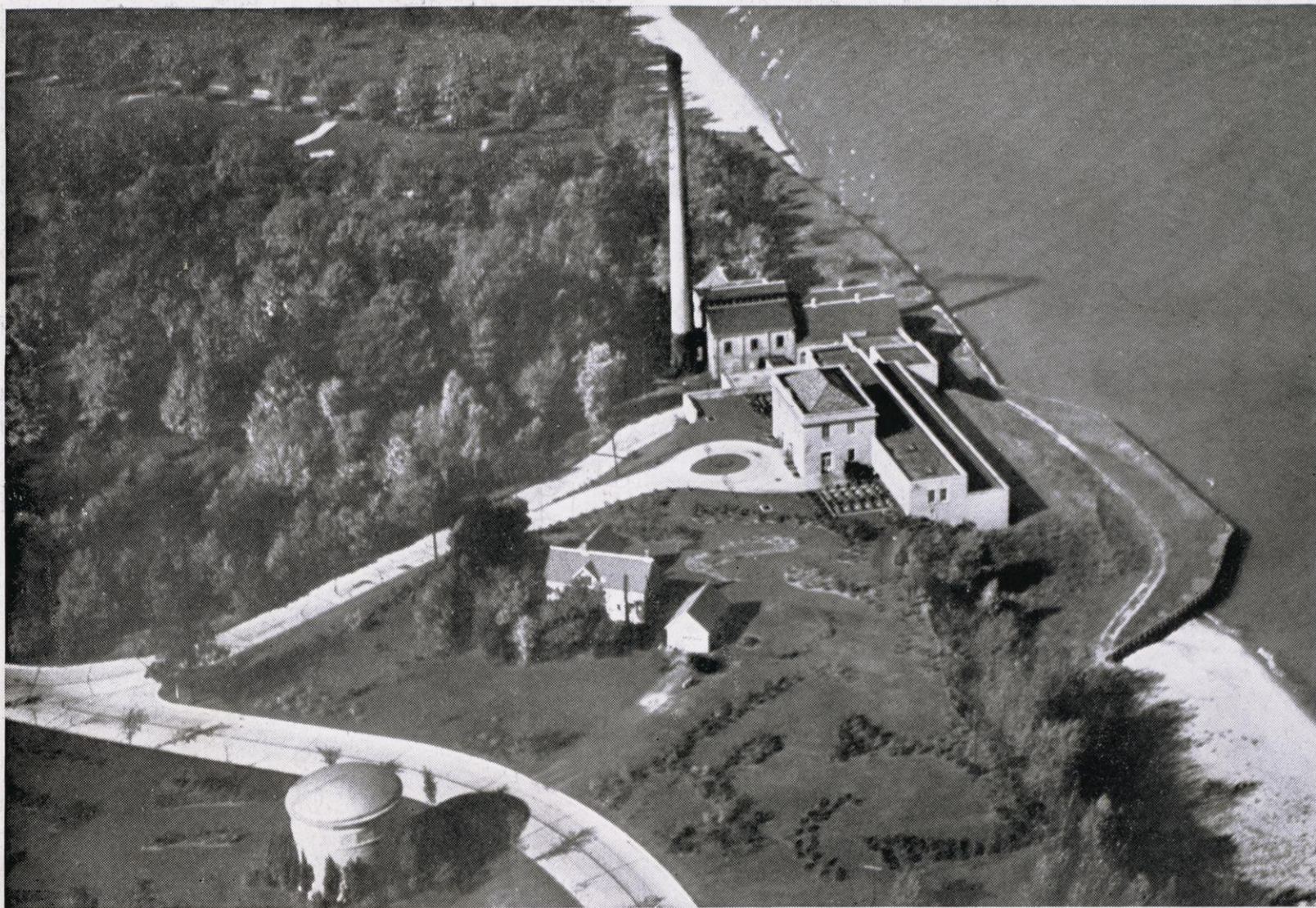
Sewage Disposal Plant



North Side Pumping Station of Sewage System
North 3rd Street and North Avenue



South Side Pumping Station of Sewage System
Kentucky Avenue and South 7th Street



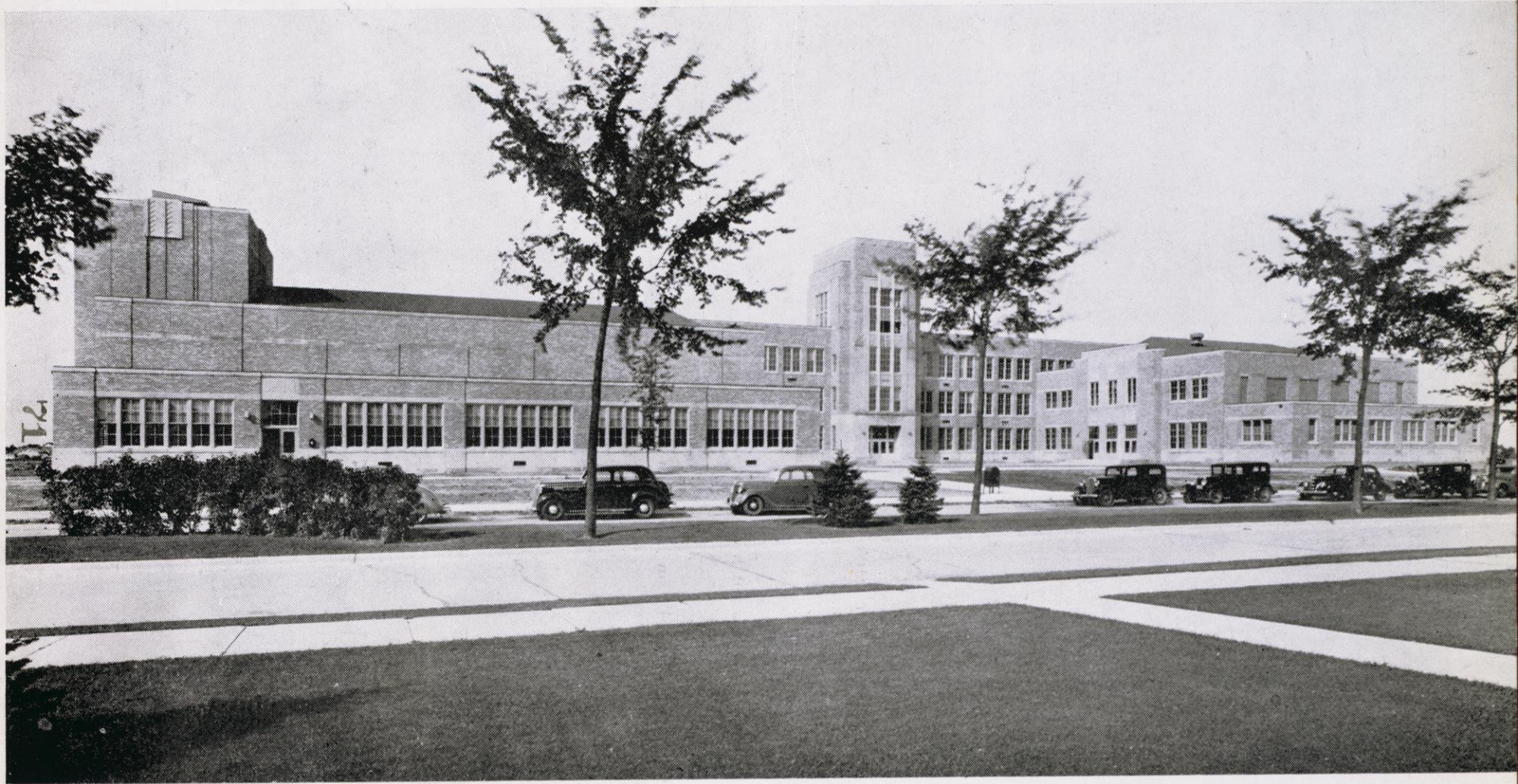
Aerial View of the Water Works Plant



Bird's Eye View of Sheboygan showing the Sheboygan River and Lake Michigan - 1945



Aerial View of Sheboygan looking north from South 9th Street and South Water Street - 1945



North High School

and many projects were completed. Improvements were being made daily, much to the benefit of the city, such as sewers, pavements, and putting the number of houses on street curbs.

1935

One of the biggest years for W. P. A. Projects and building.

NORTH SIDE JUNIOR HIGH SCHOOL

The two big projects of this year were the Sewage Disposal Plant, and the North High School.

In June a resolution was presented for a North Side Junior High School at a cost of \$357,500; i. e., the city's share. Five Aldermen were appointed as the Building Committee, as follows: Kuntze, Fessler, Meves, Kneevors, and Schnettler. A bond issue for \$360,000 was authorized in August, and Edgar Stubenrauch was engaged as the architect. The decision on a location created quite a delay. The first location at Bluff Avenue and Geele Avenue and 3rd and 5th Streets was recommended by the Board of Education, but, it being owned by the Mayor, was subject to legal conditions. A petition not to build on this location was presented to the Common Council, but to build on Cooper Avenue and 20th Street. Then this was turned down, and again the first property at Bluff and Geele Avenue was considered; this, after much legal fuss, was turned down, and finally the present location was decided on. This was in 1936, September, when at the Primary, the site, as well as the amount, was settled. A bond issue of \$355,000 was voted.

SEWAGE DISPOSAL

Resolution for a sewage disposal plant was presented at a cost of \$825,000 to the city. Total cost estimated at \$1,500,000 of which the federal funds would be 45%, or about \$675,000. The Jerry Donohue Engineering Co. was given the entire engineering contract. The property finally selected was a tract of 17 acres, at a cost of \$14,000 south of the city, and owned by the Wisconsin Power and Light Co.; in August an ordinance was passed to issue bonds for \$750,000 for this plant.

COURT HOUSE

The first Court House was built in 1866 and finished in 1868. At that time and for many years thereafter, it was considered one of the finest in the country. It contained all the county offices, the sheriff's residence, as well as the county jail.

As the years passed, and the city and county grew, it began to get crowded. So in 1891 it was decided to build a separate unit, in the rear of its present location, to house the sheriff and the prisoners. This unit was completed in 1892, and, by so doing, added more room to the Court House for its increasing need. My father was sheriff at that time, and I lived in both the old Court House and also in the new residence.

When in 1931 it was decided to build a new Court House, plans to include the jail were added, but no residence for the sheriff was provided.

After a few years of building, the new, modern Court House was completed; it ranks second to none in the entire country both in architecture and interior magnificence. It is interesting to note that all the veneer paneling and the veneers for the benches were manufactured by the Frost Plywood Co of our city, and of which, at that time, I was superintendent. From all indications the Court House is large enough for this county's needs, for a half century at least.

Another coincident is that "Colonel" Geo. W. Leberman has his office in the Court House and is Chairman of the Committee on Public Property of the County.

1936

In May, an ordinance was passed to annex a section of land south of the city to the city. In December, a petition withdrawing names from the former annexation petition, was presented to the Common Council, a lawsuit resulted, and finally, after a year or so, the court decided in favor of the city; so the property was annexed; part of this property is where the sewage plant is now located.

In August, the South Side Bathing Beach was christened "General Chas. King Memorial Park". On September 6th the 100th Anniversary of Sheridan Park was celebrated.

1937

In February more trouble was in store for the city. It was found that several essential rooms, and other things, had been omitted from the North Side Junior High School, and that \$66,000 was needed immediately for this purpose, and that more would be asked for. A referendum was asked for at the Spring Election, at which time a bond issue of \$160,000 additional was voted to complete the building.

PURCHASE POST OFFICE

On April 15th, the city purchased the old Post Office Building for \$12,600; at present it is being used by the Department of Outdoor Relief.

Sunday, October 3rd, the corner stone of the North Side Junior High School was laid with appropriate ceremonies. This is considered one of the finest buildings of its kind in the state.

On the 20th of December, by an ordinance passed, pin ball machines were banned from use in the city.

1938

In April, 1938, a referendum was held on "Shall the new North Side High School be made a Senior High School?" At the election it was decided to make it a Senior High School.

Early in 1938 our treasurer, Philip Muth, died, and Carl Fahres was elected to fill the balance of his term.

A resolution was passed to build jetties opposite our Shooting Park, to protect its bank.

EQUIPMENT FOR NORTH HIGH SCHOOL

The North High School just completed has had no provision made for its equipment, so a \$100,000 bond issue was authorized.

In September, our police squad cars were all equipped with a two-way radio system, so as to make its system more efficient.

The comptroller reported that the bonded indebtedness of the City is \$1,813,000.00.

1939

In February of this year, a petition was presented to the Common Council in regard to

annexation of a certain piece of territory to the City. There was also an agreement signed leasing the Bemis Plant to Moe-Bridges. In August this company started to move its equipment here from Milwaukee, and has worked on defense orders up to the present time.

REMOVAL OF WATER TROUGHS AND CAR TRACKS

Two resolutions were presented to the Council during this year. One to remove the remaining water troughs in the City, and another to remove the street car tracks on North 8th Street and Penn. Avenue, as street car service had been discontinued, and had been replaced by buses.

1940

In 1940 interurban service was discontinued to Milwaukee; buses took its place.

Early in 1940 plans were made for enlarging our Public Library. In January, this remodeling was completed, and on January 9th the formal dedication took place.

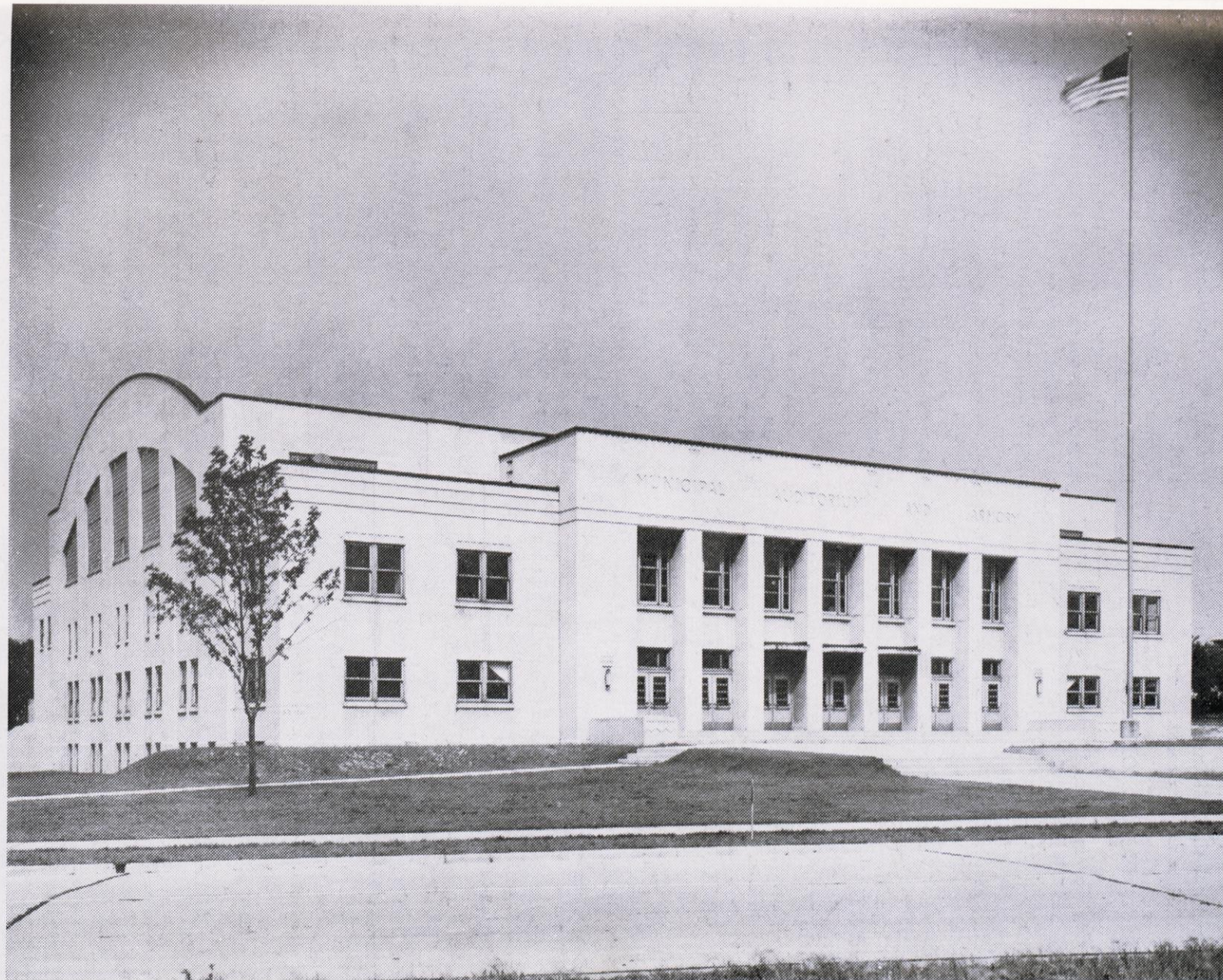
ANNEXATION OF "THE FLATS"

In May, a petition for annexing certain territory in the Town of Sheboygan, west of the city, was received, and upon examination it was declared legal, and sufficient. So an ordinance was passed annexing same to the city, but before this became valid, a protest was filed by the Town of Sheboygan. This case was taken to Circuit Court where the objection of the town was over-ruled, and a judgment was given to the City for annexation. The Town, not being satisfied, appealed the case to the State Supreme Court; the Court ruled in favor of the City, and so, March 10, 1942, this territory became part of our City.

April 21st marks the death of one of the communities most prominent citizens, W. J. Kohler. In his passing not only the community, but the whole state of Wisconsin, lost a man who will be hard to replace.

RESOLUTION FOR AUDITORIUM AND ARMORY

On May 13th a resolution to build an Auditorium and Armory was presented to the Com-



Municipal Auditorium and Armory

mon Council, cost to be \$180,000.00. In September a site was selected; on December 14th an architect was engaged; on January 20th, 1941, contracts for the building were let, and on May 28th, 1942, it was dedicated.

BICYCLE ORDINANCE

In November a bicycle ordinance was passed, which has proven to be a very good one. Also, in this month a Civil Service Commission was added to our City Government, which has been, and is doing, a fine job for the City. This Commission is composed of three men, appointed for three years—one retiring each year.

One of the big projects the City had in 1940 was removing street railway tracks from our streets. This has just been completed, January, 1941.

In May, a new industry was added to the City—Potts Foundry. It was moved here from Fond du Lac.

AUDITORIUM AND ARMORY

The laying of the corner stone of the Auditorium and Armory was dedicated with appropriate ceremonies on June 1st; the building to be known as the Municipal Auditorium and Armory.

In October, the Common Council passed a resolution naming our city "The City of Elms", and so ends the year 1941.

1942

In May, 1942, at a special meeting of the Common Council, a resolution was drawn and later sent to the Federal Government, offering this city's wholehearted support for the planning, erection, operation, and conducting of an airplane manufacturing and assembling plant in Sheboygan.

AGITATION FOR AN AIRPORT

Early in this year, agitation for an airport was started; a proposed site was picked out and rough plans made to determine whether this location was suitable or not. This area was situated north of the City, a little north of the Pigeon River, and east of Highway 141. After much discussion and planning, this site was dropped as too small and undesirable.

In July, a new industry was secured for the

city, the American Hydraulics Corp., which formerly had been located in Fond du Lac. This industry employs about 100 and has been manufacturing war machinery up until the present time.

During August, our City was visited by very heavy rains, causing considerable flooding of basements, especially on the North side. To remedy this condition, all downspouts on houses were ordered disconnected from the Sewage System. This created heated discussions and finally a remedy was suggested to relieve this heavy pressure on the northeast side; a special 48" sewer was connected to the storm sewer at 3rd and Michigan Avenue, the low point of that section, and up to the present time no more complaints have been received.

AIRPORT

On August 28th a special meeting was called for the purpose of purchasing land for the construction of an airport. A suitable location had been picked, and options received, and at the meeting money was provided for, and plans made, to purchase this land known as Section 32, Town Mosel. But something happened which changed the entire proceedings, for the City Attorney ruled that the entire meeting and the action taken were illegal, and consequently the airport project was held up. Suit was then instigated against the broker, who held the options and who already had received \$10,000.00 from the City, as a down payment on the options. This suit was started in December, 1942, and steps have been taken and options obtained on four other locations for an airport, but up to date no definite action has been taken.

In April, 1943, Willard M. Sonnenburg was elected Mayor; Joe W. Wilkus, City Attorney; Edward J. Amann, Assessor and all the other elective city officials were re-elected.

ZINKANN-THEMAR CASE

On June 7, 1943, the Mayor appointed Henry Zinkann as a member of the Civil Service Commission to replace Milton Themar, whom he (the Mayor), declared ineligible to hold the office of secretary of the Civil Service Commission, as he (Themar) at the present time is a member of the Planning Board and who, according to the Ordinance, cannot hold two city of-

fices at one time. The Common Council approved this appointment, but Mr. Themar refused to vacate the office. Mr. Zinkann attended the Civil Service meetings, but was given no voice in its transactions. A lawsuit resulted, and in July, 1944, the case was settled; Mr. Themar lost the case.

AIRPORT AGAIN

June 21. Alderman Keppler introduced a resolution that the Mayor appoint a committee of five aldermen to investigate all phases regarding an adequate airport, and to report all information gained to the Common Council. The Committee appointed by the Mayor was as follows: Miley, Hickenbotham, Kleinke, Sprenger, and Keppler.

FRIGATE "SHEBOYGAN"

On July 19, the Mayor and many councilmen and some city officials, traveled to Superior, Wis., to attend the ceremonies of the launching of the Frigate named, "Sheboygan".

A. O. SMITH CORPORATION

In July, word reached the Mayor that the A. O. Smith Co., of Milwaukee, had sidestepped Sheboygan in the building of a \$1,000,000.00 war plant. Upon investigation, it was found that at this date, July, it was too late to do anything about it, as a location had already been decided on. On August 16, a special committee was appointed to try and ascertain why the A. O. Smith Co. did not locate here. Up to the present writing, no satisfactory report has been made.

TIN CANS IN DUMP

An ordinance was passed prohibiting (subject to a fine) the dumping of tin cans in any city dump.

ASH AND RUBBISH COLLECTION

November 15, 1943. Alderman Hickenbotham proposed an ordinance for the municipal collection of ashes and rubbish. This ordinance was passed on December 6, 1943.

MORE ABOUT AIRPORT

December 6, 1943. A resolution was passed condemning Section 32, Town Mosel for airport purposes.

RESIGNATION OF FIRE CHIEF BRANDT

On April 17, 1944, Fire Chief Charles Brandt, after having served the Fire Department since 1899, resigned his position, and same was accepted; Assistant Chief August Sokoll was promoted to Chief.

AIRPORT

May 15, 1944. The Mayor appointed a new Airport Committee. Aldermen Dales, Bogenhagen and Weber were to study the entire situation to date, and make a full report when ready.

The city is experiencing quite a corrosion on the lakeshore, due to increasing high water and east winds, and so ways and means are being sought to prevent this.

In July, a request was made for a Veterans' Reception and Information Center, and Aldermen Fessler, Kleinke and Bienert were named a Committee for this cause.

In August, the Mayor, in a message to the Common Council, proposed that plans be drawn for a new Vocational School; to have them ready so that when the war is over, building could commence. The Common Council met with the Vocational Committee and proposed plans, site, etc.

AIRPORT

A full report by the Special Airport Committee was made to the Common Council. It was very thorough and very explanatory in all respects. The Committee also recommended that condemnation proceedings be resumed.

RETIREMENT FUND

In September, an ordinance for a retirement pension for all city employees was introduced to take effect January 1, 1945. It was ratified October 16, 1944.

AIRPORT

The Board of Commissioners appointed to appraise Section 32 for Airport purposes, reported on December 18, 1944. Their price was set at \$100,000.00.

On December 18, 1944, the Committee of the Whole advocated the property, known as the old "Post Office", be used for the new proposed Vocational School, and added, property not owned by the city to the west, be applied for.

AIRPORT

Condemnation proceedings for Section 32, Town Mosel, were instigated, and came up in Court at the Spring term. The case was finally decided on April 27, 1945, and the City was ordered to pay the property owners in that section \$109,812.50. Everything seemed to be settled and the Common Council passed an ordinance to pay this amount plus costs, and acquire land for an airport, but the Mayor vetoed this and at the next meeting of the Common Council; six voted to uphold the veto, and ten to override; as it requires 12 to override the veto, it was re-referred to the Committee of the Whole. At the next meeting of the Common Council a resolution was presented by six aldermen, asking that the entire proceedings on the airport be dropped and a new start be made. After two special meetings, the last one, June 26, 1945, this resolution was placed on file, and as the sixty day period for purchase of Section 32 had expired, the whole matter was transferred to the Court for final decision.

The Circuit Court through Henry A. Detling, its Judge, rendered the decision.

The decision was quite full and the closing paragraph reads:

"My conclusion is that condemnation proceedings have not been abandoned and can no longer be abandoned against the protest of the land owners; that the Circuit Court judgments are in effect and establish the law of the case; and that the award of the commissioners on file with the Clerk in the Schreiber case has the effect of a judgement." In other words, the Judge ordered the City to pay to the farmers the amounts set by the Commission on Condemnation. This check with interest amounted to around \$111,000.00 and has been drawn and

delivered to the Clerk of Court for payment to the individuals concerned.

Now Sheboygan has the land, and now it is up to the Common Council to continue. Just what will happen is hard to tell.

87 YEARS OF SHEBOYGAN OFFICIALS

29 Mayors in 87 years, or an average term of 3 years:

H. Conklin	April, 1853 to Aug., 1853	4 mo.
R. Townsend	Aug. 9, 1853 to April, 1854	8 mo.
J. Kirkland	April, 1854 to April, 1855	1 yr.
E. Fox Cook	April, 1855 to April, 1857	2 yrs.
L. Mason	April, 1857 to April, 1858	
	April, 1859 to April, 1860	2 yrs.
W. Shafter	April, 1858 to April, 1859	1 yr.
B. Williams	April, 1860 to April, 1862	2 yrs.
G. Stamm	April, 1862 to April, 1863	1 yr.
J. Moore	April, 1863 to April, 1867	4 yrs.
J. O. Thayer	April, 1867 to April, 1868	1 yr.
F. Geele	April, 1868 to April, 1870	
	April, 1876 to April, 1879	
	April, 1880 to April, 1881	
	April, 1893 to April, 1895	8 yrs.
Tom Blackstock	April, 1870 to April, 1871	
	April, 1872 to April, 1873	
	April, 1884 to April, 1885	3 yrs.
W. Elwell	April, 1871 to April, 1872	1 yr.
J. Bell	April, 1873 to April, 1874	
	April, 1885 to April, 1889	
	April, 1891 to April, 1892	6 yrs.
G. End	April, 1875 to April, 1876	
	April, 1879 to April, 1880	2 yrs.
W. Saemann	April, 1881 to April, 1882	1 yr.
M. Winter	April, 1882 to April, 1884	2 yrs.
J. M. Saeman	April, 1889 to April, 1891	2 yrs.
J. M. Kohler	April, 1892 to April, 1893	1 yr.
C. A. Born	April, 1895 to April, 1901	
	April, 1903 to April, 1905	8 yrs.
F. A. Dennett	April, 1901 to April, 1903	2 yrs.
Theo. Dieckmann	April, 1905 to April, 1915	10 yrs.
O. B. Joerns	April, 1915 to April, 1917	2 yrs.
A. Albrecht	April, 1917 to April, 1921	4 yrs.
H. Schuelke	April, 1921 to April, 1925	
	April, 1927 to April, 1931	8 yrs.
L. E. Larson	April, 1925 to April, 1927	2 yrs.
O. Geussenhainer	April, 1931 to April, 1933	2 yrs.
W. M. Sonnenburg	April, 1933 to April, 1939	6 yrs.
Herman C. Runge	April, 1939 to April, 1941	2 yrs.
C. Bau	April, 1941 to April, 1943	2 yrs.
W. M. Sonnenburg	April, 1943 to	

27 Assessors in 87 years, or an average of 4 years per term.

W. Gunther - A. Manville	1853 to 1854	1 yr.
A. L. Weeks - S. Camp	1854 to 1855	2 yrs.
J. Weiskopf, W. Meyer,		
W. Springer	1855 to 1857	2 yrs.
J. Weiskopf - A. Trester	1857 to 1859	2 yrs.
A. Dietzel	1859 to 1860	1 yr.
A. Mahlendorf	1861 to 1862	1 yr.
J. Bast	1860 to 1861	
	1862 to 1864	
	1877 to 1883	9 yrs.
J. Weiskopf	1864 to 1869	5 yrs.
H. F. Piderit	1869 to 1871	
	1873 to 1877	6 yrs.
C. Reich	1871 to 1873	2 yrs.
F. Schnellen	1883 to 1897	14 yrs.
E. Nehrlich	1897 to 1899	2 yrs.
O. B. Joerns	1899 to 1903	
	1905 to 1907	6 yrs.
J. Schmidt	1903 to 1905	2 yrs.
Ed. Oehler	1907 to 1913	
	1921 to 1935	20 yrs.

H. Knocke	1913 to 1921	8 yrs.
H. E. Steffen	1935 to 1941	6 yrs.
Ed. J. Amann	1941 to	

11 Comptrollers, or an average term of 8 years:

B. Williams	1857 to ?	
J. Schrage	1866 to 1868	2 yrs.
C. Zillier	1868 to 1871	3 yrs.
J. Weiskopf	1871 to 1879	8 yrs.
A. Wilgus	1879 to 1883	
	1884 to 1885	5 yrs.
A. W. Pott	1883 to 1884	1 yr.
J. Schmidt	1885 to 1887	2 yrs.
R. Nommensen	1887 to 1891	4 yrs.
F. Margenau	1891 to 1893	2 yrs.
J. Kummer	1899 to 1929	30 yrs.
W. Brehm	1929 to	

18 Attorneys in 87 years, or an average term of 5 years:

C. Runge	1887 to 1892	5 yrs.
C. H. Maynard	1895 to 1897	2 yrs.
C. H. Dean	1897 to 1899	2 yrs.
T. M. Bowler	1899 to 1905	6 yrs.
H. A. Detling	1905 to 1913	8 yrs.
Ed. Voigt	1913 to 1917	4 yrs.
D. T. Phalen	1917 to 1922	5 yrs.
A. Matt Werner	1923 to 1929	6 yrs.
A. H. Gruhle	1929 to 1935	6 yrs.
Ed. Schmidt	1935 to 1943	8 yrs.
Joe. W. Wilkus	1943 to	

8 Clerks in 87 years, or an average of 11 years:

A. Marschner	April, 1853 to April, 1856	3 yrs.
C. Adolphi (died in office)	April, 1856 to 1876	18 yrs. 6 mo.
Wenzel Kunz (died in office)	Oct. 1876 to April, 1893	16½ yrs.
O. F. Huhn	April, 1893 to April, 1901	8 yrs.
J. F. Armstrong	April, 1901 to April, 1907	6 yrs.
John Steimle (died in office)	April, 1907 to April, 1927	19 yrs.
E. Mohr	April, 1927 to April, 1937	11 yrs.
J. E. Leberman	April, 1937 to	

24 Treasurers in 87 years, or an average term of 3.15 years.

K. Guck	1853 to 1854	1 yr.
F. Geele	1854 to 1857	
	1858 to 1860	5 yrs.
J. Mallman	1857 to 1858	1 yr.
E. Sonntag	1860 to 1866	6 yrs.
H. Koth	1866 to 1867	1 yr.
J. Gerend	1868 to 1869	1 yr.
J. Krebs	1869 to 1872	3 yrs.
T. Trier	1872 to 1874	2 yrs.
T. Roeder	1874 to 1876	2 yrs.
J. Schrage	1876 to 1877	1 yr.
A. Trilling	1877 to 1879	2 yrs.
A. Rabe	1879 to 1881	2 yrs.
T. Abrahams	1881 to 1885	4 yrs.
Val. Schaetzel	1885 to 1887	2 yrs.
E. Eiles	1887 to 1893	6 yrs.
F. W. Mueller	1893 to 1897	4 yrs.
Jos. Geise	1897 to 1903	6 yrs.
R. Schoen	1903 to 1905	2 yrs.
H. Schilder	1905 to 1909	4 yrs.
H. Bandman	1909 to 1915	6 yrs.
F. Telenger	1915 to 1929	14 yrs.
E. Stolzenberg	1929 to 1937	8 yrs.
Phil. Muth	1937 to 1938	1 yr.
C. Fahres	1938 to	

JUSTICES OF PEACE 1846 to 1946

D. W. Harington	1846 to 1850	4 yrs.
Edward Elwell	1850 to 1852	2 yrs.
David Manville	1852 to 1855	3 yrs.

James Johnson	1855 to 1857	2 yrs.
Nelson G. Stickler	1857 to 1860	3 yrs.
A. Hoeckner	1860 to 1861	1 yr.
James McClements	1861 to 1863	2 yrs.
Chas. Adolphi	1863 to 1872	9 yrs.
A. Trilling	1872 to 1873	1 yr.
James McClements	1873 to 1878	5 yrs.
F. H. Friedrich	1878 to 1879	1 yr.
Wilbur M. Root	1879 to 1885	6 yrs.
Chas. Osthelder	1885 to 1887	2 yrs.

Then the Municipal Judges were elected.

August W. Pott	1887 to 1895	8 yrs.
Otto Trilling	1895 to 1903	8 yrs.
John M. Giblin	1903 to 1915	12 yrs.
Otto Bassuener	1915 to 1919	4 yrs.
John Meyer	1919 to 1931	12 yrs.
E. H. Puhr	1931 to	

Circuit Court Judges:

N. S. Gilson	1881 to 1898	18 yrs.
Michael Kirwan	1899 to 1928	29 yrs.
Edward Voigt	1929 to 1934	5 yrs.
Henry A. Detling	1934 to	

SHEBOYGAN - 1846

1 School	1 Hotel
1 Post Office	1 Bank
1 Machine Shop	1 Blacksmith Shop
1 Hardware Store	1 Grocery Store
1 Clothing Store	1 Hide and Leather Co.
1 Foundry	1 Furniture Store
1 Bakery	1 Jewelry Store
1 Saw Mill	2 Saloons
1 Church	1 Justice
1 Doctor	

SHEBOYGAN, October, 1945

Schools: 2 High, 9 Grade, and 11 Parochial

Hotels: 7, 1st class - 2, 2nd class.

Apartments: 3 large. Restaurants: 24.

1 Post Office	9 Bakeries
6 Banks	7 Jewelers
6 Machine Shops	140 Taverns
2 Blacksmith Shops	17 Liquor Stores
9 Hardware Stores	25 Meat Markets
83 Grocery Stores	45 Churches
10 Clothing Stores	2 Hospitals
11 Department Stores	35 Doctors
1 Hide and Leather Shop	26 Dentists
2 Foundries	27 Lawyers
14 Furniture Stores	21 Fraternal Organizations

Mfg. diversified - 55: Overalls, Beer, Paint, Plastics, Hosiery, Fabricated Homes, Plumbing Fixtures, Steel Ware, Gloves, Shoes, Machines, Plywood, Furniture - all kinds, Steel, Iron Fabrikat, Tools, Leather, Glass, Mirrors, Enameled Ware, and others.

4 Bathing Beaches	8 Bowling Alleys
2 Swimming Pools	6 Theatres (Movies)
17 Parks	

ASSESSED VALUATION

		Rate
1846		.01
1853		.03
1860		.01
1870		.0135
1880	\$1,900,000.00	.029
1900	\$11,890,639.00	.1570
1910	\$14,097,933.00	.1784
1920	\$30,921,103.00	.3631

1930	\$51,097,610.00	.2992
1940	\$50,995,005.00	.3648
1945	\$53,350,055.00	.31478512

NEWSPAPERS

- Sheboygan Mercury	1848
- Spirit of the Times	1849
Nat. Demokrat (German)	1850
became Sheboygan Volkfreund in	1859
Lakeshore Advocate	1856
became Sheboygan Journal in	1859.
Wisconsin Republican	1856
- Sheboygan Lake Journal	1856
Sheboygan Zeitung	1870
Sheboygan Co. Herald	1870
Sheboygan Times	1871
Sheboygan Tribune	1876
Sheboygander — an early morning paper.	
Sheboygan Telegram	
Sheboygan Journal	
The Sheboygan Press,	Dec. 17, 1907

Frank Zufelt, living at 4th Street and Michigan Ave., was one of the pioneer newspaper men of Sheboygan, having edited the Sheboygan Telegram for many years, until it was sold to The Sheboygan Press. Other old timers were: Col. Root, Aug. Pott, Zillier, and Howe.

GROWTH OF BRIDGES

1854 Foot Bridge at 7th St.
1855 Draw Bridge at Wisconsin Ave.
1855 Draw Bridge at Penn. Ave.
1857 Draw Bridge at New Jersey Ave.
1865 Draw Bridge at 8th Street.
1867 New Draw Bridge at Wisconsin Ave.
1870 New Draw Bridge at Penn. Ave.
1881 New Wooden Bridge at 8th St., \$12,480.
1882 Penn. Ave. Bridge \$20,000.
1892 New 8th St. Bridge, and one at 14th St.
1909 Penn. Ave. (Lift), \$83,240.
1913 New Jersey Ave. Bridge
1919 14th St. Bridge (New).
1924 8th St. Bridge (New Lift).

PARKS

Sheboygan is fortunate in having so many large and beautiful parks, located in different sections of the City, comprising about 300 acres, and valued at approximately \$1,000,000.00. The largest park is "Evergreen", comprising 135 acres. This is also the most popular. Next in size is Kiwanis, 26 acres. Deland Park, 23 acres. North Shore follows with 20.8 acres. This is

being made now, and will take several years before it is a real park; and then in the following order as to size: North East, Vollrath, Shooting, Roosevelt, South Shore, General King, End, Moose, Fountain, Sheridan, and Cole.

Evergreen Park is a natural park and contains mostly pine trees, hundreds of years old. The location is north of the city on State Highway No. 32. In this park is located an old quarry, which is the most popular swimming pool in our city.

Fountain Park is Sheboygan's oldest park, being over 100 years old. It also formerly had nothing but pine trees, but today all the pine trees have been replaced with other trees. This park is located in the center of our city, and is well patronized daily. On it is located Sheboygan's famous Mineral Spring Well.

Vollrath Park is noted for its beautiful bowl, considered one of the finest in the United States. The zoo is located here.

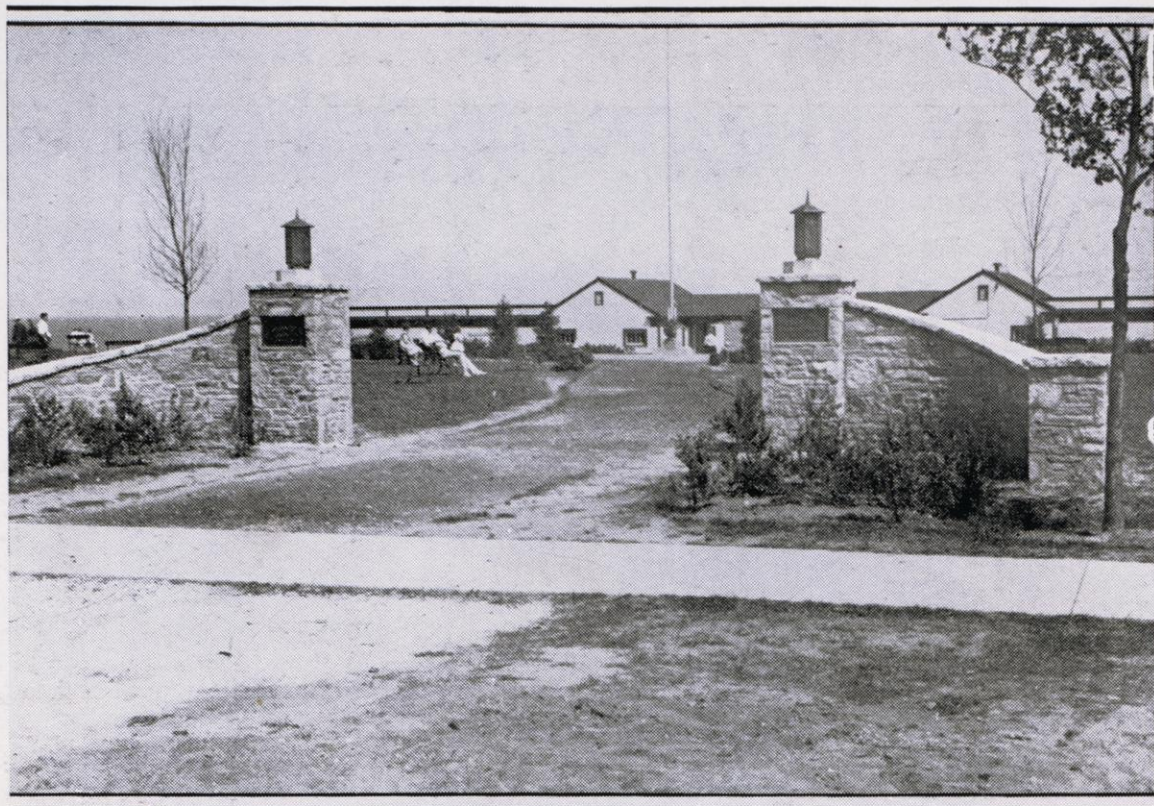
DeLand Park, on the lake shore, is very popular, especially in the summer, because of its fine bathing beach, as is General King Park on the south side.

Shooting Park, at the south end of the city, on Lake Michigan, is the place where most all of the big picnics are held. Then there are Cole Park, located between North 3rd and 4th Streets, and opposite Grant Avenue; End Park at Los Angeles and Bell, between 12th and 13th Streets; North East, North 6th to Grand Avenue and east to Lake Michigan; Kiwanis, between Ontario and Niagara, from 14th to 17th Streets; The original land for Kiwanis Park was given to the City by the Kiwanis Club; since then land has been added, and at present it is Sheboygan's outstanding Athletic Park, having a fine hard ball diamond, a big football field, several small softball diamonds, and a beautiful heated shelter house. Sheridan Park, between Virginia and New Jersey, and 13th and 14th; Moose, Indiana to Georgia, west of the C. & N. W. Railroad; Roosevelt, Mead Avenue and South 12th Street; North Point, on Lake Shore, Michigan to Park Avenue; and South Shore Park near the Sewage Disposal Plant.

Hardball diamonds, soft ball diamonds, tennis courts, wading pools, swings, etc., are found in many of these parks, but softball predominates in a separate location known as "Kuehne Court", where contests are played almost every night in the week.



Lagoon in Vollrath Park



General King Park (Bathing Beach) Entrance



Entrance to Evergreen Park

So, from the foregoing, one can see that Sheboygan, as a recreation city, is far in advance of other cities its size.

FACTORIES OR MANUFACTURING PLANTS

Sheboygan from its infancy has always been a manufacturing city. Way back in 1822, it had a saw mill and gradually from that day to this, it grew and prospered. We find the Globe Foundry (the brick building on the N. E. corner of Penn. Avenue and 9th Street) was started in 1848. In 1853, Carl and William Roenitz started a tannery which later became the American Hide and Leather Co. In 1858, such businesses as Western Star and Evergreen Mill (Flour), Bewan and Locklius Planing Mill (Lumber), Wm. N. Shafter's, Globe Foundry and Machine Shop; J. Keller's, Sheboygan Foundry; W. Lathrop, Fanning Mill; two brick yards (one was Schneider's); three ship yards and 13 cooper shops - ten operated by S. Wilgus.

The following businesses were established as follows:

- 1865 - Michael Winter Lumber Co.
- 1868 - Sheboygan Mfg. Co.
- 1868 - Bemis Bros. and Crocker Chair Co. (destroyed by fire in 1874)
- 1869 - Phoenix Chair Co.
- 1871 - Citizens Gas Light Co.
- 1874 - Jacob J. Vollrath Mfg. Co.
- 1879 - Garton Toy Co.
- 1880 - Mattoon Mfg. Co.
- 1880 - Sheboygan Coal Co.
- 1884 - Geo. Spratt Co.
- 1887 - Amercian Mfg. Co.

In this year, 1887, the following names of businesses are listed, many of which we are sure had been doing business for many years before this date. They are as follows:

- Crocker Chair Co. "A"
- Crocker Chair Co. "B"
- Dillingham Mfg. Co. - 1857
- C. B. Freyberg Bros.
- Frost Veneer and Seating Co.
- L. Gutsch Breweries - about 1848
- Halsted and Whiffen Mfg. Co.
- C. Heyer Tannery
- Jenkins Machine
- Kohler, Hayssen and Stehn Mfg. Co.
- Meyer and Schrage (Globe Foundry)
- C. T. Roenitz and Sons Tannery (Am. Hide and Leather Co.)

K. Schreier Brewery - 1854

Sheboygan Mineral Water

Sheboygan Roller Mills

Wm. Elwell and Sons

Jung Shoe Co.

Theo. Zschetzsche and Sons Tannery (now Armour Co.)

The average wages in 1880 were 90 cents a day for 10 hours.

In 1891, Sheboygan had grown considerably as far as manufacturing goes, and was known as the City of Cheese, Chairs, Churches, and Children—the 4 "C's".

There were 41 manufacturing plants employing 5,000 people, and the things manufactured were: chairs, cheese, furniture, toys, veneer seating, wagons, sleds, wardrobes, rakes, enamel ware, bolts and nuts, leather goods, shoes, soap, beer, bricks, and many others.

From 1891 to the present time, many changes have taken place, some old concerns are gone, others have taken their place, woodworking plants are still going, but not as strong as formerly. Today Sheboygan has many diversified industries: furniture, toys, shoes, machine shops, oil refining, leather goods, paper boxes, wooden boxes, plywood, electric supplies, tanning, coal, plastics, steel and iron, enameled ware and steel ware, plumbing supplies, and many others, employing over 6,000 people.

For the benefit of all of us, it might be well to tell of a number of businesses of former years, and where they were located.

In our river district there were many businesses which were entirely dismantled or moved away. Using the north bank of the river and the lake shore as a starting point, we find many fish shanties used to line the bank, west of the Coast Guard Station. Then came the Goodrich Steamship Warehouse, and across the street (north) the Freyberg Lumber Yards. West of the Goodrich Co. was the Sheboygan Novelty Co., and west of that the H. G. Mueller Co.—all of these are gone. Then, across the river, was the Rieboldt Shipyard and the Port Huron Salt Co., both of these are gone. Between the Frost Plywood Plant and the Sheboygan Chair Co., lay Geo. Spratt Chair Co., and the C. & N. W. R. R. Co.'s Fond du Lac depot; these also are gone.

We now switch over to 8th Street and the bridge; on the east side of the street we had the Michael Winter Lumber Co., and on the west side Halsted Mfg. Co. and Garton Toy Co.;

further north on the same side of the street, and north of the Wisconsin Power and Light Generating Plant, was the Schulties' Machine Shop. The Crocker Plants "A" and "B", "B" occupying the entire section from Jefferson Avenue to New Jersey Avenue, and from 7th to 8th Streets as well. "A" which occupied a big section west of the river, and of which a building is still standing and is being used.

The Crocker Plants at one time employed over 1,000 people. Nearby was the Zetschetsche Tannery which was absorbed by the Armour Co., and rebuilt. The old Mattoon Mfg. Co. (now the Northern Furniture Co.) was a big concern and used to specialize in beds, of which they used to ship trainloads out at a time. The Schreier Brewery was replaced by the Schreier Malting Co. Then there was the Opera House, on Jefferson Avenue where all the early plays were produced; this was absorbed by the Kohler, Hayssen and Stehn Mfg. Co. (Enamellers). They were located on Jefferson and 7th Street (N. W. Corner). The second Opera House was where the Library now is. The Sheboygan Knitting Mills Co. (N. E. corner of 3rd and Michigan). The Jacob J. Vollrath Mfg. Co., the entire block between Michigan and Huron, and 5th and 6th Streets. The Jenkins Machine Co. (now Curt Joa - Sheboygan Falls), where Ford Motor Car Co. is. The Sheboygan Cigar Mold Co., where the Fruit Box Co. is now. The American Folding Bed Co., Sheboygan Parlor Frame Co. (both in the Flats); as well as Joerns Bros. (now in Stevens Point). The King Piano Co., Heyer's Tannery, and dozens of others, but it just goes to show, that businesses change with the times.

OUR HARBOR

Way back in the Indian days, Sheboygan was noted for its harbor. Its location was much different than today. The river was quite crooked, and the mouth of the river north of where Center Avenue is. Small boats plied Lake Michigan and the river, when larger vessels or boats made this port, they would lay up in the deep water, and the passengers and freight were brought to shore in small boats.

This condition was gradually changed in 1851. Harbor Bonds were floated, and Sheboygan invested \$10,000 in same.

On Monday, January 5, 1852, a meeting was called to see what could be done regarding the harbor. W. R. Gorsline was chosen chairman and E. W. Gilman, Secretary. This meeting decided to call a convention of all interested persons in the County, and in February, this convention met at Sheboygan Falls, with representatives of every township; Silas B. Stedman of the Falls was elected President. This convention recommended that \$60,000 be raised for harbor improvements, the cost to be divided as follows: \$30,000 by the Government, \$20,000 by the village, and \$10,000 by the County. This was approved by the Federal Government, so a harbor commission was appointed as follows: H. P. Lyman, Henry Stock, Charles Cole, Jonathan F. Seeley, A. G. Dye, Reed C. Brazelton and John Gore. They advertised for bids and on February 20th, 1852, the contract was let to a Mr. Hawley to improve the harbor, build piers, docks, etc. As stated before, the mouth of the original harbor was located somewhat north of the present one, approximately between Center and New York Avenues.

The soundings taken in the river for depth of water were as follows:

At lower end of Melon Island (This is the island in the river at Penn. Avenue Bridge	6'3"
At upper end of Melon Island (south end)	12'0"
Opposite Howards Cliff (about where the Chicken Tavern is located.)	12'0"
Pine Tree (where High School wall is)	14'0"
Babcock's Logway (near 8th Street)	11'0"
Upper end of wharf (6th Street)	11'0"
Bar, near outflow (4th Street)	9'0"
Stump (50 feet in from mouth)	6'0"

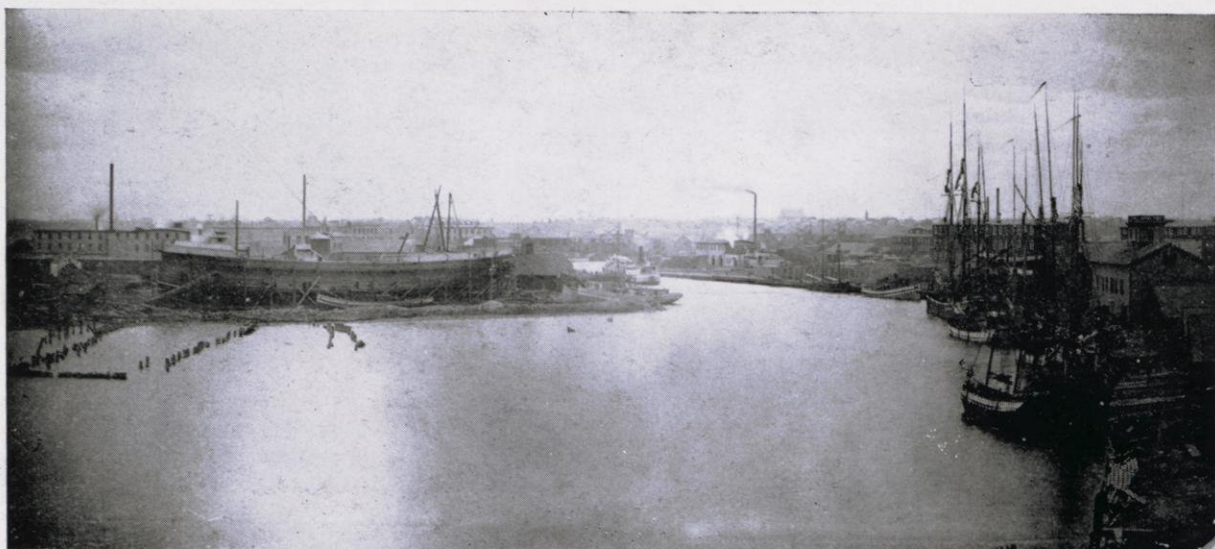
July, 1854. The following resolution was passed by unanimous vote:

"Whereas, it is the interest of the City and County of Sheboygan in the State of Wisconsin and the desire of the authorities of the said City and of the said County, that a portion of the appropriation granted or which may hereafter be granted by the Congress of the United States of America, for the improvement of the harbor of Sheboygan in the State of Wisconsin, should be laid out and expanded in repairing and preserving or in improving the piers now existing at the harbor of the aforesaid City and County, and

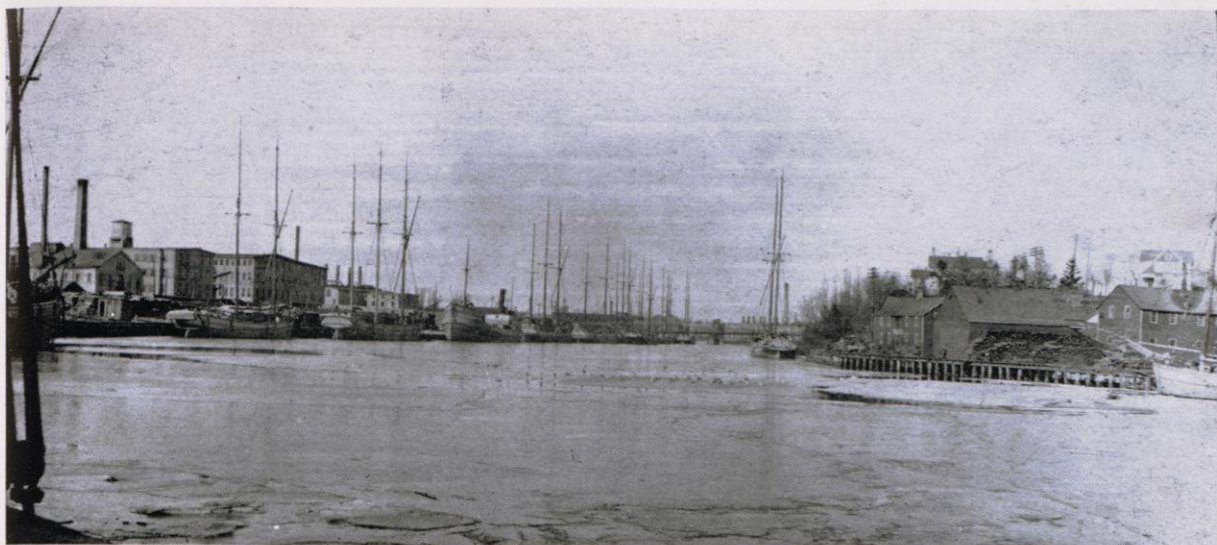
Whereas, it is not lawful for the officers or agents of the United States to lay out and ex-



Upper picture: 1875 - Rieboldt and Walters Shipyard and Life Saving Station
 Boats on stocks, Marion - Sampson and Starke. Steamer J. H. Holmes, Steamer Otis on dock
 Middle picture: Harbor in 1865 - Kirkland Elevator, directly opposite where
 Life Saving Station now is.
 Bottom Picture: Harbor in 1885 looking south from the present Economy Coal Co. Dock.



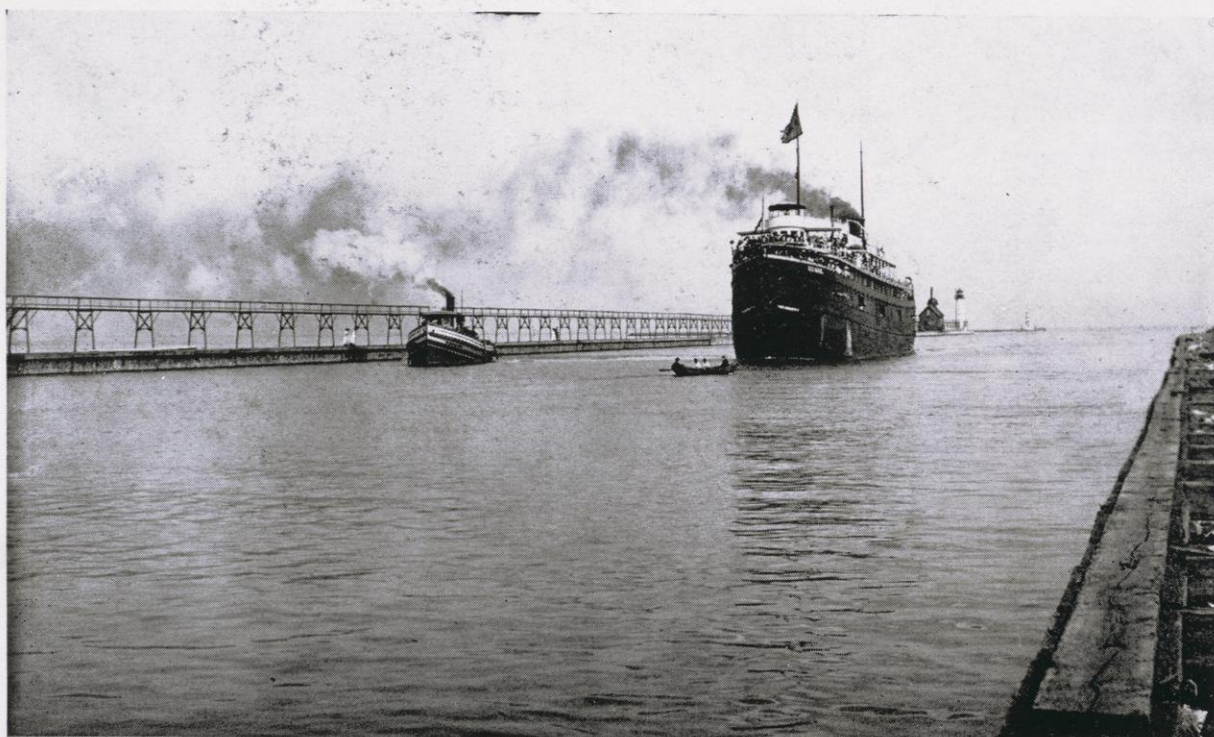
Upper Picture: 1885 - Looking west from mouth of harbor.
 Middle Picture: 1890 - Looking east from 8th Street Bridge.
 Bottom Picture: Looking south from Sheboygan Coal Co. Dock.



Upper picture: 1885 - Looking north from south dock at 9th Street
 Middle picture: Looking northeast from bridge
 Bottom picture: Harbor in 1890 - Looking east from bridge, and Reiss Coal Co.
 Shows old Court House in the distance



1900 - Showing old Goodrich Dock - Part of old Reiss Dock - Part of old Sheboygan Novelty Company and Steamers



1910 - Pere Marquette 3, entering harbor, showing "Old Pier"



Present Harbor, Showing Piers, River and Basin - 1945

pend money thus appropriated by Congress upon any work not belonging to or previously ceded to the United States or upon any work or structure standing or resting upon ground not belonging to or previously ceded to the United States,

Therefore, be it and it is hereby resolved by the Mayor and Aldermen of the City of Sheboygan, County of Sheboygan and State of Wisconsin:

That for the purpose of enabling the United States through its proper officers, engineers and agents or either of them to repair, preserve and improve and to keep in repair or improve the aforesaid Piers and the harbor of Sheboygan for the benefit of Commerce and for the public welfare. All the right, title and interest of the aforesaid City of Sheboygan in the County of Sheboygan, State of Wisconsin, in and concerning the aforesaid Piers and the Ground and site, which the same rest upon or occupy are hereby conveyed and ceded to the United States of America for the purpose aforesaid and for no other.

Provided, however, that in case the United States should fail to keep in repair the aforesaid piers from the want of appropriations by Congress, or for any other cause, the aforesaid city reserves the right to themselves, through their proper officers, engineers, or agents to enter upon said work for the purpose of making and to make repairs of the same, which may be necessary for its preservation and for the benefit of Commerce."

In June, 1855, another \$20,000 bond issue was made, and soon after this, plans were made to change the course of the river. In 1857, \$600.00 was spent "on the harbor on the mouth of Sheboygan River". In 1858 \$2,000 was expended with an additional \$800.00 in 1859 to build the South Pier and dredge the channel.

THE PRESENT PIERS WERE BUILT ABOUT 1925

The project was only half completed, as the plans called for a two wing harbor, with one pier which was to run from the foot of Niagara Avenue out into the lake in a southeasterly direction, and the other wing at the foot of Georgia Avenue, then out into the lake in a northeasterly direction, thereby forming a great big basin. The north wing was completed and has been a big asset to our city, especially in

forming such a nice water front along Deland Park. Whether the other half will be built is doubtful. This last harbor was accomplished through the efforts of Congressman Weisse, and cost about \$500,000.00.

Before the north and south concrete piers were built, the harbor had wooden piers. One at the location where the south pier now is, and the other opposite and parallel to it, on the north side of the river, and in a straight line with the Life Saving Station Dock. This north pier was a double decker. It had a step leading up to the top level; this level or top platform was railed on both sides and ran the entire length of the pier to the lighthouse.

Due to the location of Sheboygan, its harbor in the 1840's was considered very important, and much shipping was carried on. No other city was as advantageously situated, and serving such a large interior territory on the west shore of the lake, as Sheboygan. It was closer to the eastern markets than cities south of us. It was the general belief that here was the outstanding harbor on the west shore of Lake Michigan. Many boats unloaded here, and freight was hauled in wagons as far west as Oshkosh. The city owned its own dredge, and was continually keeping the river dredged.

After the harbor was constructed in 1853, it was nothing unusual to see 10 to 20 sailing vessels unloading at our docks. Much was shipped in those early days, and products accumulated on the wharves and piers faster than they could be taken care of; streets were often blockaded with wagons that had to wait as much as 48 hours to unload. In the year 1855 a harbor report shows that 601 steamboats and 198 sailing vessels entered port; you could find vessels either loading or unloading as far up the river as the present railroad bridge. Exports consisted namely of wheat, flour, wood, barrels, fish, etc. There were several shipyards doing business; many ships were built here.

Where the Reiss docks now are (about a continuation of 6th Street) was located the Riebolt, Wolters Shipyard; it was there that the largest vessel ever built in Sheboygan, was launched and named "The Helena". This was in 1887.

We had a big salt business here at one time. The Port Huron Salt Company - operated and owned by the Reiss interests.

The first life-saving station is still standing,

and is the present Frost Plywod Company office.

How many remember the old sail boats and barges?

The Susie Chipman, Rosa Belle, Lydia Racer, Quickstep, R. H. Rhodes, Lily, and many others.

Tugs: Sheboygan, Satisfaction, Peerless, Welcome, Fearless, etc.

Goodrich Boats: Racine, Kenosha, and Sheboygan. The West Ports Transportation Co., of fairly recent years, Crosby Transportation Co.; Steamer Nyack; Barry Transportation Co.

The Sunday excursions to Milwaukee and from Milwaukee, to Manitowoc, etc.

Do you recall the rivalry which existed between the towing tugs "Satisfaction", and the "Sheboygan"?

Steam barges: Helena, Traveler, and Kenosha; the latter exploded in the harbor here about 1860.

Since then the shipyards are gone, very few vessels arrive here, except the coal boats which still do a big business.

Our harbor is still good, but only as far as 8th Street Bridge.

Times certainly change.

SCHOOLS

Education, as we all know, has been, and is, very necessary to all people at all times; when this community was a territory way back in 1836, a man, J. M. Rublee, organized and opened the first school, with an enrollment of 12 pupils. Then in 1845 an Academy was established with 47 pupils in attendance. This was a small one story building on Niagara Avenue east of 8th Street, on the south side of the street. In 1853 this Academy was replaced by the first school building of the City of Sheboygan, with L. N. Davis as superintendent. This was and is the brick building (known as the Union School); with the exception of the addition built on in 1918, is the same building which has stood there for over 90 years. The enrollment in 1853 was 400 pupils. It included the lower as well as the higher grades, in fact, it was the complete school system of the city.

J. H. Holmes was Sheboygan's first principal. School ran for 44 weeks a year; the principal's salary was \$1,000 per year.

GROWTH OF THE SCHOOLS

- 1st school - 1853 - Union, cost \$5,000 and in 1918 the addition cost \$2,000.
- 2nd school - 1868 - Horace Mann (Kindergarten).
- 3rd school - 1870 - Longfellow (Health Dept. Bldg.)
- 4th school - 1885 - Lincoln, cost \$30,000. (this was the high school as well as the grade school).
- 5th school - 1886 - Sheridan, cost \$22,500. - 1894 addition \$12,000.
- 6th school - 1887 - Horace Mann, \$37,000.
- 7th school - 1890 - Longfellow, \$23,000. - 1919 - addition \$94,000.
- 8th school - 1892 - U. S. Grant, \$59,000. - 1918 - addition \$55,000.
- 9th school - 1895 - Jefferson, \$26,000. - 1916 - addition \$37,000.
- 10th school - 1898 - Franklin, \$23,000.
- 11th school - 1900 - High School (3rd Ward) \$48,000.
- 12th school - 1912 - Washington, \$50,000 - 1926 - addition \$123,000.
- 13th school - 1913 - Vocational (old part of high school, 3rd ward) equipment \$73,100.
- 14th school - 1922 - Central High School - \$750,000. city's share, Government, ?
- 15th school - 1931 - S. S. Junior High School - \$446,890. city's share, Government, ?
- 16th school - 1939 - North High School, \$420,000. city's share, Government, ?
- 17th school - 1943 - Lyman School, by annexation.

ATTENDANCE

- 1836 - 12 pupils.
- 1853 - 400 pupils.
- 1860 - 600 pupils, 10 teachers (3 male at \$60.00 per month, and 7 female at \$25.00 per month).
- 1870 - 907 pupils.
- 1890 - 3000 pupils.
- 1899 - 4000 pupils, of which 191 were in High School with 11 teachers.
- 1909 - 4500 pupils, of which 333 were in High School.
- 1934 - 7766 pupils, of which 1940 were in High School with 65 teachers.
- 1945 - 8819 pupils, of which 2295 are in High School, 3991 are in Grade Schools, and 2533 are in Parochial Schools: Catholic, 1531; Lutheran, 821; Holland, 181.

In 1878 Sheboygan had three parochial schools: The Lutheran had 4 teachers and 285 pupils; the Catholic had 3 teachers and 165 pupils, and the Reformed had 1 teacher and 58 pupils.

Today there are eleven parochial schools:
Bethlehem Lutheran - 1421 S. 12th St.
Immanuel Lutheran - 1618 Illinois Ave.
St. Paul's Lutheran - 1814 N. 13th St.
Trinity Lutheran - 820 Wisconsin Ave.
Ebenezer Lutheran - 1504 St. Clair Ave.
Holy Name - 810 Superior Ave.
St. Clement's - 518 New York Ave.
St. Cyril and Methodius - 217 N. Water St.
St. Peter Claver - 1124 Clara Ave.
St. Dominic Catholic - 2004 N. 21st St.
Christian Reformed - 3rd and Lincoln Ave.

Central High School has an enrollment this year of about 1400. Arthur Mennes is the principal, and has a corps of 59 teachers.

North High School has about 900 students, William Urban is principal, having served the city as principal first at Central, and now at North. He has a corps of 44 teachers.

Besides all the above schools mentioned, there are departments for handicapped children, exceptional children, deaf and hard of hearing children, corrective speech, a Nursery School, Recreational, and others.

All the public schools are under the supervision of Henry E. Smith, superintendent with Martin P. Matthies, assistant.

The total receipts of our school system are about \$1,000,000.00.

VOCATIONAL SCHOOL

Last, but by no means least, added to all these schools, is the Vocational School, which at present is overcrowded; as soon as building material is available this will have new quarters as plans have been made to build a new Vocational School in the near future.

The Vocational School as the name indicates, teaches vocations, has a corps of 24 teachers, and is doing a wonderful job in fitting pupils for a particular trade or work. Jacob Spies is its present director.

CHURCHES

Our city has many churches of varied denominations.

The Episcopal Church is one of the oldest in existence. The Congregational celebrated its 100th year, this year, and the Baptist is nearing its century mark, as is also the Holy Name.

Baptist, 930 Erie, 527 Ontario.
St. Clement's, 707 N. 6th St.
Christian Reformed, Geele and 5th St.
Christ Scientist, 605 Niagara Ave.
E. I. Congregational, Cambridge and 17th St.
First Congregational, 926 N. 7th St.
Grace Episcopal, 7th and Ontario Ave.
St. Peter's Episcopal, 11th and Broadway.
Ebenezer Ev. Reformed, 16th and Heller Ave.
St. John's Ev. Reformed, 1248 Lincoln Ave.
St. Spiridon Greek Orthodox, 1427 S. 10th St.
Adas-Isral Congregation, 13th and Carl Ave.
Spael Mosche, 1913 N. 15th St.
Havas Sholom, 2123 N. 13th St.
Bethlehem Ev. Lutheran, 1135 Georgia Ave.
First United Lutheran, 702 Erie Ave.
Immanuel Lutheran, 1630 Illinois Ave.
Our Savior's Eng. Lutheran, 10th and High Ave.
St. Andrew's Ev. Lutheran, 1703 S. 11th St.
St. Mark's Lutheran, 1021 N. 7th St.
St. Paul's Lutheran, 13th and Lincoln Ave.
Trinity Ev. Lutheran, 9th and Wisconsin Ave.
First Methodist, 925 N. 7th St.
South Side Methodist, 1603 S. 9th St.
Wesley Methodist, 823 Union Ave.
First Presbyterian, 1429 N. 5th St.
Hope Reformed, 1002 N. 6th St.
Netherland Reformed, 329 Superior Ave.
St. Paul's Reformed, 13th and Wedemeyer.
Zion Reformed, 602 Erie Ave.
Church of Immaculate Conception, 931 Erie Ave.
Holy Name Catholic Church, 818 Huron Ave.
St. Dominic's Catholic Church, 2004 N. 21st St.
St. Peter Claver Church, 1450 S. 11th St.
St. Cyril and Methodius Church, 828 New Jersey Ave.
Seventh Day Adventist, 1413 N. 6th St.
Bible Truth Chapel, 1226 Georgia Ave.
First Church of God, 1630 S. 9th St.
Salvation Army, 710 Penn. Ave.
Gospel Tabernacle, 1117 N. 13th St.

The Baptist Church was organized in September, 1845, 100 years ago. The Church located on the north side of Wisconsin Avenue, between 7th and 8th Streets. It had a big high steps leading to its main floor. Several years ago (1926), it was moved to its present location



Episcopal Church



Holy Name Church



First Congregational Church



Baptist Church 94

on the south side of Ontario Avenue; the building was lowered, doing away with the high steps. The outside of the building, with the tower, is the same building as it was in 1851 when it was dedicated.

The first services of the Episcopal Church were held by an itinerant missionary, the Rev. S. K. Miller, in April, 1843. They were held in various homes. A resident clergyman was soon appointed and services were held regularly. Grace Church parish was organized on December 6, 1845; the first Rector was the Rev. L. W. Davis. A frame church was built on the site of the present church, the northeast corner of N. 7th Street and Ontario Avenue. The Rev. R. W. Blow, rector for twenty-eight years, directed the building of the fine English Gothic Church in 1870, which is still used. During the two rectorates of the Rev. A. Parker Curtiss, D. D., 1909-15 and 1923-38, there was extensive ornamentation of the Church, making it one of the most beautiful small churches in the middle west. He also managed the erection of the R. W. Blow Guild Hall, for use of the Boy Scouts of the community, and many parish activities. The Rev. Wm. Elwell became its Curate in 1929, and succeeded as Rector in 1938, and at present holds that office. Six young men of the parish have entered the priesthood of the Episcopal Church, and one woman entered one of its sisterhoods.

HOLY NAME CHURCH

One hundred years ago, on August 24, 1845, the holy sacrifice of the Mass was offered in the home of Albin Kind, which was located between 7th and 8th Streets on what is now known as Jefferson Avenue. These services had a small attendance of ten families.

In all probability, the first chapel was built in 1847, but where it was located, there is no record. Father F. X. Etschmann was the first resident priest.

In 1862 Father Michael Haider came to Sheboygan as the pastor of the Catholic Church, which was and had been called, St. Mary Magdalene Church since 1847. He immediately went to work to build a new church in which he succeeded, for the present structure known as Holy Name Church was the fruit of his aggressiveness.

The Holy Name Church celebrated its 100th anniversary on Sunday, October 7th, 1945.

CONGREGATIONAL CHURCH

It was organized in August, 1845. The first meetings were held in private homes until 1847, when a small church was built on 7th Street near Center Avenue. This served the congregation until 1867, when the building was moved to the present site and entirely remodeled. In 1889 the church was sold to the Crocker Chair Company, who moved it to 7th Street between Jefferson and Virginia Avenues and used it as a barn.

A new church was built of brick and was completed in 1890. This church was almost completely gutted by fire in 1919, so it was rebuilt. In 1938 the interior was changed considerably.

An appropriate celebration in commemoration of 100 years of the church was held during the period of October 14 to 22, 1945.

POLICE DEPARTMENT

There has been a tremendous change in our Police Department since 1846, as will be seen by the following.

In 1846 the entire force consisted of one man called the "Town Cryer". It was his duty to make one trip around the village each hour, and then call out the time—11, 12, 1, 2, 3, 4, 5 o'clock—whichever hour it was, and say "12 o'clock and all is well". When the village became a city, a constable was appointed, with a day officer and one night watchman for each ward (the city had two wards). As the city grew, the constable was made marshal, and as the wards increased, so the officers and watchmen increased.

In 1883, the beginning was made for a regular police department, but it took until 1885 in June, before steps were completed for the department. An ordinance was passed naming the City Marshal, Harbor Master, Bridge Tenders, Sexton of the Cemetery, and two Patrolmen to be the regular Police Force, with the provision that three additional Patrolmen might be added if necessary; the Marshal to be called the "Chief of Police" and the salary for the Patrolmen to be \$45.00 per month. In the following year, the third and fourth officers were added—Harmon Smith and Sam Spencer. The first two officers were August Scheck and Peter Jacobs.

Wm. Root was the first Chief of Police

(1885), and Col. Chas. A. Born the second (1889). As the city grew, more officers were added, and so we find four more added in 1890. In 1893, the force was as follows: Chief, August Scheck; Lieutenant, Peter Jacobs; Officers, Clemens Kolb, Henry Dehne, Jacob Diehle, Wm. Bachausen, Michael Halverson, William Heyer, and Lyman Byrum. From that day to this, the force increased almost yearly. Our present department numbers thirty-seven, with vacancies of six men due to the war, etc.

Up to 1900, the only equipment was a Police Patrol (horse drawn), but in October an ambulance was purchased (also horse drawn). Strange as it may seem, the writer was the first person to make use of it, since the fork of his bicycle broke while he was riding to work, and he received severe head and face injuries necessitating the use of the ambulance.

In 1902, a resolution was introduced regarding a Pension System, which was later adopted.

The Alarm System was completed in 1916, and started in 1909. All Police cars are equipped with radios and a two-way radio system was installed in the Department, a few years ago, enabling messages to be sent to any and all cars at a moments notice.

1910 sounds the death knell of the horse drawn apparatus in the department, for it was in this year that a motor cycle was purchased, and from that day to this, the horse drawn apparatus was gradually dispensed with. In 1914 an auto patrol was purchased, then a Police Car, then an armored car, more motor cycles, and more cars, until the present day when the equipment is as follows: 1 Patrol, 1 Ambulance, 1 Armored Car, 5 Squad Cars, and 3 Motorcycles.

CHIEFS

1885-1889 Wilbur M. Root
 1889-1892 Charles A. Born
 1892-1912 August Scheck
 1912-1921 Henry Dehne
 1921-1926 Robert Flood
 1926- Walter H. Wagner

Chief of Police Walter H. Wagner was elected President of the Wisconsin Chiefs of Police Association for two terms, from September 15th, 1943, to October 4th, 1945. At the convention on October 4th, 1945 he was elected Secretary.

The present members of the Police Depart-

ment, and the date they entered the department are as follows:

J. P. Gottsacker, Nov. 17, 1908, Captain
 William Rothe, April 1, 1912
 Ernst Baumann, Jan. 1, 1915
 Walter H. Wagner, Dec. 21, 1916, Chief
 John Klujeske, Jan. 16, 1919, Sargeant
 Francis Bordui, June 9, 1921
 Ambrose Kiernan, Feb. 13, 1922, Lieutenant
 Frank Goodavich, Feb. 19, 1923
 Joseph Bezonik, Nov. 15, 1923
 Herman Pantel, May 8, 1925
 Fred Klemme, June 4, 1925
 Ernst Hotz, Nov. 18, 1925
 Arthur Koerner, March 23, 1926
 Edwin Herman, May 17, 1926
 Roland Bub, May 22, 1926
 Frank Tyson, Oct. 20, 1926
 Edwin Kratzat, Feb. 15, 1927
 Harry Bemis, April 1, 1927, Sargeant
 Frank Fox, April 27, 1923.
 Joseph Schnurr, April 1, 1927
 Clarence Perle, May 21, 1927
 Arthur Bartz, Nov. 21, 1927
 Harry Rothe, May 16, 1928
 George Lindstrom, May 25, 1928
 Roland Segebrecht, March 25, 1929
 Albert Pretzer, April 20, 1929
 Arthur Splinter, May 5, 1930
 Martin De Geus, Feb. 18, 1931
 John Nottling, May 2, 1931
 Clarence Zimmerman, Jan. 20, 1933, Sargeant
 Elmer Bahr, Jan. 20, 1933
 Anton Stubler, May 1, 1936
 Wilbur Wright, May 1, 1937
 Steen Heimke, July 1, 1940
 Robert Wagner, July 1, 1940
 Ernst Dippold, August 15, 1942
 William Wood, August 15, 1942
 William Werbeckes, Sept. 26, 1942
 James Van Deelen, May 15, 1943
 Marius Van Engen, May 8, 1945

FIRE DEPARTMENT

Our Fire Department has made great strides since 1848, when the first fire station was built at a cost of \$80.00. The first volunteer department was organized in 1849, and was called the Hook and Ladder Co.; a fire engine was purchased at a cost of \$700.00. The men who come E. Young, E. Goodrich, I. Harvey, J. Friedman, Louis Testwuide, C. Roggenbach, J. Merritt, J. Price, and W. King.

The second station, built in 1865, was located at 8th and Wisconsin Avenue, about where the Kinney Shoe Store is; it was called the "Sherman Fire Dept." Each fireman was paid \$8.00 a year.

In 1868, three cisterns for fire purposes were constructed; one at 8th and Penn., another at 8th and Center, and the last one at 8th and New York Avenue.

As the needs of the city grew, more departments, were organized, so, in 1877, we had three volunteer companies. Dept. 1 had 10 men, Dept. 2 and 3 each had 6 men. Dept. 1 or Central Co. paid each man \$25.00 a year, while Dept. 2 and 3 each had 6 men. Dept. 1, or Central Co., paid each man \$25.00 a year, while Dept. 2 and 3 paid \$20.00 a year. \$40.00 was allowed each company a year for refreshments. It must be understood that the men composing these companies were all volunteers, and rushed to their stations only on call of fire.

The real start of the Fire Department dates back to 1885, when the first organized Hook and Ladder Co., composed of six men, was formed; each received \$42.00 per year.

In 1886, horses were purchased to pull the fire equipment; up to this time horses were hired whenever there was a fire, or the apparatus was pulled by the men.

The city had two departments in 1887; the Central Station on 8th Street and a Hook and Ladder Co. on 7th Street (on part of the land where the Press building is). Each of these had a fire engine, in addition to its other apparatus. When horses were purchased in 1886, stalls were built in the stations, and the horses were trained to run out of their stalls, at the sound of a gong, to their positions under the harness, which was attached to the equipment (Hose Cart, or Hook and Ladder), and so hung above the horses. With a pull on a rope, the harnesses dropped onto the backs of the horses; with the snapping of a few snaps, they were ready to pull out of the station.

In 1903, another station was added to the Department, at 10th and Lincoln Avenue. Then in 1906, the two old stations were dismantled and the entire equipment moved to the new Central Station, which had been built at 9th and New York (same as today). Horses were used up to 1920, by which time the entire department had been motorized, and all the remaining old equipment and horses were sold.

The last addition to the Fire Stations was in 1929, when the bungalow station was built on South 11th Street, to take the place of the one torn down at the northeast corner of Indiana Avenue and 14th Street.

The Alarm System was started in 1903.

The equipment comprises: the Chief's car, the Assistant Chiefs' car, 4 combination hose and chemical trucks, and one large Hook and Ladder truck.

The past Fire Chiefs were:

John Sandrock, 1890 to Nov. 17, 1902.

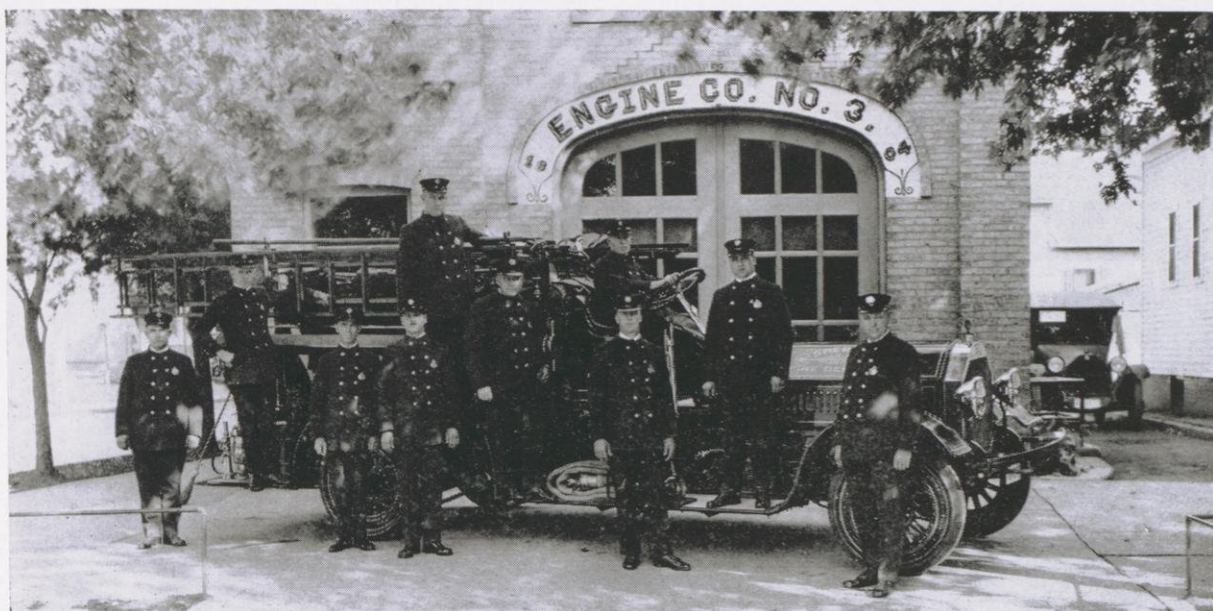
Edgar Bedford, 1902 to August 1, 1916.

William Trotter, 1916 to March 12, 1929.

Charles Brand, 1929 to May 1, 1944.

The present officers and fireman of the three Departments and the date they joined the Department are as follows:

Supt of Machinery.....	Nick Froh, Sept. 1907
Chief.....	August Sokoll, May, 1909
Engine Co. No. 2, Captain	Andrew Metcher,
.....	Sept. 1911
Julius Kausler.....	July 1914
Engine Co. No. 3, Captain.....	William Thomas
.....	June, 1915
Fire Prevention Inspector.....	Alfred Nitsche
.....	Aug. 1916
Erick Zube.....	Apr. 1917
1st Assistant Chief.....	Roy Hull, June 1918
William Luedke.....	Aug. 1918
Otto Kapschitzke.....	Dec. 1918
John Gleih.....	Dec. 1918
Robert Browne.....	Jan. 1919
William Lindeke.....	Apr. 1919
Erwin Mercier.....	Mar. 1920
Albert Krueger.....	Apr. 1921
Paul Bischoff.....	June, 1921
2nd Assistant Chief.....	Carl O. Brandt, Jan. 1922
Truck Co. No. 2, Lieut.....	Alvin Kaufman,
.....	Jan. 1922
George Nick.....	Jan. 1922
Frank Kotnik.....	Feb. 1922
Engine Co. No. 3, Lieut.....	Frank Renzelman,
.....	Dec. 1922
Edward Minster.....	Feb. 1923
Theodore Fischer.....	July, 1925
Albert Lau.....	Aug. 1925
Engine Co. No. 1, Captain.....	Frank Schultz,
.....	Sept. 1925
Truck Co. No. 2, Captain.....	Ray Dionne,
.....	Oct. 1925
Frank Knauf.....	Oct. 1925
Ray Schubert.....	Oct. 1925



Fire Department No. 3 - 1923



Fire Department about 1940

Edgar Fiebig.....	Mar. 1927
Engine Co. No. 2, Lieut.....	William Mueller,
.....	May, 1927
William Krueger.....	May, 1927
James Heule.....	May, 1927
Albert Braun.....	May, 1927
John Walford.....	May, 1928
Henry Kober.....	June, 1928
Hans Ruge.....	Jan. 1929
Alex Derus.....	Oct. 1930
Edward Freimuth.....	Mar. 1931
Truck Co. No. 1, Lieut.....	Edgar Freimund,
.....	April, 1931
Engine Co. No. 1, Lieut.....	Roderick Beyerstedt
Fred Feldbush.....	May, 1932
Deputy Elect. Inspector.....	Wilbert C. Lemkuil,
.....	July, 1936
Clarence Henning.....	May, 1937
Walter Brotz.....	July, 1937
Theodore Schroeder.....	Oct. 1938
Herbert Ploetz.....	Jan. 1939
Clarence Schinabeck.....	Jan. 1939
Leon Spranger.....	June, 1944
Fred Burkhart.....	June, 1944
Joseph Mehak.....	June, 1944
Carl Leonhardt.....	July, 1944
Roman Wallace.....	July, 1944

CITY HALL

In all the former years, 1853 to 1912, Sheboygan had no City Hall. The different offices were located in different places, and were constantly changing according to who was elected, but in 1912, by a vote of the people, the present City Hall was built.

For the benefit of most of our citizens, it might be well to give a description of the City Hall, who, and what, are housed in it.

The first floor contains the Police Department, with a battery of cells for offenders, with the quarters for men, women, and juveniles separated. There also are sleeping quarters for transients, in the basement. The Water Department occupies the southwest section; the Chief of the Fire Department, and the telephone exchange is located in the northwest part.

On the second floor, you will find by going to your right and keeping to your right, first, the Treasurer's office, then the Assessor's, then the Comptroller's and then the Clerk's, continuing to the Civil Service, the Sealer of Weights and Measures, City Attorney, and Municipal Court.

On reaching the third floor, and going the same way (right), the first office is the Plumbing Inspector's then the Board of Public Works, the Building Inspector, the Common Council rooms, the Mayor's office, and the City Engineer's office.

On the fourth floor are storage rooms, and the office of the City Electrician.

There is an elevator in the center of the building, for the use of the public at all times. In the lobby, on the main floor, is the City's Honor Roll of all people who are in the service, with a separate roll for all those who have been discharged.

Back of the City Hall is the garage, which houses all the cars used and owned by the city, in connection with the City Hall.

The building is substantially built, and should be large enough for our city's needs for many years.

SEWAGE DISPOSAL

The first sewage disposal plant was erected in 1925, and was located in the Northeast section of the City (Old Second Creek) where the North East Park is now under formation, and was built at a cost of \$60,000.

In 1928 a survey was made of other plants in the State in order to gain information concerning the building of a large plant to take care of the entire city. Up to 1928, sewage had been allowed to empty into the river and lake at different locations.

In 1931 lots 19, 20, 21, 22, of Lake View Subd., were purchased for a future location of the sewage plant. The entire system up to this time was very inadequate. It consisted of a pumping station at Whitcomb and Lake Shore Drive, one at 7th and Kentucky, and one at North Ave. and Fourth Street; with the sewage plant in the Northeast section of the City near the lake.

The Health Board was after the City continually, to dispose of sewage, and stop polluting the river and lake; finally, in 1935, plans were discussed for a sewage plant large enough for the entire city. Plans were drawn and accepted, and a bond issue for \$750,000 was made. This was in excess of the funds which the P. W. A. (Federal) gave the city, as part of the cost of the plant.

The plant was started at once, but was not completed until 1938. The Donohue Engineer-



City Hall

ing Co. were the engineers who built the plant. Jake Klein was appointed superintendent of the plant in 1938.

The old plant was dismantled in 1939. The Pumping Stations at North and Fourth, and at 7th and Kentucky are still being used. Quite a number of changes and additions have been made to the plant since 1938, and, with the equipment now being installed for sludge drying, etc., Sheboygan should have its sewage plant system complete and the capacity sufficient for many years

WATER WORKS

In 1887 a Franchise was granted to the American Waterworks Co., to construct and operate a waterworks in Sheboygan, according to certain specifications. The plant was started in 1887 and completed in 1888. The contract called for 15 miles of water mains and 239 hydrants. The plant and tower were located at North Point, and the office at 813 New York Avenue.

W. D. Cockbern was its first superintendent; in 1903 Roy J. Miller succeeded Mr. Cockbern, and continued as its superintendent until the city purchased the plant in 1909, for \$431,695.12. The operating revenues for this year (1909) were \$81,664.70.

It is interesting to note that water rates were cut 40% from 1909 to 1915. Up to 1922 the water was used in its original state, only being clarified, but in this year chlorine was added to make it safe for all purposes.

In 1931 the filtration plant was added at a cost of \$430,000. In 1940 an addition to the filtration plant was added at a cost of \$209,443.67 — 45% of which was paid by the P. W. A. Government grant, and the balance \$115,221.92 by the Water Department.

The plant is now one of the finest in Wisconsin, and has ample capacity for years to come. Its present superintendent is Jerome Zufelt; with the 3-man Board of Water Commissioners: Arthur Gruhle, Pres.; H. H. Hinze, Sec'y; and Emil Marquardt, member. It certainly is a big change, from the private wells which were located in almost every home in the city, the cisterns with pumps in all the kitchens, and the wells for fire purposes located in the heart of the city, to the present up-to-date system.

MINERAL WATER

No History of Sheboygan would be complete without the story of its mineral or health fountain.

From the time it was drilled, 1850, to the present time, thousands upon thousands of people drank of its water. The water which spurts from it is impregnated with iron, and is considered a health water.

When this well was first drilled, rules and regulations were set up allowing the public use of the water at certain times of the day only, for the city had made a contract in 1876 with a citizen by the name of John Bertschy, for the exclusive use of the water.

Owing to its composition, it was highly advertised, and at one time (1904), a contract was made with Chas. Fairweather (a local man who at present is living in California and who formerly owned and operated a tavern here), who wanted to build a large sanitarium and use this water in it for its health-giving qualities, but for some reason this sanitarium was never built.

Today this water is still flowing freely, cold has no effect on its flow, for it never freezes. Many of our citizens stop for their daily drink, and many fill jugs to take along for home consumption.

We predict that in another hundred years this well will still be flowing, and we hope Fountain Park will still be there.

OUR CITY IN GENERAL

Few cities in our entire country can boast of as many and good paved streets. They are well cared for, are kept clean, are wide, and run for the most part, in straight lines.

Lake Shore Drive, on the south side, is a beautiful scenic drive overlooking the lake, on the north side, it is called Broughton Drive; this borders the lake shore.

Eighth Street is our main thoroughfare, and is a perfectly straight street running the entire length of the City (about 5 miles).

All homes bordering the streets are well kept, as are the lawns and shrubbery. There are no slum districts, and a cleaner city is hard to find.

The ending of the war had no bad effect on the City, all plants are or have been reconverted to peacetime production; there is no unemployment.

Corrections to the
last few pages of the
1946 Edition.

--- Also ---

The additional last
seven years of the
history of Sheboygan,
1946-1953

MARCH 1946, ANNEXATION

A small section of land, two lots, on the Upper Falls Road (Erie Ave.) was annexed to the city.

APRIL — AIRPORT AGAIN

The Mayor appointed a new Airport Committee. On June 3rd this Committee reported progress. It is to confer with the County Board relative to having an Airport sponsored by both the city and county. After several meetings with this committee, the County Board turned the proposition down. Later, at the September session of the Board, they, the County Board, appointed an Airport Committee of which more will be heard later.

MAY 6 — JETTIES AT VOLLRATH PARK

The continual pounding of the water of Lake Michigan was causing erosion of the land along the Vollrath Park property. To stop this it was decided to build jetties along the lake front at this location.

SITE FOR A VOCATIONAL SCHOOL

A committee of ten citizens at large, which had previously been appointed by the Mayor and approved by the Common Council to select a site for a new Vocational School reported in full and recommended as follows:

1st choice, The site of the old Post Office.

2nd choice, the property an Ontario and Erie Aves. between 10th and 11th St.

3rd choice, The northeast corner at Pennsylvania Ave. and 13th St.

GLOBE PLANT

But, nothing further was done about this, for, in November, the old Globe Plant at the N.E. corner of 9th St. and Penn. Ave. was purchased for a Vocational School.

JUNE 28 — NAVAL TRAINING BASE

The U.S. Navy, desirous of locating a Naval Training Base in Sheboygan, was offered the Municipal dock property at the foot of 8th St., at the bridge. This was accepted and the work of constructing the housing unit was started early in 1947. It was completed in 1948.

ANNEXATION

A petition for annexing certain territory in the vicinity of Calumet Drive and Main Ave. in the N.W. section of the city was presented to the Common Council.

VETERANS' HOUSING AND ANNEX

The city purchased a section of land adjoining the city in the 5th Ward for a Veterans' Housing project. Sixty apartments were constructed from barracks which had been procured from the U.S. Government. These were occupied as fast as they were constructed. This section was then annexed to the city. The cost of the entire project was \$13,700.00; it housed 118 adults and 102 children.

S.S. LAKE PROPERTY EROSION — 1947

The banks along the lake shore on the South side were affected by soil erosion. Ways and means were being developed to alleviate this condition.

ARTHUR BOLEY

At the April election all official incumbents were returned to office. At this time Arthur Boley who was City Engineer for 17 years, having succeeded his father to that office, resigned his position because of ill health. Plans were made immediately to obtain a new engineer.

ANNEXATION

More territory was annexed to the city in July.

CONVENTIONS

In the spring and summer of this year many conventions were held in the city, namely: the Rotary, Kiwanis and Veterans of Foreign Wars.

LIVING COSTS

Due to the continually soaring living costs, the Common Council was compelled to adjust the salaries of the employees of the city several times during the year.

JUNE

The city paid tribute to Edward F. Oehler,

former Alderman and City Assessor, who passed away on June 16th.

TELEPHONE EXCHANGE

Land was purchased by the Wisconsin Telephone Co. at 7th St. and New York Ave. Work for a new Exchange building was started in June.

AUGUST 18

At its regular meeting, the Common Council passed an ordinance setting the height of all future curbs at 7½ inches.

OCTOBER

Owing to the need of new equipment in the City Hall, an addressograph was purchased at a cost of \$3,500.00.

DECEMBER

A request by the firemen for a 72-hour week was vetoed by the Mayor.

1948

The telephone exchange in the City Hall was changed to conform to the new dial system installed by the Telephone Co.

FEBRUARY

A new City Engineer, E. J. Beatty, was appointed to fill the vacancy created by the resignation of Arthur Boley. His salary was set at \$6,000.00 a year.

VOCATIONAL SCHOOL

A request for a new Vocational School to cost \$980,000.00 and plans for the same, were presented and referred to the Common Council.

MUNICIPAL CODE

The Common Council ordered the revision and reprinting of the Municipal Code Book.

CITY PLANNING

It was recommended that plans for future planning be made and that a full time Planner be employed.

APRIL ELECTION

Three new Aldermen were elected: Edward Hammett, 2nd Ward, William Steinbruecker, 3rd Ward, and Al Hieresman, 7th Ward. William Sprenger again was elected President of the Common Council and Thuenis Ribbens, Chairman of the Whole Common Council.

CREMATORIES

A communication requesting permission to build a crematory in the city was refused.

SEPTEMBER — HOUSE NUMBERING

On September 9th the project of renumbering all the homes in the entire city was completed. Thus, Sheboygan now has a uniform system; in the future every building will be included.

NOVEMBER — AIRPORT

The Airport Committee made a report to the Common Council. The Mayor vetoed it.

SMOKE AND DUST

Many petitions regarding smoke and dust nuisances were received. An ordinance was drafted to employ a full time Smoke Inspector. Since no candidate passed the examination, no one was hired.

OCTOBER

Alfred Peterson became Plumbing Inspector, replacing John Kummer who had resigned.

DECEMBER

A petition was received from the Wisconsin Public Service Corp. asking permission to substitute natural gas for artificial gas.

DECEMBER 13

The Mayor vetoed the budget for 1949. A special meeting was called on December 28, at which time the Mayor's veto was overruled and the budget was passed as presented.

JANUARY 3 — 1949

A resolution for a referendum on the Airport was presented for Council action. This

was ratified and was placed on the April ballot.

On January 17th Edwin Fessler, a former Alderman of the 2nd Ward, was approved as Supervisor to fill the unexpired term of George W. Leberman who passed away on December 20th after having served as Supervisor of the 2nd Ward for 34 years — since 1914.

FEBRUARY

DEATH KNELL FOR AIRPORT

The Mayor vetoed the last attempt by the Aldermen favoring the construction of an Airport. A motion to re-consider the action for a referendum at the April election was defeated. At the April election the construction of an Airport was turned down by a large vote. At the 1st meeting of the new Council an ordinance was introduced abandoning the Airport and turning the airport funds into the contingent fund. Another ordinance was passed to sell the farms which comprised the land for the Airport and turn the funds received therefrom into the contingent fund.

So, this spelled "FINIS" for the Airport.

ELECTION APRIL 5th, 1949

At this election all former officers were elected with one exception, Alderman Mohar defeated Alderman Koning in the 5th Ward.

C. & N.W.R.R. PASSENGER STATION MASTER PLAN

On Oct. 4 a master street plan was presented to the Common Council by the City Planning Commission. This was a very fine map, including all details for future street development in and adjacent to the city. An ordinance was passed in November approving this plan.

AUGUST

Arno Korman, former 3rd Ward Alderman, was appointed a member of the Board of Public Works. This appointment was confirmed August 15th.

COAST GUARD

A special meeting of the Common Council was called to act on the proposal of the United States Coast Guard to discontinue its Coast Guard Station here. A mass meeting of all in-

terested persons was called at the Auditorium, at which time a hearing was held and testimony taken. Many people attended and voiced their protest. After other meetings and discussions, the Coast Guard Officials decided that the station should remain.

AUGUST

Upon a request from Charles Broughton, the Kiddies Camp, for years maintained by the city, augmented by subscriptions from citizens, was leased to the Kiddies Camp Foundation, Inc. for 99 years. This organization, composed of a group of public-spirited citizens, was headed by Mr. Broughton, President and leading promoter of the camp.

HARBOR

In November a resolution was presented to the Common Council, by Alderman Schild, for the improvement of the Harbor up to Pennsylvania Ave. bridge.

NEW LIGHTING

Since the lighting system on the main streets was old and continuously needed repairs, a resolution was introduced and passed in December to install a complete new system on 8th St. from Pennsylvania Ave. to Michigan Ave. at a cost of \$25,238.00. Then another resolution was passed continuing this lighting from Pennsylvania to Maryland and on Michigan Ave. to 14th St. at a cost of \$29,277.00.

The tax rate for this coming year was set at \$32.26 per \$1,000.00.

1950

PARKING METERS

In January the purchase of Parking Meters was advocated with the distinct purpose of eliminating parking difficulties in the downtown districts.

DOGS

An ordinance was passed prohibiting dogs from running at large any time of the year.

FEBRUARY — 1950

An ordinance was introduced and later passed, prohibiting the sale and distribution,

of indecent, immoral, or obscene literature, films, etc. This ordinance received nation-wide publicity. Many requests for copies were received. Another ordinance concerning the sale of any book, magazine, etc., featuring crime, bloodshed, etc., to any person under 18 years of age was also passed.

MARCH

In this month ground was broken for a \$5,000,000.00 addition to Edgewater Power Plant.

APRIL ELECTION — 1950

Again, at this election all the incumbents were re-elected except for the Aldermen. Rudolph Ploetz and Edwin Simon defeating Alderman Grube, 8th Ward, and Alderman Al. Hierseman, 7th Ward, respectively.

On April 24 Alonzo Kuntze was appointed and confirmed as a member of the Board of Public Works succeeding Arthur Schultz.

VOTING MACHINES

Buying of six more voting machines requested, on account of the growing and crowded conditions in certain polls, was approved on June 19.

PARKING METERS

It was suggested to purchase 600 parking meters for \$34,980.00. The resolution to purchase the same was passed July 17th.

KOHLER MEMORIAL DRIVE

On May 15th maps and plans were presented to the Common Council for Kohler Memorial Drive.

HARBOR AGAIN

On September 7th a letter was received from the U.S. Engineer's office recommending the improvements to our harbor.

John M. Hayes was appointed Justice of the Peace for the 7th and 8th Wards on June 5th.

WATER TO SHEBOYGAN FALLS

A petition from Sheboygan Falls requesting water from the city and permission to lay a pipeline for the same was granted. The agree-

ment was signed on July 24th; in less than a year the work was completed and connections made. Sheboygan Falls celebrated this event by a special ceremony.

SIXTH WARD POLL

Owing to a shift in population, it was necessary to change the ward lines in the 6th Ward. An ordinance was passed and the new poll in the 1st Precinct now is in the Kiwanis Field House.

Edwin Fessler, Supervisor of the 2nd Ward was appointed Water commissioner to fill the unexpired term of Herman Hinze, deceased.

TRAILERS

On October 16th an ordinance was passed, with certain restrictions, allowing trailers to be placed on private lots. The Mayor vetoed this ordinance, but later it was adopted.

ENGINEER

A new City Engineer was selected and approved by the Common Council to fill the vacancy made by the resignation of Engineer E. J. Beatty. Ray Ottensmann, Ass't. Engineer, took over until the new Engineer, Benjamin Seal, arrived.

TAVERNS

The Council passed an ordinance increasing the total number of licenses for taverns to 145 which is the maximum that can be granted.

1951

The resignation of Alderman Ribbens, Chairman of the Whole, was presented, due to the fact that he was leaving the city to make his home in Grand Rapids. He served as Chairman of the Whole since 1940. He was a very impartial and just chairman, and a hard one to replace.

INDIANA AVE. — JAN. 15th

Plans were made to give Indiana Ave. a face lifting. New paving, lighting, curbs and even new trees. This was to be done from 7th St. to 17th St.

FEB. 5th

A hearing was held on this project. At this

time a number of property owners objected to the paving bid stating it was too high. This delayed the project for a time. Then on April 5th, they filed an injunction against the city on this improvement which caused further delay.

MARCH 13th

The city was shocked at the news of the sudden death of Mayor W. M. Sonnenburg, one of its outstanding Mayors.

Leonard Anhalt, President of the Common Council, became acting Mayor. He filled this office very well until a new Mayor was elected.

ELECTION — 1951

At the election April 3rd, the following men were elected: Edward C. Schmidt, Mayor; Mark F. Eggebeen, Jr., Alderman 1st Ward; Joe Browne, Alderman 4th Ward; Eugene Koning, Alderman 5th Ward. Otherwise there were no changes in the "official family".

RE-ASSESSMENT BY OUTSIDE FIRM

A Resolution was introduced to have the Finance Committee study the advisability of having the entire property in the city reassessed by an outside firm. This was passed.

NEW CURBS

Owing to the bad condition of the stone curbs on 8th street and Michigan Ave., resolutions were introduced to have these removed. Which were passed and the work completed.

NEW LIGHTING — S. 12th St.

Modern lights, the same as on 8th St., were to be erected on S. 12th St.

STREET SWEEPER

For years it had been customary for the city to have its streets cleaned by men who swept them, but as this was getting to be a bigger and bigger job right along, an automatic street sweeping machine was purchased at a cost of \$9,450.00. It has proved its worth.

ASSISTANT CITY ATTORNEY

Due to the large amount of work demanded of the City Attorney, he asked for help. Thus

an assistant was appointed in the person of John Hayes, at a salary of \$100.00 per month.

INDIANA AVE.

At a special meeting of the Common Council, May 28th, the Mayor announced he had reached an agreement with the plaintiffs in regard to the Indiana Ave. matter. On June 4th the final agreement was made so that work could proceed and the street be finished before winter.

EROSION — VOLLRATH BEACH

The first report on this erosion was made in 1946 and jetties were built, but these did not solve the problem. From time to time more earth and trees were being washed away until it has become a very serious problem. The Council has taken action, a contract has been signed, and work will soon be started to alleviate this condition.

TAVERNS

The city was experiencing trouble with some of its taverns, so a special meeting was called to determine whether certain tavern licenses should or should not be granted. Several meetings were held and the discussion was, at times, bitter. These particular taverns were not allowed to operate on July 1st. It was not until late in the month that these licenses were granted. The city now has 147 taverns. Its quota as fixed by statute is 145, but due to property annexations, 2 taverns were added.

GYMNASIUMS

A request was made by the School Board for gymnasiums at the Sheridan and Jefferson Schools. A resolution was introduced to float a \$430,000 bond issue. This issue to take care of the gymnasiums at a cost of \$265,000 with the remaining \$164,000 to be used for renovating the lighting where necessary, in any schools.

RE-SURFACING S. 12th St.

A resolution was introduced to re-surface S. 12th St. with black top from Indiana Ave. to Union Ave. In June, the following year, the contract was let for \$30,585.00. When the contractor started working on the same it was found that car track ties (of the former street

railway) were still in the street. These would have to be removed before the re-paving could be done, and it would cost about \$11,000 more to complete the job satisfactorily since it necessitated paving up to the verticle part of the curb. After much discussion it was finally decided to have the city pay \$6,935.00 and the property owners affected \$2,878.79.

JUNE — 1951

City Treasurer Carl J. Fahres suggested a plan to the city whereby several thousand dollars could be made by investing unneeded cash in bonds. This resulted in a \$10,260.00 profit in the first year.

Due to the unsatisfactory structure of the wage rate, a Resolution was passed to advertise for bids for an evaluation of all city jobs in the classification service and to present a wage structure for the same.

GRIFFENHAGEN REPORT

Griffenhagen & Associates were the successful bidders and presented their report. This report met with so much dissatisfaction that it was rejected and the \$3,000.00 spent for it was a lost investment.

SHORE EROSION

The lake shore was being gradually worn away by the storms and high water. Suggestions were asked for the best means of protecting it. So far Vollrath Park has been damaged most. It was decided to build a wall of rock, constructed in such a way as to protect the park in the future. This was done at a cost of around \$30,000.00.

NEW CURBS, ETC., ON 8th AND MICHIGAN

A contract was given to the Frank Batt Co. to replace all stone curbs and poor sidewalks on 8th St. and Michigan Ave. This was completed in 1952.

AUGUST 20

George Currie, a member of the Library Board for many years, resigned since he had been appointed a Justice of the Supreme Court of the State. His vacancy was filled by Rev. Wilford Evans.

DEPARTMENT OF PUBLIC WORKS

Mayor Schmidt advocated the abolishment of the Board of Public Works and the substitution of a Dept. of Public Works. This was adopted in November. In February, 1952, the Dept. assumed its duties with Robert Fleischer as Director, and Fred Wedemeyer as Deputy. The term to be five years.

MERCURY LIGHTS ON PENN. AVE.

A Resolution to install Mercury lights on Pennsylvania Ave. was passed. These were installed later.

FIRST ONE WAY STREETS

South 13th and 14th Streets were made one way streets by ordinance.

Alderman Steinbruecker, 3rd Ward, resigned and Ernest Keppler was elected by the Common Council to fill the unexpired term.

BUDGET — 1952

The budget of \$4,310,000.00 was approved, making a total tax rate of \$43.99 per \$1,000.00.

RE-ASSESSMENT OF THE ENTIRE CITY

A contract was made with the J. M. Clem-inshaw Co. to assess the entire city. This firm started to work early in 1952 and just completed the work.

1952

ALDERMAN ANHALT DIES

February marked the death of Ald. Anhalt, who was in office eleven years and was President of the Common Council at his death.

\$415,000 BOND ISSUE

On February 18th the Council passed a bond issue of \$415,000. \$164,000 for School lighting, \$265,000 for gymnasiums and \$386,000 for storm sewers. At this time Mrs. James Morrison was appointed a school commissioner to fill the unexpired term of George Fessler deceased.

MARCH 17

The School Board requested several new schools for the city; two immediately, and others by 1957.

ELECTION APRIL 1, 1952

All officials retained their offices except LeRoy Gartman replaced Alderman Weber in the 4th Ward, Carl Mohar, Jr., Alderman Bienert in the 5th, and John Bolgert, Alderman Anhalt in the 8th.

The City Employees joined the union of the Wisconsin State Council of County and Municipal Employees in May.

The city bought 10.14 acres of land east of N. H. S. athletic field for school purposes at a cost of \$11,000.00 as well as some property in the 5th Ward for \$7,550.00.

WASHINGTON HOUSE PROPERTY PURCHASED FOR PARKING LOT

The property located across the street from the City Hall was purchased for a public parking lot at a cost of \$60,000. This money was raised by the proceeds from the parking meters. At this writing it has been almost paid for and will be ready for parking this spring.

SEPTEMBER — 1952

Sixth Ward Supervisor, Chas. Burhop, (who held that office for 18 years) passed away. The vacancy was filled by the appointment of A. T. Lamb for the unexpired term.

PRIMARY

In October a resolution was passed, that, "hereafter whenever three or more candidates file papers a Primary for that particular office must be held." It so happens that there will be a primary in March in 1953 because four candidates filed for City Attorney and three candidates for Mayor. Three for Alderman in the 7th and 8th Wards respectively and three for Supervisor in the 6th.

John Stranberg, a former member of the Board of Public Works, was approved as a member of the Board of Zoning Appeals to succeed Henry Maurer, resigned.

OCTOBER 20 — SCHOOL BOARD ASKS FOR TWO MORE SCHOOLS

A request for two new schools, one to be located on the southwest side and another on the northwest side, at costs of \$800,000 for both

was submitted by the School Board. After several months, June 21, 1952, to be exact, the Common Council passed resolutions approving a \$1,100,000 bond issue. \$800,000.00 of this for two schools to cost \$350,000 and \$450,000 and an additional \$300,000 for sewers.

SHORE EROSION

The high water, waves, and storms of Lake Michigan are continuing to make inroads on our entire lake shore and the erosion was so great in certain parts of the shoreline that an emergency meeting was called and steps taken to buy large stone to be placed wherever needed to try and prevent further inroads. So \$25,000 was appropriated and by the end of December the worst sections along the shore were protected and up to date have stopped further erosion.

DECEMBER 1 — BUDGET FOR 1953

First report on the Budget and tax rate made. The Common Council being economy minded, cuts budgets of all departments drastically. The School Board protested bitterly, stating they could not operate efficiently and increase the teachers' salaries on the drastic cut made by the Council of about \$75,000. There were many meetings and finally on Jan. 21st at a special meeting an agreement was reached which seemed to be satisfactory to all concerned.

The tax rate for 1953 was set at \$43.47 per \$1,000.00.

FEBRUARY — MAYOR'S SALARY

A Resolution was introduced increasing the part time salary for Mayor to \$4,500.00.

FIRE DEPARTMENT — 1953

August Sokoll, Chief
Ray Dionne, First Assistant Chief
Roderick Beyerstedt, Second Assistant Chief
Frank B. Renzelmann, Fire Inspector
Eugene C. Roth, Communication Officer
Wilbert Lemkuil, Communication Officer, Jr.
Carl R. Leonard, Supt. of Machinery

Engine Company No. 1

Clarence Henning, Captain
Walt Roelse, Lieutenant

George M. Adams
David Baarendse
Richard Zschetzsche
Harold Horst
Robert Grasse
Orville Hoerz
LeRoy W. Grissmeyer
Henry G. Sessler
Robert Urbancic
Donald Daehn

Engine Company No. 2

Walter J. Brotz, Captain
Alex Derus, Lieutenant
Elmer F. Mertens
Henry Kober
Arthur Schefsky
Albin V. Suppanchick
Donald W. Aleff
Robert M. Halverson
Ernst Denecke
Donald La Fave
William Wildman
James Hengst

Engine Company No. 3

William Thomas, Captain
Herbert F. Ploetz, Lieutenant
Ray O. Schubert
Fred C. Feldbush
Joseph Mehak
Albert Steinpreis
Merlin Radtke
Carl Biwan
LeRoy F. Ottensmann
William F. Heimke
Clarence Schinabeck
Robert Kovacic

Truck Company No. 1

James A. Heule, Captain
Edward W. Freimuth, Lieutenant
Theodore F. Schroeder
Jack E. Nick
Fred T. Burkhardt
Howard J. Gier, Jr.
Emory J. Trossen
Fred T. Schultz
Ray Zittel
Joseph Raml
Heinz Tabbert
Martin Najacht

Truck Company No. 2

William Mueller, Captain
Julius Kausler, Lieutenant

Kenneth Jurss
Roman Wallace
Robert Chuwan
William R. Krueger
Theodore W. Fischer
Albert E. Lau

POLICE DEPARTMENT — 1953

Walter H. Wagner, Chief
Steen W. Heimke, Captain
Arthur W. Splinter, Lieutenant
Robert A. Wagner, Lieutenant
Martin De Geus, Sergeant
John E. Held, Sergeant
Clarence R. Zimmerman, Sergeant
Oakley O. Frank, Detective
Gordon Janssen, Detective
Anton J. Stubler, Detective
William P. Werbeckes, Detective
Elmer F. Bahr, Safety Patrol
Lester C. Tupper, Radio
Norbert R. Abromaitis
Stephen Chavlovich
DuWayne Darling
Ernst Dippold
Daniel J. Erbstoesser
James A. Erbstoesser
Orville O. Forsterling
Marriner R. Frank
Edward Froh
Paul J. Goldman
Victor Herman
Walter Herman
LeRoy G. Hotz
Donald L. Jacobchick
Wesley Jerving
Jerome J. Karl
Victor O. Keitel
Charles G. Kovacic
Kenneth L. Kallenberg
Carl F. Kuenne
Wallace J. Lampe
Joseph Lang
Karl C. Leicht
Jerome A. Leonhardt
Charles W. McClelland
Marvin A. Neese
Robert A. Nitsch
John A. Nottling
Richard A. Phillips
Fred Reiss
Thomas C. Schroeder
Anton M. Simenz

Robert J. Seifert
 Eugene F. Spelshaus
 Anton R. Tauscheck
 Joseph P. Valentincic
 Marius Van Engen
 Wilbur J. Wright
 Frederick A. Werner
 Murlin H. Winter
 Donald J. Zwart
 John W. Zindarsich

These are the closing moments of 100 years of Sheboygan. Election polls are closed 8 p.m. The officials who will begin the second 100 years period of Sheboygan are:

Edward C. Schmidt, Mayor
 Joseph E. Leberman, City Clerk
 Wilbur Brehm, City Comptroller
 Carl J. Fahres, City Treasurer
 Edward J. Amann, City Assessor
 Nathan S. Heffernan, City Attorney
 Edward H. Puhr, Municipal Judge
 Hugh A. Dales, Alderman, 1st Ward
 Mark F. Eggebeen, Alderman, 1st Ward
 Edward Hammett, Alderman, 2nd Ward
 William Sprenger, Alderman, 2nd Ward
 Ernest Keppler, Alderman, 3rd Ward
 John Henning, Alderman, 3rd Ward
 LeRoy Gartman, Alderman, 4th Ward
 Joseph Browne, Alderman, 4th Ward
 Carl S. Mohar, Jr., Alderman, 5th Ward
 Eugene Koning, Alderman, 5th Ward
 Reinhart Kleinke, Alderman, 6th Ward
 Lester Schild, Alderman, 6th Ward
 Albert Hierseman, Alderman, 7th Ward
 John Weber, Alderman, 7th Ward
 Rudolph Ploetz, Alderman, 8th Ward
 John Bolgert, Alderman, 8th Ward
 Rudy Finst, Supervisor, 1st Ward
 Edwin Fessler, Supervisor, 2nd Ward
 Richard Luther, Supervisor, 3rd Ward
 August Rammer, Supervisor, 4th Ward
 Milton Pelke, Supervisor, 5th Ward
 Aloysius Lamb, Supervisor, 6th Ward
 John Serketich, Supervisor, 7th Ward
 Walter R. Schmidt, Supervisor, 8th Ward

Ernest Keppler resigns to become Assistant District Attorney.

Note: This marks the beginning of the 44th year of a continuous record of William "Bill" Sprenger as Alderman of the 2nd Ward. "Bill" is the "dean of them all."

HISTORICAL DATA CONCERNING POSTMASTERS SHEBOYGAN WISCONSIN UNITED STATES P. O.

CHEBOWAGAN BROWN COUNTY WISCONSIN

William Payne (1st) April 18, 1836
 Joel S. Fisk July 21, 1836
 Charles D. Cole Nov. 25, 1936

The office was changed from Brown County to Sheboygan County between 1836 and 1839, exact date not known, and the name of the office was changed from Chebowagan to Sheboygan, Sheboygan County, Wisconsin.

SHEBOYGAN SHEBOYGAN COUNTY WISCONSIN

James Farnsworth, Jr. April 8, 1839
 (Post Office discontinued Nov. 20, 1938.)
 (Served by Sheboygan Falls Post Office)
 (Post Office Re-established Nov. 25, 1844.)
 Samuel B. Ormsbee November 25, 1844
 Jairus Rankin June 7, 1845
 Elias H. Howard August 31, 1847
 Edward Gilman January 18, 1849
 George W. Gillette December 21, 1849
 Warren Smith February 24, 1853
 Alred Marschner February 4, 1857
 John J. Brown April 17, 1861
 Alfred Marschner September 20, 1864
 William W. King June 8, 1869
 J. L. Marsh December 11, 1873
 Nathan Coe September 23, 1882
 Carl Zillier August 9, 1886
 William J. Mallmann December 23, 1890
 Carl Zillier January 10, 1895
 Charles H. Maynard June 8, 1903
 Edith L. Maynard June 8, 1903
 Edward B. Mattoon January 13, 1908
 Emma Mattoon May 27, 1911
 George W. Leberman November 9, 1912
 Frank Gottsacker August 11, 1913
 Margaret Gottsacker December 1, 1918
 Fred A. Knauf October 1, 1919
 Harry E. Thomas June 1, 1931
 Louis J. Albrecht May 18, 1936 — 19—

Postal Receipts of Sheboygan, Wisconsin, Post Office

Year	Receipts	Year	Receipts
1907	\$ 52,659.05	1932	176,666.22
1912	72,462.93	1937	215,392.90
1917	107,405.77	1942	245,533.46
1922	163,537.16	1947	414,074.37
1927	213,877.86	1952	606,059.66

* No record prior to 1907

And so we come to the close of the book, "100 Years of Sheboygan". May the city continue to grow and prosper, so that, when another hundred years roll by, some one will write the "second volume" of Sheboygan, the best city of all, of any and everywhere.

So long,

J. E. Leberman



Picture taken in 1896 showing the Concordia Society stranded at Galena, Illinois because of a washout. Shown among the group returning from the Dubuque, Iowa Saengerfest to Sheboygan, Wisconsin is the Mayor of Galena at, left of center (arms folded) and Alderman Frank Wedell, Sheboygan, right of center (coat off). Also on this picture you may find John Acker, Simon Grasser, Louis Grube, Charley Roenitz, Hans Sattler, Henry Wiehn, Theodore Harms, Joseph Behrens, Franz Zorn, Aug. Kaems and many others you may recognize.

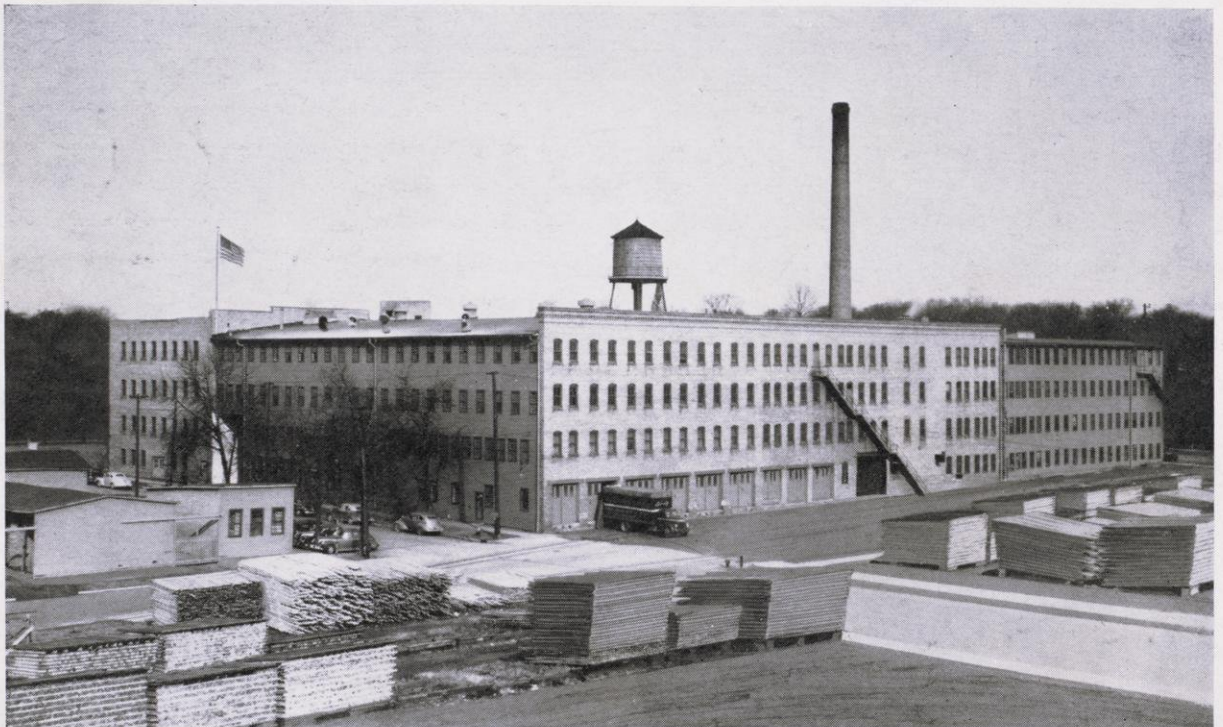


Protection Co. No. 1, 1877, Sheboygan, Wisconsin. Front row: Aug. Trilling, Otto Wedell, Bessinger, Rausch. Also Karl Weiss, Trummel Meier, Frank Wedell standing on hook and ladder wagon with head above Mr. Bessinger's helmet. Johnnie Silbernagel at extreme left with hands in pocket.

On the pages following, are the
histories and pictures of some of
the major business concerns
of the City of Sheboygan.



Original American Chair Co. Plant



American Chair Co. - 1945

History of American Chair Company

When the American Manufacturing Company was organized in the early eighties, the original production consisted mainly of Toys and Novelties. The factory then was a small frame building located on the northwest corner of North Tenth Street and Niagara Avenue.

In 1888, this firm with about fifty employees, engaged in the manufacture of popular priced cane seat maple chairs with highly embossed frames. They were stylish then.

In the succeeding years, gradually developing into higher priced lines, this company, under the management of Fred and Henry Koehn, kept pace with the trend in furniture styles and the quality of its products were known and recognized nationally.

Fibre furniture was added in 1909, and to the American Chair Company belongs the distinction of being the first to produce this type of furniture in Sheboygan. There were no fibre workers available and for a period of six months or more, it was necessary to train new and inexperienced help in the art of fibre weaving.

In 1916, the firm name was changed to The American Chair Company and continued

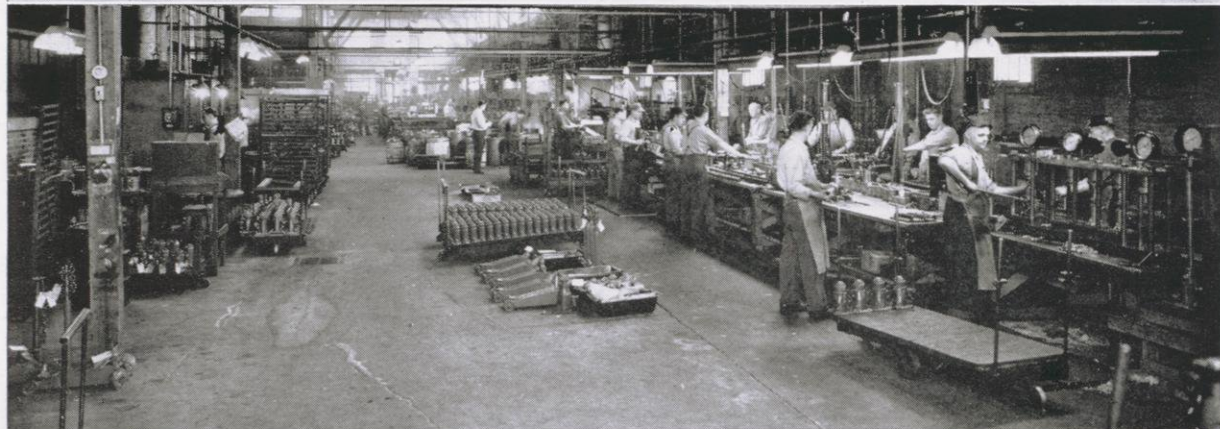
under the management of Fred and Henry Koehn until 1924, when the firm was sold to G. Huette, Roy J. Miller, and Wm. H. Waechter, who adopted a progressive policy and added to the prestige and reputation of the American Chair Company as makers of fine quality furniture.

The firm again changed hands in 1941 with L. Pilzer, President; and J. L. Weill, Vice-President and General Manager.

From a small beginning more than half a century ago this organization has developed into Sheboygan's second largest furniture industry. Recognized for quality, the products of the American Chair Company are known and distributed in every state of the Union.

As soon as the equipment and labor are available, this company is prepared to increase production considerably. Many new machines are on order. Among the improvements already made and contemplated is the complete electrification of the plant.

At present the company has approximately 250 employees and expects to be able to employ at least an additional 100 in connection with its post-war expansion program.



Exterior and Interior Views of American Hydraulics, Inc.
 Photographed in January, 1946
 Interior Views Show Jack Assembly and Turret Lathe Departments

History of American Hydraulics, Inc.

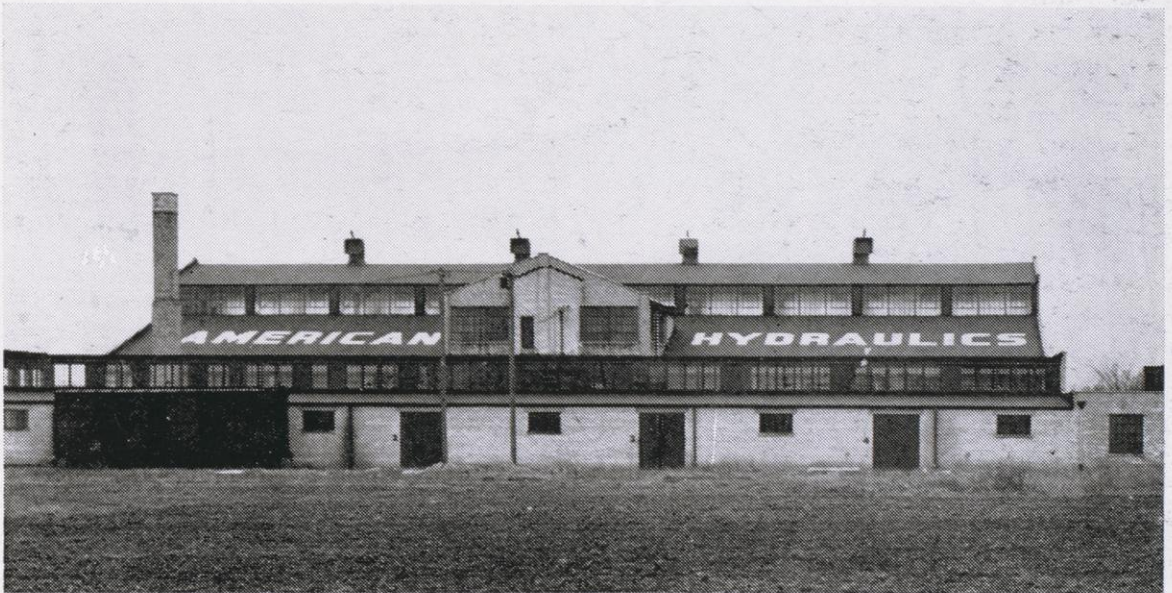
American Hydraulics, Inc., with its wholly owned subsidiaries Luther Grinder and Tool Company and Modern Grinder Manufacturing Company moved to Sheboygan from Fond du Lac, Wisconsin, in January, 1943. The oldest of these companies was founded in 1896.

The companies manufacture a complete line of hydraulic jacks, hand and power tool grinders, hand and power farm sickle grinders and distributes these products not only in the United States but exports them to every country in the world as well.

All during World War II the companies were prime contractors to U. S. Army Ordnance, U. S. Navy, U. S. Maritime Commission, U. S. Army Air Forces, U. S. Marine Corps, U. S.

Army Signal Corps, U. S. Quartermaster Corps, U. S. Treasury Department, furnishing not only its regular products but such items as artillery shells, bomb parts, rocket parts, fuse parts and airplane parts. Prior to our Country's entrance into World War II American Hydraulics, Inc., was already furnishing war materials to the U. S. Army and to the British Government and shortly after the attack on Pearl Harbor received prime contracts for the manufacture of ammunition with production commencing early in 1942.

American Hydraulics, Inc., was designated a U. S. Army Ordnance plant on April 6, 1942, and received the Army-Navy "E" Award on April 29, 1943.





Armour Leather Company



Sorting for Grades

Laboratory

Beam House Fleshing

History of The Armour Leather Company

Way back in the days when people were just getting adjusted to regular living, due to the ending of the Civil War, a tannery was started in the City of Sheboygan at the location now occupied by our tannery. It was known as the Zschetzsche and Harsh Tannery. Its original founder was Charles L. Zschetzsche and it employed about 20 men. Later Charles Zschetzsche bought out the Harsch interests and the company was reorganized with the sons of Charles as co-partners (Theodore and Fred) and was named Zschetzsche and Sons Tannery. This partnership continued until 1901 when the entire plant was destroyed by fire. The plant was rebuilt immediately and continued under the

same management until 1908 when it was sold to the Armour Co.. After operating the plant for 12 years another severe fire wiped out the plant on January 19, 1920. The Armour Co. immediately rebuilt with the modern structure which you see today. We employ at present about 725 people. This plant was known as the Badger State Tanning Co. from 1908 to 1938 when it changed its name to Armour Leather Co..

John G. Wieman, Jr., is General Manager of this plant and Marcus C. Weimar, a former resident of Sheboygan, is connected with the Armour Leather Co. as President.



Present bank building erected in 1910 of classic design, entire front constructed of Cherokee Georgia marble.

Today, the Bank of Sheboygan ranks as the seventh largest state bank of 444 such banks in Wisconsin, outside of the city of Milwaukee. It has reached an all-time high in total resources, deposits, capital funds and the names of more than 11,000 active customers appear on its books. Throughout its 72 years, the Bank of Sheboygan has consistently stressed the value of saving money and today carries the reputation of a strong savings bank, where the great-grandchildren of pioneer settlers continue to deposit their savings. The present directors are: Arthur F. Davey, Robert H. Kroos, Charles Voigt, O. L. Hall, R. A. Baumann, Julius R. Schils and F. S. Rodger. The officers are: O. L. Hall, President; F. S. Rodger, Vice-President; J. R. Schils, Second Vice-President; R. A. Baumann, Cashier; Hugo Kaems, Trust Officer, R. H. Mueller, Trust Officer; Martin Halverson, Assistant Cashier; Leo H. Kalk, Assistant Cashier; Norman Dewey, Auditor and Elmer B. Scheib, Manager of the Haven Office.

BANK OF SHEBOYGAN

Founded 1873



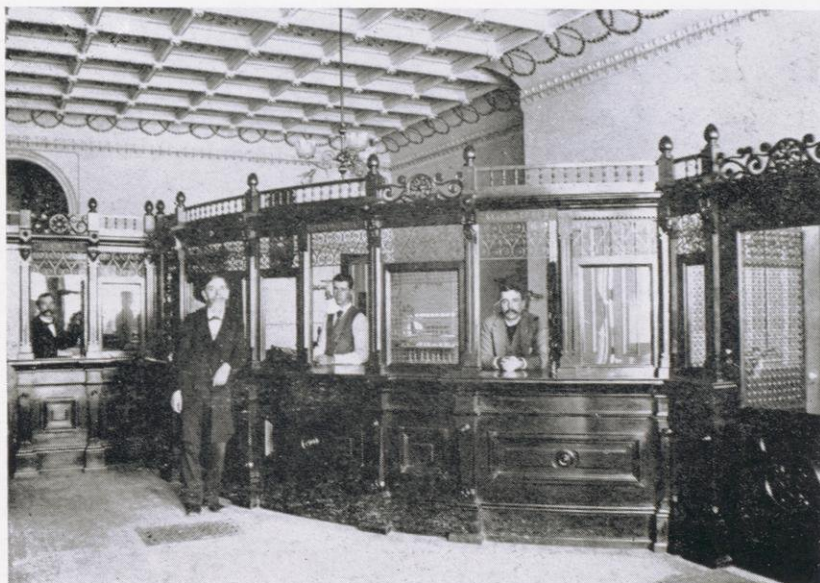
Present interior showing main lobby and large mural painting depicting the first industry in Sheboygan about 1834.



The bank building as it appeared in 1874. The north half of the building was occupied by E. Lohmann's general store.

BANK OF SHEBOYGAN originally obtained a National Bank charter on June 27, 1873. It was the First National Bank of Sheboygan until March 11, 1879 at which time it received a State Bank charter and changed its name to Bank of Sheboygan. On August 19, 1918 it became a member of the Federal Re-

serve Bank System of which it is still a member. It is also a member of the Federal Deposit Insurance Corporation which was formed in 1933 insuring depositors' funds up to \$5,000.00. It is the oldest bank in Sheboygan County in point of continuous, active banking service to this community.



Interior of old bank about 1895. Officers shown in the picture are George End, President; Julius Kroos, Cashier and Adolph Pfister, Assistant Cashier.



1896
First Banking House of
CITIZENS STATE BANK

Sustained Growth In Resources

1896.....	\$ 68,795.00
1906.....	274,873.00
1916.....	1,615,238.00
1926.....	5,251,318.00
1936.....	9,480,152.00
1946.....	over 24,800,000.00

1946
CAPITAL AND SURPLUS
\$1,500,000.00

County-Wide Banking Service

At Offices In

SHEBOYGAN -:- -:- PLYMOUTH

SHEBOYGAN FALLS -:- CEDAR GROVE



Present Sheboygan Office
CITIZENS STATE BANK



CITIZENS STATE BANK

Sheboygan • Plymouth • Sheboygan Falls • Cedar Grove

Member Federal Deposit Insurance Corporation

AN OUTSTANDING RECORD

Of Community Leadership Since 1896



Progress of the Citizens State Bank has been closely linked with the community development. Since its organization in 1896, in the era of the high-wheeled bicycle and the horse and buggy, the growth of the CITIZENS has been outstanding and unparralled in the history of Wisconsin banking. Its opening was preceded by the Panic of 1893 and contemporary with the Silver Campaign Depression. In 1907, following the period of corporate prosperity and marking the Panic of 1907, the CITIZENS became the sixth largest bank in Sheboygan County.

In 1916 following the pre-war depression, through the period of World War I prosperity and the following primary post-war depression, resources climbed to five and a quarter million dollars in 1926, advancing the bank to a position of third largest in the county. The following years, when conservative management and sound investment polociies were the only bulwark against unstable financial positions of banks generally, and at the time of the bull market boom, resurces reached the six million mark.

Consistant growth continued following the stock market crash in 1929 and the era of bank holidays. The CITIZENS was among the first seven of all Wisconsin banks authorized to re-open their doors for business following the National Bank Holiday in 1933. 1936 marked the year the bank became Sheboygan County's largest bank. Holding unswervingly to the prin-

ciple that the safety of depositors' funds is the prime consideration of every well-managed bank, the CITIZENS has grown in strength as it has in size. Capital of the bank increased from \$40,000 to \$500,000 over the period of years. For the further protection of depositors' funds steady additions to Surplus were made, at the present time the bank having a Surplus of One Million Dollars - the largest ever shown by any bank in Sheboygan County.

Current Officers and Directors of the bank are J. W. Hansen, President and Director; Clarence Garton, Vice-President and Director; Otto Jung, Director; Hugh Ross, Director; F. A. Trier, Vice-President, Cashier, and Director; George Knuth, Vice-President; Fred Wilke, Vice-President; Alvin C. Andersen, Assistant Cashier; M. H. Gibson, Assistant Cashier; and A. L. Thuemler, Trust Officer.

Today in addition to supplying credit for business use and personal needs, an important part of this bank's capacity for helpful cooperation is devoted to aiding returning Servicemen. The first "G. I." Business Loan and the first "G. I." Home Loan in this area were both made by the CITIZENS. Nearly 16,000 depositors, including over 11,000 Savers, bank with this institution at the present time.

On the threshold of its Fiftieth Anniversary, the CITIZENS renews its pledge of safety and cooperation and invites the community's business on its record.



CITIZENS STATE BANK

Sheboygan • Plymouth • Sheboygan Falls • Cedar Grove

Member Federal Deposit Insurance Corporation

DILLINGHAM

1857 - 1945

A Good Name in Furniture for 88 Years.

In 1857 the Dillingham Manufacturing Company was organized in Glenbeulah, Wisconsin, as a store, flour and saw mill.

In 1863 the Company expanded to manufacture hubs, spokes, felloes and other items of like nature.

In 1884 the Company moved its factory to Sheboygan where it became one of the

first in the United States to manufacture refrigerators for the home.

After more than half a century in this field the Company is now manufacturing nationally advertised Bluebird Cedar Chests for the home and Sun-aire Furniture for more pleasant living out of doors. This firm also produces a styled-line of Boudoir Furniture. The Company has a nation wide distribution of its products.



Dillingham Manufacturing Company

1857 - 1945

SHEBOYGAN, WISCONSIN

The Jerry Donohue Engineering Co.

One of the unusual companies operating in the City of Sheboygan, little known to most citizens, is an organization of engineers specializing in the designing and supervising the construction of facilities to purify sanitary and industrial sewage, disposal of garbage, and the development and purification of municipal and industrial water supplies.

This company, the Jerry Donohue Engineering Company, was organized in 1910 by Jerry Donohue and Edward Sinz under the name of Donohue and Sinz, to practice civil engineering.

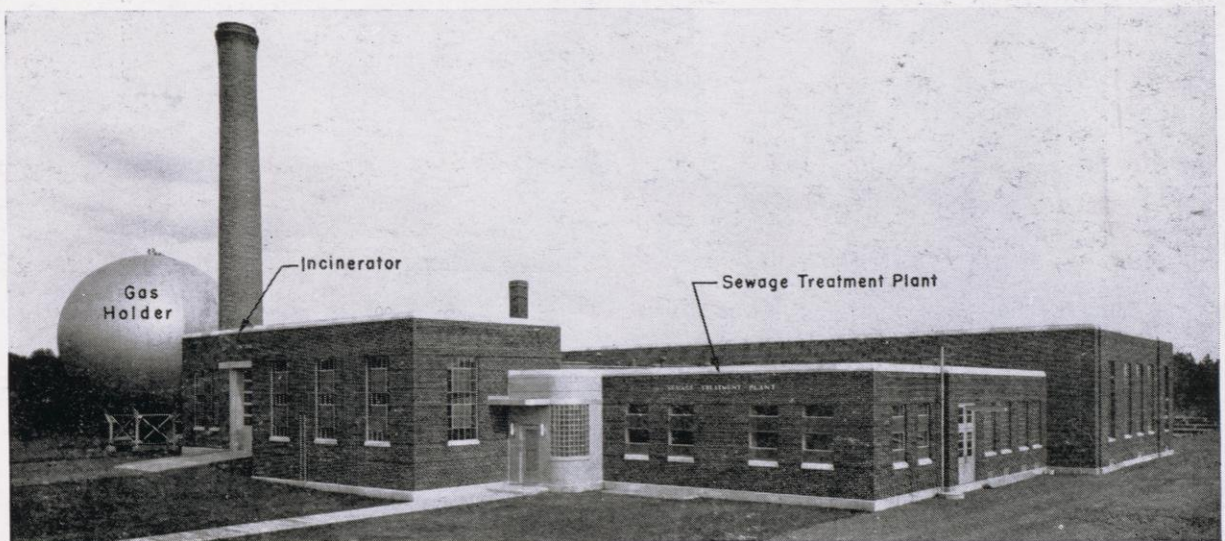
In 1912, Mr. Sinz disposed of his interests to Mr. Donohue who continued to operate as an individual until 1920, when the present company was incorporated, the incorporators being Jerry Donohue, Leila B. Donohue and B. J. Hartman. Mr. Donohue was elected President and Treasurer, B. J. Hartman, Vice President, and Leila B. Donohue, Secretary. These officers continued in office until April of 1943, when upon Mr. Donohue's death B. J. Hartman became the active head of the firm. The active members of the organization at that time were Jerry Donohue, Bruno J. Hartman, William Heins, and Ray Van Handel.

Beginning with a nucleus of three active engineers, the organization expanded so that by 1939 a well balanced technical organization of thirty engineers and designers was employed designing and supervising municipal construc-

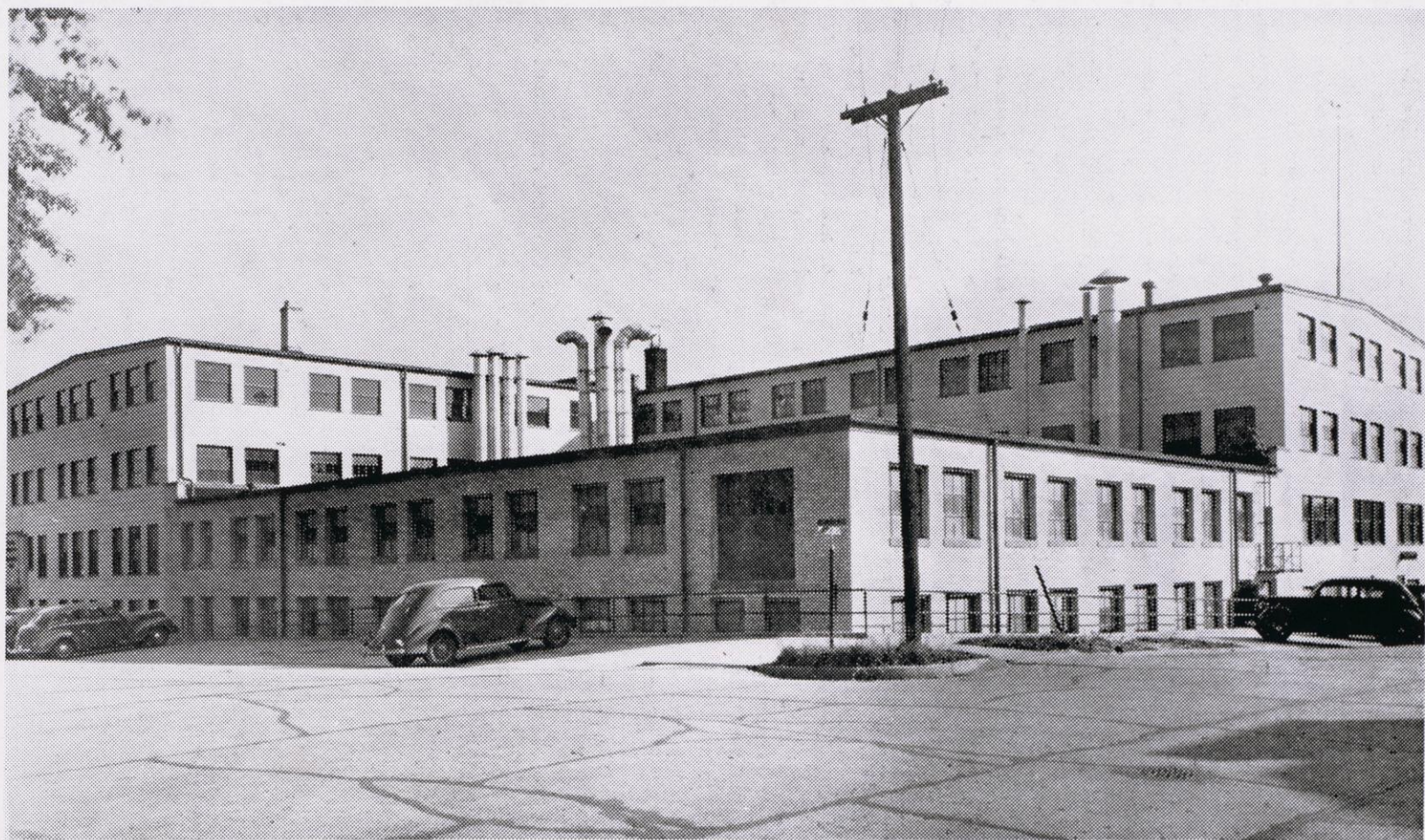
tion valued at several million dollars each year. Because of Mr. Donohue's interest in the health and welfare of communities, he became deeply interested in the development of such modern conveniences as sewage facilities, garbage and waste disposal, and water supplies. In 1920, these facilities were in the early stages of development and under Mr. Donohue's leadership the organization developed new processes and methods of purifying the water borne wastes from municipalities.

Between 1920, and the present time, approximately seventy-five sewage disposal plants were designed for municipalities in Wisconsin, Minnesota and Illinois, in such cities as Green Bay, Antigo, Wausau, Sheboygan, Manitowoc, and Freeport, Illinois. The plant at Antigo, Wisconsin, received national recognition because it was the fourth plant in the United States using the separate sludge digestion process, the first of this type to be operated successfully in a cold climate, and the first to utilize and collect sewage sludge gas, a by-product of the process, for heating purposes. The company in later years made valuable contributions towards development of methods for the utilization of this same gas in the generation of electric power.

With the termination of World War II, the technical personnel is again being expanded to take care of the vast amount of postwar work the company is being called upon to design.



Garbage Incinerator and Sewage Treatment Plant — Wausau, Wisconsin
Designed by the Jerry Donohue Engineering Company



Offices and Plant of Moe-Bridges and Electric Spray-It Corporations

History of The Electric Sprayit Company And Moe-Bridges Corporation

In 1926, Mr. Simon Deutsch developed a unique and portable type of electric spraying equipment for paints, lacquers, insecticides, etc., which found instant favor and utility in the industrial, commercial and consumer fields.

The following year, The Electric Sprayit Company was incorporated and the manufacture of this equipment was put on a successful production basis. In the years following, new models of air compressors, spray guns, and affiliated electro-mechanical devices were added, until in 1934 when an entire business, that of Moe-Bridges Corporation, manufacturers of electric lighting fixtures for over twenty years in Milwaukee, Wisconsin, was purchased by The Electric Sprayit Company, and many new lines added, including fluorescent fixtures.

The leased quarters of the company in Milwaukee were not adequate for its manufacturing requirements, and the company decided to move elsewhere at the termination of this lease in 1939.

The Common Council of the City of Sheboygan learned of this and negotiated with Mr. Deutsch and his associates to move their plant to Sheboygan and occupy the old Bemis plant, which was completely remodeled to fit the company's requirements.

In the early fall of 1941, Mr. Deutsch, in anticipation of the then European war involving this country, began negotiations with the United States Army Ordnance Division for the production of devices which might be needed by this country for such war effort, and was awarded a contract on December 8, 1941, the day after Pearl Harbor, for the manufacture of electric turret traversing mechanisms for Army tanks.

On the basis of their work and accomplishments with this contract, the company received their first award, of the Army Ordnance banner in December of 1942.

From that time on, the company was given additional contracts covering many types of intricate and highly urgently needed electrical, hydraulic and mechanical devices for aircraft,

Ordnance, Signal Corps, and Navy, which were produced with such efficiency and good workmanship that, in May, 1944, the Army and Navy "E" was awarded and presented to them in a very impressive ceremony held at the North High School, and a star addition to the Army-Navy "E" flag was awarded in November, 1944.

During the period from 1939 to the close of the war, the company's employment increased from 150 to 685 employees, and it is anticipated as this is written, that shortly following a stabilized reconversion, the company's employment will be maintained at approximately 500 employees.

The Electric Sprayit Company and the Moe-Bridges Corporation, as two separate companies housed in the same manufacturing premises and functioning through the same officers and directors, manufacture distinctly different peacetime products, these products being respectively: electric motors, generators, controls, hydraulic cylinders, valves, controls for aircraft, automotive, and other industrial applications, paint spraying equipment, air compressors, spray guns, pumps, air tools, insecticide sprayers, sanders, and allied finishing equipment; fluorescent lighting equipment and electrical appliances.

The officers and directors of The Electric Sprayit Company are:

Simon Deutsch, President

Millard B. Deutsch, Vice-President & Mgr. of Production

L. F. Smith, Treasurer

C. A. MacDonald, Secretary

Directors:

Walter J. Buettner

Nicholas R. Feltes

Ray Tennes

C. A. MacDonald

The officers and directors of the Moe-Bridges Corporation are:

Simon Deutsch, President

Millard B. Deutsch, Vice-President & Mgr. of Production

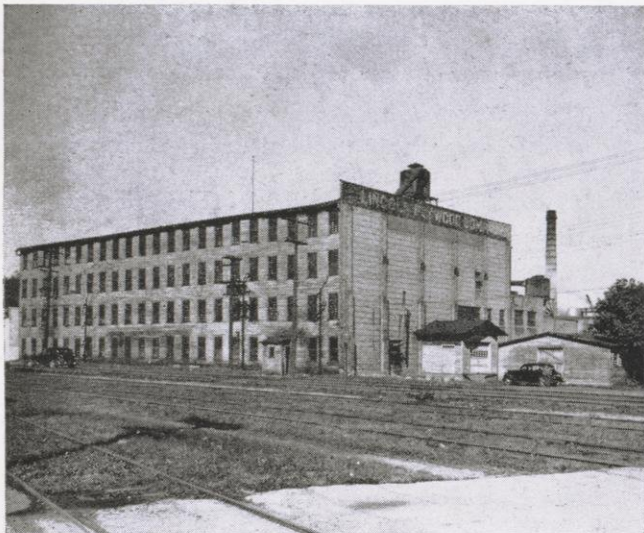
L. F. Smith, Secretary & Treasurer



Our first factory in Sheboygan
720 Clara Avenue



The new factory at North
Commerce Street



Our present plant
Before Remodeling



Exterior view of the Engineering Manufacturing Company
Product Exhibit at 426 North Michigan Ave., Chicago, Ill.

The Engineering Manufacturing Company

*Producer of Supplies for the Artist, Architect
Draftsman, Engineer, Navigator and Student*

The Engineering Manufacturing Company is one of Sheboygan's youngest and most progressive industries. It was brought here from Two Rivers in the spring of 1939 by the late H. L. DeLisle, its founder and owner. Since that time the company has grown into an organization having nationwide distribution of its products, which are largely fabricated from plastic materials.

The company's first quarters were in the Wisconsin Power and Light Company building located at 720 Clara Avenue, or more familiarly known as the "Old Car Barn". At first only a section of this plant was required for productive purposes and to house the 15 men then employed. However, within a year it was necessary to occupy the entire building. At the time of Mr. DeLisle's tragic death in a boating accident just outside the local harbor in September of 1941, approximately 65 young men were employed. After Mr. DeLisle's death the business was continued under the able direction of Mr. William H. Murphy of Chicago.

As its family of dealers grew and the demand for the company's product continued to grow it became increasingly evident that the building on Clara Avenue had become too small for efficient production. The need for more spacious quarters was a definite requirement. There were few suitable factory buildings in Sheboygan and serious consideration was given to available factories in other communities. However, in the fall of 1944 Mr. Murphy purchased the old Lincoln Plywood Building

located at 319 S. Water Street, now North Commerce Street.

Remodeling of the building into a modern structure was begun immediately. Floors were raised and sanded, foundation laid, insulation applied and walls covered with wallboard. A restful color scheme was used throughout the factory. Offices were made spacious and attractive.

To associate the company as a manufacturing concern its name was changed from Engineering Sales Company to Engineering Manufacturing Company. Through its trade mark ESCO — Symbol of Superiority, the company has become nationally known as a manufacturer of high grade drafting room furniture and equipment. During the war several navigation instruments were added to the line. Many of its products have found their way into International trade, especially to Central and South America.

Besides its factory in Sheboygan, the company maintains a Product Exhibit in Chicago on Michigan Avenue, next to the Wrigley Building where all its products are on display. Dealers on the East and West coasts are cared for by jobbers who carry complete stocks in their warehouses.

At present there are approximately 150 employees. Plans are now being formulated which will make the Engineering Manufacturing Company one of Sheboygan's major industries.

"Symbol of



Superiority"



1926 Fire

Garton Toy Company - 1891



Garton Toy Company - 1945

History of Garton Toy Company

In 1879, E. B. Garton, together with James Logan, purchased the property on the north shore of the Sheboygan River near the 8th Street bridge formerly the property of the Sheboygan Manufacturing Company. The small firm, housed in a building only 30 by 50 feet started the manufacture of washboards, fish boxes and other articles. Shortly thereafter the firm added to its line some of the articles formerly manufactured by the Sheboygan Carriage Company and thus started the business which subsequently developed an exclusive toy factory.

In 1887 the Garton Toy Company was incorporated and E. B. Garton elected president, a post which he held until his death in 1931. The entire plant burned down several years later and a new, much larger building was erected on Niagara Avenue and North Water Street. Production continued and expanded in this location until another devastating fire occurred in 1929 and again razed the entire plant to the ground.

Undaunted by this experience, even at the advanced age of 87, Mr. Garton decided to move the business into the modern buildings just previously vacated by the American Hide and Leather Company. Production was resumed in less than three months and is still continuing in the same plant today.

C. E. Garton, son of the founder, became actively interested in the business in 1897, and succeeded his father in the presidency at the latter's death, retaining that position until he

assumed his present capacity as chairman of the board.

Associated with him in the firm are his three sons and one son-in-law, namely: E. C. Garton, president; David Garton, vice-president; R. E. Garton, secretary; and D. W. Huenink, treasurer. All of the stock in the Garton Toy Company is held by members of the family.

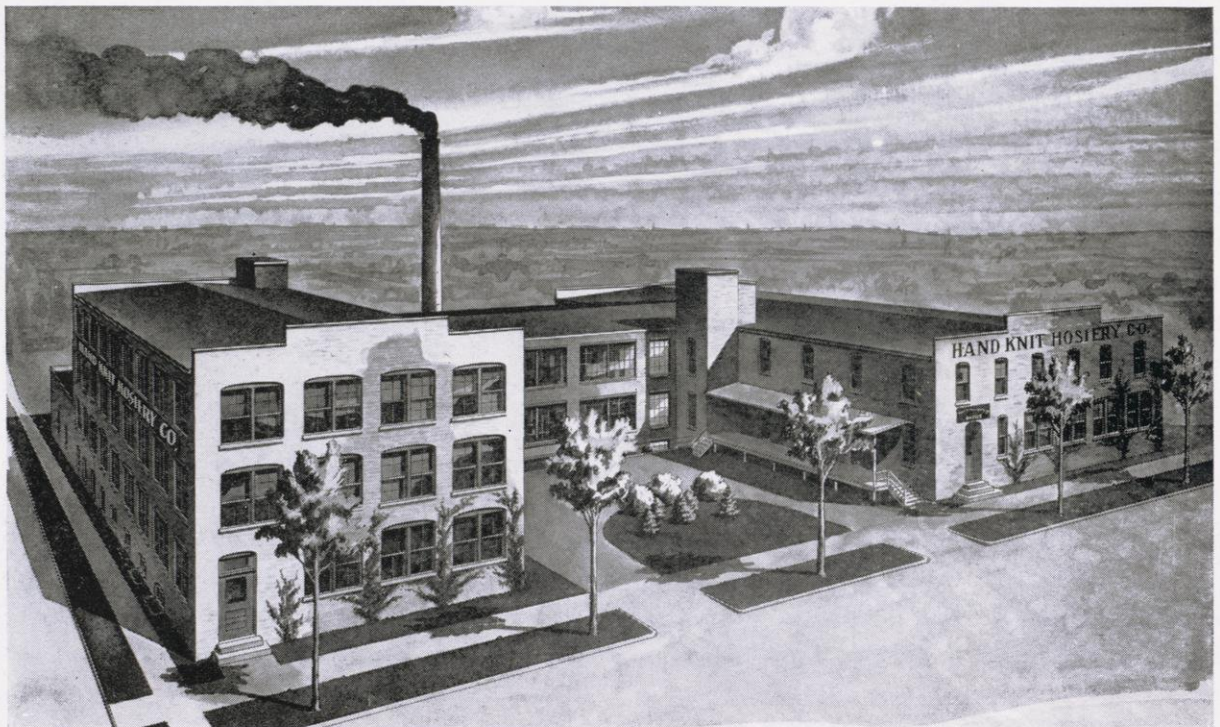
Since the Spring of 1942, the company is occupying a handsome new office building. The former office has been moved to a new location across from the new office, and converted into a club house for exclusive use of the company's Goodfellowship Club, an independent organization whose object is to sponsor and promote social and welfare projects among its many members and their families.

During the Second World War the company produced many items for the Army and Navy Departments, being awarded the Army Ordinance Banner on April 15th, 1943, and the Army-Navy "E" Award on May 29th, 1945.

For more than 60 years the Garton Toy Company has been manufacturing a wide variety of children's vehicles. Among them have been wagons, velocipedes, scooters, automobiles, pedal bikes, sidewalk bikes, baby walkers, sleds and croquet sets. These are distributed throughout every state in the country, as well as to many foreign countries from South Africa to Australia and the Phillipines. Branch offices and show rooms are located in New York, Chicago, Dallas, San Francisco and Seattle.



Top picture: Sheboygan Knitting Co. at 3rd St. and Michigan Ave. in 1900
 Picture at left: Hand Knit Hosiery Co. plant in 1910 and at right the plant in 1917



Hand Knit Hosiery Co. - 1945

History of Hand Knit Hosiery Company

Socks for work, socks for play, knitted mittens, and athletic sweaters are the products manufactured by the Hand Knit Hosiery Company, North 14th Street and Huron Avenue.

The company was organized in April, 1905, by L. A. Bentz and started operations early in 1906, when Herbert Chesebro and R. H. Ehaney became associated with the firm. These men had been previously connected with the Sheboygan Knitting Company (liquidated in 1904) which prior to 1905 was located on the Dennet Property on North Third Street between Michigan and Huron Avenue.

With equipment purchased from the Sheboygan Knitting Company, manufacturing operations were started at 903 Michigan Avenue. The products were heavy wool work socks and home knit socks for men, women and children, which closely resembled the socks knitted by our grandmothers. The styles manufactured were few, and the color assortment available was confined to black and brown which were

in such common usage in those days. The business progressed and in 1910 the first building of the present plant was erected at the corner of 14th Street and Huron Avenue. The line was expanded, and in addition to the products manufactured, a small line of knitted apparel was added and sold on a jobbing basis. There was continued progress - in 1917 a modern two-story brick warehouse was added to the plant.

The jobbing business was discontinued in 1932 and the company has since devoted its entire efforts to products of its own manufacture. New and modern equipment has been added yearly and with the erection of a new factory addition in 1942 and a new boiler house in 1943, increased employment and greater production has resulted in steady growth and progress of the company.

Present officers of the company are: R. E. Chesebro, President; J. R. Chesebro, Vice President; H. C. Prange, Secretary; H. A. Dales, Treasurer; and E. F. Moore, Superintendent.



Jung Shoe Manufacturing Co. - 1945



Presented to Otto Jung by the employees.

History of Jung Shoe Mfg. Company

The Jung Shoe Mfg. Company manufactures Men's and Boys' Work Shoes and High Cuts and medium-priced Dress Shoes in its modern factory, where steady employment is given to approximately 200 workers, of which about 70 are women. The output of the factory averages about 1,500 pairs per day, which are sold principally to the retail trade by a corps of 15 traveling salesmen.

The Jung Shoe Company was founded on September 23, 1892 by Henry Jung and Otto Jung for the purpose of conducting a wholesale shoe business, incidently the first wholesale business in the city of Sheboygan.

The first location was on North 9th Street and Pennsylvania Avenue directly behind the Jung Carriage Works. In 1901 the firm moved to North 8th Street and Jefferson Avenue into what is now the Sellinger Glove Co. building.

In 1906 the first unit of the present plant was erected on North 8th Street between Jefferson and Virginia Avenues.

The manufacture of shoes was begun three years later in 1909, with the erection of the second unit of the building, extending the plant on North 8th Street to the Virginia Avenue corner, and the organization of the Sheboygan Shoe Company, owned and operated by the owners of the parent concern.

In 1916 the third section on Virginia Avenue was erected, the three units comprising the large U-shaped building in which the Jung Shoe Mfg. Company operates today.

The two companies - Jung Shoe Company and Sheboygan Shoe Co. - continued as corporations until September 30, 1937, at which time they were succeeded by the present Jung Shoe Mfg. Company, a partnership consisting of Otto Jung and his two sons, Otto Jung, Jr. and Edgar J. Jung. At that time, Henry Jung, co-founder of the firm with Otto Jung, retired from the business.

During the First World War, in 1918, the

firm was awarded a sizable contract for army service shoes, and on the government inspector's report hanging in Mr. Jung's office there appears a footnote as follows:

"This concern has about finished its contract. They are making the best and most honest shoe I have seen in all my travels."

When the Wisconsin State Home Guard was organized the Jung Shoe Mfg. Company supplied all the required service shoes to the state.

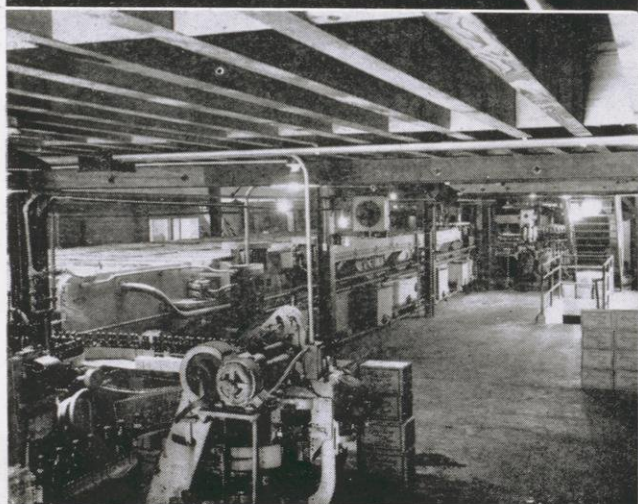
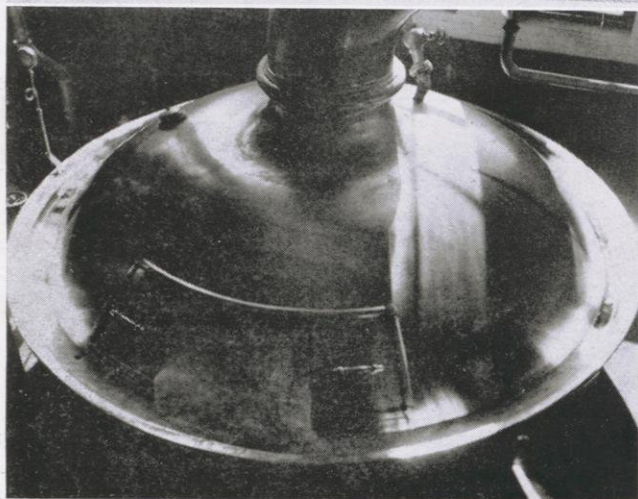
During the Second World War the firm was again awarded a sizable contract for the manufacture of army service shoes in the first general government procurement, and continued to receive increased monthly contracts until the end of the war in the Pacific.

On September 23rd, 1942, the firm celebrated its 50th business anniversary. Work ceased at noon for the occasion and an open house reception was held in the afternoon for the employees and their families, giving them an opportunity to inspect the factory and meet the management and their fellow workers. The shipping room was brightly decorated as a reception center, where refreshments were served and souvenirs presented to the guests. Each employee was also presented with a golden-covered souvenir booklet containing a \$5.00 War Savings Stamp. The employees also presented to Otto Jung a golden plaque to commemorate the occasion. In the evening the firm entertained the office force and its traveling salesmen with a banquet at the Pine Hills Country Club.

Fifty years is a long time in the life of any business; fifty years in the life of a business which is still under the original management is an event that not many firms are privileged to enjoy.



Above: The Brewery
 At Left: The Brew Kettle
 Lower Left: Section of Bottling Department
 Lower Right: One of the Aging Cellars



Kingsbury Breweries Company Since 1847

Occupying a prominent place in the development of Sheboygan, is the plant of the Kingsbury Breweries Company, often referred to as the Gutsch Plant, which is one of the oldest institutions in this section.

In 1847, two enterprising young men, Leopold and Francis Gutsch, twin brothers, founded the plant at New York Avenue and North Water Street, known as Gutsch Brewing Company, and which later became a part of the Kingsbury Breweries Company. Little did they suspect that in years to come products from their brewery would be shipped to practically every State in the Union. Born of rugged pioneer stock, the twin brothers were hard workers and their only relaxation was an occasional game of "Schafskopf" or "66" played in the Tavern which they ran in connection with the Brewery, and which had gained a wide reputation for its delicious free lunches. Some of the early employees also boarded there, and "Drei Mal Rum" (Three handed Sheepshead to you) was the order of the day.

While there have been no fundamental changes in the art of brewing, since the day of the ancients, the process involved has been greatly refined due to improved and modern equipment. Without the aid of later refinements, the Gutsch Brewery fast outstripped its other four local competitors, and quickly became known as a fair-sized brewery. The demand for its products required brewing the year around instead of following the practice of other brewers who brewed in the winter time and sold their products in the summer that followed.

Lacking the present efficient methods for carbonation and without the aid of present mechanical refrigeration equipment, brewing posed many problems in the olden days. Kegs and bottles were washed by hand. There were no automatic pasteurizers, fillers and labelers. The work was all manual. The fermenting and storage cellars were practically encased in ice cakes taken from the river in the winter and stored in huge ice houses until needed the following summer. Temperature control was not just a matter of turning on and off a valve. In spite of all obstacles the brewery prospered and expanded.

In 1878 Leopold Gutsch bought out his brother's interest remaining in active control until 1885 when he was succeeded by his son, Adolph F. Gutsch, who was also the Brewmaster. C. B. Henschel, father-in-law of Adolph, became interested in the brewery in 1888 and a new company was formed. Upon the death of Adolph Gutsch in 1897, Mr. Henschel assumed full control retaining it until his death in 1917, except for a short period when Allie, son of Adolph, was in charge. Upon the death of C. B. Henschel, his son-in-law, Robert G. Hayssen, operated the brewery for the Henschel Estate until 1926 when the plant was sold to the Manitowoc Products Company, who then turned its production facilities to the brewing of Kingsbury Pale Cereal beverage - a product that had become nationally famous for its palatable flavor.

In 1930 extensive additions were made to the plant in the way of equipment and building improvement. Sales were phenomenal and continued to tax the facilities. Solid carloads — even trainloads of merchandise were despatched with regularity. A national demand had been created and Sheboygan was gaining a national reputation for producing a beverage that was on the preferred list by people who were in the "know".

With the legalization of beer in 1933, the capacity of the brewery was again overtaxed and additional facilities were provided. Solid train loads found their way into such mid-western states as Iowa and Nebraska. The demand was consistent until the advent of World War II, then again the facilities of the plant were found inadequate to supply the increasing demand. Extensive additions to both plant and equipment are now being rushed to completion.

In 1933 the Manitowoc Products Company changed its corporate name to Kingsbury Breweries Company.

The officers at present consist of: William H. Pauly, Chairman of the board; Ernest C. Badger, President and Treasurer; Felix T. Pauly, Vice-President; O. H. King Cole, Vice-President in charge of Sales; and A. M. Reinert, Secretary. John Heronymus is on the Board of Directors and serves as Public Relations Representative.



The clock tower of Kohler Co., General Office.

KOHLER VILLAGE

The Kohler organization, founded in 1873 by John Michael Kohler, has been a center of the activities and livelihood of thousands of Sheboygan county people and their families over the years.

Here their daily occupations have been concerned with the making of things essential to better living and the home — enameled iron and vitreous china plumbing fixtures, chromium plated brass plumbing fittings, heating boilers and radiators, and automatic electric plants for independent auxiliary and emergency uses.

Many went out from here, in the late World War as in other wars, to hazard their lives in defense of home and country, while those remaining devoted their efforts to produce great quantities of regular and special equipment indispensable in the war effort.

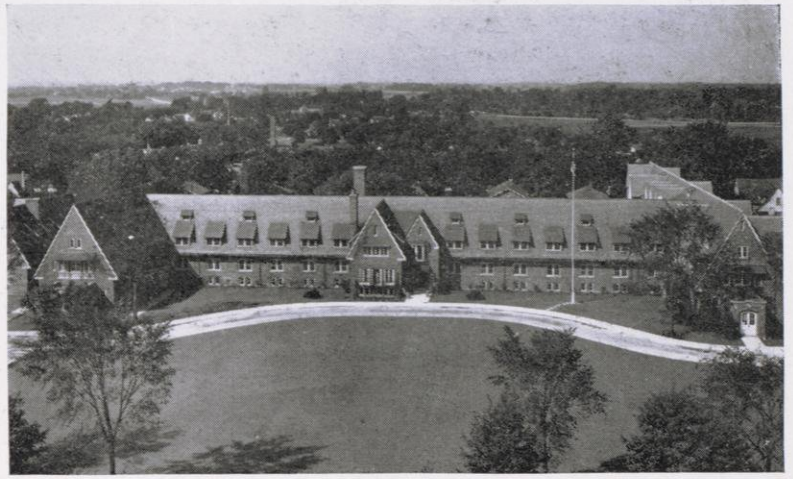
In war or peace, this organization, serving the homes of this country, has recognized that its strength, efficiency, and character are rooted in the thousands of homes where the lives of its people are centered — homes in Kohler, Sheboygan, Sheboygan Falls, and every community of this country, and elsewhere.



Homes in Kohler Village have individual architectural treatment and charm. There are well-kept lawns, shade trees, shrubbery, flower gardens, landscaped streets, and natural parks.



West of High Street are retail shops independently owned and operated.



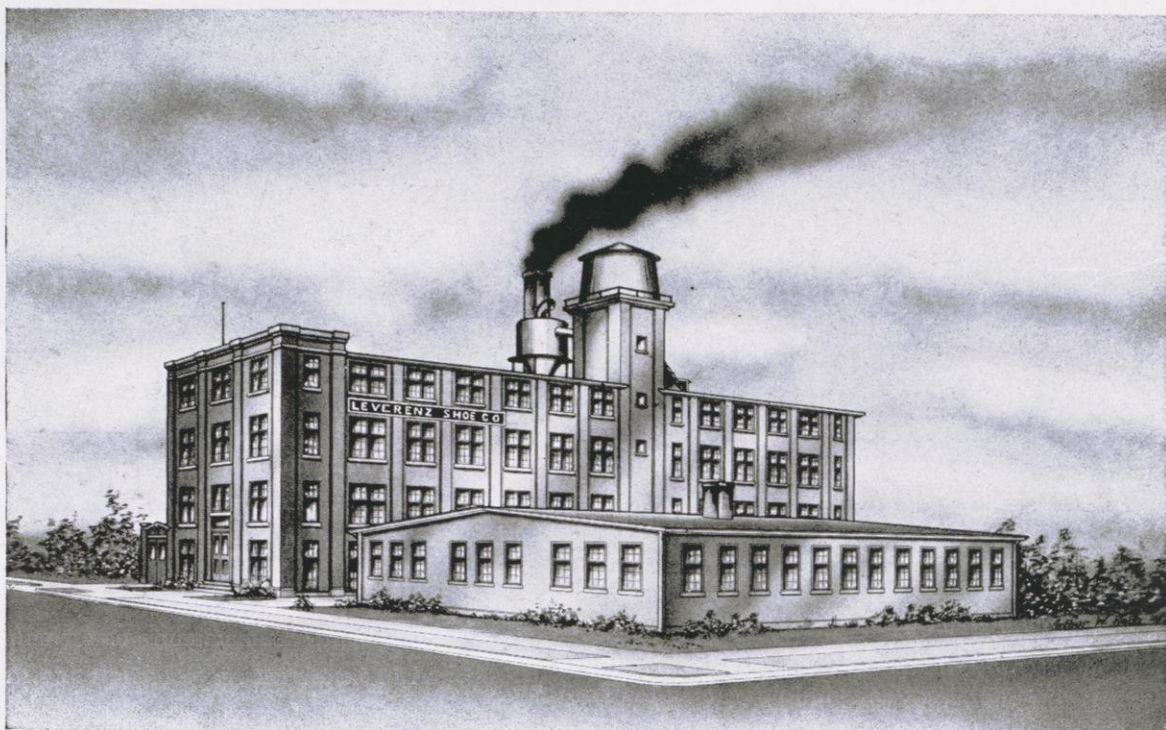
American Club, residence for single men and women. It also serves as a center for many community activities.



Kohler Public School, consisting of elementary grades, junior and senior high schools, is recognized for the high quality of its educational program and staff.



The Waelderhaus, home of the Kohler Girl Scouts. In its quaint Saal with old-world charm many Woman's Club meetings are also held.



Sheboygan Plant of the Leverenz Shoe Company



New Holstein Plant of Leverenz Shoe Company

History of The Leverenz Shoe Company

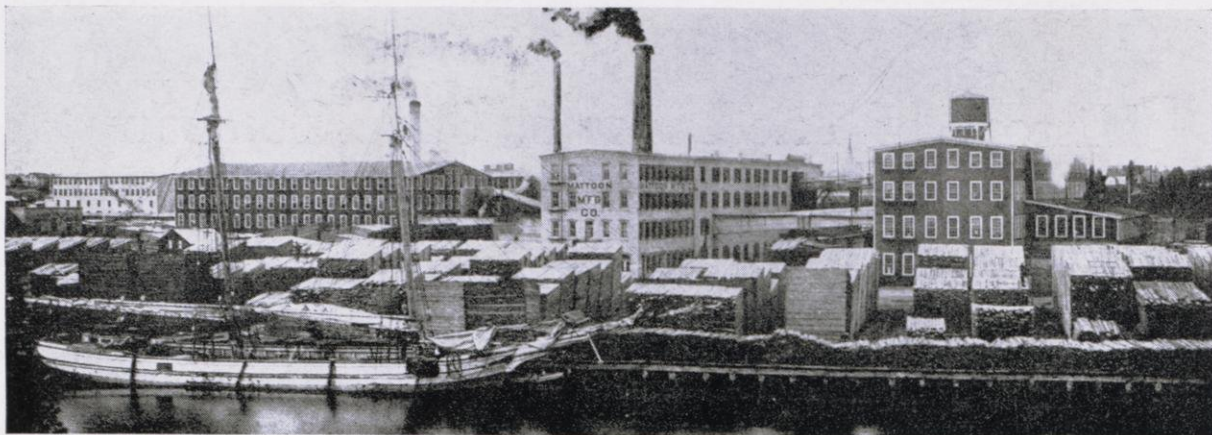
The Leverenz Shoe Company was organized in April, 1919, purchasing the building and machinery of the Twig Shoe Company.

A short line of men's dress shoes were manufactured in this plant and within a short time the floor space was not adequate to take care of the increasing business. An addition to the plant was erected in 1920 that doubled the floor space. In 1921 additional floor space was provided by building a stock room to the east of the main building.

In 1935 a branch factory was established in New Holstein, Wisconsin, and a line of men's dress oxfords was manufactured in this plant. The New Holstein plant was enlarged in 1941 because of the growing demand for their product.

The production of the Sheboygan and New Holstein plants was distributed through jobbers and volume trade for many years. In 1937 the company established stock departments and are also serving the retail trade.

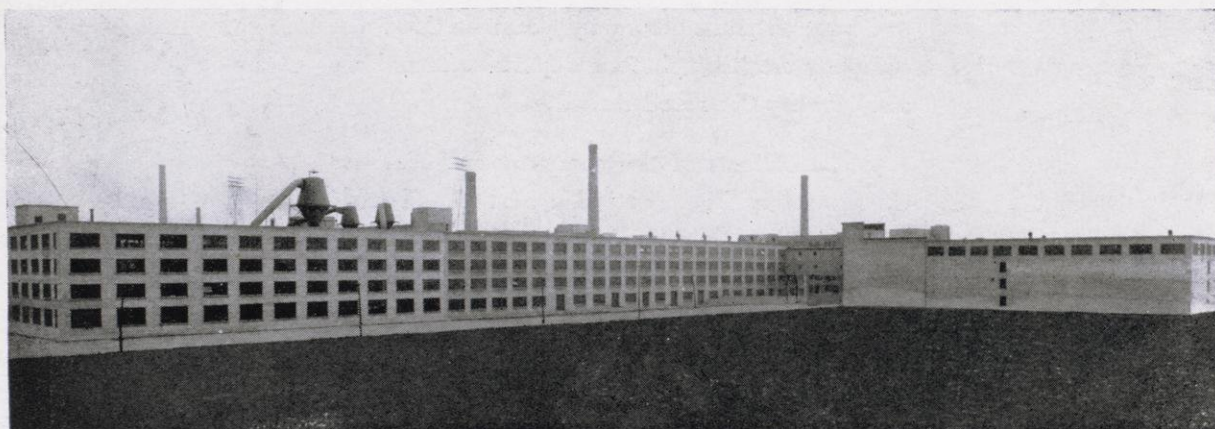
The officers of the company are Clarence C. Leverenz, President; Herbert S. Humke, Vice-President; Carl H. Esch, Secretary-Treasurer.



Mattoon Manufacturing Company - 1891 (Later Northern Furniture Company)



Northern Furniture Company - 1917



Northern Furniture Company - 1945

History of The Northern Furniture Company

1881 - 1946



Of all the men who founded the furniture industry in Sheboygan there was none better known than George B. Mattoon, the founder of the factory that later became the Northern Furniture Company.

In 1881 Mr. Mattoon commenced the manufacture of bedroom and dining room suites in a small three story frame building on South Water Street, employing thirty-five men.

In 1886, the Mattoon Manufacturing Company was incorporated. In 1887 the company purchased the Mechanics Hotel, located directly south of the Mattoon property. This building is still a portion of the Northern plant.

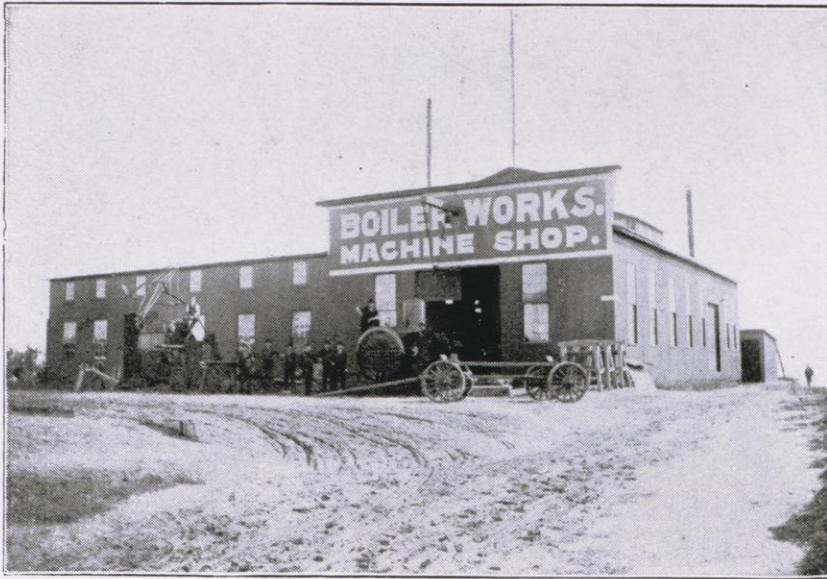
In 1888 fire destroyed the frame building comprising the original plant. A new and larger plant was erected with a floor space of 200,000 square feet.

In 1892 the company contracted to furnish the power to light the city of Sheboygan and to operate the street railway, generating this power at the power-house of the Mattoon plant.

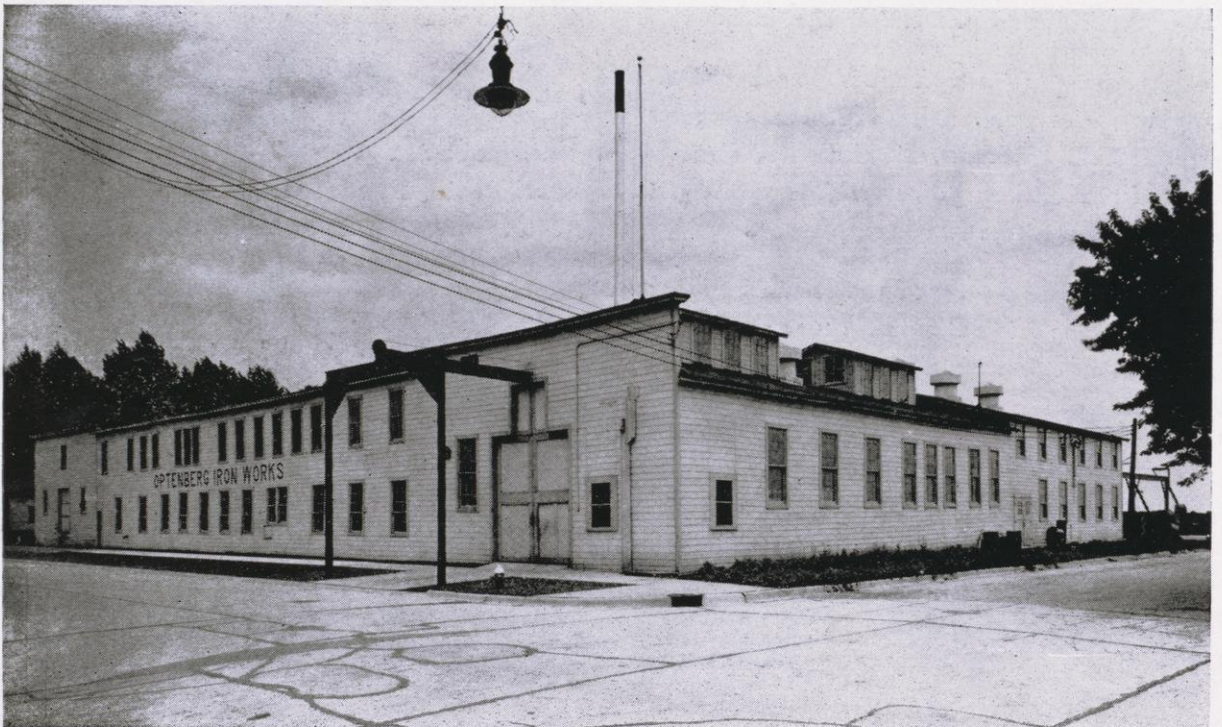
After Mr. Mattoon passed away in 1904, the name of the company was changed to NORTHERN FURNITURE COMPANY. In October 1916 the Reiss interests purchased the plant.

During the period immediately following World War I, increased volume of business compelled the company to make extensive additions to the plant. The old wooden structures were replaced with modern mill construction, and the floor space was increased to 450,000 square feet.

In addition to its plant in Sheboygan, the NORTHERN FURNITURE COMPANY has a chain of branch sales rooms and warehouses in most of the larger cities in the United States. They have the distinction of being the only furniture company in the country which sells its entire product through company-owned branches. At the present time plans are under way to increase the number of sales branches. These plans will be synchronized with plans already under way to further increase the building area and capacity of the Sheboygan plant.



Optenberg Iron Works In 1893



Optenberg Iron Works in 1945

History of Optenberg Iron Works

The Optenberg Iron Works located at South 7th Street at Clara Avenue was moved to Sheboygan from New Holstein in 1893 by its founder, J. H. Optenberg, and has been doing business in this City continuously, and was incorporated under the laws of the State of Wisconsin in 1907.

Its chief products in the early days were all types of steam boilers, heavy metal working machinery, the installation of complete industrial power and heating plants, heavy machine building and machinery repairs.

In keeping with modern trends the products of this firm have been expanded to include designing and fabricating of special equipment, such as; welded steel pressure vessels, canning plant cook room equipment, cushion filling machines for the upholstered furniture industry, large capacity coal hoppers, smoke stacks, machine bases, equipment for steam ships, tanks of all sizes and types.

Since its inception this Company has designed and installed a great majority of the industrial power plants, as well as heating installations in schools, public buildings, churches and hospitals throughout the State of Wisconsin and upper Michigan. With the advent of air conditioning this firm has designed and install-

ed air conditioning in several of Sheboygan's largest buildings.

For a great number of years this Company has engineered and installed industrial and domestic stokers and at present is a direct factory distributor of Iron Fireman products, maintaining a large number of dealerships in the surrounding counties.

At the outbreak of World War II this Company proceeded to serve the armed forces to its fullest capacity while it still maintained a service for the industrial plants of this area, most of whom were also producing for the war effort. Among the products produced were deck sections for LCT landing craft, idler wheels for Army tanks, rings for aerial torpedoes, hubs for 155 MM guns, deck houses and web frames for Maritime ships, as well as fuel oil tanks for naval ships. The heating and piping division of this Company installed complete piping systems on Army Quartermaster cargo vessels at Kewaunee Shipbuilding Yards.

The Company has enjoyed a normal healthy growth along with the City of Sheboygan.

With the cessation of hostilities the Company has reconverted to its peacetime pursuits with a minimum of effort, and again is rendering faithful service to Sheboygan's and Wisconsin's industries.



History of The Paper Box And Specialty Company

In November, 1929, a member of Sheboygan industry was born and was given the name "Paper Box and Specialty Company".

At first this young and enterprising organization, concerned itself with the manufacture of "set up" boxes. Today, Paper Box and Specialty Company is one of the leading producers of the "folding" type and of the "set up" type of paper boxes or cartons in the State of Wisconsin.

The sponsors of this addition to our industrial community were four Sheboygan brothers, namely: Gerhardt Van Der Puy; John Van Der Puy, Jr.; Jan Van Der Puy and Cornelius Van Der Puy. The first three brothers have continued to operate and manage this concern since its inception.

These four men were of the opinion that a business manufacturing a superior product and combining it with high quality service would grow, develop and succeed. They backed their conviction and belief in this ideal by organizing the Paper Box and Specialty Company

True to American tradition, this Company began business in a modest manner. Initial capital was nominal, the quarters occupied small, and the machinery and equipment, although wholly inadequate at the present time, were ample to handle only the small volume of business transacted the first year.

That their policy of merging service and quality boxes was sound, is not only proved by the high position it occupies among users of boxes, but is dramatically established by the consistent growth this Company has experienced since its inception. The records of the Company

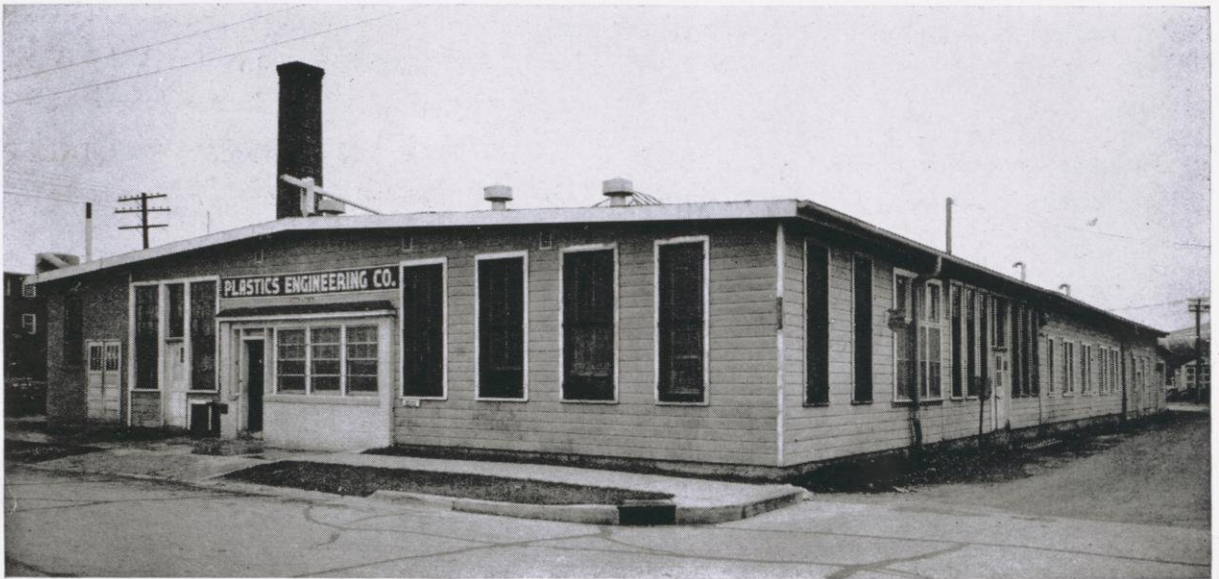
show that new equipment has been purchased each and every year since it has been in business, and, as a result, Sheboygan, today, can proudly count among its diversified industries, a modern and efficiently equipped and able managed paper box concern.

The Company outgrew its original quarters which had been enlarged and doubled within three years. In 1938 the business moved to its present, much larger quarters, located at the corner of Calumet Drive and Sibley Court.

Mr. Gerhardt Van Der Puy, President, reported that the Company participated in the war program and in conjunction with other box manufacturers of the nation, produced paper boxes in which all sorts and types of war materials were packed. For example, the Company produced hundreds of thousands of battery boxes which were shipped all over the world. He also stated that since V-J Day, the processing of boxes for the war effort has been terminated and regular civilian production resumed, and that unfilled orders at the present time are in a satisfactory condition and that former customers in the Wisconsin and Michigan area are now sending in regular civilian orders. He also mentioned that Paper Box and Specialty Company is destined to enjoy further growth and that Company officers and directors vision the future with confidence.

The present officers are:

Gerhardt Van Der Puy, President
John Van Der Puy, Treasurer
Jan Van Der Puy, Vice-President
N. C. Vetten, Secretary.



Plastics Engineering Company

History of The Plastics Engineering Company

The Plastics Engineering Company had its origin in 1935 in Chicago, Illinois, and in the same year was purchased by Frank G. Brotz and Sons and moved to Sheboygan to its present location, 1603 Geele Avenue. The first products were compounded cast resins and fabricated items from this resin.

About 1937, the processing of resin was discontinued and compression molding of thermo setting type plastics was installed. Our war production was the manufacture of "Frangible" bullets of which we produced five million a month. These were used in the training of aerial gunners under combat conditions. Besides these bullets, we also produced numerous electrical parts, such as cable connectors, switch bases, flying suit connectors, ear phone bases, and electric brake connector sockets. For the Ordnance Department we manufactured a small propeller for Army bomb devices.

At the present time, we are continuing to custom mold both thermo setting and thermo plastic materials. In the future, we will fabricate any items that are applicable to these types.

Our plant covers 15,000 square feet and we expect to expand as soon as labor and materials permit. We employ 95 today.

Our officers are:

Frank G. Brotz, Sr.

Roman Brotz

Wilbur A. Brotz

Orville J. Brotz

Ralph T. Brotz

Frank G. Brotz, Jr.

The Home of Polar Ware



General Office and Works
Warehouses in New York and Los Angeles
Offices in Principal Cities



Andrew J. Vollrath

POLAR WARE COMPANY

SHEBOYGAN, WISCONSIN

THE POLAR WARE COMPANY

was established in

1907

by

ANDREW J. VOLLRATH



Complete Lines of Highest Quality

POLAR ALLEGHENY METAL WARE

— and —

POLAR ENAMELED WARE

are fabricated into

COOKING AND CLINICAL UTENSILS

for the

HOMES, HOSPITALS AND HOTELS



Distribution

Thru Jobbers and Department Stores
Throughout the United States and Canada

POLAR WARE COMPANY

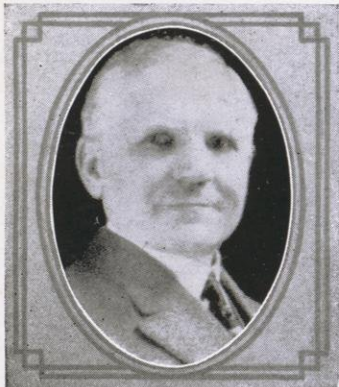
SHEBOYGAN, WISCONSIN



1887



1912



H. C. PRANGE, SR.
Founder



1945

H.C. Prange Co.

More than a Store

A Community Institution

On October 4, 1887, the first Prange store was founded. On that day, the late H. C. Prange began business in a small building located on the corner of Eighth and Wisconsin Avenue. The total floor space was 30x110 feet. The late J. H. Bitter and Miss E. Prange were associated with Mr. Prange from the very beginning.

In 1898, the business was incorporated under the name of H. C. Prange Co., and developed rapidly from that point on. The stockholders at that time were Mr. Prange, Mr. Bitter, Miss Prange, and Mr. Otto J. Kohl. Later, department managers and long-service employees were added to the list of stockholders. Today there are many such stockholders in the business.

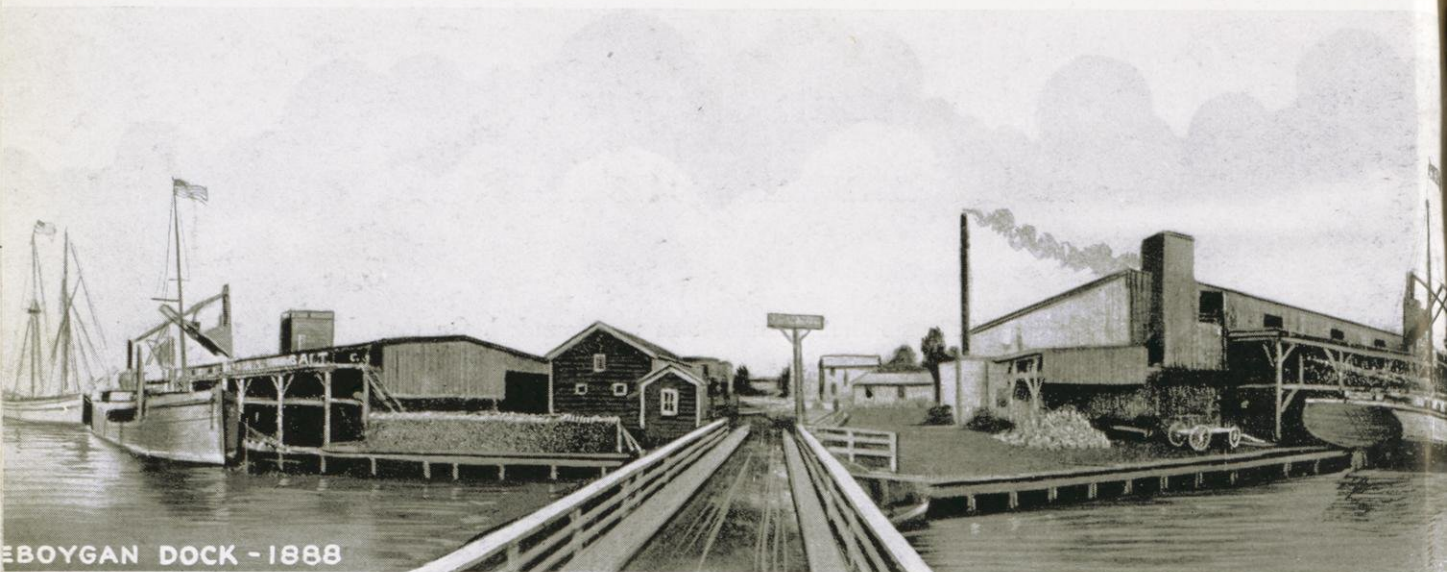
As the sales volume grew, the store also grew in size. In 1906 a new 4-story addition was erected on 8th Street at the south end of the present store. In 1912 a 3-story addition was built on Wisconsin Avenue, on the site of the present grocery store. In 1923 a new building was erected on the corner of 8th and Wisconsin, joining the two other units to make one large building. This large 4-story building is still one of Wisconsin's largest stores.

Later steps in keeping Prange's abreast of the times revolved around a modernization program which was in progress almost constantly. Sometimes only single departments were involved. At other times whole floors were redesigned and refixedtured.

Through all this growth and progress, Prange's has maintained the sound principles of honest values and reliable service upon which the organization was built. It places customer confidence first among its assets.

New improvements and expansions are in progress now . . . and others will be made from time to time. Prange's will always be growing.

H. C. Prange Co.



SHEBOYGAN DOCK - 1888

Docks at Sheboygan, Wis., as they appeared when viewed from the first Eighth Street Bridge.



Administrative Building



One of the most modern and complete coal docks in the country located at Sheboygan, Wisconsin.

History of The C. Reiss Coal Company

SHEBOYGAN, WISCONSIN

1880 - 1945

The business of the company at its conception consisted of handling coal, salt, cement, wood and kindred lines. It was founded in 1880 by Clemens Reiss and incorporated in 1888 as The C. Reiss Coal Company.

The population of the City of Sheboygan in 1880 was about 2000, providing but a limited field of operation. Transportation facilities, both to and out of Sheboygan, were also limited. Sailing vessels brought the first cargoes of coal to Sheboygan where they were unloaded by means of rope and tackle attached to the mast of the vessel and powered by a horse led by a man.

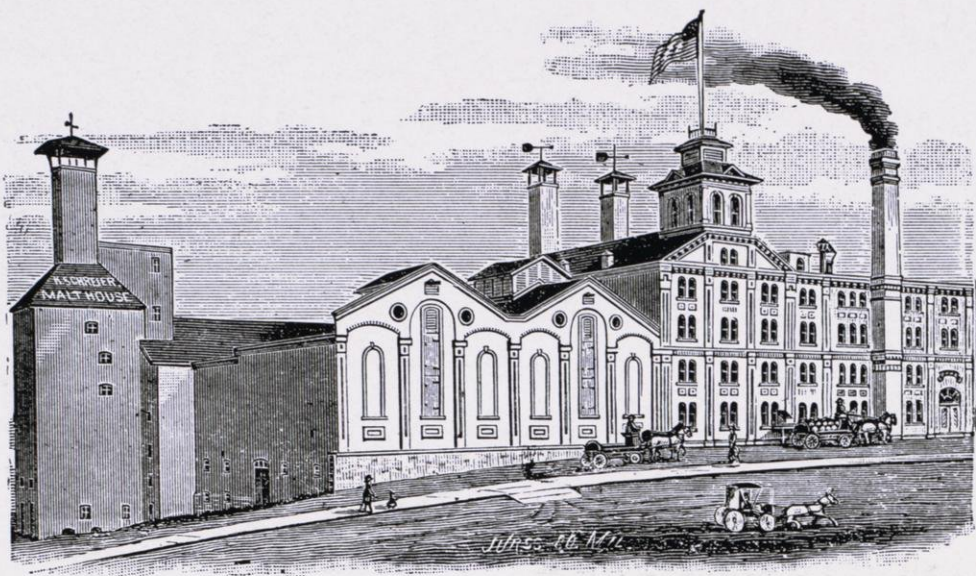
As early as 1888 the first small wooden steamships appeared on the lakes and coal hoisting equipment began its development. Steel vessels and improved unloading apparatus began to appear in 1895 at which time The C. Reiss Coal Company began handling and specializing in anthracite and bituminous coal only.

Development of the industry, as well as

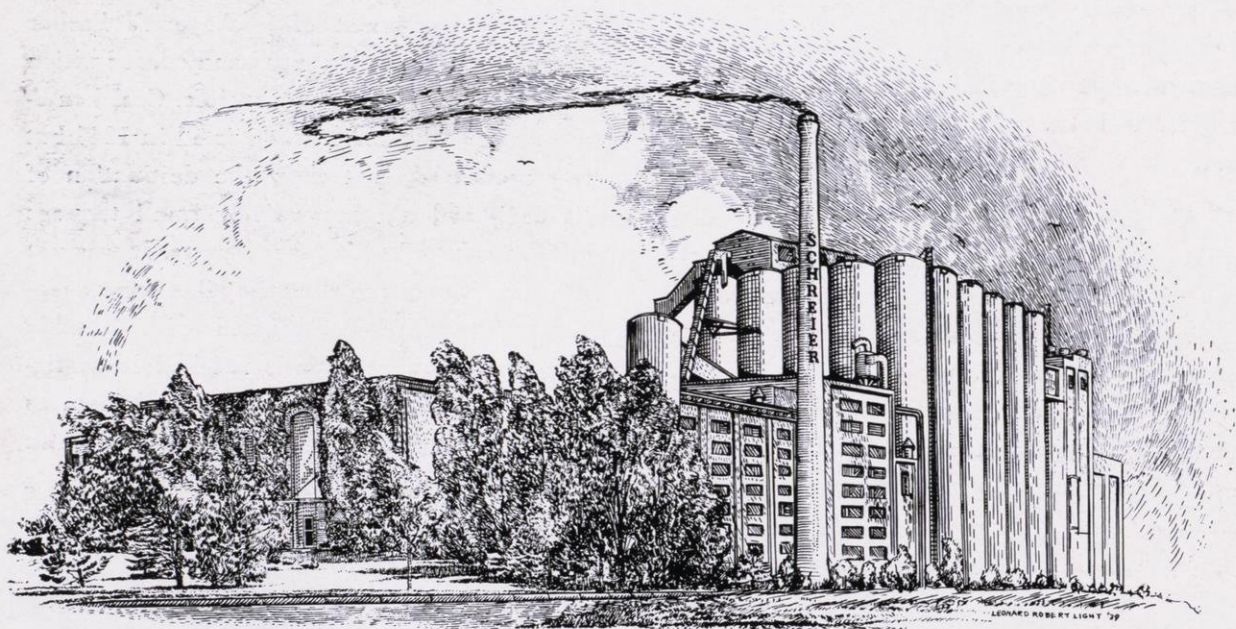
the increase of territory, saw a program of company expansion, and in 1899 docks were acquired in Manitowoc and Ashland, Wisconsin, as well as Escanaba, Michigan.

In 1904 additional docks were acquired at Green Bay, and in 1911 a dock at Superior was located giving the company shipping facilities to serve the entire northwest territory efficiently.

The development of Sheboygan's harbor is based on the lake tonnage handled, for which this company is largely responsible. Coal handling on the Great Lakes was started in 1845 but early records do not show the destination of this coal, and a comparatively small tonnage moved on the lakes for many years. It was not until the rivers connecting the lakes were deepened, widened, and furnished with suitable locks, that tonnage records reached large figures. The Great Lakes soon became known as the "world's greatest freightway", with a water surface of over 95,000 square miles.



A wood engraving of the Schreier Malt House in 1895.



Sketch of office, plant and grounds of Schreier Malting Company made in 1945

History of The Schreier Malting Company

Established in 1856 by Konrad Schreier, the Schreier Malting Company in this city is one of the oldest and best known concerns in the county. In 1866 the plant was entirely destroyed by fire but was immediately rebuilt and was back in operation within a year. By the



Schreier Malting Company Office and Laboratories in 1945.

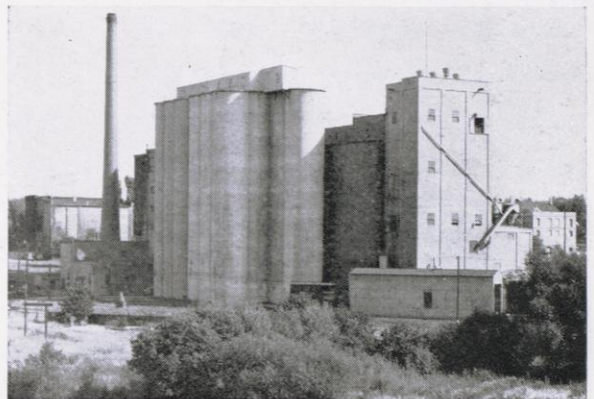
year 1895 the capacity of the plant had grown to 300,000 bushels of malt per year and shipments were being made to most of the states east of the Mississippi River.

In 1911 one of the worst fires in Sheboygan's history destroyed a large portion of the plant, but it was immediately rebuilt and since, has been enlarged so that today the company manufactures and ships about 2,000,000 bushels of malt per year throughout the United States. The storage capacity of the elevator has been increased to 1,000,000 bushels and feed sales total a quarter of a million bushels annually.

Due to its equipment and advantageous location, this well established concern, while not the largest in the malting industry, is considered to produce some of the finest malt made in this country.

During the war the company converted twenty-five per cent of its production into making distillers malt, used in the manufacture of alcohol, which has many war uses such as smokeless gunpowder, pharmaceuticals, plastics, and synthetic rubber.

Members of the third and fourth generations are now operating the company which has



Picture of grain and malt storage elevators, cleaning house and part of malt house in 1945

been owned by the descendants of Konrad Schreier throughout the years. The present officers are: Konrad Testwuide, President; Otto K. Schreier, Vice President; Robert L. Testwuide, Vice President; and Alfred Steffen, Secretary and Treasurer.



Schultz Bros. Company in 1892



Schultz Brothers Company - 1945

History of The Schultz Brothers Company

1888 - 1945

This company was first organized and started in the year 1888, when Martin Schultz, father of Herman and Arthur Schultz, operated a tavern and toll gate on what was then known as the Sheboygan Calumet Plank Road, and now known as Calumet Drive. This toll gate was operated by Mr. Schultz from 1888 to 1895, when that part of the county containing the toll gate and tavern was attached to the city and the toll gate was then moved to the Town of Sheboygan.

In 1892 a grocery store was added to the tavern, and a short time later a grain and feed business was developed, which enjoyed almost immediate success.

Right after the turn of the century Herman and Oscar Schultz, sons of Mr. Martin Schultz, bought out their father, and these two brothers operated as a partnership until 1912, when the business was incorporated under the name of Schultz Brothers Company. The original offi-

cers of the corporation were Herman L. Schultz and Arthur C. Schultz, both of whom are still active in the business.

During World War I the company was engaged almost exclusively in the grain and feed business, but almost immediately after started in the wholesale grocery business. This business has expanded from a point of making deliveries with one truck, until at the present time the company is operating eleven units, and their products can be found in food markets in approximately 20 counties in Wisconsin.

All nationally advertised food products are handled, besides which they also have their own controlled private brands, namely Schultz's Finest and Pine Hills.

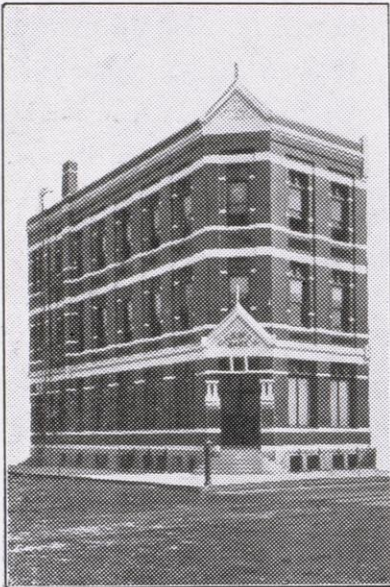
In 1941 Herbert A. Schultz was elected president of Schultz Brothers Co. succeeding his father.



First Banking Home
1856 - 1866



Second Banking Home
1866 - 1882



Third Banking Home
1882 - 1923



1923
Present Banking Home

The History of The Security National Bank

The year 1946 marks the ninetieth anniversary of the founding of the Security National Bank, having been established on July 1, 1856. The history of the bank is an interesting one because of its intimate connection with the growth of Sheboygan from the early pioneer days down to the present time. Wisconsin had become a state only eight years before this bank was founded and Sheboygan had received its city charter only three years earlier.

The Security National Bank was organized under state charter as the German Bank by James H. Mead, a native of Vermont. Mr. Mead was the first cashier; John M. Ewing, president; and George C. Cole, vice-president. In 1863 Mr. Cole became president of the bank, serving until 1873 when Mr. Mead was elected. At this time Fred Karste became cashier and George Heller, assistant cashier. When Mr. Mead died in 1891, Mr. Karste became president; Francis Williams, vice-president; Mr. Heller cashier; and Otto Foeste, assistant cashier. In the meantime the capital of the bank had been increased to \$250,000.

Mr. Karste's death in 1912 brought William J. Rietow to the presidency and Mr. Heller and Herman Schreier as vice-presidents; and Otto Foeste and Otto Kaufmann, cashier and assistant cashier, respectively. In 1918 this institution received a national bank charter, as the Security National Bank. Later Mr. Rietow was

made chairman of the board; Mr. Heller, president; Otto Kaufmann, vice-president; and Joseph M. Schilder, cashier.

To a progressive directorate, composed of Walter J. Kohler, Peter Reiss, Henry C. Prange, George P. Myers, Konrad Testwuide, William J. Rietow, George Heller, Otto Kaufmann and Joseph M. Schilder, the bank owes much of its growth and progress during the ensuing years. It soon became apparent that larger and more modern banking quarters were needed. Thus, in 1921, ground was broken for the erection of a new bank and office building. The new quarters were occupied on February 22, 1923.

After the retirement of both Mr. Rietow and Mr. Heller, Daniel H. Cooney was elected president in 1932, being succeeded by Clarence J. Weber on May 1, 1945. Other officers are: William A. Reiss, chairman of the board; Joseph M. Schilder, vice-president; Joseph F. Kraus, vice-president and cashier; John H. Pitschler, Roland R. Robinson and Oscar T. Schmidt, assistant cashiers; Anton J. Stiglitz, manager, savings department; and William F. Schlundt, trust officer.

Present directors of the bank are: William A. Reiss, chairman; William A. Hayssen, John M. Kohler, Joseph F. Kraus, H. Carl Prange, Joseph M. Schilder, Konrad Testwuide, and Clarence J. Weber.



Sellinger Glove Co. - 1945



Thomas Sellinger

History of The Sellinger Glove Company

1914 saw the birth of a new factory in Sheboygan — for it was then that Thomas J. Sellinger left the Ross-Sellinger Company and founded his own business, which he called the Sellinger Glove Company.

From a modest start, beginning with 25 employees and the rental of the two top floors of the four story building that it now fully occupies and owns, the Sellinger Glove Company has today grown to a point where it has 140 employees, and its products are nationally distributed through leading retail and jobbing customers in every state of the Union.

The first gloves made by the fledgling firm consisted of leather dress and work gloves. Under the able guidance of Tom Sellinger, the young business grew steadily — and before long the dress glove department became particularly well known. So Mr. Sellinger decided to abandon work gloves entirely, and concentrate solely on making a dress glove line — especially automobile gloves.

By this time, 1920, the automobile had swept the country, and people everywhere were driving anywhere. Cars were open affairs, with drivers protected from the weather only by isinglass side curtains. Temperatures inside, however, were the same as outside, and winter driving demanded warm fur gloves. The Sellinger Glove Company prospered with this motor market.

Then came the invention of the closed car sedan, heated in winter by the exhaust pipe and later by hot water. The automobile driving glove business collapsed. Tom Sellinger turned to fashion, and slowly built back his driving glove volume with fancy dress gloves for men and women — particularly women. Beautiful 16-button numbers that went up to the elbow were a Sellinger specialty in the Twenties.

Dress glove sales continued to be the foundation of the business until the great depression of a dozen years ago. Good gloves from Europe made by cheap labor entered the American market.

By 1936 a new phase in the American way of life was becoming apparent. Outdoor sports, on a year around basis, were clearly established. Here again, for skating, skiing, tobogganing, was a market for the old Sellinger fur automobile driving glove. Modernized and streamlined, this glove emerged again in 1937 as the Royal Mountie. Today this beautiful, serviceable glove and mitten for men and women is known and recognized from coast to coast as the finest outdoor glove made. It is sold by leading stores wherever winter sports are enjoyed in the United States and Canada.

After devoting his talents for 20 years to the development of the company he founded and seeing his plans and dreams successfully fulfilled, Thomas J. Sellinger died in 1934. His son, Francis J. Sellinger, succeeded him as president of the business — and he is further assisted by his four sons, and Daniel Smies, who is Vice-President of the concern.

The company's supervisory staff who have been with them twenty-five years or more and who share in the credit of the Company's fine record are: Mary Weber, Albert Dionne, Christian Westphall, Walter Thun, and Lamber Nelsen.

The Sellinger Glove Company earned a fine record for service in both World War I and World War II, making warm, rugged gloves for the Army and the Army Air Corps. From 1942-1945, 75% of the firm's output went to these branches of the Service.



The Sheboygan Clinic
1922 - 1946

The Sheboygan Clinic

The Sheboygan Clinic was founded early in 1920 by a group of progressive physicians who at that time were engaged in the private practice of their profession in this city. This small group formally organized, and then proceeded to lay plans for the construction and equipping of a Clinic Building. During the next two years arrangements were made to bring to Sheboygan several specialists to round out the Clinic staff so as to cover the various fields of medicine.

On May 1, 1922, the present Clinic Building was formally opened to the public. This occasion marked an important milestone in the march of medical progress in Sheboygan. The Sheboygan Clinic has been a pioneer in the introduction of the specialization of medicine and in the use of the most modern diagnostic equipment in this community.

Of the original members of the Clinic staff, six still remain; namely—

O. A. Fiedler, M. D.
T. J. Gunther, M. D.
H. H. Heiden, M. D.
C. A. Squire, M. D.
R. L. Zaegel, M. D.
F. Eigenberger, M. D.

In 1944 Arthur E. Genter, M. D., retired from the Clinic staff after fifty years of practice, during which time he was one of Sheboygan's leading surgeons.

Respect here is paid to the memory of the following original founders of the Clinic who have passed on; namely,

William H. Gunther, M. D.
Otto T. Gunther, M. D.
John P. Zohlen, M. D.
Gilbert H. Stannard, M. D.

Respect also is paid to the memory of Siegfried Kraft, M. D., who joined the staff shortly after the Clinic was founded.

During the years just past, The Sheboygan Clinic has made a very large and important contribution to the war effort. As the war clouds hovered over us in 1940, our members began to answer the repeated calls for doctors and den-

tists to serve in the Medical Corps of the Army of the United States. Of the present staff, the following members served overseas—

Lt. Col. H. H. Heiden
Major E. G. Schott
Lt. Col. J. W. McRoberts
Capt. W. G. Huibregtse
Major W. J. Esser
Major H. H. Kohler
Major H. C. Rosenstiel

The present professional staff together with their specialty is as follows —

O. A. Fiedler, M. D.	Internal Medicine
H. C. Rosenstiel, M. D.	Internal Medicine
E. G. Schott, M. D.	Eye, Ear, Nose and Throat
T. J. Gunther, M. D.	Surgery
H. H. Heiden, M. D.	Obstetrics
P. B. Mason, M. D.	Internal Medicine
C. A. Squire, M. D.	Obstetrics
L. M. Simonson, M. D.	Pediatrics
W. G. Huibregtse, M. D.	Internal Medicine
R. L. Zaegel, M. D.	Radiology
H. H. Kohler, M. D.	Urological Surgeon
J. W. McRoberts, M. D.	Surgery
W. H. Neumann, M. D.	Eye, Ear, Nose and Throat
F. Eigenberger, M. D.	Pathology
W. J. Esser, D. D. S.	Exodontist
Florence Duckering, M. D.	Obstetrics and Gynecology
Mr. J. Duncan	X-ray Technician
R. Z. Franklin, O. D.	Optometrist

The Sheboygan Optical Laboratory operates the Optical Department with C. C. Schaut and E. J. Schaut, Dispensing Opticians.

The Clinic Pharmacy is owned and operated by the Roenitz Drug Company with James Roenitz and Arthur Zerler, Registered Pharmacists.

Clayton M. Bond is the Business Manager, and Vincent L. Meyer, Credit Manager.

In looking to the future, plans are being made to rearrange and to expand our present facilities as soon as building materials and equipment are available.



Office and Plant of Sheboygan Fruit Box Company



Another View of Plant — Air Drying Veneer

History of The Sheboygan Fruit Box Company

The Sheboygan Fruit Box Company, located at 15th Street and Geele Avenue, in Sheboygan, was organized and commenced operations in 1880. At that time it was known as the R. H. Schmidt Company, manufacturers of beekeepers' supplies, and started in a small building, still standing across the alley from the present company grounds.

In 1904, the name was changed to the Sheboygan Fruit Box Company, and a corporation was formed for the manufacture of fruit packages and beekeepers' supplies. In 1910, the first of the present buildings was erected, and this was followed by the erection of Building No. 2 for a warehouse in 1911.

In 1913, Mr. L. E. Larson acquired controlling interests of the Sheboygan Fruit Box Company, and for a period of six years, they manufactured fruit packages and nailed boxes, and during that time, the beekeepers' supplies were discontinued.

Early in 1920, the company started to cut commercial veneer and to build plywood, and also established a woodshop for the manufacture of wardrobe and luggage hangers, which they are making today. The plywood business continued to develop, and in 1927 and 1928, they commenced the building of theatre seats

and backs and other types of bent plywood. During the period of 1920 to 1930, modern box machinery was installed, and the cheese box department developed as another branch of the business.

After the death of Mr. L. E. Larson, in 1938, the business was purchased by Mr. Eric Larson, Malcom N. Larson and Edward L. Larson, and at present, the above three are operating same as a partnership.

In the past five years, new modern machinery was installed for the plywood end of the business, and during the past two years, a new high speed Coe Lathe for cutting high grade commercial veneers was installed. At present, cutting veneer and building plywood comprises about 90% of the business.

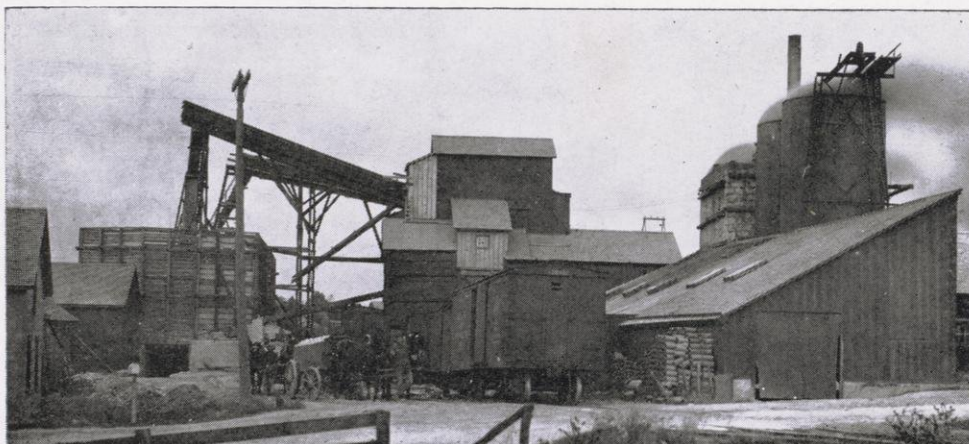
During the war, many new uses were found for commercial plywood, and because of the new modern equipment installed, prior to the outbreak of the war, the company was one of the first to start producing resin bonded plywood for technical uses. During the war, about 85% of the output of the company was for war work. Because of these recent modern improvements, the company now is in position to compete favorably in the highly competitive post war market.



Roth Building Supply Company



Quarry



Sheboygan Lime Works

Sheboygan Lime Works

Now

Roth Building Supply Company

Way back in 1854, one year after Sheboygan became a city, the Sheboygan Lime Works was established by Henry E. Roth. The lime kilns were located north of the city on what is now Highway 32 where it crosses Pigeon River and which property was bought a few years ago by the city and is known as the "Quarry". Lime for building purposes and commercial lime were manufactured here from a small beginning of a few barrels a day to 500 barrels a day in 1916, the product of 4 kilns.

In the earlier days the retailing was done from a small warehouse located in the rear of the lot located next to the Buick Garage on Niagara Avenue. The owner, Henry Roth lived in the brick house which is still located on the same lot, directly west of the Buick Garage. Henry Roth died in 1887 and the business was then incorporated and continued under the Roth management until 1920. In 1920 an office was built at 823 South Water Street as well as the property for merchandise at 13th and New York Avenue. W. R. Kowalke was president at that time. In 1929 the property at 2207 Calumet Drive was purchased and the entire plant with office is located there.

E. H. Daane became associated with the Roth Co. in 1922 and became president of the

company in 1942, when he purchased the entire Roth holdings. W. R. Kowalke retired in 1942 as president.

The Company took the name of Roth Building Supply Co. in 1920. In 1944 the Company organized the Material Supply Co., Inc. to wholesale insulation and roofing products and kindred building supplies. The Sheboygan Block and Tile Co. has also since been acquired by the Roth Building Supply Co. Concrete products are manufactured.

The present officers are Mr. E. H. Daane, President and Treasurer; Mr. John Heronymus, Vice-President; and Mrs. E. H. Daane, Secretary.

The following building materials are carried at all times:

Asphalt Products	Plaster Board
Building Tile	Reinforcement Rods
Drain Tile	Roofing
Face Brick	Sewer Pipe
Fire Brick	Steel Sash
Gypsum Plaster	Technical Paints
High Temp. Cement	Cement Products
Mortar Colors	Insulation Building
Bath Room Tile	Products

So from a modest beginning in 1854 we have today a thriving industry.



Building & Loan Association • 1945

History of Sheboygan Mutual Savings Loan And Building Association

It was the year 1885 that a few business men in Sheboygan got together to form a business to be known as the Sheboygan Building and Loan Association for the direct purpose of giving the wage earner a chance to invest a small amount of his earnings monthly, and thereby own his own home.

Thomas M. Blackstock, President of the Phoenix Chair Company at that time, was elected its first President and A. Kuener, owner of a notion Business, was elected Secretary and its office was at 510 N. 8th Street. The assets at the end of the year were \$8680.70 with mortgages of \$7523.00. The original frame building was used for many years until the present building was built at 420 N. 8th Street.

This method of investing and consequent loaning of money to those seeking to build homes has accounted for about 70% of the

people in Sheboygan being able to become home owners and with other methods employed in our City 95% of all the homes are self-owned.

From this small beginning in 1885, with assets and mortgages in the four figured column, we find today a big flourishing company with assets close to \$3,250,000.00 and mortgage loans of \$2,700,000.00.

Wm. Roenitz was Secretary and Treasurer of the company for many years and was well known and very well loved.

The present officers of the Company are:

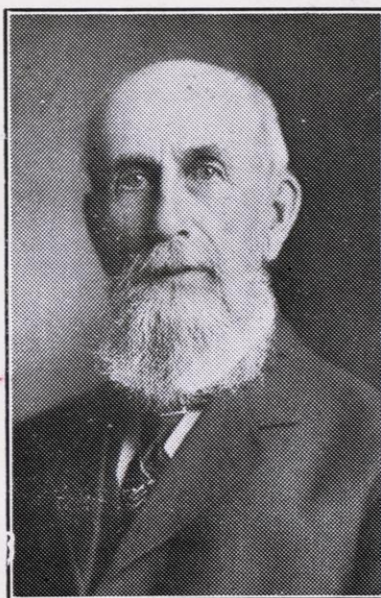
Arthur F. Davey, President

Henry Fessler, Vice-President

Wm. H. Grube, Secretary-Treasurer

John P. Roenitz, Assistant Secretary

Oscar Wolters, Attorney



Thomas M. Blackstock



Present Plant - 1945



Proposed New Plant of the Sheboygan Paint Company

History of The Sheboygan Paint Company

The Sheboygan Paint Company was incorporated in September, 1921, by Mr. E. S. Wheeler of Chicago and Mr. W. A. Knilans of Sheboygan, president and vice-president respectively, of the Wheeler Varnish Works of Chicago.

The company began business at 1102 N. 8th St. in Sheboygan, as a distributor for the Wheeler Varnish Works line of House Paints and Varnishes, and upon his graduation from the University of Wisconsin in 1922, S. C. Knilans, son of W. A. Knilans, was engaged as manager.

Business gradually increased for the new enterprise, and in 1925 installed machinery for making certain paints, lacquers and shellacs which were not made by the Wheeler Company, and in 1928 business had increased so that the 8th Street site was no longer adequate. By this time Mr. E. S. Wheeler had passed away and his stock was acquired by the company, which also increased its corporate strength at this time, and new officers elected and still in office today were, W. A. Knilans, President, Mrs. Ella C. Knilans, Vice-President, and S. C. Knilans, Secretary-Treasurer. The corporation sold its building at this time and took a lease on a new building at 1025 N. 8th St. for its Retail and

Wholesale business and started erection of a Paint factory just south of the Verifine Dairy on N. 12th Street, beginning occupancy in January, 1929. During 1932 it was decided to combine store and factory and both establishments were then centered in the N. 12th Street location.

Business again showed a healthy growth, especially along the lines of industrial products finishing, and during the 2nd World War many paints and other specification finishes were made for the various inland shipyards and ordinance plants as well as civilian manufacturing plants in this area. Increased growth plus the changes in the character of the business from just paints and varnishes to the highly chemical development of the industry have again made expansion necessary, and while the location has not been chosen, the sketch of the proposed new plant appears on the opposite page.

The Sheboygan Paint Company has had no serious reconversion problems and looks forward to serving the industries in this area with all the new products made possible by the technical improvements and research of the Paint, Varnish and Lacquer Industry.



The Sheboygan Press

Brief History of The Sheboygan Press

The Sheboygan Press was founded on December 17, 1907, as The Daily Press, a morning daily.

The Press had many trials in its early days and was saved more than once by the financial backing of Charles H. Weisse, Sheboygan Falls, former congressman from what was then the second district of Wisconsin.

In 1908 Mr. Weisse prevailed upon Charles E. Broughton to come to Sheboygan and take over the editorship of The Press and he accepted that position in June of that year. At the time that Mr. Broughton took over as editor, the paper had 68 paid subscribers and was printed on a flat bed press. From a small beginning The Press gradually won its way to recognition in a field of several newspapers. Today The Sheboygan Press is the only daily newspaper published in this area.

In February, 1913, The Sheboygan Press moved from its quarters on Pennsylvania Avenue to the building immediately west of the Grand hotel, its second home. At that time a Goss comet press and an additional linotype were purchased. A daily Associated Press by telephone service was also installed.

During the first World War the Press had outgrown its quarters and moved to the building formerly occupied by the Journal, where it continued until 1925 when the present modern plant was built.

The Press equipment today includes a for-

ty-page duplex press with color attachment, and a battery of eight linotype machines. It has its own teletype service including the Associated Press and the United Press, and has a staff of employes close to 100. This staff, however, includes the employes of the job printing department and radio station WHBL, which is owned and operated by the Press Publishing company.

A slogan that has been followed through the years appears at the masthead each day, "The Past Is Gone, We Face Today". This has been truly exemplified in the progress made by The Press, which today enjoys a circulation of over 23,000. During World War II, in addition to the regular newspaper there was published an overseas servicemen's edition weekly.

Associated with Mr. Broughton and Mr. Weisse in the early days were the late T. M. Bowler and his brother, E. R. Bowler. Present officers of the Press Publishing company are C. E. Broughton, president; Mrs. Dorothy E. Werner, Vice-president; E. H. Clemens, Secretary; A. Matt Werner, Treasurer.

In preparing this brief history of The Press we have not attempted to chronicle many of the more important things that have contributed to its growth. That information is already known to our readers far and wide. In closing let us express our appreciation to the thousands of friends who have been loyal throughout the years and who, as a result, share in the growth of this institution.



Van Der Vaart Brick and Building Supply Company



John Van Der Vaart

History of the Van Der Vaart Brick and Building Supply Company

Our firm had its beginning in 1888 and was known as the Oscar Zimbal Brick Co. located at new Jersey Ave. and the south bank of the Sheboygan River. This property was sold to the Chicago and North Western Railway and Mr. Zimbal immediately bought 13 acres of land located on 15th Street south of Georgia Ave. and later 20 more acres were purchased, making a total of 33 acres. This property is our present location.

In 1926, Mr. Zimbal sold this property to Mr. John Van Der Vaart who became president, and his son, George, who became secretary, treasurer and general manager. The name was changed to the Van Der Vaart Brick-Supply Co. At the death of George in 1932, Louis Gartman became vice-president and general manager; and when John Van Der Vaart died in 1936, Mr. Gartman became president of the company and Mrs. Van Der Vaart became secretary and treasurer.

From 1888 to 1926, the entire product of the Zimbal Co. was brick, but in 1927 the company began handling a complete line of fire-proof building supplies in addition to making bricks. Handling of fuel and fireplace wood was also added.

Always progressive, our company formed another company in 1931, known as the Wisconsin Concrete Pipe and Culvert Co. This company manufactures concrete pipe from 6" to 60" in diameter and supplies Wisconsin and Illinois with this product. Then in 1940, ready-mixed concrete was added to our outfit, which is doing an enormous business and is working to capacity with six ready-mix units.

In 1944, we purchased the Wiegand Concrete Products Co. of Green Bay. This company had been in operation since 1923; it is a branch of our local plant now and manufactures concrete sewer and culvert pipe as well as regular concrete products.

The company employs at present about 40 men and is enjoying a healthy business. Mr. Gartman passed away a few months ago, and up to date, Mrs. Van Der Vaart has taken charge until a successor to Mr. Gartman will be made.

The present director officers are as follows:

Mrs. Lisette Van Der Vaart, President.

John C. Van Der Vaart, Vice-president and Secretary.

Mrs. Erma Gartman, Treasurer.



The central plant and office of the Verifine Dairy Products Corporation, pictured above, is located in Sheboygan, Wisconsin. Other Wisconsin plants are situated in Milwaukee, Fond du Lac, Green Bay, Wisconsin Rapids and New London.



Dealers in Health

The Verifine Dairy Products Corporation, Sheboygan, Wisconsin, was founded in 1911 as a manufacturing and distributing firm for butter. A few years later it became one of the first companies in the territory to distribute pasteurized milk. Ice cream and ice cream novelties were added to the list of its products, and in 1928 milk powder was produced. By 1935 evaporated milk was being distributed. During the war years of 1941-1945 the milk powdering plant was converted for drying whole liquid eggs on government contracts.

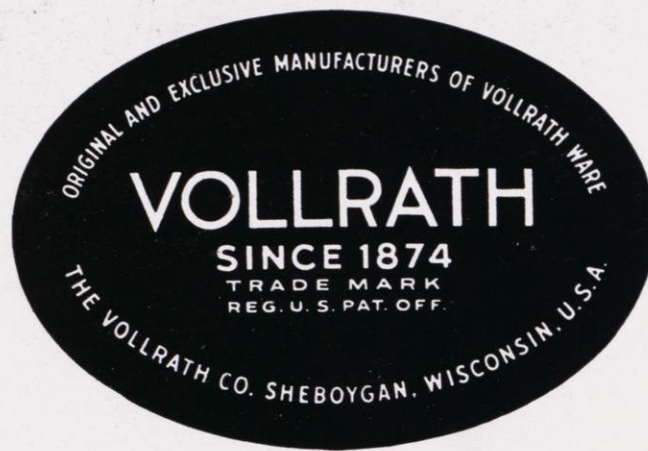
Walter Grasse has been president of the corporation since 1935.



VERIFINE DAIRY PRODUCTS CO. SHEBOYGAN, WISCONSIN

Verifine
DAIRY
PRODUCTS ★

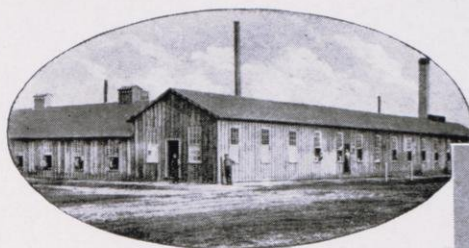
THE VOLLRATH COMPANY
Serves the Home, Hotel, and Hospital
With Vollrath Ware



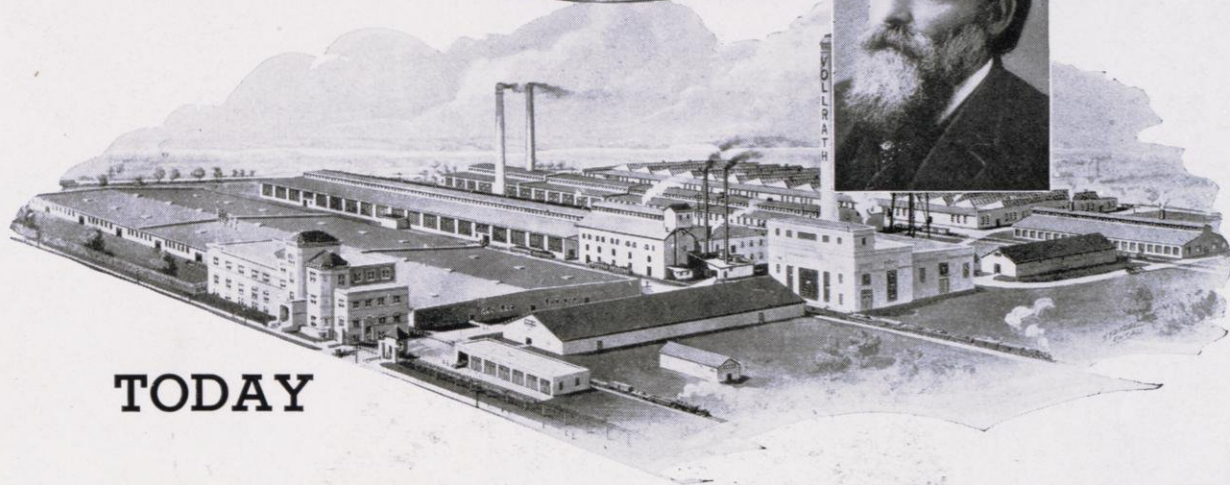
The tradition of pioneering and craftsmanship established by the founder of the company and carried on progressively over a period of 71 years has given The Vollrath Company and the "Vollrath" trademark universal recognition in the field of cooking utensils, food service equipment, and institutional products.

THE VOLLRATH COMPANY

1874



Jacob J. Vollrath
Founder



TODAY

1874 A small wooden plant is built on North Sixth Street and Huron Avenue by Jacob J. Vollrath for the manufacture of porcelain enameled cast iron ware. This marks the establishment of the original company, organized as "The Jacob J. Vollrath Mfg. Co.", and incorporated as such in 1884.

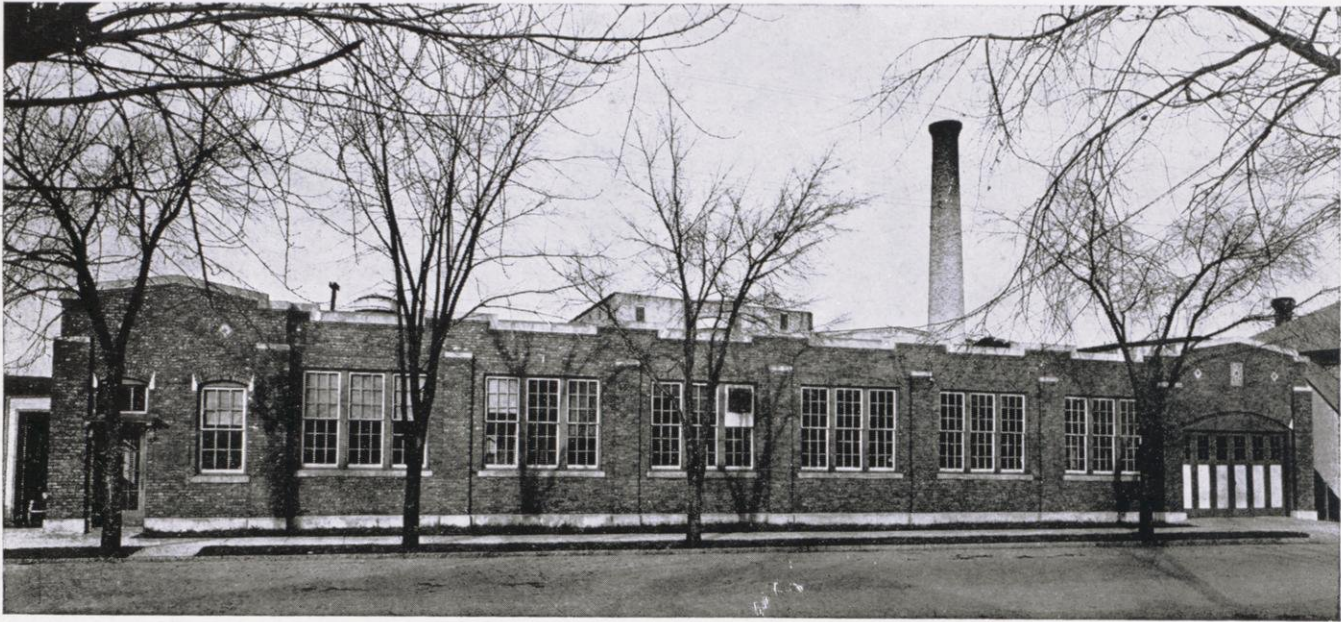
1890 Porcelain enameled steel utensils are added to the company's line of cast iron products. Stainless steel items followed later. Today, these three Vollrath lines have acquired an enviable reputation.

1908 The owners of The Jacob J. Vollrath Mfg. Co. incorporate a new corporation under the name of "The Vollrath Company". However, the parent company retains its original charter. Its manufacturing operations are carried on by The Vollrath Company.

1912 The company moves to its present site at Michigan Avenue and Eighteenth Street. Today the modern plant buildings occupy approximately 23 of the site's 37 acres, and close to 800 men and women are employed.

1941 - 45 The company's porcelain enameled and stainless steel products go to war, and are widely used by the Army, Navy, Marines, Maritime Commission, and by the Red Cross. The Vollrath Company organization received the Army-Navy "E" Award June 28, 1945.





The Wisconsin Mirror Plate Company

History of The Wisconsin Mirror Plate Company

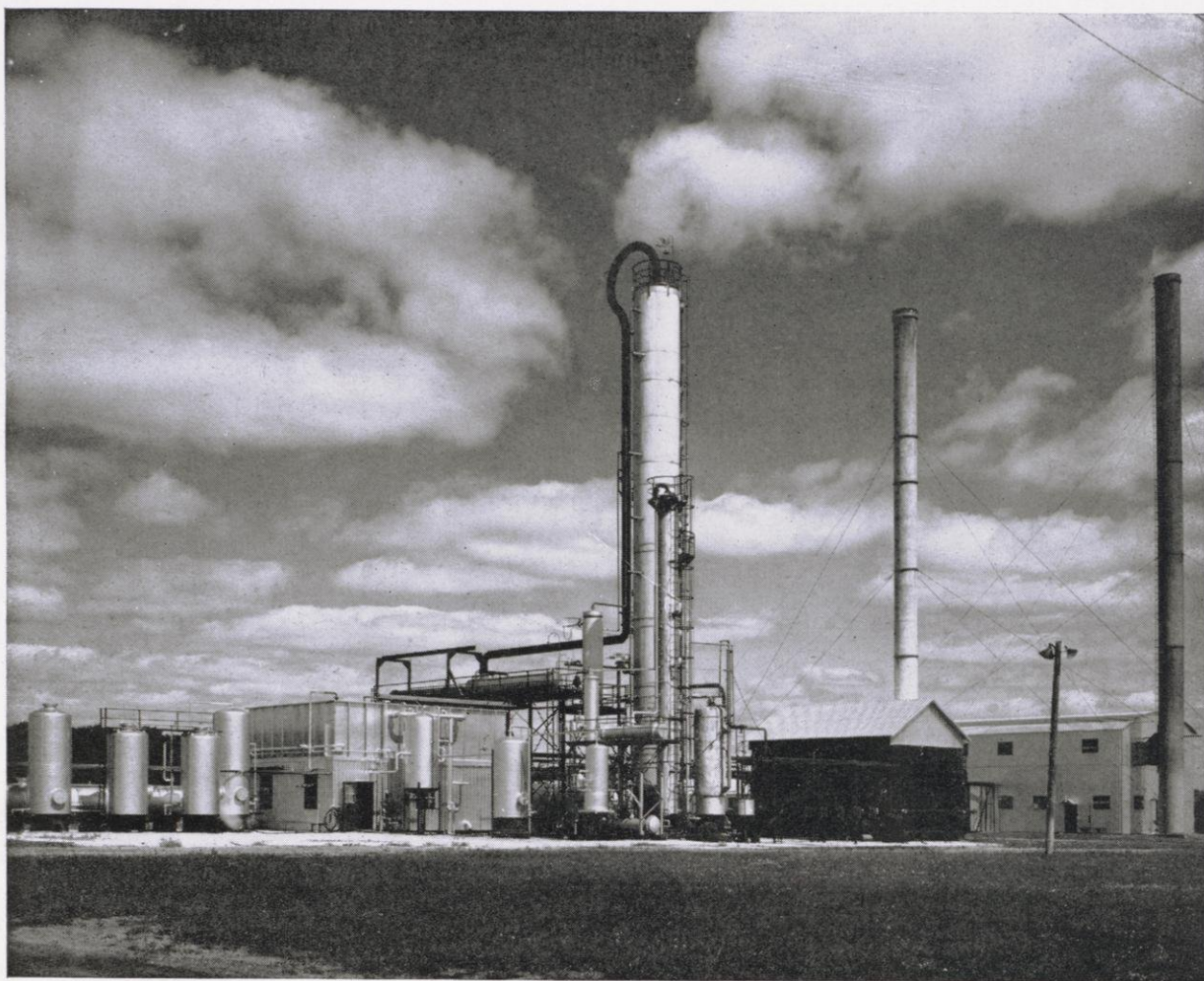
The Wisconsin Mirror Plate Co. was organized at Fond du Lac in the year 1902. The first officers being C. V. McMillan, President; H. R. Seidel, Vice-President; A. Hoenigsberg, Secretary-Treasurer; and Bernhard Haack, Superintendent. The Company remained in Fond du Lac until 1910 when it was moved to Sheboygan. Here it was located in a newly erected concrete building located on the west side of Sheboygan known as Lyman's Flats.

In 1921 the firm was enlarged and the following officers elected. A. Hoenigsberg, President-Treasurer; Bernhard Haack, 1st Vice-President; J. L. Ochs, 2nd Vice-President; Emil Klewin, Secretary.

In 1922 a new modern brick factory was erected at its present location on Indiana Ave. This factory was equipped with all modern machinery including an overhead conveyor to handle and unload heavy boxes of glass.

The present officers are President, Bernhard Haack; Vice-President, Reuben Haack; Secretary-Treasurer, Emil Klewin.

During its forty-three years of existence, the company has manufactured high grade mirrors and is known as one of the leading mirror manufacturing companies in the country.



View of portion of Wisconsin Oil Refining Co. Refinery

History of the Wisconsin Oil Refining Company, Inc.

The Wisconsin Oil Refining Company, one of Sheboygan's newest industries, was organized in 1940 for the purpose of engaging in the production of crude oil, the refining and marketing of petroleum products. The organization of the company was completed under the direction of Dewey E. Foster, who for fifteen years had been active in the producing and refining branches of the oil industry. The investment firm of Heronymus, Ballschmider & Company of Sheboygan completed the financing of the company in the summer of 1940. The Wisconsin Oil Refining Company, which owns and operates the only oil refinery in Wisconsin, is strictly a Wisconsin enterprise. Stock holdings in the company are owned by over eight hundred Wisconsin residents.

The erection of the company's refinery, a modern plant having a daily capacity of five thousand barrels, was completed in December of 1940. Continuous operation has been maintained since the date of completion. The refinery is located on a fifty acre tract of land situated one-half mile south of Sheboygan city limits between U. S. Highway 141 and the tracks of the Chicago & Northwestern Railroad.

Crude oil for the operation of the refinery originates in the oil fields of Michigan, Illinois, Texas, Louisiana and Wyoming. The Wisconsin Oil Refining Company became active in the development of its own oil production during 1943 and as a result of its drilling and development operations, owns a substantial interest in oil producing properties in Illinois. This oil

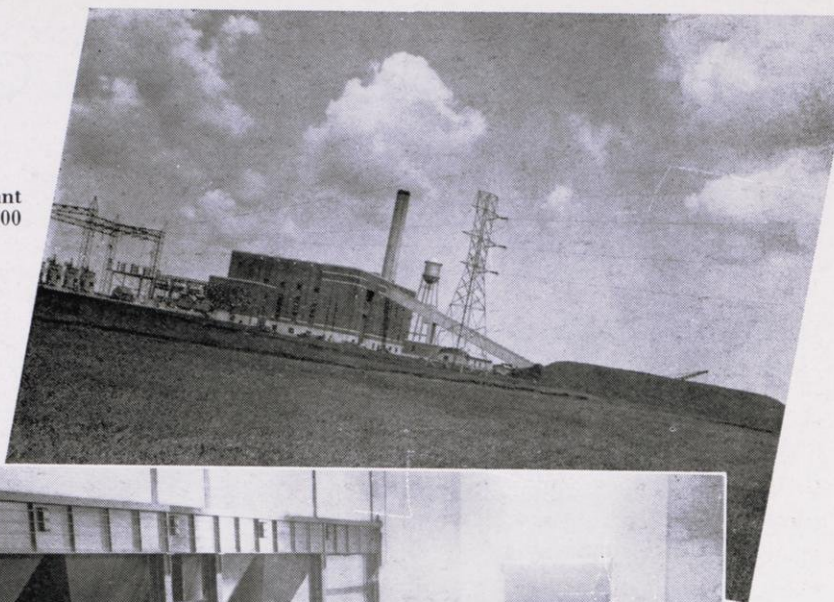
production forms a nucleus of supply for the crude oil requirements of the refinery. Petroleum products produced by refining include gasoline, kerosene, domestic heating oils, tractor and diesel engine fuels and industrial fuel oils, which are distributed throughout the Eastern half of Wisconsin to independent jobbers, farm cooperative organizations and industries. During World War II the company supplied large quantities of essential petroleum products to the United States Navy and Maritime Commission in addition to serving many of Wisconsin's most important war industries.

An average of fifty persons are employed in the operation and administrative departments of the company. Employment is also furnished to more than fifty persons engaged in the transportation of petroleum products from the refinery to Wisconsin destinations.

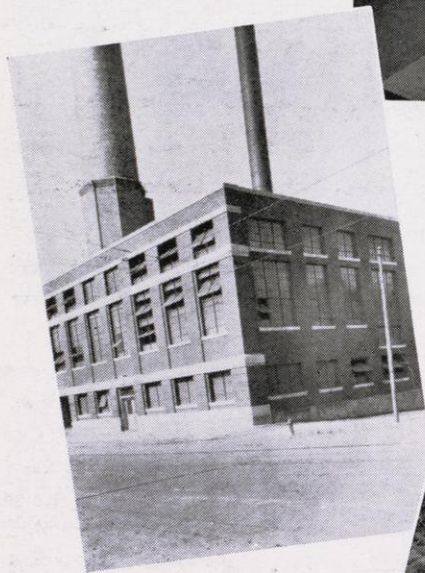
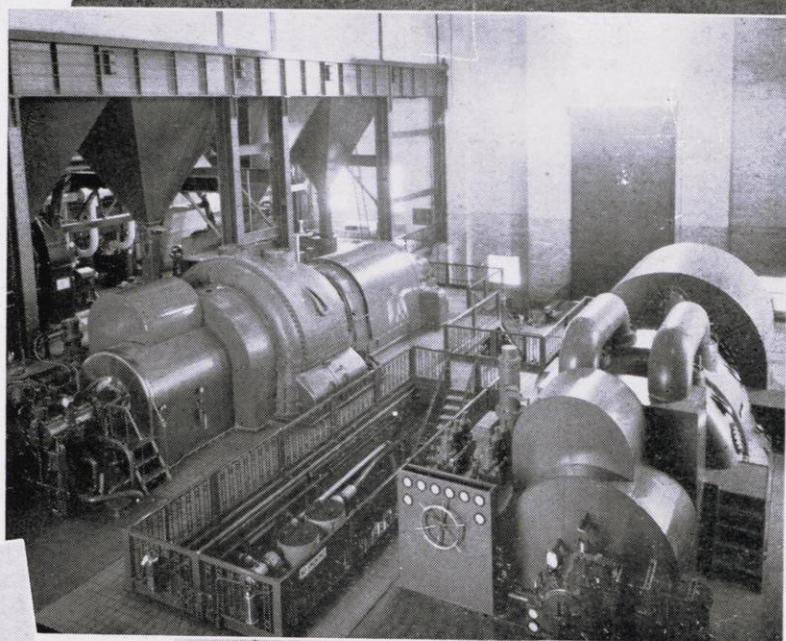
Officials of the company are presently engaged in formulating plans for the expansion during 1946 of the refining facilities to include the erection of a cracking unit designed for the production of high octane gasoline. In addition to the refining plant expansion, terminal facilities will be installed to permit the receiving of barge and tanker shipments of crude oil.

The officers of the Wisconsin Oil Refining Company are Dewey E. Foster, President; William H. Pauly, Chairman of the Board of Directors; Walter H. Wingrove, Vice-President; John Heronymus, Treasurer and Edward H. Clemens, Secretary.

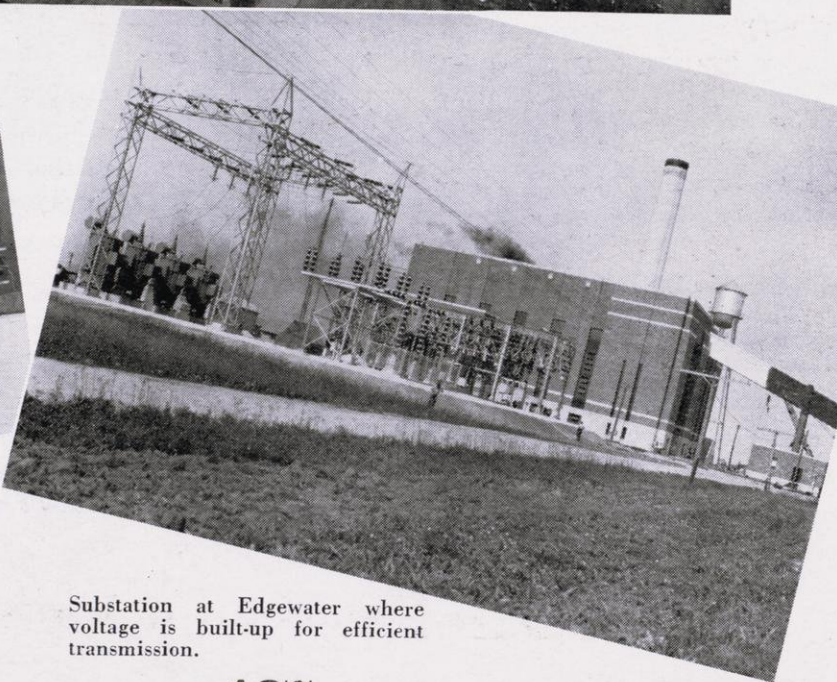
Exterior View — Edgewater Plant
— total installed capacity 60,000
Kilowatts.



Interior View showing the two
giant turbo-generators — at the
right the unit placed in opera-
tion in 1942.



Riverside Plant — used
for standby service.



Substation at Edgewater where
voltage is built-up for efficient
transmission.

57 Years of Electrical Development

Way back before the turn of the century, in 1887, progressive Sheboygan citizens began to hear more and more about the new miracle—electricity. A little-known scientist, Thomas A. Edison, had opened a small electric plant five years before, on Pearl Street, New York City. Office buildings in the immediate location were being lighted by electricity. But caution was still the order of the day.

A group of adventurous citizens insisted that Sheboygan look into the matter of a light plant. But a special committee, appointed to visit nearby electric plants, reported back, “too expensive and the lights not bright enough. Also overhead lines are dangerous to firemen.”

Maybe they had taken their cue from Carter Harrison, Mayor of Chicago in 1882, who said — “I say we want electricity, but we do not want death dashing like a horrid monster through our streets.”

Progress, while temporarily delayed, could not be stopped. On March 4, 1889, a franchise was granted to the Sheboygan Electric Company, of which Alfred Leberman was manager, and the electrical era was under way.

Growth was slow. The cost was high, and the quality of service left much to be desired. That was the era of the single, isolated plant — when service depended entirely upon one source of supply.

Today, Sheboygan is served by a modern, inter-connected electric system which places many sources at the service of the city. If one fails, others jump in and take over. And at Sheboygan is one of the most important units in the Wisconsin Power and Light system — the Edgewater Electric Generating Station.

Placed in operation October 1, 1931, this station initially provided 40,000 horsepower. This has since been doubled by the addition of another unit which was placed in operation in 1942.

Not only has the science of generating and distributing electricity come a long way since those early days, but the pricing policy of

electric companies has kept pace with technical advance. The cost of electricity has come steadily down — today the average household gets twice as much electricity for the money, as compared with only fifteen years ago. On the average, the cost of electricity takes only 1-1/2 cents out of every dollar spent for necessities by the average family, according to U. S. Bureau of Labor figures.

The opening of the additional unit at Edgewater, came at a most opportune time to meet the demands of war, although when it was originally planned and work started on its foundation, war clouds were not even visible on the horizon. It was part of a long-term program of Wisconsin Power and Light Company always to build in advance of the demand — to be ready to meet all needs for electricity, no matter when and where they developed.

The ability of Wisconsin Power and Light Company to take a trebled demand for electricity by war industry in stride, is evidence of the soundness of this farsighted policy. No war industry had to wait — there was no shortage of electricity for any essential need, despite the almost overnight increase in need, which spiralled upward and upward as industry moved into its full wartime stride.

Wisconsin Power and Light Company now looks ahead with confidence to the future. A postwar construction and improvement budget of \$10,000,000 has been set up. Plant capacities will be further increased — service improved — rural lines extended — in keeping with the established policy of being ready for any demand.

It is the plan of Wisconsin Power and Light Company to furnish more and more electricity, to more and more people, at a lower and lower price. This is the essence of America's standard of living — the highest in the world — made possible by our free enterprise system, which encourages industry to go ahead and develop its opportunities.

Wisconsin Power and Light Company



The Koppers-Becker oven gas plant of Wisconsin Public Service Corporation has a daily capacity of a million and a half cubic feet of gas and forty tons of high grade Badger Coke. This modern plant was erected in 1929.

Gas Business Is Important Sheboygan Asset

Public records show Sheboygan to have been interested in a fuel gas system as long ago as 1855 . . . though it took another 17 years before this early enthusiasm resulted in the construction of a plant and the laying of mains. Street lighting was the principal achievement of the Sheboygan plant in those early days, and it was not until costs were cut 15 years later that home lighting and, to an increasing extent, cooking grew in popularity. With stove wood "free" and coal selling at \$3.50 a ton, the rival fuel, gas, needed many extra values to be able to compete.

Apparently it had the "plus" it needed, for the early "Gas Company" operators stuck to the business, increased the number of customers, found many new users for the gas cooking trend which started in 1900. After five years of growth, many plant improvements were needed, the company changed hands for the third or fourth time since the first owners had ventured their capital in the doubtful new business, a new name, the "Sheboygan Gas Lighting Company" was adopted.

In 1872 the original gas holder held 15,000 cubic feet. In 1886 another of 10,000 c. f. capacity was added, the load having doubled in two years. In 1908 a 75,000 c. f. holder was erected and a number of other improvements were made. During the bustling years that followed, hundreds of new customers were added, rates were lowered, mains were extended to reach newly developed sections of the city. Gas, the newcomer of 1872, had blossomed into the city's most popular, fastest growing fuel. Wood, once free for the taking, had increased in price to \$1.25 a wagon load; coal was still selling for \$3.50 a ton; and gas, with a host of new friends and a well-established market as a cooking fuel, was selling for an average price of \$1.35 a thousand c. f., about a third of its early cost.

Further expansions, improvements, and additions required more capital and in 1915 the system was sold to the Wisconsin Securities Company. A 200,000 c. f. holder was a prompt improvement, followed in 1924 by another of 1,500,000 c. f. capacity. New gas producing equipment, many miles of new mains to city

customers, and a high-pressure main extension to Kohler, Sheboygan Falls, Plymouth, Elkhart Lake, Kiel, Ne wHolstein, and Chilton were events during the years from 1922 to 1926. The budding venture of 1872 had become a farflung, up-to-the-minute project. Thousands of customers were using a thoroughly modern fuel for a multitude of uses, commercial, industrial and, of course, domestic.

During this period the company name changed to Wisconsin Public Service Corporation, and it was merged with other utilities of similar nature in the Northeastern part of the state.

Today's gas system has kept pace with the public demand for this ever-modern fuel, a completely new plant being erected in 1929 with a daily production capacity of 1,500,000 c. f. Planning engineers for the company are already working on the system of tomorrow, immediate improvements calling for the adding of LP gas storage tanks which may double the plant capacity if this becomes necessary.

Natural gas, the abundant, low-priced fuel available to 34 other states, is expected to add another chapter to the steady progress of gas service in Sheboygan. Its use in the communities served by Wisconsin Public Service with gas has been promised as promptly as possible after it becomes available generally in the state. Lower prices than are at present enjoyed for manufactured gas will then be available to local people.

Since 1872 the gas business has come a long way, in Sheboygan as in the nation. This modern fuel . . . which cools as well as heats . . . has gained great popularity for house heating, water heating, refrigeration, summer air conditioning and is the thoroughly established favorite for cooking. Three quarters of a century ago it received public acclaim as a lighter of streets and homes . . . today it is in constant demand by industry for scores of heating processes, by commercial firms for cooking, water heating, and dozens of other special purposes, and by the homemaker who is interested in modern cooking and heating convenience and comfort.

Congratulations **SHEBOYGAN** - on your **100th ANNIVERSARY**..

LOOKING BACK



ONE hundred years ago, when Sheboygan was born, communications were still in the primitive stage. The telephone wasn't even an idea. But, in 1875, Dr. Alexander Graham Bell discovered the principle of sending the human voice over wires. On March 10, 1876, he transmitted the first complete sentence and a new era in communications had come.

Five years later, in 1881, the telephone made its first appearance in Sheboygan. Two instruments were installed, connecting the Zschetzsche Tannery and the office of the Milwaukee Lake Shore and Western Railroad.

The first telephone exchange furnishing local service was established late in 1881. The exchange served six telephones and the switchboard was housed in the building at 812 Pennsylvania Avenue.

Today, the Sheboygan telephone exchange serves more than 11,600 telephones and about 53,000 local and 1,500 out-of-town calls are made every day.

One hundred thirty persons are employed to operate the telephone exchange. These employees take pride in providing good telephone service and are constantly striving to make it better.

Only a few hundred feet of wire were needed to serve the original exchange. Now, there are more than 25,000 miles of wire, enough to extend around the world.

Looking back, the telephone is proud to have had a part in making Sheboygan the thriving, prosperous city that it is today.



Wall Type
Telephone used
in 1883



The original Bell
telephone, 1875



Desk Telephone
used in 1886



Desk Telephone
now in use



Modern Hand Telephones

Best Wishes for your **SECOND CENTURY of PROGRESS**

LOOKING AHEAD



Architect's Sketch of the New Telephone Central
Office Building



IN KEEPING with the policy of the telephone industry to keep abreast or ahead of the times, it was announced a few months ago that a new telephone central office building was planned for Sheboygan. Work is now in progress on the site at the Southeast corner of North Seventh Street and New York Avenue.

Initially, the building will accommodate the power plant and terminal equipment required for the operation of a new long distance cable between Sheboygan and Milwaukee. A new, modern Business Office will be located on the first floor of the building.

In a year or so, when materials are more readily available, a new dial system for switching telephone calls will be installed. When in operation, this new system will provide Sheboygan with the most modern type of telephone service.

Yes, we are looking ahead to an ever-growing and progressive Sheboygan. It is our whole-hearted desire to share in making Sheboygan a bigger, more prosperous and an even better place in which to live and work.



C. Imig and Son in 1890



Art Imig's — "Just 'round the corner" — 1945

History of Art Imig's

The picture shown was taken when the firm of C. Imig and Son, father and brother of Art Imig occupied a building at 727 North Eighth Street and in the same half block now occupied by the H. C. Prange Co.

Doing a very fine business which grew to such proportions that a larger store was built on the corner of Eighth and Wisconsin Avenue, now occupied by the Kresge Co.

Being young and ambitious, Arthur Imig became desirous to open a high grade Haberdashery Shop which he did at 629 North Eighth Street and it was acknowledged, at that time, the finest shop in the State.

A few years later the finest clothing manufactured in the country was added and it developed into a very successful business.

The Cleaning business was then an infant industry in the States and foreseeing the possibilities in that field, Arthur sold his clothing business to Klein and Resch and opened a Cleaning Shop on New York Avenue and devoted his entire time to that business.

After five years, through much persuasion from his former clientele, he added Clothing and Haberdashery again and with his two sons, Carl and Robert, has developed one of the finest Cleaning Plants and Clothes Shops in the Northwest.



1889



J. J. Koepsell Co. - 1945

History of The J. J. Koepsell Company

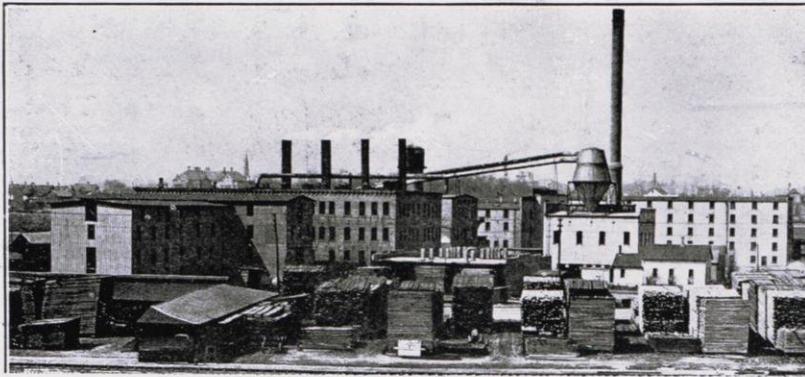
The J. J. Koepsell Company was founded in 1889 by the late John J. Koepsell as a retail hardware and ship chandlery store.

The company was closely identified with much of Sheboygan's early Marine history. During those days the harbor teemed with activity and as many as thirty to forty sailing vessels operated out of Sheboygan and made this their home port. Large quantities of vessel supplies and ship chandlery were supplied by the company to this fleet during the spring outfitting periods and throughout the sailing seasons.

About thirty years ago the company engaged in the wholesale plumbing, heating and industrial supply business and has since become one of Wisconsin's leading wholesale organizations. During this thirty year period many additional lines of merchandise have been added, including electrical, refrigeration and radio supplies as well as major home appliances.

During the war just closed the company was called upon to assist in the design of the sanitary systems used aboard landing craft which played such an important part in the successful prosecution of the war. Large quantities of this equipment together with other materials and supplies were shipped by the company to shipyards throughout the United States and to many other points throughout the world. The company is justly proud of the commendation received from the Navy Department for its outstanding contribution to the war effort.

The accompanying illustration shows the company's present large and modern wholesale plant which is served by rail, water and truck. The latest material handling equipment plus the most modern offices and display rooms assure the company's clientele of the utmost in service and merchandising cooperation.



History of The Phoenix Chair Company

In 1869 Thomas Blackstock and a few associates organized the Phoenix Chair Company and started operations on the site it now occupies. Sheboygan was, at that time, the leading chair manufacturing city and the large output of Phoenix helped swell the volume and earn for Sheboygan the name of The Chair City.

Its river front location facilitated the bringing in of large lumber cargoes by boat and it was not an unusual sight to see a half-dozen lumber schooners unloading at the Phoenix docks.

From that small beginning, employing 6 men, developed the present factory, covering many acres and employing more than 300 skilled workmen.

Thomas M. Blackstock was its first president, followed by A. C. Hahn — M. H. Grossman and at present J. A. Sampson.

The present output consists of Hotel and Institutional furniture — Dinettes and Breakfast Room sets — Upholstered Furniture and a high grade line of Juvenile Chair and Table Sets.



A. W. RAMM

History of A. W. Ramm Inc.

In 1906 A. W. Ramm began his business career when he opened a furniture store and undertaking establishment at the southwest corner of the intersection of North Ninth Street and Michigan Avenue.

In 1914 he moved the business into the north half of the newly remodeled building shown which is located at 1518-20 South 12th Street. Six years later he purchased the entire building and added to it a brick addition which housed Sheboygan's first funeral home, its chapel-like atmosphere distinguished it from the typical oldtime undertaking parlor.

The funeral chapel was utilized until 1929 when the present Ramm Funeral Home was opened. Since that time it has been enlarged in keeping with the needs of the south side of the city. Both the present furniture store and funeral home stand as symbols of the citizens appreciation of his earnest endeavor to serve. For many years his son Erwin F. Ramm has been associated with him.



E. F. RAMM



History of The Sheboygan Chair Company

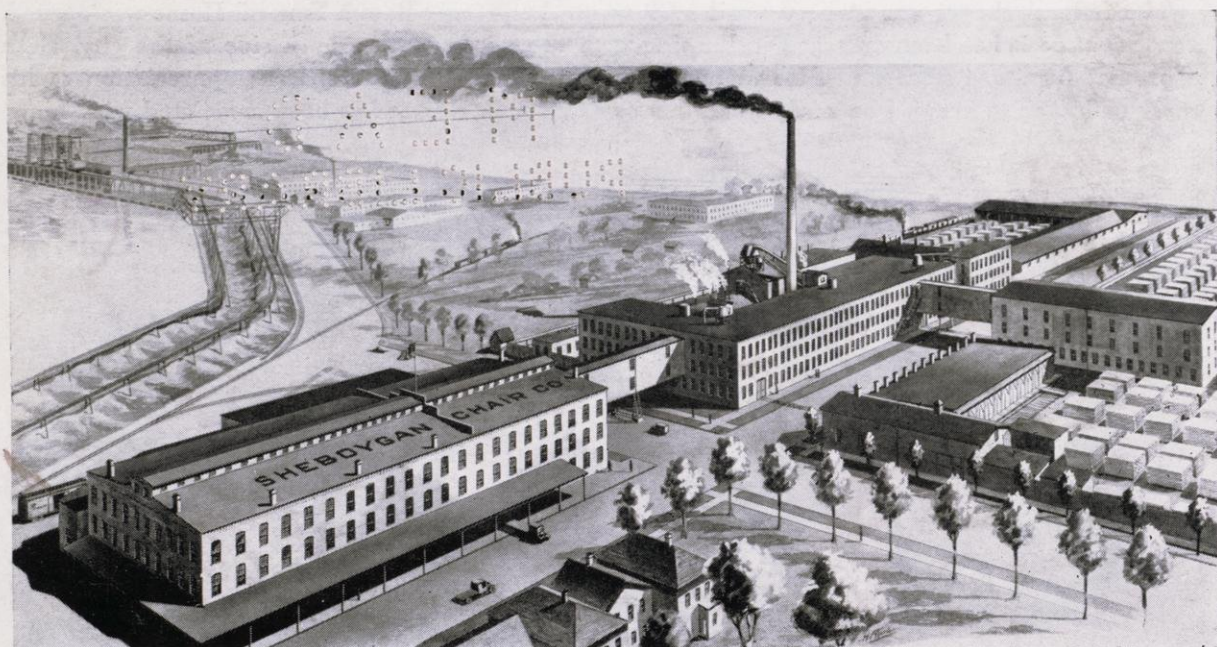
The Sheboygan Chair Company is proud to be numbered among the first furniture factories established in the City of Sheboygan. The Company originated in 1868 as the Morse Bending Company engaged in the manufacture of ox yokes and other wooden articles. The following year the Company incorporated as the Sheboygan Manufacturing Company and a new factory was built for the manufacture of chairs for commercial purposes.

In 1883 fire destroyed the original frame buildings and three-story brick buildings were erected.

In 1888 the business was incorporated under the name of SHEBOYGAN CHAIR COMPANY and at that time the late William Braasch and Thomas McNeill assumed management of the Company.

In 1942 the SHEBOYGAN CHAIR COMPANY was sold to the Eugene J. Hynes Corporation. The present officers are: Eugene J. Hynes, President; James E. Cartmell and Harry McNeill, Vice-Presidents; William F. McKee, Secretary and Treasurer; Joseph Francis, Assistant Treasurer.

Since the founding of this Company, 78 years ago, our country has been thru four wars and during World War II a very large percentage of our production was for Government requirements. Our peace-time chairs for homes, offices, schools and institutions are sold thru approximately 6,000 dealers distributed throughout the United States. At the present time approximately 225 workers and craftsmen are employed.



Sheboygan Chair Company

The following pages
are
revamped and new
histories of businesses.

It also shows how,
in a short period of years,
things change.



Original American Chair Co. Plant



American Chair Co. - 1953

History of The American Chair Company

When the American Manufacturing Company was organized in the early eighties, the original production consisted mainly of Toys and Novelties. The factory then was a small frame building located on the north-west corner of North Tenth Street and Niagara Avenue.

In 1888, this firm with about fifty employees, engaged in the manufacture of popular priced cane seat maple chairs with highly embossed frames. They were stylish then.

In the succeeding years, gradually developing into higher priced lines, this company, under the management of Fred and Henry Koehn, kept pace with the trend in furniture styles and the quality of its products were known and recognized nationally.

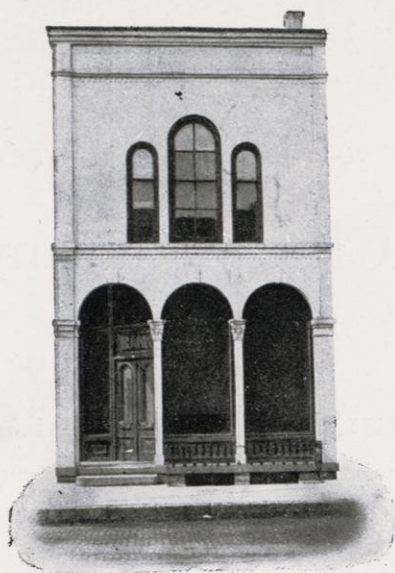
Fibre furniture was added in 1909, and to the American Chair Company belongs the distinction of being the first to introduce this type of furniture in Sheboygan. There were no fibre workers available and for a period of six months or more, it was necessary to train new and inexperienced help in the art of fibre weaving.

In 1916, the firm name was changed to The American Chair Company, and continued under the management of Fred and Henry Koehn until 1924, when the firm was sold to G. Huette, Roy J. Miller, and Wm. H. Waechter, who adopted a progressive policy and added to the prestige and reputation of the American Chair Company as makers of finest quality furniture.

The firm again changed hands in 1941 with L. Pilzer, President; and J. L. Weill, Vice President and General Manager.

From a small beginning more than half a century ago this organization has developed into Sheboygan's second largest furniture industry. Recognized for quality, the products of the American Chair Company are known and distributed in every state in the Union.

The nationally advertised products of the American Chair Company are designed for Home and Institutional use and consist of the following - PaceMaker Modern, Brewster Maple, Provincial and Tropique (Rattan) Furniture.



1896
First Banking House of
CITIZENS STATE BANK

Sustained Growth In Resources

1896.....	\$ 68,795.00
1906.....	274,873.00
1916.....	1,615,238.00
1926.....	5,251,318.00
1936.....	9,480,152.00
1946.....	25,441,390.00
1953.....	over 30,480,000.00

1953
CAPITAL AND SURPLUS
\$2,000,000.00



Present Sheboygan Office
CITIZENS STATE BANK

Citizens STATE BANK

In Sheboygan 619 North 8th Street

In the County
PLYMOUTH SHEBOYGAN FALLS CEDAR GROVE

Member: Federal Deposit Insurance Corporation — Federal Reserve System

An Outstanding Record Of Community Leadership And County-wide Banking Service

Organized in 1896, the year of the McKinley election and the year horseless carriages became a reality, the Citizens State Bank officially opened its doors for business on July 7th of that year.

First banking rooms were located at the corner of North 8th Street and Pennsylvania Avenue. Its staff then consisted of John Mogensson, President; Emil Ladwig, Vice President; and C. A. Crawford, Cashier. These men, together with E. B. Garton and C. B. Freyberg, constituted the first board of directors. It is interesting to note that a member of the Garton family has served as a director of the bank since its founding.

The bank soon outgrew its original quarters and built the banking house which it now occupies. The new bank building was ready for occupancy in 1910 and only nine years later the quarters were again found to be inadequate. An addition to the building was completed in 1919.

A steady, consistent year after year growth has marked the history of the Citizens State Bank. Progress of the bank has always been closely linked with the development of Sheboygan County. To enable communities outside of Sheboygan to have the advantages of association with a bank of considerable resources, the Citizens opened an office in Cedar Grove and Sheboygan Falls in 1933 and Plymouth in 1936.

Strength of the Citizens, measured in consistent additions to capital and surplus, has increased in line with growth in resources. Today, capital, surplus, and undivided profits total \$2,350,854.00, an increase of \$2,310,854.00 in 57 years.

The position of leadership which the Citizens merited over a comparatively short span of time, as histories of banks go, is in no small way a tribute to the astute and capable banking ability of the past and present bank staff.

The spirit and record of progress the bank enjoys is particularly well exemplified in the career of J. W. Hansen who served the bank in an executive capacity from 1907, was elected President in 1921 and served in that capacity to 1948. Outstanding in service over a long period of years, such names as F. A. Trier, George Knuth, and Fred Wilke will be long associated with the history of the bank. In years of service

Edmund J. Liebl ranks high with a record of 47 years as a member of the staff.

DIRECTORS

R. E. Chesebro, President, Hand Knit Hosiery Co.; Robert E. Garton, President, Garton Toy Co.; Otto Jung, Jr., President Jung Shoe Manufacturing Co.; George Knuth, Vice President; Dayton F. Pauls, President, Hugh Ross, President, Ross Glove Co.; F. A. Trier, Vice President; H. A. Verhulst, Chairman of the Board, Calumet Dutch Packing Co.; and J. P. Verhulst, President, National Box & Specialty Co.

OFFICERS

Dayton F. Pauls, President; F. A. Trier, Vice President; George Knuth, Vice President; Fred Wilke, Vice President; A. C. Andersen, Assistant Vice President; M. H. Gibson, Cashier; Wm. T. Scott, Trust Officer; Lucille Zeinemann, Assistant Trust Officer; Wm. C. Fleischer, Assistant Cashier; Arthur H. Schultz, Assistant Cashier; H. W. Sichter, Assistant Cashier; Walter O. Spindler, Assistant Cashier; Winston J. Ter Maat, Auditor.

PLYMOUTH OFFICE

Carleton Thiel, Assistant Cashier and Manager.

PLYMOUTH ADVISORY BOARD

Dr. H. H. Diecher, Physician & Surgeon; Dr. R. H. Hanke, Dentist; Fred Jurss, Manager, Farmers Equity Co-op Co.; Dr. A. C. Radloff, Physician & Surgeon; Robert Fifrick, Druggist; W. P. Wagner, Automobile Dealer.

SHEBOYGAN FALLS OFFICE

Francis Guenther, Assistant Cashier & Manager.

SHEBOYGAN FALLS ADVISORY BOARD

O. A. Damrow, Chairman, Sheboygan County Board; L. W. Schlieder, Secretary & Treasurer, Falls Bldg. & Loan Assn.; and J. G. Wieman, Jr., General Manager, Armour Leather Co.

CEDAR GROVE OFFICE

C. Poppe, Assistant Cashier and Manager.

CEDAR GROVE ADVISORY BOARD

B. L. Huenink, Vice President, Calumet Dutch Packing Co.; and Daniel G. Smies, Partner, D. Smies & Sons.



Garton Toy Company - 1891



Garton Toy Company - 1953

History of The Garton Toy Company

In 1879, E. B. Garton, together with James Logan, purchased the property on the north shore of the Sheboygan River near the 8th Street bridge formerly the property of the Sheboygan Manufacturing Company. The small firm, housed in a building only 30 by 50 feet started the manufacture of washboards, fish boxes and other articles. Shortly thereafter the firm added to its line some of the articles formerly manufactured by the Sheboygan Carriage Company and thus started the business which subsequently developed an exclusive toy factory.

In 1887 the Garton Toy Company was incorporated and E. B. Garton elected president, a post which he held until his death in 1931. The entire plant burned down several years later and a new, much larger building was erected on Niagara Avenue and North Water Street. Production continued and expanded in this location until another devastating fire occurred in 1929 and again razed the entire plant to the ground.

Undaunted by this experience, even at the advanced age of 87, Mr. Garton decided to move the business into the modern buildings just previously vacated by the American Hide and Leather Company. Production was resumed in less than three months and is still continuing in the same plant today. A large modern four-story building was added in 1947.

C. E. Garton, son of the founder, became actively interested in the business in 1897, and served as President and Chairman of the Board from 1931 until his death in 1951. Present officers are Robert E. Garton, President; David Garton, Vice President and Secretary; Delmar Huenink, Vice President and Treasurer.

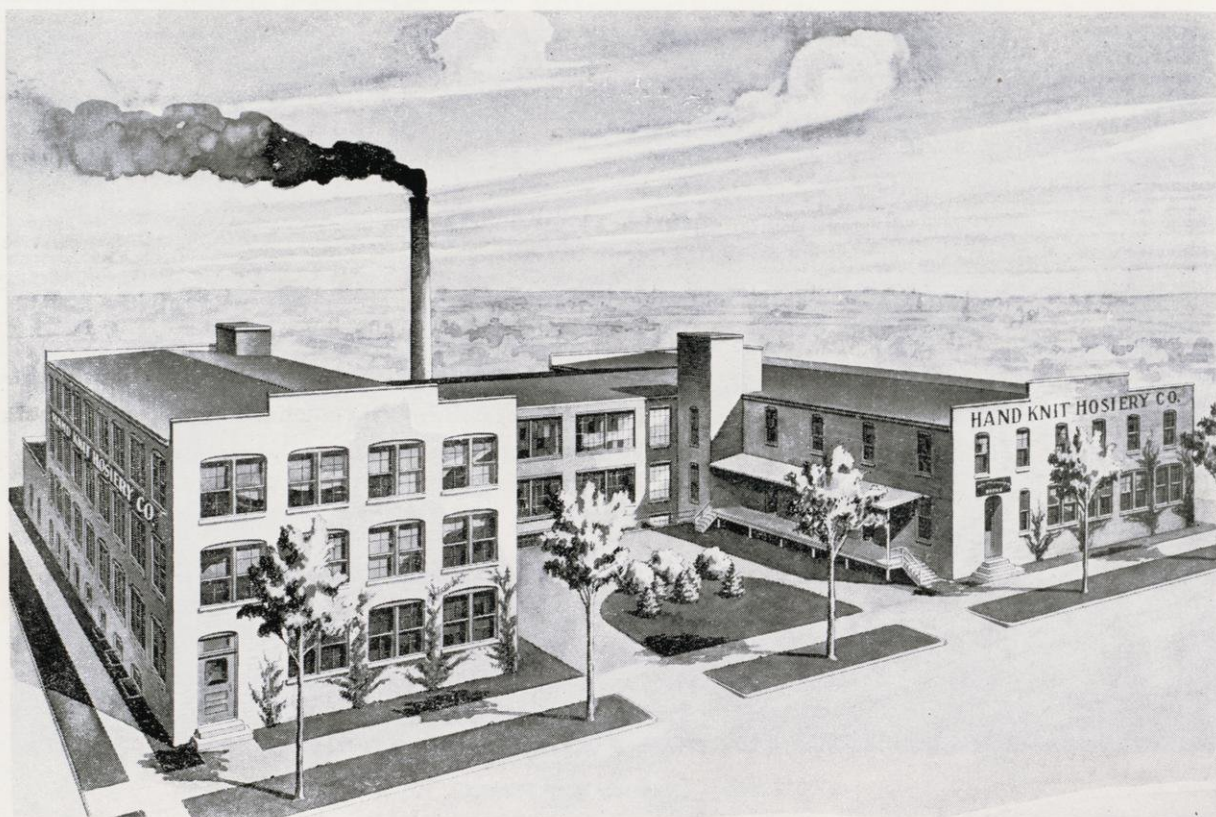
Since the Spring of 1942, the company is occupying a handsome new office building. The former office has been moved to a new location across from the new office, and converted into a club house for exclusive use of the company's Goodfellowship Club, an independent organization whose object is to sponsor and promote social and welfare projects among its many members and their families.

During the Second World War the company produced many items for the Army and Navy Departments, being awarded the Army Ordnance Banner on April 15th, 1943, and the Army-Navy "E" Award on May 29th, 1945.

For more than 60 years the Garton Toy Company has been manufacturing a wide variety of children's vehicles. Among them have been wagons, velocipedes, scooters, automobiles, pedal bikes, sidewalk bikes, baby walkers, sleds and croquet sets. These are distributed throughout every state in the country, as well as to many foreign countries from South Africa to Australia and the Phillipines. Branch offices and show rooms are located in New York, Chicago, Dallas, San Francisco and Seattle.



Top picture: Sheboygan Knitting Co. at 3rd St. and Michigan Ave. in 1900
 Picture at left: Hand Knit Hosiery Co. plant in 1910 and at right the plant in 1917



Hand Knit Hosiery Co. - 1945

History of Hand Knit Hosiery Company

Socks for work, socks for play, knitted mittens, and athletic sweaters are the products manufactured by the Hand Knit Hosiery Company, North 14th Street and Huron Avenue.

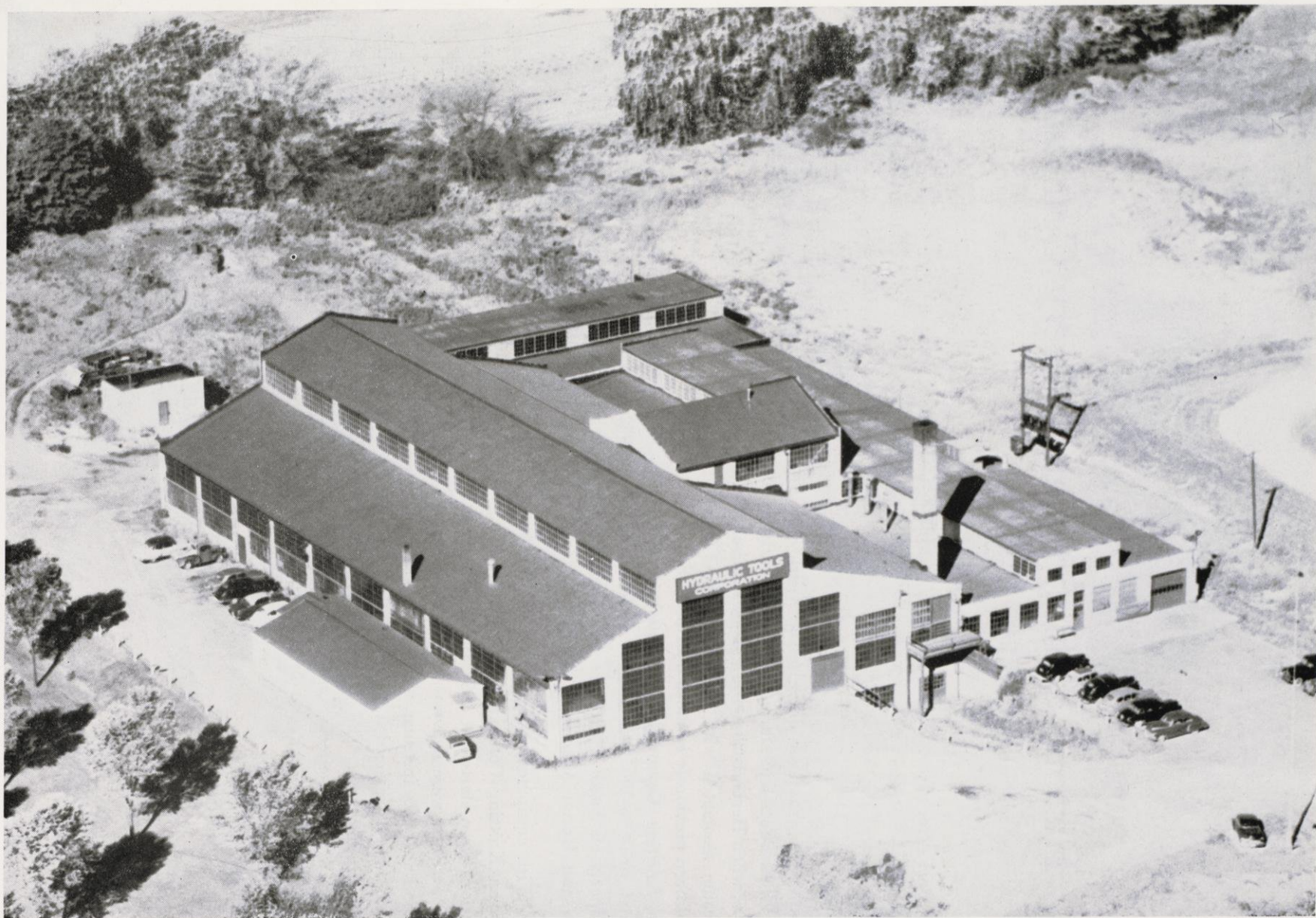
The company was organized in April, 1905, by L. A. Bentz and started operations early in 1906, when Herbert Chesebro and R. H. Ehaney became associated with the firm. These men had been previously connected with the Sheboygan Knitting Company (liquidated in 1904) which prior to 1905 was located on the Dennet Property on North Third Street between Michigan and Huron Avenue.

With equipment purchased from the Sheboygan Knitting Company, manufacturing operations were started at 903 Michigan Avenue. The products were heavy wool work socks and home knit socks for men, women and children, which closely resembled the socks knitted by our grandmothers. The styles manufactured were few, and the color assortment available was confined to black and brown which were

in such common usage in those days. The business progressed and in 1910 the first building of the present plant was erected at the corner of 14th Street and Huron Avenue. The line was expanded, and in addition to the products manufactured, a small line of knitted apparel was added and sold on a jobbing basis. There was continued progress - in 1917 a modern two-story brick warehouse was added to the plant.

The jobbing business was discontinued in 1932 and the company has since devoted its entire efforts to products of its own manufacture. New and modern equipment has been added yearly and with the erection of a new factory addition in 1942 and a new boiler house in 1943, increased employment and greater production has resulted in steady growth and progress of the company.

Present officers of the company are: R. E. Chesebro, President; H. C. Prange, Vice President; H. A. Dales, Secretary-Treasurer; and E. F. Moore, Superintendent.



Hydraulic Tools Corporation

207

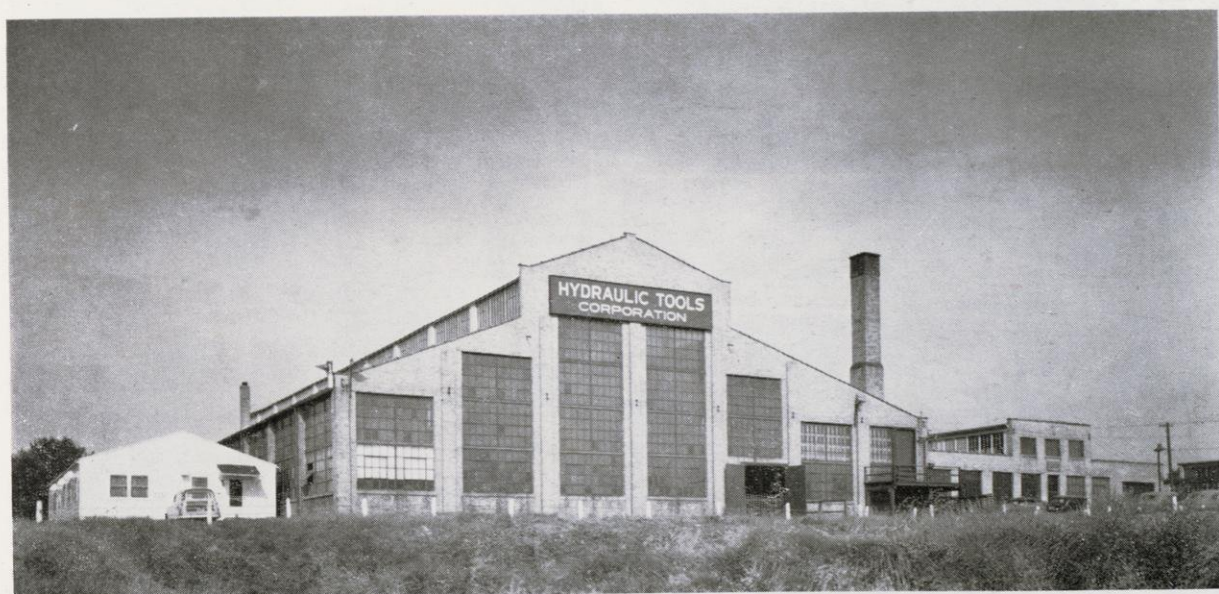
History of The Hydraulic Tools Corporation

The Hydraulic Tools Corporation purchased the principal assets of American Hydraulics, Inc., in February, 1952. The Hydraulic Tools Corporation is the central manufacturing and operations unit for the Hydraulic Tools Division of the Blackhawk Mfg. Company, of which it is a wholly owned subsidiary.

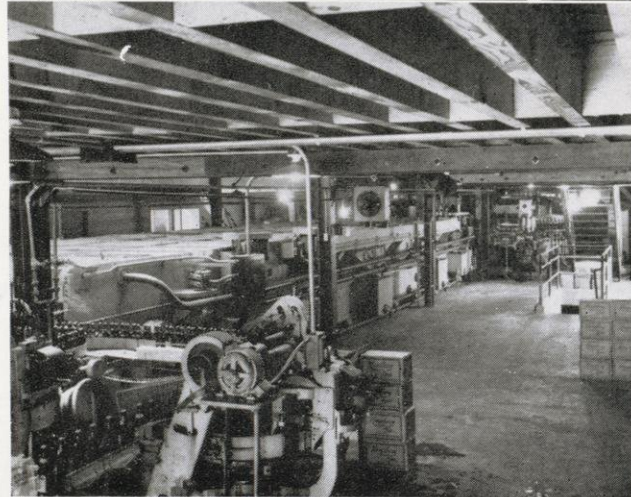
The major product lines manufactured by the Hydraulic Tools Corporation include Hydraulic Hand Jacks, Hydraulic Service Jacks and Hydraulic Tools. These are being sold through a world-wide network of automotive, industrial and electrical distributors built up since Blackhawk entered the Hydraulic Jack field in 1927.

In 1935 Blackhawk introduced Porto-Power Hydraulic Tools. Originally used for repairing damaged auto bodies, Porto-Power applications have now spread to industrial, electrical, mining, construction and many other fields. All Porto-Power Equipment, Hand Jacks and Service Jacks will be produced in Sheboygan by the Hydraulic Tools Corporation.

The Blackhawk Mfg. Co. has two other manufacturing and sales divisions. They are the Hand Tool and Hydraulic Controls Divisions. The operation center for these divisions is in Milwaukee.



1953



Above: The Brewery
 At Left: The Brew Kettle
 Lower Left: Section of Bottling Department
 Lower Right: One of the Aging Cellars



Kingsbury Breweries Company Since 1847

Occupying a prominent place in the development of Sheboygan, is the plant of the Kingsbury Breweries Company, often referred to as the Gutsch Plant, which is one of the oldest institutions in this section, and the second oldest brewery in Wisconsin.

In 1847, two enterprising young men, Leopold and Francis Gutsch, twin brothers, founded the plant at New York Avenue and North Water Street, known as Gutsch Brewing Company, and which later became a part of the Kingsbury Breweries Company. Little did they suspect that in years to come products from their brewery would be shipped to practically every State in the Union.

While there have been no fundamental changes in the art of brewing, since the day of the ancients, the process involved has been greatly refined due to improved and modern equipment. Without the aid of later refinements, the Gutsch Brewery fast outstripped its other four local competitors, and quickly became known as a fair-sized brewery. The demand for its products required brewing the year around instead of following the practice of other brewers who brewed in the winter time and sold their products in the summer that followed.

Lacking the present efficient methods for carbonation and without the aid of present mechanical refrigeration equipment, brewing posed many problems in the olden days. Kegs and bottles were washed by hand. There were no automatic pasteurizers, fillers and labelers. The work was all manual. The fermenting and storage cellars were practically encased in ice cakes taken from the river in the winter and stored in huge ice houses until needed the following summer. Temperature control was not just a matter of turning on and off a valve. In spite of all obstacles the brewery prospered and expanded.

In 1878 Leopold Gutsch bought out his brother's interest remaining in active control until 1885 when he was succeeded by his son, Adolph F. Gutsch, who was also the Brewmaster. C. B. Henschel, father-in-law of Adolph, became interested in the brewery in 1888 and a new company was formed. Upon the death of Adolph Gutsch in 1897, Mr. Henschel assumed full control retaining it until his death in 1917,

except for a short period when Allie, son of Adolph was in charge. Upon the death of C. B. Henschel, his son-in-law, Robert G. Hayssen, operated the brewery for the Henschel Estate until 1926 when the plant was sold to the Manitowoc Products Company, who then turned its production facilities to the brewing of Kingsbury Pale Cereal beverage — a product that had become nationally famous for its palatable flavor, during the dry era.

In 1930 extensive additions were made to the plant in the way of equipment and building improvement. Sales were phenomenal and continued to tax the facilities. The Manitowoc Products Company changed its corporate name to Kingsbury Breweries Company in 1933.

With the legalization of beer in 1933, the capacity of the brewery was again overtaxed and additional facilities were provided. Solid train loads found their way into such mid-western states as Iowa and Nebraska. The demand was consistent until the advent of World War II, when the facilities of the plant were again found inadequate to supply the increasing demand.

In 1947 (its centennial year) the company embarked on a further expansion and modernizing program: building a new stock cellar as well as adding modern assembly line bottling and pasteurizing units completing this portion of the program in the summer of 1948.

Then, the second phase of the modernizing program started in 1951 and continuing into 1952, saw the addition of a complete flat top can line in the Packaging Department and the replacement of equipment in the brewhouse itself.

Larger and more modern brewing units are now producing the Kingsbury Pale beer which has won such wide acceptance locally as well as on a regional and national scale.

The present officers of the company are:

William Pauly, Chairman of the Board of Directors
O. H. King Cole, President and General Manager
Don Pauly, Treasurer
A. M. Reinert, Secretary



Aerial View — Larson Plywood Company



Aerial View — Larson Plywood Company

History of The Larson Plywood Company

The Larson Plywood Company, located at 15th Street and Geele Avenue, in Sheboygan, started operations in 1880 and was known then as the R. H. Schmidt Company, manufacturers of beekeeper's supplies. At that time the company operated in the small building which still stands across the alley from the present company grounds.

In 1904, the name was changed to the Sheboygan Fruit Box Company, and this corporation's production was expanded to include the manufacture of fruit packages which were shipped by the carload to all parts of the country.

In 1910, the first of the present buildings was erected and this was followed in 1911 by the erection of a warehouse.

In 1913, Mr. L. E. Larson acquired controlling interests of the Sheboygan Fruit Box Company, and for a period of six years, fruit packages and nailed boxes were manufactured while beekeeper's supplies were discontinued.

Early in 1920 the company started to cut commercial veneer and to produce plywood. A woodshop was also established for the manufacture of wardrobe and luggage hangers which are still being made today.

The custom-made plywood business continued to develop and in 1927 and 1928, theatre seats and backs and other types of bent plywood were included in the production program. During the period of 1920 to 1930 modern machinery was installed and the cheese box department developed as another branch of the business.

After the death of Mr. L. E. Larson in 1938, the business was purchased by Messrs. Eric Larson, Malcolm N. Larson and Edward L. Larson who operated same as a partnership, but effective January 1, 1947, the business name was changed from the Sheboygan Fruit Box Company to the Larson Plywood Company.

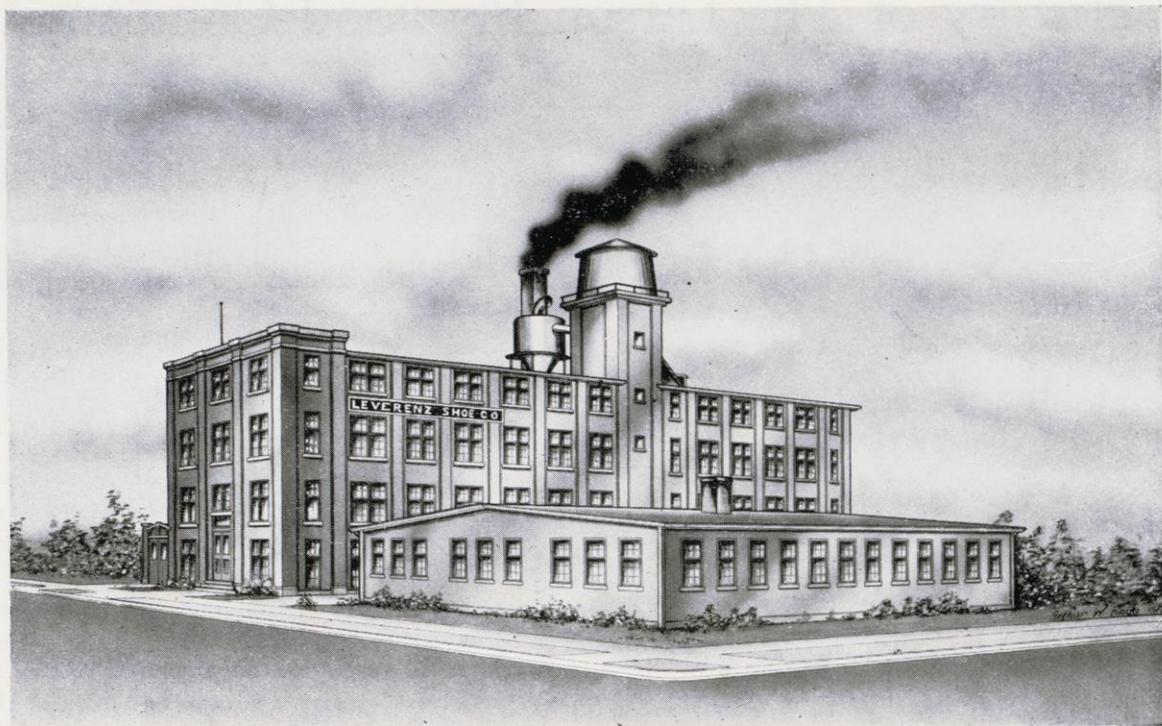
In the past ten years, new modern machinery has been installed for the plywood end of the business including a new high speed Coe rotary lathe for cutting high-grade commercial veneers. At present production is concentrated on veneer cutting and manufacture of cut-to-size plywood panels and bent plywood designed to customer's specifications.

With the erection of a new dryer building, installation of a mechanical dryer and additional equipment, the company is now able to process all materials completely: from logs to veneer to plywood. Birch and Maple logs are the predominant species which are processed although Basswood, Mahogany, Oak and Walnut veneers also play an important role in the manufacture of panels.

During World War II many new uses were found for commercial plywood and because of the modern equipment installed prior to the outbreak of the war, the company was one of the first to start producing resin bonded plywood for technical purposes. Further, the box and fruit package manufacturing end of the business was discontinued in 1947 as customer demand increased for high-grade northern hardwood products, both flat and bent. Additional equipment was procured for machining panels, routing, sanding, grooving and boring, to prepare same for customer's finishing.

The early part of 1952 a new boiler was installed, and the boiler room was enlarged. This new set-up now supplies 95% of the power and heat required for manufacturing.

Because of these modern improvements the Larson Plywood Company is in position to compete favorably in the highly competitive plywood market. It is one of the few plywood companies in the country able to engineer, according to customer's requirements, production of bent plywood suitable for multiple purposes in various industries and trades.



Sheboygan Plant of the Leverenz Shoe Company



New Holstein Plant of Leverenz Shoe Company

History of The Leverenz Shoe Company

The Leverenz Shoe Company was founded as a partnership on April 1, 1919.

In one year's time, the short line of men's dress shoes which were manufactured in the comparatively small plant, had gained wide enough acceptance to necessitate an addition to the building. The factory was doubled in size in 1920, and in 1921 additional floor space was provided by adding a one story stock room to the east of the main building.

In 1935 a branch factory was established in New Holstein, Wisconsin, for the purpose of expanding a line of men's dress oxfords. In 1941 it became necessary to enlarge this plant with the result that today's daily production exceeds 2,000 pairs between the two plants.

Through 1937 the production of the Leverenz Shoe Company's two plants was distributed through jobbers and volume trade only. Since that time, however, the company has maintained an ever-growing stock department which serves the retail trade.

The officers of the concern, which has been incorporated since 1940, are Clarence C. Leverenz, President; Robert H. Leverenz and John H. Esch, Vice Presidents; and Carl H. Esch, Secretary-Treasurer.

— Mayline —

Producer of Drafting Room Furniture and Equipment



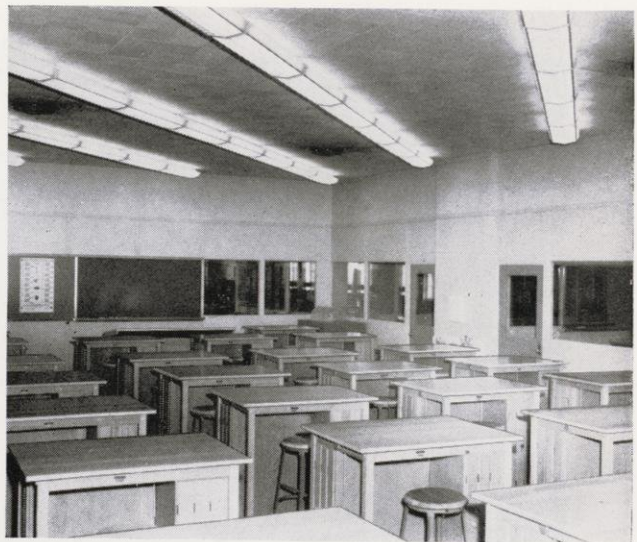
Building occupied in Two Rivers, Wis.,
before moving to Sheboygan



Our first factory in Sheboygan,
720 Clara Avenue



Our present plant
on North Commerce Street



A Mayline
Classroom Installation

History of The Mayline Company

The Mayline Company, formerly the Engineering Manufacturing Company, is one of Sheboygan's youngest and most progressive industries. It was originally founded in Chicago by the late H. L. DeLisle under the name of the Engineering Sales Company, using the trade name Esco, and later moved to Two Rivers, Wisconsin where it remained until the spring of 1939. At that time the need for larger quarters for a growing concern caused the transfer to Sheboygan, where the home office and plant are now located. The first location at 720 Clara Avenue soon became too small. By 1944, it was necessary for the company to move to 619 North Commerce Street. Here 75,000 sq. ft. of manufacturing space plus several acres of land are being utilized to the utmost. At this time the name was changed from Engineering Sales Company to the Engineering Manufacturing Company.

The company produces a line of high grade drafting room furniture and equipment. In the instrument field it pioneered straightedges and T-Squares made from phenol laminate—a plastic material of unusual strength, dimensional stability, and wearing qualities.

In 1941 H. L. DeLisle was drowned in a boating accident just outside the local harbor. Under terms of the will the business was operated under an administrator (Wm. H. Murphy) for a period of five years.

In 1946 the company was incorporated and purchased from the estate with E. H. May as President and Treasurer, Mary May as Vice President and Secretary and Harold Mais as Assistant Secretary and Treasurer. At this time many new items were added such as 4-Post Drafting Tables, Blue Print Files and a complete school line. The trade name was changed to Mayline. In 1953 the company name was changed to Mayline Company.

Its products are distributed through a national organization of dealers, of which there are several thousand. It is thus known and shown nationally and internationally. In Canada products are distributed through a score of Canadian dealers.

Through its trade-mark *Mayline*—Symbol of Superiority—the company has become nationally known as a manufacturer of high grade drafting room furniture and equipment. During the war navigation instruments were made for the Services. Many of its products have found their way into International Trade, especially to Central and South America.

Evidence of its growth is attested to by the company's acquisition, as of January 1, 1953, of 75,000 sq. ft. additional manufacturing space. This doubles the company's original production facilities. Products being fabricated in the new plant include Steel Blue Print Files and Steel 4-Post Drafting Tables in addition to metal parts required for the company's other products.

The Jerry Donohue Engineering Company

One of the unusual companies operating in the City of Sheboygan, little known to most citizens, is an organization of engineers, specializing in the designing and supervising the construction of facilities to purify sanitary and industrial sewage, disposal of garbage, and the development and purification of municipal and industrial water supplies.

This company, the Jerry Donohue Engineering Company, was organized in 1910 by Jerry Donohue and Edward Sinz under the name of Donohue and Sinz, to practice civil engineering.

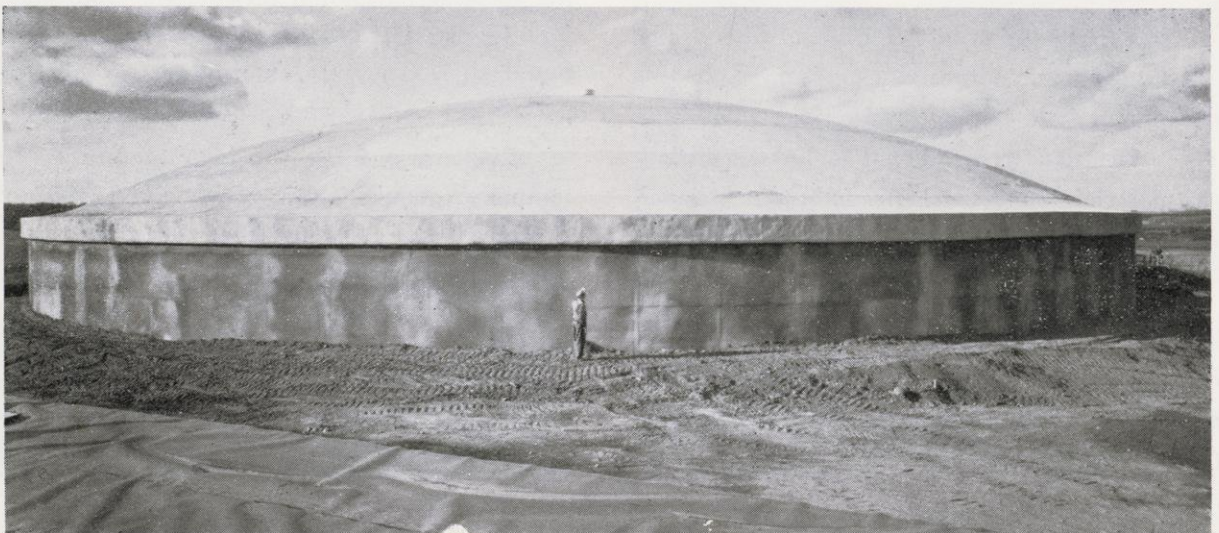
In 1912, Mr. Sinz disposed of his interests to Mr. Donohue who continued to operate as an individual until 1920, when the present company was incorporated, with Jerry Donohue as President and Treasurer, B. J. Hartman as Vice President, and Leila B. Donohue as Secretary. These officers continued in office until April of 1943, when upon the death of Mr. Donohue, B. J. Hartman became the active head of the firm.

Beginning with a nucleus of three engineers, the organization expanded so that by 1939 a well balanced technical organization of thirty engineers and designers was employed, designing and supervising municipal construction valued at several million dollars each year. Because of Mr. Donohue's interest in the health

and welfare of communities, he became deeply interested in the development of such modern conveniences as sewage facilities, garbage and waste disposal, and water supplies. In 1920, these facilities were in the early stages of development and under Mr. Donohue's leadership the organization developed new processes and methods of purifying the water borne wastes from municipalities.

Between 1920 and the present time, approximately one hundred sewage disposal plants were designed for municipalities in Wisconsin, Minnesota and Illinois, in such cities as Green Bay, Antigo, Wausau, Sheboygan, Manitowoc, La Crosse, and Freeport, Illinois. The plant at Antigo, Wisconsin, received national recognition because it was the fourth plant in the United States using the separate sludge digestion process, the first of this type to be operated successfully in a cold climate, and the first to utilize and collect sewage sludge gas, a by-product of the process, for heating purposes. The company in later years made valuable contributions towards development of methods for the utilization of this same gas in the generation of electric power.

With the termination of World War II, the technical personnel is again being expanded to take care of the vast amount of postwar work the company is being called upon to design.



2,500,000 GALLON RESERVOIR, WAUSAU, WISCONSIN
Jerry Donohue Engineering Co., Sheboygan, Wis., Engineers



Art Imig's - 1953

History of Art Imig's

The inset picture, shown above, was taken in 1890 when the firm of C. Imig and Son, father and brother of Art Imig occupied a building at 727 North Eighth Street and in the same half block now occupied by the H. C. Prange Co.

Doing a very fine business which grew to such proportions that a larger store was built on the corner of Eighth and Wisconsin Avenue, now occupied by the Kresge Co.

Being young and ambitious, Arthur Imig became desirous to open a high grade Haberdashery Shop which he did at 629 North Eighth Street and it was acknowledged, at that time, the finest shop in the State.

A few years later the finest clothing manufactured in the country was added and it developed into a very successful business.

The Cleaning business was then an infant industry in the States and foreseeing the possibilities in that field, Arthur sold his clothing business to Klein and Resch and opened a Cleaning Shop on New York Avenue and devoted his entire time to that business.

After five years, through much persuasion from his former clientele, he added Clothing and Haberdashery again and with his two sons, Carl and Robert, has developed one of the finest Cleaning Plants and Clothes Shops in the Northwest since.

The lower picture shows the modernized front in 1953.



History of The J. J. Koepsell Company

The J. J. Koepsell Company was founded in 1889 by the late John J. Koepsell as a retail hardware and ship chandlery store.

The company was closely identified with much of Sheboygan's early Marine history. During those days the harbor teemed with activity and as many as thirty to forty sailing vessels operated out of Sheboygan and made this their home port. Large quantities of vessel supplies and ship chandlery were supplied by the company to this fleet during the spring outfitting periods and throughout the sailing seasons.

About forty years ago the company engaged in the wholesale plumbing, heating and industrial supply business and has since become one of Wisconsin's leading wholesale organizations. During this forty year period many additional lines of merchandise have been added, including electrical, refrigeration and radio supplies as well as major home appliances.

During World War II the company was called upon to assist in the design of the sanitary systems used aboard landing craft which played such an important part in the successful prosecution of the war. Large quantities of this equipment together with other materials and supplies were shipped by the company to shipyards throughout the United States and to many other points throughout the world. The company is justly proud of the commendation received from the Navy Department for its outstanding contribution to the war effort.

The accompanying illustration shows the company's present large and modern wholesale plant which is served by rail, water and truck. The latest material handling equipment plus the most modern offices and display rooms assure the company's clientele of the utmost in service and merchandising cooperation.

History of The Modern Dairy Cooperative



PLANT AND OFFICES

Organized in 1929.

By a group of milk producers for the purpose of marketing their own milk.

Started in the retail milk business in 1930, serving Sheboygan, Sheboygan Falls and Kohler.

Are processing and bottling milk and other milk products in one of the most modern equipped dairy plants in the state.

Are operating one of the largest American Cheese Factories in the County. Are manufacturing over 3 tons of American Cheese daily for 6 months of each year.

Have cheese storage capacity of 150,000 pounds.

Have developed a 1 and 2 pound package of Aged rindless Wisconsin Cheese and selling it under the trade name of "Melo Gold".

Are certified by the United States Public Health Service to ship Grade "A" milk interstate.

President, Raymond Back

Vice-President, E. C. Wippermann

Secretary-Treasurer, Ralph DeSmith

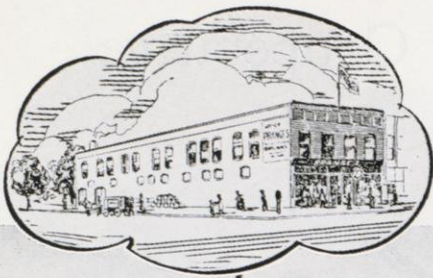
Manager, Herman Schreiber

Director, Erwin Muetzelburg

Director, Walter Siemers

Director, Frederick Sprenger

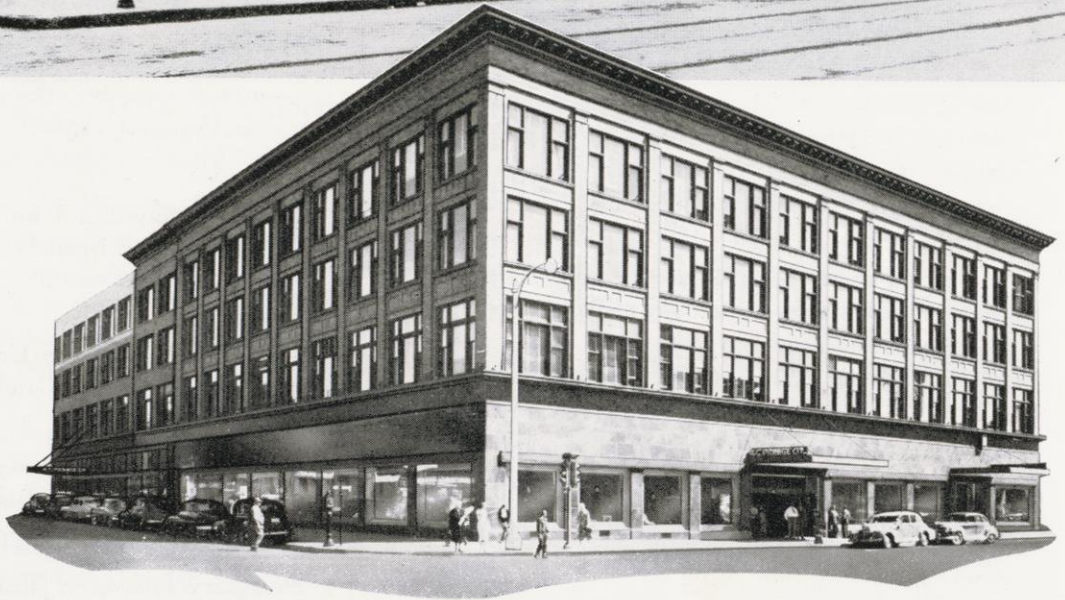
Director, Raymond Nagel



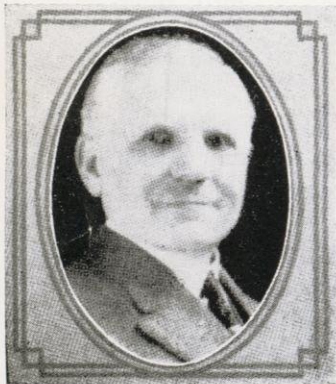
1887



1912



1945



H. C. PRANGE, SR.
Founder

H.C. Prange Co.

More than a Store A Community Institution

On October 4, 1887, the first Prange store was founded. On that day, the late H. C. Prange began business in a small building located on the corner of Eighth and Wisconsin Avenue. The total floor space was 30x110 feet. The late J. H. Bitter and Miss E. Prange were associated with Mr. Prange from the very beginning.

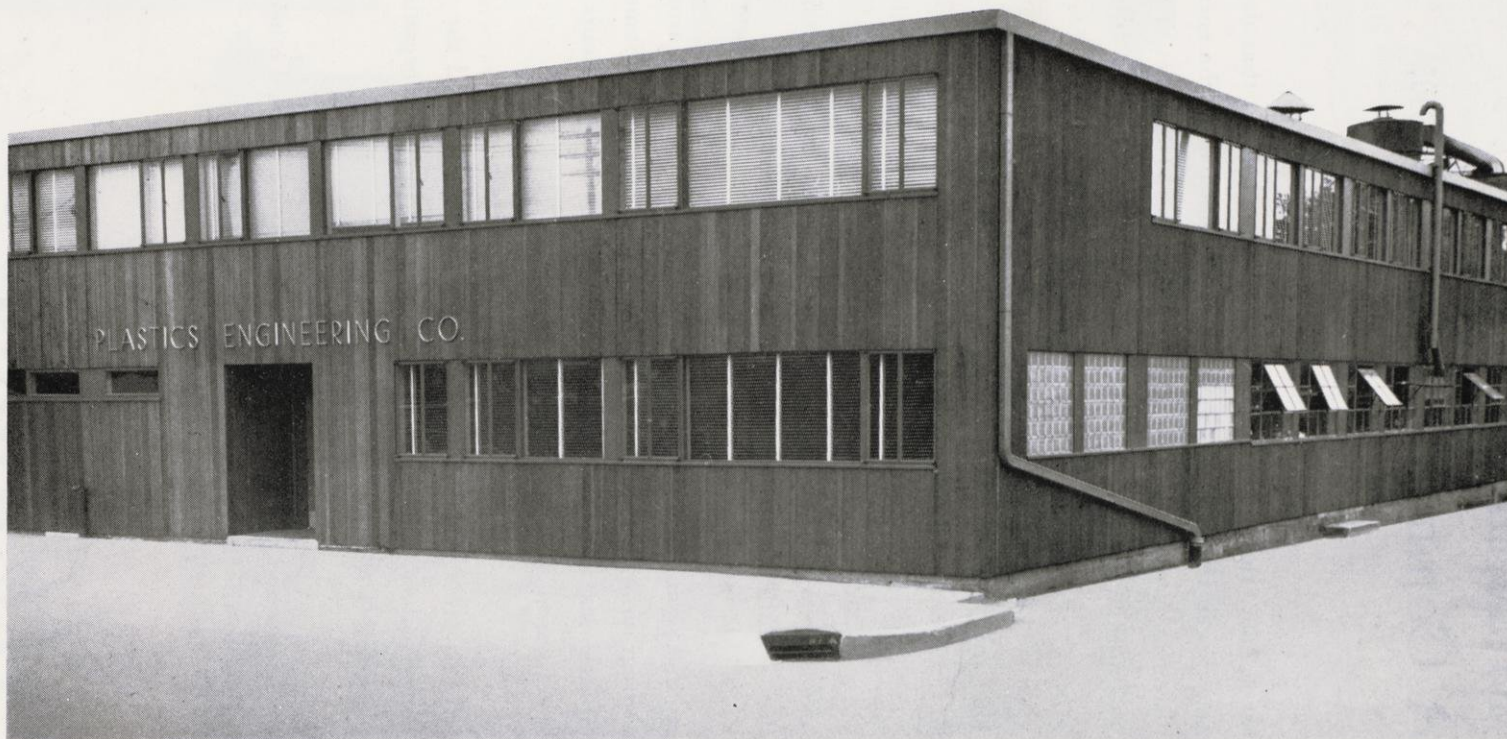
As the sales volume grew, the store also grew in size. In 1906 a new 4-story addition was erected on 8th Street at the south end of the present store. In 1912 a 3-story addition was built on Wisconsin Avenue, on the site of the present grocery store. In 1923 a new building was erected on the corner of 8th and Wisconsin, joining the two other units to make one large building. This large 4-story building is still one of Wisconsin's largest stores.

Later steps in keeping Prange's abreast of the times revolved around a modernization program which was in progress almost constantly. Sometimes only single departments were involved. At other times whole floors were redesigned and refixed.

Through all this growth and progress, Prange's has maintained the sound principle of honest values and reliable service upon which the organization was built. It places customer confidence first among its assets.

New improvements and expansions are in progress now . . . and others will be made from time to time. Prange's will always be growing.

H. C. Prange Co.



Plastics Engineering Company — Office of Today - 1953

History of The Plastics Engineering Co.

Plastics Engineering Co. had its origin in 1934 when Frank G. Brotz purchased the American Molded Products Corporation in Chicago and with his sons took over its operation. The same year the company was moved to 1607 Geele Avenue in Sheboygan, the present location of the main plant.

The first products manufactured were cast resins and items fabricated from this material. In 1937 the processing of resins was discontinued and equipment for compression and transfer molding of thermosetting type plastics was installed. In the same year the company was reorganized as a partnership and the name changed to Plastics Engineering Co.

Progress during the early years was necessarily slow, but with the addition periodically of various types of molding equipment and gaining valuable experience in molding technique, the company was in a position to make a contribution to the success of the plastic production requirements of World War II.

At the end of World War II when industrial construction was again permitted, a modest addition to the plant on Geele Avenue was built for the purpose of again engaging in the manufacture of phenolic resins and molding compounds. Various types of equipment such as

reaction kettles, blenders, grinders, conveyors and others were installed and early in 1947 this phase of the business was in operation. Being the only manufacturer of this kind of material in the midwest, growth was rapid and in 1950 a new building was erected on property previously acquired on North Fifteenth Street. All the resin producing facilities in the Geele Avenue plant were transferred to the new building providing greatly needed space in the old location.

On January 1, 1950 the partnership was dissolved and Plastics Engineering Co. was incorporated under the laws of the State of Wisconsin. No change of management or operations was involved and as the business continued to progress, further expansion was necessary and another building was added to the resin producing plant for the purpose of providing resin grinding facilities at the point of manufacture.

At the present time Plastics Engineering Co. continues to be the only producer of phenolic resins and molding compounds in the middle west and ranks relatively high among the major manufacturers of this type of material in the nation. About 300 persons are employed reflecting a gain proportionate to the growth and expansion of the company.



THE SHEBOYGAN PRESS



A. MATT. WERNER, *Editor*

History of The Sheboygan Press

The birth of a small newspaper in a printing plant during the "gas-light" days, and its rise to the only daily newspaper in its domain with important circulation in six counties — that is the story of The Sheboygan Press.

The clackety-clack of the flatbed press that published the original issue of this newspaper was heard for the first time on December 17, 1907. The owners and publishers were A. H. Friese and Brothers, job printers, and it was called The Daily Press. Its editor was Ernest A. Eves. The small newspaper plant was situated at 821 Pennsylvania Avenue.

With two daily English newspapers and several German-language newspapers already firmly established, those were precarious days for any new journalistic venture. It is not surprising, therefore, that The Daily Press soon was badly in need of financial assistance.

That assistance was forthcoming in the person of Hon. Charles A. Weisse, Sheboygan Falls, then Congressman of the Sixth District. He not only put up some money, but brought to Sheboygan from Fond du Lac an alert young newspaperman, Charles E. Broughton, and made him editor.

That was back in 1908 when The Daily Press had 68 subscribers. Four years of hard plugging brought the circulation up to over the 1,000 mark, but Mr. Weisse decided to sell the paper to Roland Rathburn, and Mr. Broughton left Sheboygan. Six months later, to protect his financial investment, Mr. Weisse took the paper back and recalled Mr. Broughton.

In 1913 The Daily Press moved into larger and better equipped quarters at 725 Center Avenue just west of the Grand Hotel, and it was then that the uphill battle for newspaper supremacy got under way in earnest.

The Sheboygan Daily Journal was the first to give up, and in 1917 The Press took over and moved into its defunct plant on the northwest corner of N. Seventh Street and Center Avenue. Four years later, in 1921, The Press purchased the interests of The Sheboygan Telegram from the late Frank Zufelt, and for a short time the newspaper was known as The Sheboygan Press-Telegram.

During the interlude from 1917 to 1924 Mr. Weisse died, and Mr. Broughton purchased his stock to become a stockholder with Attys. T. M. and E. R. Bowler who had previously purchased controlling interest of the newspaper.

Early in 1924 construction was begun on the present building, and The Sheboygan Press moved into this location shortly before the close of that year. In 1949 its most recent remodeling program culminated in the present building with the news department moved to the second floor, a completely changed lobby, and every department in excellent quarters and provided with the best of equipment.

During all of these years it has been, and continues to be, the policy of The Sheboygan Press to add the best and latest in newspaper services and equipment to keep it an up-to-the-minute newspaper. This policy has paid dividends in service to subscribers and in honors won by The Press in news, advertising, mechanical and other departments, most notable being Honorable Mention for the Pulitzer Prize in the Most Meritorious Service division in 1934.

After being editor of the paper since 1908 with the exception of a few months, Mr. Broughton resigned on August 1, 1951, and one week later sold his interests to the A. Matt. Werner family.

Mr. Werner at that time became editor and president. Prior to that he had been actively associated with The Press since 1937 as its treasurer and had served as its associate editor since 1947.

With the retirement of Mr. Broughton, who was named editor emeritus, A. Matt. Werner announced the re-organization of the newspaper and named Walter J. Pfister, associate editor, Harold R. Maier, managing editor, Michael J. Progar, business manager, and Roland C. Grimmer, comptroller.

Heading the various departments are Joe Brunnbauer, composing room superintendent, Paul Gerlat, pressroom foreman, Robert Richter, national and classified advertising manager, C. M. Wondergem, local display advertising manager, and Otto Stielow, circulation manager.

Today The Sheboygan Press has a circulation in excess of 26,000, it continues to rank as one of the leading daily newspapers of Wisconsin and to vie favorably with any newspaper in cities of comparable size to Sheboygan.

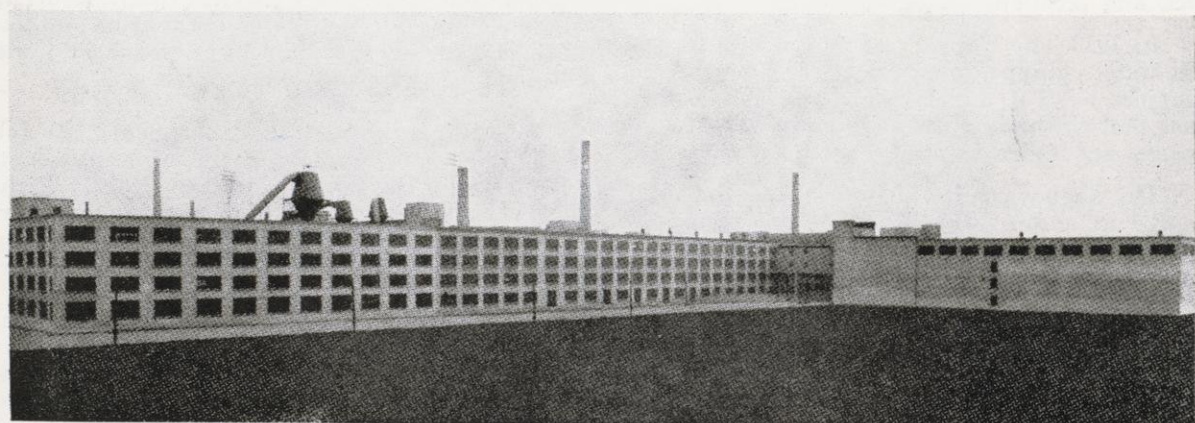
Present officers of The Press Publishing Company are A. Matt. Werner, president and treasurer, Mrs. Dorothy Werner, vice president, and Roland C. Grimmer, secretary.



Mattoon Manufacturing Company - 1891 (Later Northern Furniture Company)



Northern Furniture Company - 1917



Northern Furniture Company - 1945



Aerial view of
Rway Furniture Company
in 1953

History of The RWAY Furniture Company

1881 — 1953

Of all the men who founded the furniture industry in Sheboygan there was none better known than George B. Mattoon, the founder of the factory that later became the Northern Furniture Company, and still later the RWAY Furniture Company.

In 1881 Mr. Mattoon commenced the manufacture of bedroom and dining room suites in a small three story frame building on South Water Street, (now known as South Commerce St.) employing thirty-five men.

In 1886, the Mattoon Manufacturing Company was incorporated. In 1887 the company purchased the Mechanics Hotel, located directly south of the Mattoon property. This building is still a portion of the RWAY plant.

In 1888 fire destroyed the frame building comprising the original plant. A new and larger plant was erected with a floor space of 200,000 square feet.

In 1892 the company contracted to furnish the power to light the city of Sheboygan and to operate the street railway, generating this power at the power-house of the Mattoon plant.

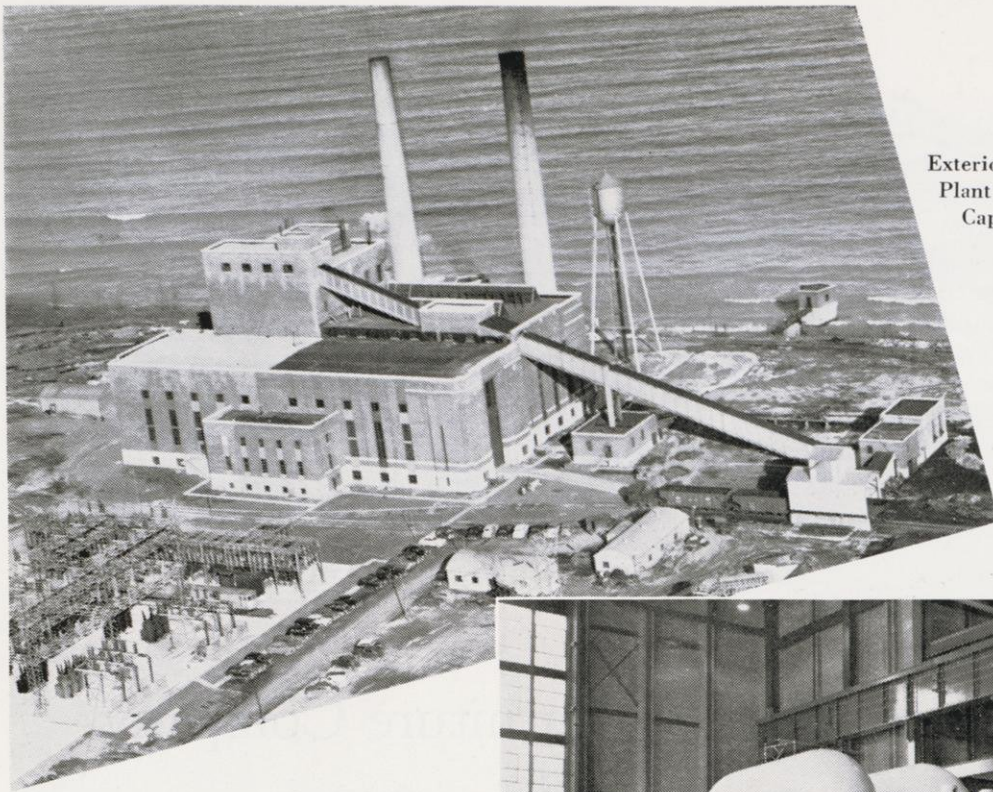
After Mr. Mattoon passed away in 1904, the name of the company was changed to NORTH-

ERN FURNITURE COMPANY. In October 1916 the Reiss interests purchased the plant. In April 1949 the name was changed to RWAY Furniture Co.

During the period immediately following World War I, increased volume of business compelled the company to make extensive additions to the plant. The old wooden structures were replaced with modern mill construction, and the floor space was increased to 450,000 square feet.

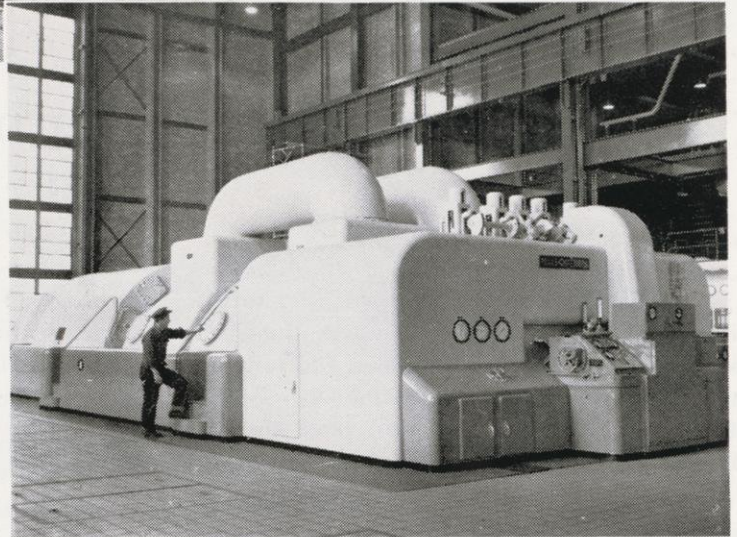
After World War II another expansion program was undertaken which increased floor space to 700,000 square feet.

In addition to its plant in Sheboygan, the RWAY FURNITURE COMPANY has a chain of branch sales rooms and warehouses in most of the larger cities in the United States. They have the distinction of being the only furniture company in the country which sells its entire product through company-owned branches. At the present time plans are under way to increase the number of sales branches. These plans will be synchronized with plans to further increase the building area and capacity of the Sheboygan plant.

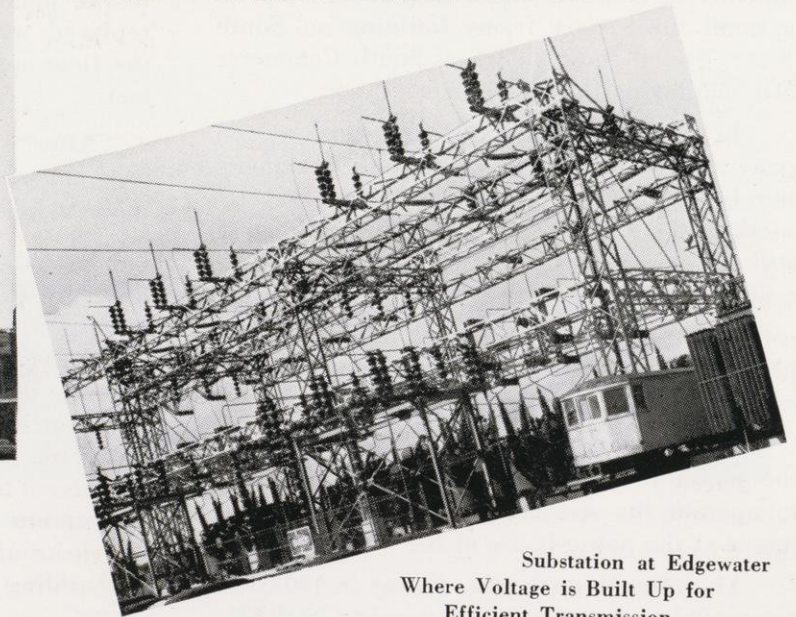


Exterior View — Edgewater
Plant — Total Installed
Capacity 120,000 KW.

View of Newest
60,000 KW Super
Charged, Hydrogen
Cooled Generator



Riverside Plant — Used
For Standby Service



Substation at Edgewater
Where Voltage is Built Up for
Efficient Transmission

64 Years of Electrical Development

Way back before the turn of the century, in 1887, progressive Sheboygan citizens began to hear more and more about the new miracle—electricity. A little-known scientist, Thomas A. Edison, had opened a small electric plant five years before, on Pearl Street, New York City. Office buildings in the immediate location were being lighted by electricity. But caution was still the order of the day.

A group of adventurous citizens insisted that Sheboygan look into the matter of a light plant. But a special committee, appointed to visit nearby electric plants, reported back, "too expensive and the lights not bright enough. Also overhead lines are dangerous to firemen."

Maybe they had taken their cue from Carter Harrison, Mayor of Chicago in 1882, who said—"I say we want electricity, but we do not want death dashing like a horrid monster through our streets."

Progress, while temporarily delayed, could not be stopped. On March 4, 1889, a franchise was granted to the Sheboygan Electric Company, of which Alfred Leberman was manager, and the electrical era was under way.

Growth was slow. The cost was high, and the quality of service left much to be desired. That was the era of the single, isolated plant—when service depended upon one source of supply.

Today, Sheboygan is served by a modern, inter-connected electric system which places many sources at the service of the city. If one fails, others jump in and take over. And at Sheboygan is one of the most important units in the Wisconsin Power and Light system—the Edgewater Electric Generating Station.

Placed in operation October 1, 1931, this station initially provided 40,000 horsepower. This was doubled by a second unit put in operation in 1942. In July 1951, a new 60,000 KW

generator, the first of its kind in the world, was put in operation and brings the total capacity to 160,000 H.P. The latest plant addition cost approximately \$9,000,000. In one day, the entire plant uses 29 times the amount of water used per day in the City of Sheboygan and all the boilers in the plant burn enough coal in a year to heat all the homes in Sheboygan for four years.

The latest addition to Edgewater is part of a long-term program of Wisconsin Power and Light Company always to build in advance of the demand—to be ready to meet all needs for electricity, no matter when and where they develop.

Wisconsin Power and Light now looks ahead with confidence to the future. The Company is in the midst of an eight year \$100,000,000 construction program which will run through 1955. Since 1941 the Company has increased its generating capacity by 250%. Plant capacities have been increased—service improved—rural lines extended—in keeping with the established policy of being ready for any demand.

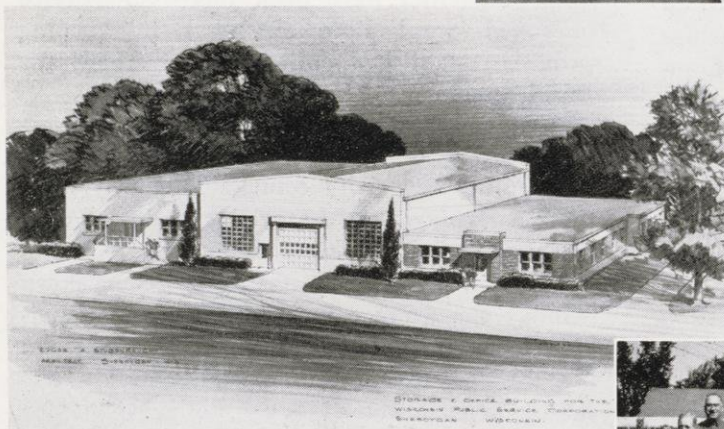
Not only has the science of generating and distributing electricity come a long way since those early days, but the pricing policy of electric companies has kept pace with technical advance. The cost of electricity has come down—today the average unit cost of electricity is 32% lower than it was fourteen years ago. On the average, the cost of electricity takes less than one cent out of every dollar spent for necessities by the average family.

It is the plan of Wisconsin Power and Light Company to furnish more and more electricity, to more and more people, at a lower and lower price. This is the essence of America's standard of living—the highest in the world—made possible by our free enterprise system, which encourages industry to go ahead and develop its opportunities.



City and company officials watch as Mayor Sonnenburg opens valve to admit Natural Gas into Sheboygan — first city to receive this service.

Display of Modern gas appliances on the sales floor of the Public Service store at the corner of Eighth and Jefferson.



An architect's drawing of the new combination warehouse, garage and gas service office building that was constructed in 1952. The new building is located at the gas company's old coke oven plant on Wildwood Avenue.

Sheboygan employees proudly display the Distinguished Service to Safety banner received by the Company in 1951. This award is given by the National Safety Council to companies making significant contributions to safety.



Wisconsin Public Service Corporation

Gas Business Is Important Sheboygan Asset

Public records show Sheboygan to have been interested in a fuel gas system as long ago as 1855 . . . though it took another 17 years before this early enthusiasm resulted in the construction of a plant and the laying of mains. Street lighting was the principal achievement of the Sheboygan plant in those early days, and it was not until costs were cut 15 years later that home lighting and, to an increasing extent, cooking grew in popularity. With stove wood "free" and coal selling at \$3.50 a ton, the rival fuel, gas, needed many extra values to be able to compete.

Apparently it had the "plus" it needed, for the early "Gas Company" operators stuck to the business, increased the number of customers, found many new users for the gas cooking trend which started in 1900. After five years of growth, many plant improvements were needed, the company changed hands for the third or fourth time since the first owners had ventured their capital in the doubtful new business, and a new name, the "Sheboygan Gas Lighting Company" was adopted.

In 1872 the original gas holder held 15,000 cubic feet. In 1886 another of 10,000 c. f. capacity was added, the load having doubled in two years. In 1908 a 75,000 c. f. holder was erected and a number of other improvements were made. During the bustling years that followed, hundreds of new customers were added, rates were lowered, mains were extended to reach newly developed sections of the city. Gas, the newcomer of 1872, had blossomed into the city's most popular, fastest growing fuel. Wood, once free for the taking, had increased in price to \$1.25 a wagon load; coal was still selling for \$3.50 a ton; and gas, with a host of new friends and a well-established market as a cooking fuel, was selling for an average price of \$1.35 a thousand c. f., about a third of its early cost.

Further expansions, improvements, and additions required more capital and in 1915 the system was sold to the Wisconsin Securities Company. A 200,000 c. f. holder was a prompt improvement, followed in 1924 by another of 1,500,000 c. f. capacity. New gas producing equipment, many miles of new mains to serve

city customers, and a high-pressure main extension to Kohler, Sheboygan Falls, Plymouth, Elkhart Lake, Kiel, New Holstein, and Chilton were events during the years from 1922 to 1926. The budding venture of 1872 had become a far-flung, up-to-the-minute project. Thousands of customers were using a thoroughly modern fuel for a multitude of uses, commercial, industrial and, of course, domestic.

During this period the company name changed to Wisconsin Public Service Corporation, and it was merged with other utilities of similar nature in the Northeastern part of the state.

In 1929 the Koppers-Becker oven gas plant with a daily production capacity of 1,500,000 c. f. was erected to keep pace with the ever-increasing public demand for this fuel.

Shortly after World War II, the Michigan-Wisconsin Pipe Line Company offered to bring Natural Gas into Wisconsin from the Hugoton gas fields of Texas, Oklahoma and Kansas. After many delays, hearings and obstacles, finally on July 7, 1950 this new fuel, Natural Gas, flowed into Sheboygan gas mains. Sheboygan thus was the first city in Wisconsin Public Service territory to receive Natural Gas and this formal opening was heralded as a major event in the development of the city.

At the beginning of 1950 there were 281 space heating customers connected to Public Service gas mains and by November 1, 1952, this figure had jumped to 3,942.

Since 1872 the gas business has come a long way in Sheboygan as in the nation. This modern fuel . . . which cools as well as heats . . . has gained great increased popularity for water heating, refrigeration, incineration, summer air conditioning and is the thoroughly established favorite for cooking. Three quarters of a century ago gas received public acclaim as a lighter of streets and homes . . . today it is in constant demand by industry for scores of heating processes, by commercial firms for cooking, water heating and dozens of other special purposes, and by the homemaker who is interested in clean modern cooking and heating convenience and comfort.

Congratulations

Sheboygan County in your 100th Anniversary!

—and best wishes
for your second

CENTURY of PROGRESS



Scene in Terry Andrae State Park, on the
southern Sheboygan

A HUNDRED YEARS AGO, when Sheboygan County was created, communications were still primitive. A letter, a messenger or, perhaps, even an Indian smoke signal, just about covered the range of choice if one wanted to send a message. The telephone wasn't even an idea. But in 1875 Dr. Alexander Graham Bell discovered how to send the voice over wires, and on March 10, 1876, he sent the first complete sentence. The telephone was born.

TODAY, about 8 out of 10 Sheboygan County families enjoy the protection and convenience of telephone service—and the percentage grows greater year by year.

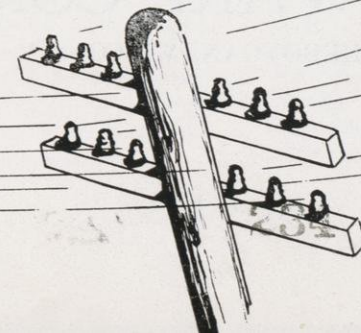
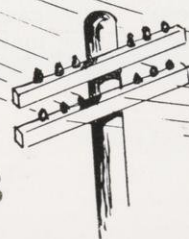
LOOKING AHEAD—it is our whole-hearted desire to contribute our full share toward the prosperity and progress of Sheboygan County, helping to make this beautiful part of our Wisconsin an even happier place in which to live and work.

WISCONSIN TELEPHONE COMPANY

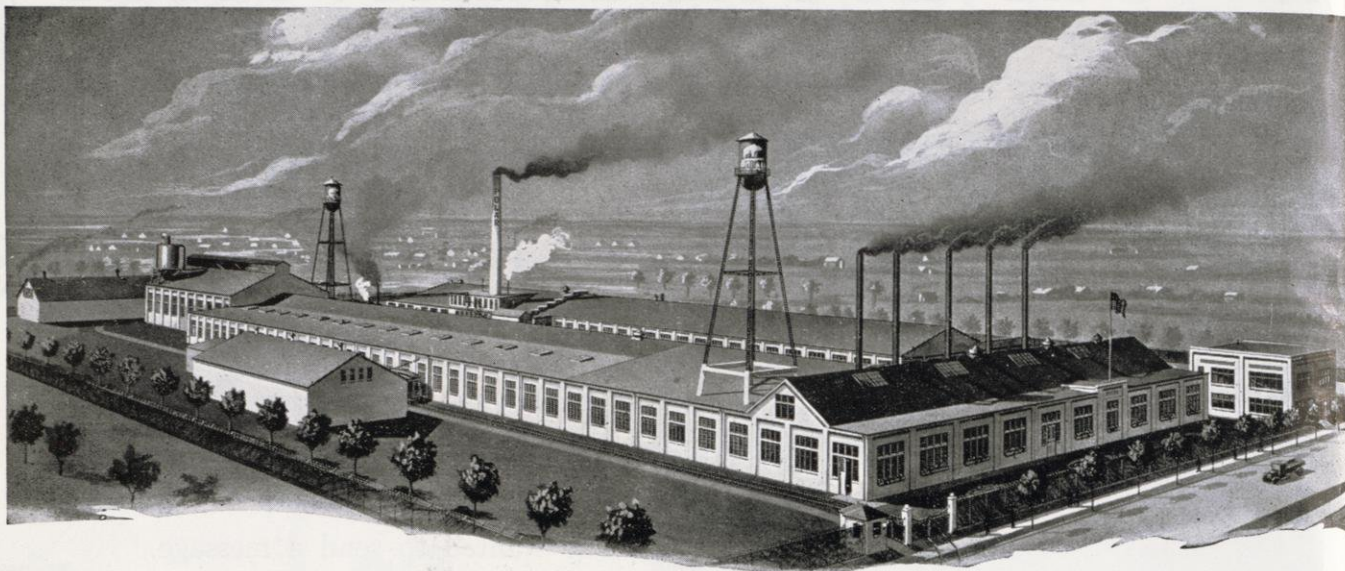
Working always to serve Wisconsin better



233



The Home of Polar Ware



General Office and Works.
Warehouses in New York and Los Angeles,
Offices in Principal Cities in the
United States and Canada.

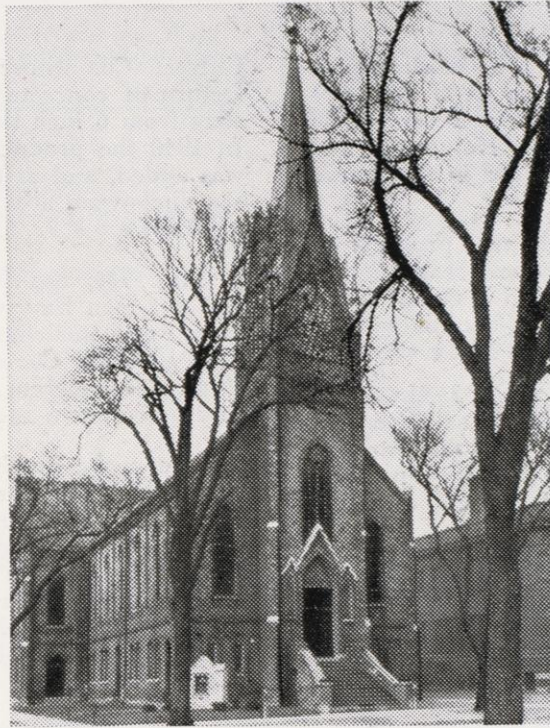
The Polar Ware Company was established in 1907. For many years, the world's finest Enameled Ware was manufactured here. In 1952, the production of all Enameled Ware was discontinued and all efforts were concentrated on the production of Polar Stainless Steel Ware, which was fabricated into various designs for the home, hospital, hotel and institutions.

Distribution throughout the United States and Canada is made through Jobbers.

POLAR WARE COMPANY

SHEBOYGAN, WISCONSIN

History of The Trinity Evangelical Lutheran Church



1953

On May 26, 1953 Trinity Evangelical Lutheran Congregation of Sheboygan, Wisconsin will observe the one hundredth anniversary of its founding. Old records of The Lutheran Church-Missouri Synod reveal that as early as 1847 and 1849 Lutheran missionaries visited Sheboygan, but were not successful in establishing the Lutheran Church in Sheboygan, Wisconsin. Shortly before the year 1853 a Lutheran pastor, the Rev. L. Dulitz of Milwaukee, Wisconsin, came to minister to the spiritual needs of Lutherans living in Sheboygan, Town of Herman, and Town of Wilson. When told that he could not serve them regularly nor permanently these Lutherans decided to call their own pastor in the person of the Rev. Otto Eisfeldt, a graduate of Concordia Theological Seminary, St. Louis, Mo.

Under the leadership of Pastor Eisfeldt Trinity Evangelical Lutheran Congregation was called into existence, May 26, 1853. The first place of worship was located at 519 South Eighth Street. At this place school classes also were conducted. Since its inception Trinity Congregation has fostered and maintained a parochial school, at present having nine teachers instructing the youth of the congregation.

In the spring of the year 1854 the congregation purchased the Presbyterian Church which formerly was located at 716 N. Eighth St. This place of worship burned to the ground, October 5, 1868. Thereupon the congregation purchased its present location and during the year 1869 built the south end of the present church, the north portion of the church was added in 1882.

The south portion of the present school was erected by the congregation in 1914. Mr. and Mrs. H. C. Prange and Miss Elizabeth Prange donated a two room addition with basement in 1927.

Trinity Congregation owns and operates the Lutheran Cemetery, an area of ground covering some twenty-six and one-half acres.

As Trinity congregation approaches its centennial its membership numbers 2759 baptized souls. The records of the church show that during the one hundred years of its existence, that is, at the close of the year 1952 the following ministerial acts were performed: 9783 baptisms; 6256 confirmands; 2741 weddings; 3801 burials.

History of The Van Der Vaart Brick and Building Supply Company

The Van Der Vaart Brick & Building Supply Co. had its beginning in 1888 and was known as the Oscar Zimbal Brick Co. on 33 acres of land located on South 15th Street and Georgia Avenue and was engaged in the manufacture of common brick.

In 1926 Mr. Zimbal sold this property to Mr. John Van Der Vaart, who became President, and his son George, who became Treasurer and General Manager. The name was changed to the Van Der Vaart Brick Co.

At the death of George in 1932, Mr. Louis Gartman became Vice-President and General Manager, and at the death of Mr. John Van Der Vaart in 1936, Mr. Gartman became President and General Manager.

From 1888 to 1926 the entire function of this company was the manufacture of common brick, but in 1927, the company added a complete line of hard material building supplies.

In 1931, a subsidiary company was formed and called the Wisconsin Concrete Pipe and

Culvert Co. whose function was the manufacture of concrete sewer and culvert pipe in sizes from 6 inch through 72 inch in diameter. In 1940 the production of ready mix concrete was added, and at the present time, is serving the Sheboygan area with 12 modern ready mix trucks.

In 1944, the Wiegand Concrete Products Co. of Green Bay was purchased and the company name was changed to the Wisconsin Concrete Products Co. and is engaged in the manufacture of concrete sewer and culvert pipe, as well as concrete block and brick.

Upon the death of Mr. Louis Gartman in 1945, the Van Der Vaart Brick & Building Supply Co. was purchased by the Pauly's of Manitowoc, its present owners, and is managed by Mr. Royal Fenn of Sheboygan. At the present time the officers are as follows: Donald P. Pauly, President; J. Kenneth Madden, Vice-President; Emil J. Pauly, Secretary and Treasurer.



1953

ECLIPSE MANUFACTURING CO.

Tools - Dies and Metal Stampings

1939

Office

718 Virginia Avenue

Production Plant

19th & Oakland Avenue

PAUL G. KRUEGER CO.

"We take Dents out of Auto Accidents"
Auto Rebuilders and Painters

1826

1510-20 Calumet Drive

Paul G. Krueger

EXCELSIOR LAUNDRY & DRY CLEANERS

Launderers — Dry Cleaners

1899

1113 Georgia Avenue

Conrardy Family

WINGROVE TEXACO SERVICE STATION

The best of service to Everybody

1931

734 Huron Avenue

Fred Mahlendorf, Mgr.

SHELL SERVICE STATION

Greasing - Washing - Road Service
Starter - Generator - Ignition

1953

1129 N. 8th St.

George & Ed Majdacic

QUICK CLEANERS

Cleaning and Repairing

1946

1941 N. 8th St.

Roger Graefe, Mgr.



1912

Over Forty Years Of



Service In Sheboygan



1918

Since 1926



R. H. THIEMAN CO.

The Sheboygan Glass Co. was established in May, 1931, by Martin Nyhuis and Frank Zedroy, in the former Hensel Building. Both men had learned the glass trade in Grand Rapids, Michigan. Nyhuis was a former resident of Sheboygan, his father having been a barber at Kohler for many years. Zedroy left the organization in 1933.

The business grew and in 1943 Edgar A. Ziegler joined the firm. They purchased the building they now occupy and today have 23 employees. The business has shown a steady expansion and presently has considerable wholesale trade.

The Sheboygan Glass Co. has installed modern store fronts all over eastern Wisconsin. They are known for their fine workmanship on church window installations and general glazing contracts.



LAKESHORE PRESS

The only complete Offset House in this area

Established in 1941

Now serving Wisconsin
and many adjacent states.

HOTEL FOESTE

The growth of Sheboygan during its first 28 years prompted the necessity for a new hotel. So in 1881 the original section of HOTEL FOESTE was erected.

Continued growth of the City justified additions to the hotel which have more than doubled its size.

In 1952 its owners felt Sheboygan was entitled to the finest and began a modernization program which, on the City's 100th birthday, makes THE FOESTE one of the most up-to-date, comfortable and pleasant hotels of its size.

Sheboygan and HOTEL FOESTE
have grown together.

A Mitchell-Foster Hotel

GRAND HOTEL

The Grand Hotel was built by Julius Zimmerman in 1890. In 1899 Louis Ballschmider acquired the property and in 1918 the heirs of Minna Ballschmider estate ran the hotel until 1922 when they sold to R. I. Warner. Mr. Warner operated the Hotel until May, 1945, and then sold it to the Grasse Realty Co., who appointed Edward Girdaukas to manage the Hotel. Walter Grasse, President, Eddina Grasse, Vice President, and Theodore Grasse, Secretary and Treasurer comprise the list of officers of the Grasse Realty Company. Extensive remodeling by the Grasse Realty Co. has made the Grand Hotel's facilities comparable to any modern hotel in the country. Known for its fine accommodations, good food and hospitality, the Grand Hotel is proud of its contribution to the development and growth of the City of Sheboygan.

BEHNKE INSURANCE AGENCY

All Forms of Insurance and Bonding

1908

724 New York Ave.

Carl Behnke

JOE DREPS TAVERN

Where Friends Meet

1942

702 Center Ave.

Joe and Carita Dreps

LITTLE FOLKS SHOP

One of America's Top
Name Brand Stores

705 N. 8th St.

Fred S. Block

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R
K
A
V
E.

Dec PFISTER JORGENSEN 1916

REINTHALER

Specialized Services

OPTICAL - HEARING - TIME

P
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D
I
U
M

B
L
D
G.

DON CANN'S FLOWERS

Flowers For All Occasions

1952

609 N. 8th St.

Don Caan

PAUL KELLER Drive In Shoe Repair

First and Only Drive-In
Shoe Repair Shop in Wisconsin

April, 1912

634 Penn Ave.

Paul Keller

SEHLER'S

Fine Furs - Suits - Dresses
and Cloth Coats

Karl Sehler

1930

623 N. 8th St.

Dial 9318

AL. GROTE, INC.

Hudson Sales and Service

1928

704 Center Ave.

Al. & Seldon Grote

THIMMIG'S

Food Market and Coffee Shop

Ed. and Edna Thimmig

1902

507 S. 8th St.

A. IMIG SONS CO.

Quality Jewelry and
Complete Optical Service

1872

621 N. 8th St.

George Imig

FESSLER-KUCK CO.

Fine Furniture

8th St. and Penn Ave.

Started 1892

Henry Fessler

Fred Kuck

F. GEELE HARDWARE CO.

Over 100 Years Old

Started in 1850

602 N. 8th St.

John W. Brill, Manager

FIRESTONE

Garage and Filling Station

1929

7th & Niagara Ave.

Erwin A. Nack, Mgr.

WISCONSIN LOAN & FINANCE CORPORATION

Locally Owned Since Incorporated
We invite comparison

1924

1108 N. 8th St.

Marvin H. Kilton, Sec. & Treas.

MONARCH DISTRIBUTING CO., INC.

Old Fitzgerald & Cabin Still

1940

818 Michigan Ave.

Clem Bartzén

ARNST SHOE & ZIPPER SERVICE

Only complete zipper service in Sheboygan
Shoes, Luggage & Leather Goods Repaired

1948

923 Michigan Ave.

Jacob Arnst

ROENITZ DRUG STORES

Prescription Druggists

1892

Roenitz Drug Co.
Clinic Pharmacy

Fessler Drug Co.
Michigan Ave. Pharmacy

EDWARD F. OEHLER CO.

Real Estate — Insurance

1903

1112 N. 8th St.

Karl Oehler

WAGNER'S SHOE STORE

Forty years of fine shoe selling
and still growing

1913

620 N. 8th St.

Carl Wagner

JOHN GRANDLIC & SON

The Best In Jewelry

1910

1103 N. 8th St.

J. Grandlic

EICHENBERGER SHOE STORE

Shoes for the entire family

1902

812 N. 8th Street

O. T. Seehuis

GMACH'S RESTAURANT

Finest of Foods

1912

708 N. 8th St.

Al. S. Gmach

SHEBOYGAN CITY LINES

City & County Bus Service

1925

519 S. 8th St.

A. W. Hoyer, Supt.

SHERWIN WILLIAMS CO.

The Best in Paints

1941

1017 N. 8th St.

Roger Herman, Mgr.

GEORGE HOSLETT SIGNS, INC.

Neon & Painted Signs

"Let George Do It"

1938

809 S. 8th St.

George Hoslett

OTTEN INSURANCE AGENCY

General Insurance

1945

930 Michigan Ave.

E. A. Otten

MARTIN MOTOR CAR CO.

Pontiac Sales & Service

1921

729 S. 8th St.

Ed. Martin
James E. Martin

LUEDKE'S FOOD MARKET

The best of everything in the best Supermarket
on the Northwest section of the city.

1914

2601 North 15th St.

Max & Herman Luedke

SHEBOYGAN'S HOME OWNED WISCONSIN And MAJESTIC THEATRES

Present the choice of First & Second run Movies

1940

Nick Johnson

HOLLAND FURNACE CO.

COAL - OIL - GAS

Cleaning & Repairing — 24-Hour Service

1949

936 Michigan Ave.

I. W. Gerard, Mgr.

HERMAN SCHUELKE CO.

Distributors of

La Palina - Webster - Muriel - El Producto
Thora Cigars

1898

510 N. 8th St.

Arthur Voigt & George Wellhoefer

W. T. GRANT CO.

Department Store

1912

813 N. 8th St.

Harry Haggstrom, Mgr.

ALFRED JUNG CO.

1928

720 N. 8th St.

Alfred Jung

ZARLINGS

Liquors & Beer — All Kinds

1933

1101 N. 8th St.

W. L. Zarling

KEN RUST T.V.

Television Service & Sales

1949

1027 N. 8th St.

Ken Rust, Owner
R. Koehn, Mgr.

SEARS-ROEBUCK CO.

1938

911 N. 8th St.

D. H. Dunn, Mgr.

WEHRMANN HARDWARE CO.

*Everything in Hardware, Paints and
Sporting Goods*

1923

1418 North 13th St. Calvin Wehrmann

BALLHORN'S

Ballhorn Funeral Temple

Ballhorn Furniture Store

1882

1205 North 8th St. Milton Ballhorn

NORTH SIDE AUTO PARTS CO.

Distributors of
Automotive Parts - Tools and Equipment
Complete Machine Shop Service

We appreciate your business

1932

1946 North 15th St. Ben, Harry Joe
Feldman

CESAR'S DISTRIBUTING CO.

Everything in Liquid Refreshments

1928

515 North 8th St. John Cesar

PAUL VOIGT

Shoes

1911

1500 Block - South 12th Street

STANDARD HALL

Weddings - Meetings - Banquets
Tavern

1950

13th & Indiana Avenue Joe Germ

SOUTH SIDE HARDWARE & PLUMBING COMPANY

Plumbing - Heating - Sheet Metal Work

1904

1514 South 12th St. Aldag & Gehrke

HERONYMUS AND BRINKMAN, INC.

— INVESTMENTS —

1951

809 N. 8th St. Evelyn Heronymus

CENTENNIAL CELEBRATION WEEK

AUGUST 9th to 16th, 1953

PENN AVENUE LUNCH

Dinners - Short Orders - Charcoal Grilled
Sandwiches

1949

633 Penn. Ave.

Vincent Lubenow

SHEBOYGAN RECREATION PARLOR

Pool Billiards
Hamburger Steak

1937

508 N. 8th St.

Conrad Jurk

SCHNAITMANN'S OFFICE EQUIPMENT

1934

709 Center Ave.

Adolph Schnaitmann

UPTOWN CLEANERS

Air Bright Dry Cleaners
One Day Service When You Need It

1952

512 N. 8th St.

Jack Fischer, Mgr.

MISKE'S TAVERN

Refreshment — Cigars

1922

7th & Penn.

Mary & Joe Miskewiz

EASTERN DISTRIBUTING CO.

Formerly DeWilde's

Wholesale Liquors

1943

833 Penn. Ave.

M. E. Smith & J. H. Katte

FANNY FARMER CANDY SHOP

1947

716 N. 8th St.

Corliss Lannoye, Mgr.

TERMINAL SPA TAVERN

Bottled Merchandise, Hot Dogs, Music

1941

516 S. 8th St.

Nick Katsonis

BALDE'S TAVERN

Television

1932

719 New York Ave.

Christ Balde

PINK ELEPHANT TAVERN

Where Friends Meet

1933

528 N. 8th St.

Paul Reyn

MILLER OFFICE SUPPLY

Everything for the Office

1935

712 Center Ave.

Irene & Wallace Miller

WILBERT'S JEWELRY

Diamonds & Watches

1945

824 N. 8th St.

Adam Wilbert

MAU'S NEWS & CIGAR STORE

Novelties & News

1920

505 S. 8th St.

Lydia Bollmann

SCHWARZ TAVERN

Bar & Package Goods

1909

614 N. 8th St.

Arthur & Charles Schwarz

HEINECKE FOOD MARKET

Best In Meats

1864

805 Indiana Ave.

Karl Heinecke

J. A. PFISTER

Dr. of Optometry

Devoted Entirely To Your Eye Care

1921

828 N. 8th St.

J. A. Pfister

ART JEHL FURNITURE

Dependable & Reasonable

1930

1110 N. 8th St.

Art Jelke

MODERN WINE & LIQUOR STORE

All Brands Wines & Liquors
Domestic & Imported

1937

831 Michigan Ave.

Nat Perlman

WEBER'S INSURANCE AGENCY Stotzer Memorials 1920 1030 Michigan Ave. John Weber, Jr.	ACE HARDWARE STORE 1905 802 N. 8th St. G. W. Blood
ANDROPOLIS DRUGS Hospital Baby Supplies — Prescriptions Photography Supplies 1942 902 Michigan Avenue	JOS. WEGMAN'S DISTRIBUTING CO. Wholesale Beer & Liquor Distributors 1933 819 Indiana Ave. Jos. Wegman
PLESETZ FOOD STORE 1920 809 Indiana Ave. Francis Plesetz	HINZE ICE CREAM CO. 1932 520 Michigan Ave. H. Hinze
"NITZE'S" Television — Appliances 1926 1129 N. 8th St. Harold Nitze	G. R. KINNEY CO. Shoes — 1917 - 1953 829 N. 8th St. A. H. Strong, Mgr.
BROWN'S GROCERY Beer, Soft Drinks, Groceries, Greeting Cards, Ice Cream, Candies, Cigarettes 1937 2316 Georgia Ave. Charlotte Brown	ANDERSON SEWING MACHINE SALES & SERVICE Sewing Machines 1917 1116 N. 8th St. John Anderson
J. BENSMAN FOOD MARKETS Clean Stores in a Clean City 1918 1725 N. 20th St. 1450 Superior Ave. 1008 Michigan Ave. Sol Bensman	TONY'S & VI'S TAVERN Tavern Restaurant Plate Lunch Daily 1951 1036 Indiana Ave. Anthony Romalia
KLEIN'S CLOTHING STORE Men's Wear 1920 531 N. 8th Street James Slavens Matt Stefancick	CITY MARKET 1930 613 S. 8th St. Frank & Victor Repenshek
CHARLIE'S FRUIT & VEGETABLE MARKET 1924 910 N. 8th St. Charley Street	HERB. ZELLER TIRE CO. Tires 1945 829 Penn. Ave. Herbert T. Zeller
SHEBOYGAN AUTO SALES 1950 705 Center Ave. Harry Te Selle	GMACH'S BAR 1950 823 Penn. Ave. Joseph Gmach

1950
ERNEST KEPPLER ATTORNEY
719 New York Avenue

1930
HENRY VAN DER WATER ATTORNEY
707 North 8th Street

1938
A. K. NEUWIRTH JEWELER
515 North 8th Street

1899
GLEASER PHOTOGRAPH STUDIO
607 S. 8th St. Harvey Glaeser

1919
MULLIN APPLIANCE CO.
613 N. 8th St. Robert Mullin

1946
JUVENILE SHOE STORE
729 Niagara Ave. James McHenry

1917
F. N. BEHRENS CO.
825 Indiana Ave. Bicycles & Tricycles

1942
ROY'S BAR
434 Penn. Ave. Roy Gavre & William Walus

1940
ARMORY BAR
520 N. 4th St. Frank Ribich

1914
MURPHY PLUMBING CO.
1014 Michigan Ave. W. Murphy

1942
PRESTO GRILL
514 S. 8th St. Gus Nastos

1949
HOWIE'S TAVERN
510 S. 8th St. Howard Conger

1931
DIETZ MUSIC CO.
522 N. 8th St. Mrs. Frieda Dietz

1952
SHEBOYGAN FURNITURE EXCHANGE
526 N. 8th St. James Dekker

1945
HAACK'S LIQUOR STORE
511 N. 8th St. Sam Wasserman

1931
VARIETY HOME FURNITURE
517 N. 8th St. L. & D. Salinsky

1950
CITY BAKERY
1102 Michigan Ave. Fred Schreen

1931
RELIABLE FURNITURE CO.
610 N. 8th St. Nathan Salinsky

1929
BARBER SHOP
727 Niagara Ave. Bernard H. Werner

1943
ELOISE BEAUTY SHOP
915 Indiana Ave. Eloise Sheck

1939
ES SAR BEAUTY SHOP
707 N. 8th St. Betty Christenson

1907
SUSCHA CO.
931 Indiana Ave. Ludwig Suscha

1938
WIFLER REFRIGERATOR CO.
2109 Indiana Ave. Edward Wifler

1906
F. W. WOOLWORTH CO.
701 N. 8th St. Robert Hardwick, Mgr.

1952
TRAAS' TAP
813 Michigan Ave. James Traas

1951
JOHNNY'S TAVERN
836 Indiana Ave. John Simenz

1930
SILLS STUDIO
718 Niagara Ave. William Silks

1925
AL. FALE'S TAVERN
911 Indiana Ave. Al Fale

1935
BADGER STATE TAVERN
813 Indiana Ave. John Vassotis

1950
AL'S PLACE
735 Indiana Ave. Al Spehn

1941
HAUSER SPORT SHOP
914 N. 8th St. Joe Hauser

1931
MIDGE'S TAP
10th & Michigan E. Heimbecker

1950
BENDIX HOME LAUNDRY
1125 Michigan Avenue

1929
THE ESQUIRE
725 Center Ave. Harvey Nussbaumer

1929
CONEY ISLAND RESTAURANT
504 N. 8th St. George & Theodore James

1910
E. S. FESSLER SONS
716 Center Ave. Ed. Fessler

RIDGE SEWING MACHINE*Sales and Service*

1936
821 New York Ave. Raleigh Ridge

*Sheboygan's Gayest Night Spot***TIC TOC TAP***Downtown Sheboygan
Entertainment Nightly*

1944
611 N. 8th St. Augie Stubler, Prop.

CITY CLUB*Where Friends Meet*

1948
625 N. 8th St. Leroy Baartz

BLACK EAGLE OIL CO.*Gasoline, Oil and Accessories*

1950
601 S. 8th St. Rick Zogg

KAKER TAVERN

1950

827 Penn Ave. Frank Kaker

THE INN

1949

501 S. 8th St. Ted Ziebert

HINZE INSURANCE AGENCY*General Insurance*

Ted Hinze
1926
707 N. 8th St. Dial 7033

ARTHUR A. GANDRE*District Agent
Washington National Insurance*

1937
Dial 3763 520 S. 8th St.

MC MULLIN WATCHMAKER & JEWELER*One of the Better Jewelers*

1927
1109 N. 8th St. Wm. McMullin

KNOCKE MEAT MARKET*Finer Meats and Sausages*

1877
1031 N. 8th St. Henry and Harry Knocke



Home of the Sheboygan County Historical Society

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The original edition of One Hundred Years of Sheboygan came out in 1946; these are the pages we have numbered 1-197. In 1953 a supplement to this book was published, and these are the pages numbered 198-247.

Since the original book and its supplement excluded page numbering and an index, in order to remedy this omission, we have prepared this index. Therefore, an explanation of the numbering arrangement will be in order.

This index is predicated on the assumption that the basic volume and its supplement are treated and bound together as one volume. Consequently, each page of this bound volume has been numbered consecutively, including plates or blank pages, with page number 1 being assigned to the page following the preface of the original edition ("The Start of Sheboygan"), and the last page, number 247, being assigned to the last advertising page of the supplement (the page with the photograph of the Sheboygan County Historical Society building on it).

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