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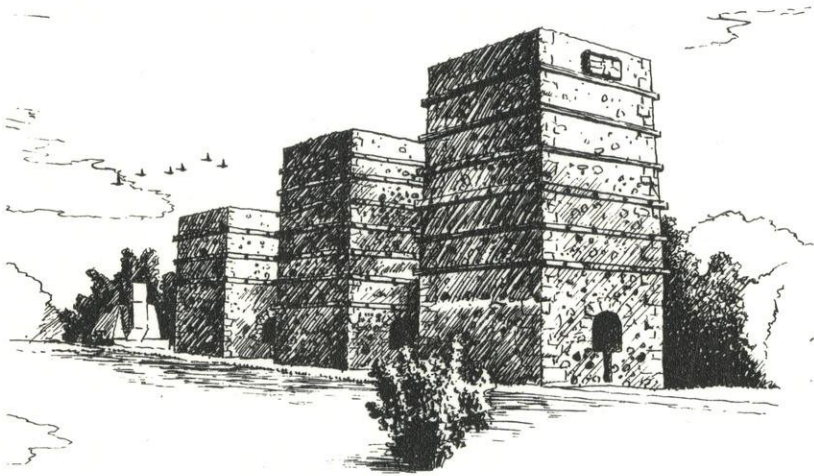
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Grafton

WISCONSIN



*A History of the
Place and the People*

*“Historic continuity with the past is
not a duty, it is only a necessity.”*

Justice Oliver Wendell Holmes

Grafton

WISCONSIN

A History of the Place and the People

by

Donald S. Henning and Ralph L. Zaun

Published by the
Zaun Memorial Foundation, Ltd.
with the coöperation of the
Grafton Historic Preservation Commission,

Spring, 2005

Contents

Introduction	3
History	5-15, 22-24
Illustrations & Photos	16, 17, 20, 21
Map	Centerfold
Grafton Area Community Groups	25
Grafton Industries, Past & Present	26, 27
Bibliography	28
Acknowledgements, Credits	29
Index	30, 31

Introduction

The story of Grafton's birth and growth to maturity can be divided into four distinct but overlapping chapters: **Primeval**, **Agricultural**, **Industrial** and **Commercial / Service**. Telling the story in every detail would fill a thick volume, but this book presents the significant facts as well as some human interest anecdotes as accurately as could be gleaned from previously printed histories, personal inquiries and remembrances.

During the **Primeval** period, the area around what would some day become Grafton can be characterized succinctly as a mid-continental, temperate zone wilderness inhabited by Indians, (so misnamed by the early explorers who sailed the Atlantic Ocean in search of a westward trade route to India and assumed they had found it). The best evidence we have to date indicates these aborigines actually were descendants of Mongoloid hunters who migrated from the Asian continent across the Bering Strait land bridge, to what today is Alaska, thousands of years ago during the glacial period. They were peaceful, pleasant people, who accepted the white settlers as neighbors with whom they traded and socialized.

Starting in the 1830s, with the clearing of the land for farming by the settlers, the unincorporated village known as Grafton became the hub of a large **Agricultural** area, with many small businesses supplying the farmers with the products and services required to plant, grow and sell their crops, and satisfying the daily needs of food, shelter, clothing, and equipment for all the inhabitants. The village survived and thrived concomitantly with the growth of agriculture, and that in turn led to the third phase.

With the arrival of the railroads, about 1870, the major focus began shifting from farming to manufacturing. Mills and factories were built and the products were shipped out by rail. In the early 1900s, Grafton led the way as an industrial community, supported by a lumberyard, a bank and a fire department to enable the workers to build good homes and to help them if disaster struck. **Industrial** growth, partially fed by the military needs of four wars, continued to the beginning of the twenty-first century, when a recession was felt by some manufacturers unable to compete against low labor costs in foreign countries. Many companies reduced their work forces; others closed or consolidated their operations in locations where labor costs were lower. Despite the challenging economic times, however, new companies started up in Grafton, while some "old timers" continued as before or even grew.

Now, since the late 1900s, Grafton has emerged as a vibrant **Commercial** and **Service** oriented community. Contributing to the transition, is an older citizenry with a longer life span, that requires fewer possessions, smaller dwellings and more medical care; on the flip side, however, are younger generations of residents with growing families who require more possessions and larger dwellings. The result is widespread construction of homes, apartments, condominiums, medical facilities, care centers, office buildings, discount stores and restaurants.

Grafton's revitalization and growth continue and, just as in those earlier times of transition and expansion, they hold the promise of a stronger, more energetic and more attractive community in which to live, work and play.

Grafton

The Heart of Ozaukee County



The first white men to visit the site that is now Grafton were Fathers Claude Jean Allouez (later associated with Jacques Marquette) and Claude Dablon, from the Jesuit mission at Green Bay. They came about 1670 and found the area occupied by a village of gentle, affable and civilized Indians, possibly one of the six bands of the Miami tribe.



As early as 1825, a herd of 99 cattle was driven along the Lake Michigan shore through the Town of Grafton on the way from southern Illinois to Fort Howard (now Green Bay). The trail boss was none other than William Steven Hamilton, the son of Alexander Hamilton.



In 1835 the brave people of the very young United States of America were confidently claiming land and establishing communities. The Declaration of Independence had been signed only fifty-nine years earlier and the Constitution had been ratified by the last of the thirteen original colonies only forty-five years earlier. In Wisconsin the earliest European settlers were living in peace with the

Potawatomi, Sac, Chippewa and Fox tribes, several treaties having been made with the Indians from 1831 to 1838. A surveyor arrived that year and began platting the land Grafton occupies today, along the Milwaukee River. The Wisconsin Territory, including Minnesota and both the Dakotas, was established by the Federal Congress in 1836.

The actuality of being the "first settler", as far as can be told, was shared by two men—John Drake, who was found living in a little log and bark shelter when other settlers arrived, and Timothy Wooden, but through general acceptance Wooden has been granted the title by virtue of having purchased about 148 acres in 1838, in what is now the business district, for \$1.25 an acre. In 1840 his name was on the first list of voters in what was then Washington County and in 1846 he became the Town of Grafton's first Justice of the Peace. His gravestone may be seen on the north edge of Woodlawn Union Cemetery.

The area absorbed many settlers from New York and Ohio who bought land in the emerging unincorporated village of Hamburg, so named by Jacob Eichler in honor of his birthplace in Germany. In 1841 the German and Irish immigrants began arriving, the former staying here and the Irish going to the Hamilton area in Cedarburg (then known as New Dublin). That year the first dam, with a fall of 16 feet, was built just north of Bridge St. to supply power for the new flour mill, saw mill and woolen mill across the street. Woodland Union Cemetery, at the corner of 3rd Ave. and North St. was established the same year.

The central part of the village was known as "The Square". The two-story stone block building on its southeast corner was erected in 1844-45 by Phineas M. Johnson, Jacob

Andreana and William T. Bonniwell. It served as the county courthouse and jail when Grafton was the Washington County seat. It has housed a tavern among other businesses and in the 1850s St. Paul Lutheran Church and St. Joseph's Catholic Church services were held there. It still stands today.

The area had rich soil covered with a dense hardwood forest, and the settlers bought as much land as they could at 50 cents to \$1.50 an acre. Homesteads of hundreds of acres were common. They cleared the land and planted wheat, corn and other grains in demand throughout the territory. That was before the great expansion of the dairy industry, and on average they owned only one or two cows to provide milk for their families.



The farmers cut the felled trees into cord wood and sold it to the operators of the side-wheeler lake boats that docked at the port of Ullao east of the Grafton area. One early pioneer, James T. Gifford, built a thousand-foot-long pier from the foot of the bluff out into Lake Michigan. By means of long chutes, he slid the timber down to the pier next to the docked vessels. He also built a sawmill and a warehouse.



Attorney Eugene S. Turner came to Grafton in 1846 and remained until 1862, when he moved to Port Washington to continue his law practice. In 1850 he was a candidate for district attorney of Washington County, opposing another attorney from this area, Leland Stanford. Defeated soundly, Stanford moved to California in 1852, becoming that state's wealthiest man, and Governor, and founded the university at Berkeley which bears his name.



Making lime was an important industry through a large part of Grafton's history. At one point there were fifty-two kilns operating in Ozaukee County, nine of which were in Grafton. Timothy Higgins built the first kiln in 1846. A

larger one, the Ormsby Lime Co., was run by J. W. Ormsby and O. W. Robinson of Milwaukee, starting in 1874. The largest was Milwaukee Falls Lime Co. which began in 1890.

In the 1850s John B. Steinmetz started the first Grafton brewery, which operated until the mid 1870s. Others followed: Klug & Co., late 1870s-early 1880s; Charles Querngafar, 1870s; H. Diedrich, early 1880s; John Weber, mid 1880s-1890; William Weber, 1890-1920; Blessing Beverage Co., George Blessing, Sr. and George Blessing, Jr., proprietors, 1921-?; Grafton Brewing Co. (1038 12th Ave.), organized by George Blessing, Sr., 1933-1934; Wisconsin Cooperative Brewery, Henry Jaeger, Chairman of the Board, 1935-1941.

On August 14th of 1847 the first newspaper, *The Washington County Eagle*, appeared, only to fail the following year after backing the wrong side in an election. That was also the year the Wisconsin Territorial Legislature granted a charter for a plank or macadam road to be built from the eastern Grafton area, called Ulao, through Grafton, Cedarburg and Hartford, all the way to the Wisconsin River.

On May 29, 1848, Wisconsin became the thirtieth state, and the new State Legislature authorized the incorporation of the Port Ulao and Grafton Road Company, with rights to extend the proposed road to the Rock River. Three miles of the road were actually built, to a point west of the Milwaukee River. The same Mr. Gifford who built the pier was the proponent of the method used, which he said he learned about from reading Roman history, that is, felled trees were converted to charcoal and mixed with burnt clay to form the road bed of what was actually the first turnpike in the state of Wisconsin.



1849 was the year of the great Indian scare. In early September, both the settlers and the local Indians, with whom they peacefully coexisted, became panic-stricken when word spread that Chief Blackhawk's warriors were headed Grafton way. (Actually, they were about four hundred miles away.) Some fled to Milwaukee and others sought refuge in the Grafton Flour Mill and the Cedarburg Mill. Many left their homes, but one stubborn resident, Mrs. Cort Henry Vieselmann stayed on their farm and molded bullets.



That same year the western half of the Town of Grafton was taken to create the Town of Cedarburg. Grafton, in the 1850 registry, showed 27 Irish families and 53 German families, with a total population of 400-500 people. It was the Washington County seat until 1853, when the legislature transferred the title and honor to West Bend. Piqued by that action, the citizens of the eastern portion of the county sued to be split off from Washington County and become a new county. The action was denied because the designated land area was smaller than the legal minimum of 900 square miles, but in the Wisconsin Supreme Court it was pointed out that by definition the eastern border of the state was at the middle of Lake Michigan, thereby adding more than enough area to the proposed county to qualify. The division was made and the eastern portion became Ozaukee County, with the Legislature, on March 30th, naming Port Washington the county seat. The Indian word "Ozaukee" means "yellow earth", referring to the color of the clay subsoil in the area.

The first two churches in the village were founded about the same time: St. Joseph's Catholic Church on November 8, 1849 and St. Paul Lutheran Church on July 28, 1851. Later, they each established a cemetery: St. Joseph's at 4th Ave. and Washington St. in 1855 and St. Paul, west of it, in 1876.



An interesting account of life in the early days of Grafton came from a school teacher, Charles E. Chamberlain: "I received \$11.00 a month, out of which I boarded myself and saved money. It cost very little to live then. A suit of jean, (a strong cotton twill fabric) served for weekdays and Sundays. Game was plentiful, fish were caught in abundance, fuel cost only the labor of preparing it, wheat was 50 cents a bushel, potatoes but 10 cents, coffee could be bought for 6 to 10 cents a pound, and the very best whiskey was 15 cents a gallon. We enjoyed pure independence."



By 1857 the area had become the unincorporated Village of Grafton. Then, for some reason, the name was changed to Manchester, and five years later, in 1862, was permanently changed back to Grafton.

The Wisconsin Central Railroad laid tracks through the village to Green Bay in 1871, providing transportation for the products of Grafton's mills and bringing new people to work in them. Later it was consolidated with the Chicago, Milwaukee, St. Paul & Pacific system (The Milwaukee Road). Today the line is operated by the Canadian National Railroad. In 1873 a second railroad was completed, east of the village, through what is still referred to as Ulaos, between Grafton and the lake—the Milwaukee, Lake Shore & Western Railway, later to become the Chicago & Northwestern Railway, and now the Union Pacific Railroad.

By 1881, Grafton was thriving commercially, boasting a woolen mill, a chair and furniture factory, a cheese factory, a brewery, a livery stable, twenty-five commercial businesses, two wagon and blacksmith shops and a third church, Presbyterian. The woolen mill, was built of stone in 1880 and contained two sets of woolen (fuzzy, napped, curly fiber) yarn machinery and one set, the most modern, to make

worsted (smooth, compact, long-fiber) yarns. It was reported to be the only worsted mill in the West, and employed one hundred hands. The flour mill was next door to the north, drawing its power from the same dam. It had five sets of heavy, round, grooved stones and could make 100 barrels of flour a day, to be sold to bakers in Milwaukee under the brand name *White Lily*.

In 1888 an iron bridge was built across the river (Bridge St.) to replace the original wooden one, maintaining the only access to the village from the east. Its usage declined when a new concrete bridge was built on Washington St. in 1928, and in 1996 the iron bridge was moved to Lime Kiln Park and replaced by a concrete one.

The Milwaukee Falls Lime Co. was incorporated in 1890 and built five kilns at the site of today's Lime Kiln Park. The stone was removed from three quarries on the west side of the river and one on the east. 17 men worked 60 hours a week; their pay for the week was \$6.00. Mules pulled the trams of limestone from the quarries to the crusher, and then cables pulled them on tracks atop the kilns, which were stoked with cordwood in the fireboxes below. A spur line carried the processed lime to the Wisconsin Central Railroad for shipment to Chicago, St. Louis and Detroit. Ferdinand C. Mintzlaff was a "hands on" officer of the company who supervised the actual operation of the kilns, and his granddaughter, Margaretha Mintzlaff Bevington, of Scottsdale, Arizona, fondly recalls him taking her "to watch the little carts and fires" when she was a child. The business continued into the 1920s.

In the early days travelers could rest, visit the tavern and even buy steamship tickets in the Wisconsin Haus.

About 1892 it was razed and Edward Mueller built the present day Hotel Grafton on the site, a three story structure that at the time was the finest hostelry in this part of the state. It was also known as the Hotel Niesen for a few years around 1906.

In 1895 Ferdinand Mintzlaff, who was associated with lime kiln operation, established a lumber business next to the railroad tracks, west of Wisconsin Ave. A larger building was erected in 1936, when it was known as the Mintzlaff & Behrens Lumber & Coal Co. Mintzlaff's son, Alfred, sold the business to Jerry Kopps in the 1950s and he continued selling lumber, feed and oil into the 1970s. Ferdinand was an avid entrepreneur also involved in the start-up of the Grafton Telephone Co., Lincoln Light Co., three grist mills, and a foundry.

On March 30th, 1896 the Village of Grafton was incorporated by a vote of 128 to 4 in an election ordered by Circuit Court Judge Warham Parks. The appointed election inspectors were Charles F. Mintzlaff (father of Ferdinand), Christopher E. Wiepking and Fred L. Harms, who was later elected its first president. On July 1st the first volunteer fire department was founded, with William Weber, a local brewer, elected its Chief. The Grafton Hook & Ladder Co., consisting of 14 men, was formed on April 14th in 1898, the village having agreed to pay \$4 to the first team to hook up to the fire wagon, payable when the equipment was returned. A sheriff handled law enforcement until the Grafton Police Department was organized in 1956 with Elroy Hintz as its first Chief. Its office was located in the old *Grafton* theater building on 11th Ave. and Bridge St. until moving to its present site on Hwy. 60 in 1981.



In 1901 the three-masted schooner, Mary Ellen Cook, became stranded on the beach southeast of the village. The owner/captain, Herman Olson, walked to Grafton to call for a tug, but the rescue effort failed. In August, 1902, the paper reported "John Gilson drove through here with his automobile. We envy him."



In 1906 The Milwaukee Northern Railway Co. began extending its electric interurban line from Milwaukee through the village to Port Washington. The truss spans over the Milwaukee River, north of Grafton, were second-hand, built in 1850 for the Michigan Central Railroad. The viaduct over the then CMST&P tracks and Wisconsin St. in Grafton was 765 feet long; overall, it reached about from the present Post Office to the Library, the tracks then proceeding north on West St. (now 11th Ave.). The route to Port Washington is today's bike path, which goes northeast from North St., past the Family Aquatic Center, crossing County Trunk O and over new bridge spans at the Milwaukee River and I-43. The interurban service began on Sunday, November 2, 1907. Don Henning vividly remembers riding "up front" next to the motorman, on interurban trips in the 1920s and '30s from Milwaukee through the countryside between stops at Brown Deer, Mequon and Cedarburg to Grafton, where his cousin taught primary school, and Port Washington, where his aunt and uncle lived. "The highlight was the crossing of the long viaduct over the highway and the railroad tracks in Grafton."

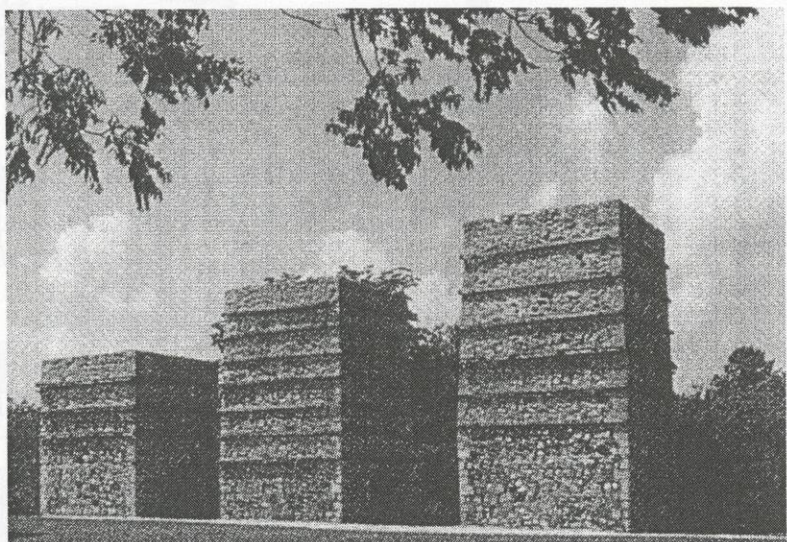
1907 was also the year the Grafton State Bank was established by Louis L. Zaun, with his own capital of \$6,800 and \$3,200 more from local investors. His son, Robert P. Zaun, later served as president of the bank and established the philanthropic Zaun Memorial Foundation. Robert's son, Ralph L. Zaun succeeded him in 1973, commissioned a highly



Grafton, ca. 1896, looking northwest.



Woolen Mill, under construction, 1880.



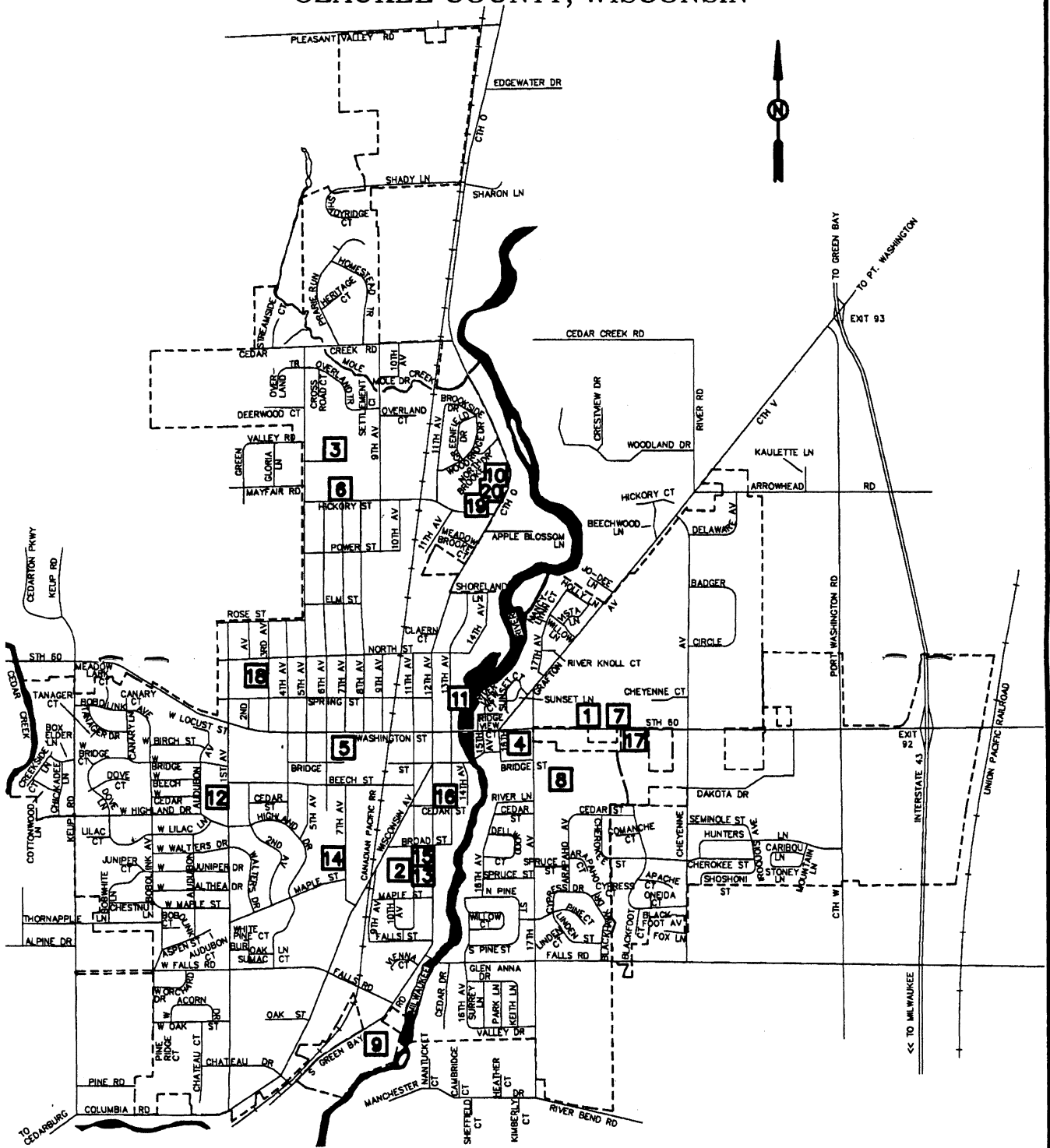
Lime Kiln Park. Three restored kilns of original five.



Hotel Niesen, 1906.

VILLAGE OF GRAFTON

OZAUKEE COUNTY, WISCONSIN



SCHOOLS

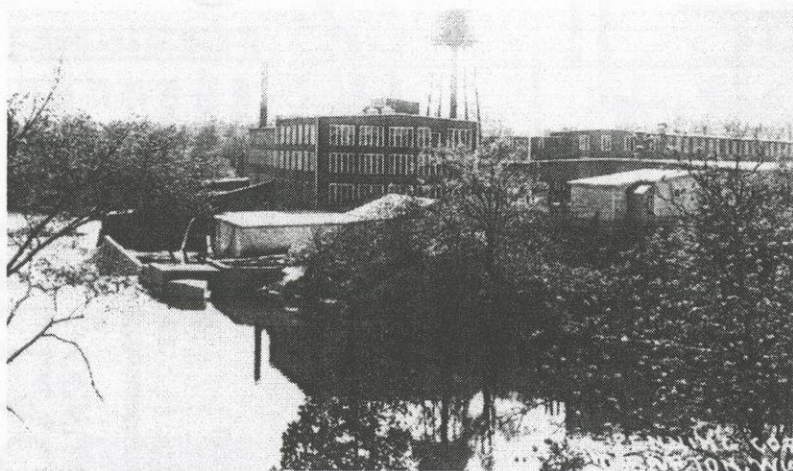
- 1** GRAFTON ELEMENTARY
- 2** KENNEDY ELEMENTARY
- 3** WOODVIEW ELEMENTARY
- 4** ST. JOSEPH'S CATHOLIC
- 5** ST. PAUL'S LUTHERAN
- 6** JOHN LONG MIDDLE
- 7** GRAFTON HIGH

PARKS

- 8** CENTENNIAL
- 9** LIME KILN
- 10** MEADOWBROOK
- 11** VETERAN'S MEMORIAL
- 12** WILDWOOD

PUBLIC FACILITIES

- 13** LIBRARY
- 14** SENIOR CENTER
- 15** YOUTH CENTER
- 16** FIRE STATION
- 17** VILLAGE HALL/POLICE
- 18** WOODLAWN CEMETERY
- 19** PUBLIC WORKS YARD
- 20** FAMILY AQUATIC CENTER



New York Recording Laboratories
Looking southwest over Milwaukee River toward Falls Rd.

The building was erected in 1848 for the Northern Chair Co. and in 1917 was sold to New York Recording Laboratories. Records were produced there and recording studios were added and used from 1929 to 1932. The building was razed in 1938. ▲

Magazine advertisement with view of Grafton factory. ►

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Paramount Records

Double Disc

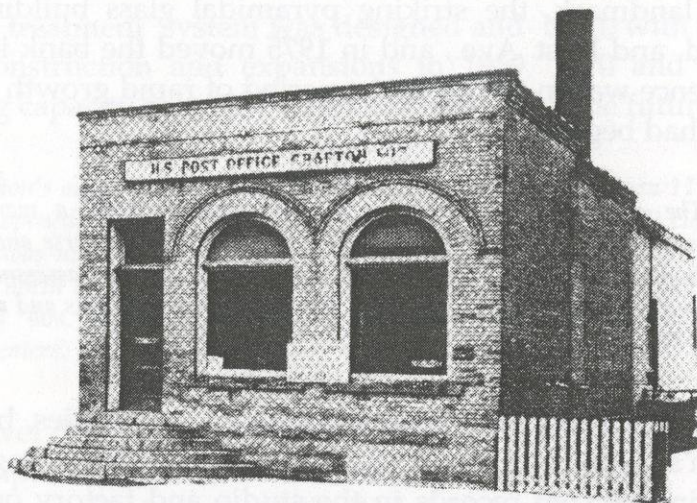
THERE are no weak combinations. Every selection recorded is selected for its excellent acting qualities. Dealers who handle Paramount Records are not burdened with "dead" numbers that take up space and eat your well-earned profits.

The greatest Record Proposition in America Today

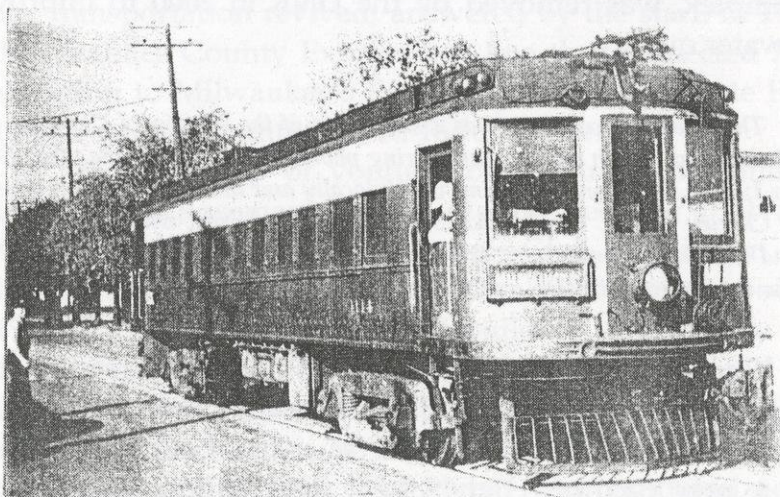
Always a list of hits—the most popular of Broadway's latest. Paramounts are recorded in our own New York laboratory and records are made and shipped from our manufacturing plant in Grafton, W. Va. Write for our dealer's proposition today, also our new Record Catalog just out.

The New York Recording Laboratories, Inc.
For Washington, D.C.
New York, N.Y.

Grafton, West Virginia



First Grafton State Bank building, used 1908-1926.
(Later used as a Post Office)



Milwaukee Northern Railway interurban car
making a passenger stop in Grafton.

visible landmark, the striking pyramidal glass building on Falls Rd. and First Ave., and in 1975 moved the bank into it. Confidence was in the air and a period of rapid growth of the village had begun.



The automobile was gaining in popularity. In 1907 a man from Germantown experienced engine failure in Grafton and had a horse and buggy take him home. In 1910 the automobile was listed in property tax assessments for the first time:: 4 automobiles - value \$1,300; 76 wagons, carriages and sleighs - value \$2,070.



In 1917 the New York Recording Laboratories, bought Grafton's Northern Chair Co. and began recording and producing 78 rpm records in the studio and factory on 12th Ave. north of Falls Rd., sharing the building with a knitting company. The dam, just north of Falls Rd., which was part of the complex, was removed by the DNR in 2000 to improve river water quality.



The recording company was a subsidiary of the Wisconsin Chair Co. of Port Washington, which was manufacturing phonographs. When the plant was razed in 1938 it ended an era during which locally and nationally famous artists such as Charley Patton, Blind Blake, Skip James, Son House, Ma Rainey, Romy Gosz and Bill Carlsen came to record the blues, ballroom, jazz, polka and country music for the Paramount label and many others.



Grafton prospered with the rest of the nation in the booming 1920s and endured the depression of the '30s and in fact, even made forward strides because of its stable industrial base. A new Grafton High School was built in 1927 on the same block as the old Jackson School, which had served as both elementary and high schools. In 1931 a water and

sewage treatment system was designed and built, with new plant construction and expansions in 1959, 1970 and 1982 ensuring capacity to satisfy Grafton's needs into the future.



Grafton's only "in town" movie theater, on Bridge St., between 11th and 12th Sts., opened on April 28, 1949. The Grafton had 530 seats. It closed in 1951 and was unsuccessfully reopened in the 1960s. Another theater, the 57 Outdoor, north of Grafton on Hwy. 57/Port Washington Rd., flourished in the 1930s and '40s, closing when there was a nationwide loss of attendance at outdoor theaters.



Travel changed after World War II as driving became so commonplace that the interurban electric line from Milwaukee to Sheboygan, with diminishing ridership, was no longer profitable, and in 1950 the service was discontinued. Many years later, people were living longer and the need for public transportation revived, answered by the start, in 1998, of the Ozaukee County Express bus line that connected Port Washington to Milwaukee's Festival grounds and State Fair, and the Ozaukee County Shared-Ride Taxi Service.

In 1955, a group of young mothers, including Shirley Livingston and Rosemary Fischer, saw the need for a library. With the help of the Grafton Women's Club, they began one in the old theater building with less than 1,000 donated books. In 1989, it moved into its present building, donated by the Grob family, between 11th Ave. and 12th Ave. at Broad St., and in 1990 was named the USS Liberty Memorial Public Library, dedicated to the 34 men killed when that ship was attacked and sunk in 1967. The library was computerized in 1995, the same year the Children's Room was added in the basement, and is a member of the Eastern Shores Library System, which offers access to and local availability of

books from libraries in all of Ozaukee and Sheboygan Counties, UW - Sheboygan and Lakeland College.

In 1954 The Parks and Recreation Department was formed, located in the old theater building, and today it oversees 17 parks of various sizes, including the extensive and historic Lime Kiln Park. Meadowbrook Park, with its swimming pool, was added in 1965 and the latest, Centennial Park, in 2000. A Senior Club was also in that building. Both groups moved to the Multi-Purpose Senior Center on 11th Ave. in 1982.

In the 1960s a major project was taking place in Milwaukee that changed traffic patterns materially. The expressways built then took cars off the city streets and shortened the travel time for commuters and those going in all directions in and out of that city and the county. In 1966 plans were approved for extending the superhighway north, east of and adjacent to Port Washington Rd., and in 1968 the Ozaukee portion opened between County Line Rd. (Milwaukee/Ozaukee) and the intersection of Port Washington Rd./County W and Grafton Ave./County V, north of Grafton, swelling the traffic through the village on Washington St./Hwy. 60 bound for Newburg, Jackson and Hartford to the west.



Retiring Port Washington Rd. as the main route north between Milwaukee and the cities along Lake Michigan was a giant step forward in safety. The old three-way interchange north of Grafton was called "the pretzel" and caused innumerable accidents, many fatal, due to the short distance given drivers to cross over from one highway to another. The "Port Road" itself was equally infamous. It was three lanes wide, the center lane being reserved for passing and left turns. Only those who drove it can imagine the horror when, after seeing the center lane clear, a driver would move into it and start to pass, then see a car pull out of the oncoming traffic to pass, with no chance of either getting back in the outer lane.

Brakes squealed, cars met head-on or were forced off the road, and many people died. That center lane was known as the Port Washington Road "suicidelane".



The Ozaukee Humane Society, located on Grafton's far north side on the site of the old 57 *Outdoor* theater was organized in 1977.

The education of the growing population was facilitated by the construction of new schools: John F. Kennedy Elementary, 1954; Grafton Elementary (originally a high school), 1958; John Long Middle, 1963; Woodview Elementary, 1969, and the present Grafton High, 1972.

Grafton's size made it ripe for retail market growth and the result was the construction of supermarkets, discount stores and malls: Twin City Plaza in 1961; Manchester Mall, 1975; Kohl's, 1976, Kmart, 1983; Home Depot, 1998; Target, 1999; Office Max, 2002, and Colder's in 2004. The incentive for establishing the later group of them was, no doubt, the opening of Interstate 43 from Grafton north to all the cities along Lake Michigan, Door County and Green Bay, about 1980.

Since the 1960s Grafton has more than doubled in size to its present (2005) population of about 11,000, thanks to postwar industry and housing booms. Its spiritual needs are served by 14 churches of various denominations and its financial needs by 9 different banks. Today's Police Department employs 27 people, including 20 officers, and the 100% volunteer Fire Department has 9 vehicles and 80 active members. The Grafton Corporate Park, on both sides of Highway 60, was established in 1996 and gained occupants rapidly. Although some industries have closed, there are still major employers in town, including large retail stores

recently added or in the planning or construction stage. Grafton's parks have been upgraded, the latest example being the opening of the beautiful new Robert P. Zaun Pavilion in Lime Kiln Park. Grafton became the unofficial center of a major recreational facility with the development of the Ozaukee Interurban Trail, a wide, 30-mile path from the Milwaukee County line to the Sheboygan County line, for biking, walking and in-line skating, that goes through the heart of the village. The concept, planning and construction of this popular trail started around 1990 and completion is expected in 2005.

The downtown area is experiencing revitalization through the Grafton Façade Improvement Program and the construction of condominiums and apartments. To the east, the I-43/Port Washington Rd./Highway 60 (Washington St.) area is being developed commercially at a rapid pace.

Having less than average controversies related to the operation of its present programs and being on a firmly conservative financial footing, Grafton continues to be a friendly community of parks, residences, churches, schools, recreation, commerce and industry, dedicated to keeping the village safe, clean and attractive.



The Grafton Historic Preservation Commission, established in 1997, studies the style, design, construction and history of the village's homes, buildings and other structures and their occupants, recording and evaluating them, and recommending the noteworthy ones as eligible to be designated Grafton Historic Landmarks.

Grafton Area Community Groups

American Legion, Post #355
American Legion Auxiliary
Big Brothers/Big Sisters
Boy Scouts, Troop #839
Chamber of Commerce
Cloverleaf 4-H Club
COPE Services, Inc. (Concerned
Ozaukee Parent's Exchange)
EDGE (Economic Development
for Grafton Enhancement)
Family Sharing of Ozaukee
County, Inc.
FOCUS (Professionals Business
Women's Networking Group)
Friends of the Library
GALA, Inc. (Grafton Area
Live Arts)
Girl Scouts, Troop #432
Grafton Senior Center
Grafton Soccer Club
Grafton Sunrise Rotary
Grafton Volunteer Fire
Department
Grafton Youth Center
Independent Community
Bankers Association
Jaycees
Lions International
Little League
Music Parents
Ozaukee Drug Abuse
Council
Ozaukee Humane Society
Ozaukee Stamp Club
Portal Industries
Riveredge Nature Center
Rotary International
St. Vincent de Paul Society
SHARE (Self Help and Resource
Exchange, Inc.)
Toastmasters International
Veterans of Foreign Wars
Post #10170
Volunteer Center

Grafton Industries, Past & Present

- Badger Case Corp. (1996-2003) (Mfg. of special purpose portable cases)
- Badger Precision Tool & Mfg., Inc. (1981) (Mfg. of plastic injection & investment molds)
- Barton Washing Machine Co. (? -1972) (Manufacturing)
- Brooks Stevens Design Associates, Inc. (1997) (Product development)
- Calibre, Inc. (1982) (High quality metal painting & graphics application)
- Cedarburg Pharmaceuticals, Inc. (1997) (Bulk mfg. of active pharmaceutical ingredients)
- Cera-Mite (1981-2000) (Successor to Sprague Electric; predecessor to Vishay Cera-Mite)
- Communique Corp. (? -1984) (Mobile changeable copy electric signs)
- Control Products Corp. (1985) (Successor to Control Products Div. of Amerace Corp.) (Electronic circuit board assembling)
- Control Prod. Div., Amerace Corp. (1969-1985) (Successor to Enercon Corp.; predecessor to Control Products Corp.) (Mfg. of variable speed motors & time delay relays)
- Dickmann Mfg. Co., Inc. (1958) (Metal stamping & fabricating)
- Enercon Corp. (1961-1969) (Predecessor to Control Products Div. of Amerace Corp.) (Variable speed motor mfg.)
- EST Co., Div. of Leggett & Platt, Inc. (1947) (Aluminum die casting)
- EST Mole Creek Branch, Leggett & Platt, Inc. (1988) (Mfg. of aluminum die castings for small engines)
- Exacto Spring Co. (1960) (Spring manufacturing)
- Fine-Line Products, Inc. (1997) (Importing, mfg. & distributing)
- Flattop North America Div. of Rexnord Industries, Inc. (1970) (Plastic conveyor mfg.)
- Frank Mayer & Associates, Inc. (1964) (Designing & mfg. of custom retail displays & interactive kiosks)
- Grafton Foundry (? -1990) (Operation moved to Mid-City Foundry)
- GramsMed LLC. (1993) (Surgical suture mfg.)
- Grob Bros. (1936-1953) (Band saw & filing machine mfg.)
- Grob, Inc. (1953) (Band saw, gear & spline bar mfg.)
- Herlec (Predecessor to Sprague Electric)
- Holton Bros. (1978) (Masonry restoration)
- IBB Technology of America (2000) (Instrument & tool calibrating)
- Infinity Plastics Systems (2003) (Plastic injection molding)
- Jor-Mac, Inc. (1952) (Metal fabricating, laser processing & powder painting)
- Jungers Range Co. (1911-1950) (Stove mfg.)
- Kapco, Inc. (1972) (Metal stamping, fabricating & welding)

Knuth Machine & Tool Corp. (1965) (Wire electrical discharge machining; mfg. of tools & dies for metal & molds for rubber)

Microbrush International (1993) (Dental coating applicator mfg.)

Mid-America Seasoning, Inc. (1985) (Bulk spice blending & packaging)

Mid-City Foundry Co. United Division (1967) (Successor to United Foundry) (Grey & ductile iron casting)

Milwaukee Sign Co. (1984-200+-5) (Successor to Communique Sign Co.) (LED & internally illuminated cabinet sign mfg.)

Oetlinger Tool & Engineering Co., Inc. (1990) (Contract metal machining)

Orion Corp. (1968) (Successor to Harris Corp.) (Hydrodynamic bearing mfg.)

Ozaukee Precision Grinding, Inc. (1993) (Grinding of metal tools & dies for plastics industry)

Philipp Lithograph Co. (1960) (Large format lithographing)

Portal Industries, Inc. (1974) (Rehabilitation agency for adult disabilities; light manufacturing, assembling & packing)

Power Products Co. (1946-1953) (Predecessor to Tecumseh Power Co. (Small gasoline engine mfg.))

Pro-Touch Professional Finishes, Inc. (2005) (Interior & exterior painting)

Pukall Co., Inc. (2001) (Building restoration contracting)

Ram Tool, Inc. (1995) (Die-casting die & prototype tool mfg.)

Rostad Aluminum Corp. (1953) (Custom aluminum sand and die casting)

Russell T. Gilman, Inc. (1952-1998) (Predecessor to SKF Precision Technologies)

Rychtik Welding, Inc. (1990) (Manufacturing & all types of welding)

SKF Precision Technologies (1998) (Mfg. of linear & rotary devices for industry)

Spectrum Contracting Corp. (1979) (Restoration & protection of reinforced concrete structures)

Sprague Electric (Successor to Herlec; predecessor to Cera-Mite)

Stock America (2001) (Food production equipment sales & service)

Tecumseh Power Co. (1953) (Successor to Power Products Co.) (Small gasoline engine mfg.)

Vishay Cera-Mite, Inc. (2000) (Successor to Cera-Mite) (Ceramic electronic component mfg.)

Weld-Tech, Inc. (1998) (MIG & TIG welding)

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Acknowledgements

Many thanks for information supplied by the personnel at:
Canadian National Railroad.
Grafton Administration Office.
Grafton Area Chamber of Commerce.
Grafton Community Activities Department.
Grafton Police Department.
Grafton Public Schools.
Grafton Public Works/Engineering Department
Grafton Ski & Cycle Shop.
Grafton Volunteer Fire Department.
Grafton Water & Waste Water Utility.
Ozaukee County Shared-Ride Taxi.
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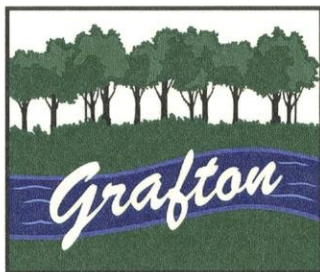
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Index

- Allouez, Father Claude-Jean 5
Andreana, Jacob 6
Banks 13, 23
Bike path 13
Blackhawk Indians 9
Blessing Beverage Co. 8
Blessing, George, Jr. 8
Blessing, George, Sr. 8
Bonniwell, William T. 7
Breweries 8
Bridges 11
Canadian National Railroad 10
Cedarburg 6, 8
Cedarburg Mill 9
Cedarburg, Town of 9
Cemeteries 6, 9
Centennial Park 22
Chamberlain, Charles E. 10
Chicago & Northwestern Railway 10
Chicago, Milwaukee, St. Paul & Pacific
Railroad 10, 13
Chippewa Indians 6
Churches 7, 9, 23
Commerce 10, 23
Dablon, Father Claude 5
Dams 6, 20
Diedrich, H. 8
Drake, John 6
Eastern Shores Library System 21
Eichler, Jacob 6
Expressways 22
Family Aquatic Center 13
57 Outdoor Theater 21, 23
Fire Department 12, 23
"First settler" 6
Fischer, Rosemary 21
Fort Howard 5
Fox Indians 6
German settlers 6, 9
Gifford, James T. 7, 8
Gilson, John 13
Grafton Brewing Co. 8
Grafton Corporate Park 23
Grafton Façade Improvement
Program 24
Grafton Flour Mill 9, 11
Grafton Historic Preservation
Commission 24
Grafton Hook & Ladder Co. 12
Grafton Hotel 12
Grafton State Bank 13
Grafton Theater 12, 21
Grafton, Town of 5, 9, 6
Grafton, Village of 10, 12
Grafton Telephone Co. 12
Grafton Women's Club 21
Grafton Woolen Mill 10, 11
Green Bay 5, 10
Grob family 21
Hamburg 6
Hamilton, Alexander E. 5
Hamilton area 6
Hamilton, William S. 5
Harms, F. L. 12
Hartford 8, 22
Henning, Donald S. 13
Higgins, Timothy 7
Highway 60 12, 22, 24
Hintz, Elroy 12
Hotel Grafton 12
Hotel Niesen 12
Indian Scare, The Great 9
Interstate 43 13, 23, 24
Interurban service 13, 21
Irish settlers 6, 9
Jaeger, Henry 8
Jesuit Mission 5
Johnson, Phineas M. 6
Klug & Co. 8
Kopps, Jerry 12
Lake Michigan 5, 7, 9, 22
Lakeland College 22
Library 13, 21
Lime Kilns 7, 11
Lime Kiln Park 11, 22, 24
Lincoln Light Co. 12

Livingston, Shirley 21
 Manchester 10
 Marquette, Jacques 5
Mary Ellen Cook, ship 13
 Meadowbrook Park 22
 Milwaukee 8, 9, 13, 21, 22
 Milwaukee Falls Lime Co. 8, 11
 Milwaukee, Lake Shore & Western
 Railway 10
 Milwaukee Northern Railway Co. 13
 Milwaukee River 6, 8, 13
 Milwaukee Road, The 10
 Mintzloff, Alfred 12
 Mintzloff & Behrens Lumber & Coal
 Co. 12
 Mintzloff, Charles F. 12
 Mintzloff, Ferdinand C. 11, 12
 Mintzloff, Margaretha 11
 Mueller, Edward 12
 New Dublin 6
 New York Recording Laboratories 20
 Northern Chair Co. 20
 Olson, Herman 13
 Ormsby, J. W. 8
 Ormsby Lime Co. 8
 Ozaukee County 7, 9, 22
 Ozaukee County Express 21
 Ozaukee County Seat 9
 Ozaukee County Shared-Ride Taxi
 Service 21
 Ozaukee Humane Society 23
 Ozaukee, Indian meaning of 9
 Ozaukee Interurban Trail 24
 Parks 22, 24
 Parks & Recreation Dept. 22
 Police Dept. 12, 23
 Population 23
 Port Ulao & Grafton Road Co. 8
 Port Washington 7, 9, 13, 20, 21
 Port Washington Rd. 22, 24
 Potawatomi Indians 6
 "Pretzel, The" 22
 Querngatar, Charles 8
 Record labels 20
 Recording artists 20
 Robinson, O. W. 8
 Rock River 8
 Sac Indians 6
 St. Joseph's Catholic Church 7, 9
 St. Paul Lutheran Church 7, 9
 Schools 20, 23
 Senior Center, Multi-Purpose 22
 Senior Club 22
 Sheboygan County 22
 "Square, The" 6
 Stanford, Leland 7
 Steinmetz, John B. 8
 "Suicide Lane, The" 23
 Theaters 21
 Turner, Eugene S. 7
 Turnpike, first in Wisconsin 8
 Ulao 7, 8, 10
 Union Pacific Railroad 10
 USS Liberty Memorial Library 21
 UW - Sheboygan 22
 Viaduct, interurban 13
 Viesemann, Mrs. Cort Henry 9
 Washington County 6, 7, 9
 Washington County, dividing of 9
Washington County Eagle, The 8
 Washington County Seat 7, 9
 Water & Sewage Treatment System 20, 21
 Weber, John 8
 Weber, William 8, 12
 West Bend 9
White Lily flour 11
 Wiepking, Christopher E. 12
 Wisconsin Central Railroad 10, 11
 Wisconsin Chair Co. 20
 Wisconsin Cooperative Brewery 8
 Wisconsin Haus 11
 Wisconsin River 8
 Wisconsin State Legislature 8, 9
 Wisconsin Supreme Court 9
 Wisconsin Territorial Legislature 8
 Wisconsin Territory 6
 Wooden, Timothy 6
 Woodlawn Union Cemetery 6
 Woolen mills 6, 10
 Zaun, Louis L. 13
 Zaun Memorial Foundation 13
 Zaun, Ralph L. 13
 Zaun, Robert P. 13
 Zaun, Robert P., Pavilion 24

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